

Proposed District Plan Change 52

Alignment of the District Plan
with the New Zealand Heritage List

Publicly Notified:

16 October 2018

Submissions Close:

16 November 2018



Part 1: Introduction

1. What is Proposed District Plan Change 52?

Hutt City Council (“Council”) has prepared Proposed District Plan Change 52. The Proposed Plan Change proposes to make the following amendments to the list of heritage buildings and structures in Appendix Heritage 1 of the City of Lower Hutt District Plan:

- To add the following buildings to Appendix Heritage 1:
 - Nash House (14 St Albans Grove, Woburn);
 - The former Lower Hutt Central Fire Station (155-157 Waterloo Road, Hutt Central); and
 - The former Naenae Post Office (27 Hillary Court, Naenae).
- To move the following building and structure from Appendix Heritage 2 to Appendix Heritage 1:
 - The ANZAC Memorial Flag Pole (Petone Railway Station, Hutt Road, Petone); and
 - The former Petone Magistrate’s Court (13 Elizabeth Street, Petone)
- To remove the following building from Appendix Heritage 1:
 - Dudley Cottage (formerly on Seaview Road - destroyed in fire).

In addition, the Proposed Plan Change replaces terms used in Chapter 14F which, due to amendments to legislation, are now out of date.

No new objectives, policies or rules, or amendments to existing objectives, policies or rules are sought as part of this proposal.

The purpose of the Proposed Plan Change is to ensure that all heritage buildings and structures in the district that are listed, or nominated and anticipated to be listed, in the New Zealand Heritage List are protected through the objectives, policies and rules of Chapter 14F of the District Plan (Heritage Buildings and Structures).

2. Structure of this document

This document contains six parts:

Part 1	Introduction
Part 2	Public Notice
Part 3	Proposed Amendments to Chapter 14F and District Plan Maps
Part 4	Chapter 14F, as amended by Proposed District Plan Change 52
Part 5	Section 32 Evaluation
Part 6	Submission Form (Form 5)

All parts of this document are publicly available from Council, as detailed in the Public Notice (Part 2 of this document).

3. The Process for Proposed District Plan Change 52

The process for Proposed District Plan Change 52 can be summarised as follows:

August/September 2018	Council staff and consultants prepared Proposed Plan Change 52.
9 October 2018	Council resolved to publicly notify Proposed Plan Change 52.
16 October 2018	Proposed Plan Change 52 is publicly notified.

Upon notification of the Proposed Plan Change, all interested persons and parties have an opportunity to provide further input through the submission process. Council's process for public participation in the consideration of this Proposed Plan Change under the Resource Management Act 1991 is as follows:

- The period in which submissions may be made is at least 20 working days from the date of the Public Notice;
- After the closing date for submissions, Council must prepare a summary of the submissions and this summary must be publicly notified;
- Certain persons may make further submissions in support of, or in opposition to, the submissions already made no later than 10 working days after the notification of the summary of submissions;
- If a person making a submission or further submission asks to be heard in support of his/her submission, a hearing must be held;
- Following the hearing, Council must give its decision on the Proposed Plan Change in writing (including its reasons for accepting or rejecting submissions); and
- Any person who has made a submission has the right to appeal the Council decision on the Proposed Plan Change to the Environment Court.

Part 2: Public Notice

PUBLIC NOTICE

Public Notification of Proposed District Plan Change 52 to the City of Lower Hutt District Plan

Clause 5 of the First Schedule of the Resource Management Act 1991

Proposed District Plan Change 52: Alignment of the District Plan with the New Zealand Heritage List

Hutt City Council has prepared Proposed District Plan Change 52, which seeks to amend the District Plan to ensure that all buildings and structures in the district that are listed, or are nominated and anticipated to be listed, in the New Zealand Heritage List are identified and protected through the existing objectives, policies and rules of the District Plan.

Under section 86B (3) of the Resource Management Act, a rule in a proposed plan that protects historic heritage has immediate legal effect on notification.

The Proposed Plan Change also updates terms used in *Chapter 14F: Heritage Buildings and Structures* of the District Plan to reflect changes to legislation.

Documentation for the Proposed Plan Change can be viewed:

- on Council's website: huttcity.govt.nz/pc52;
- at all Hutt City Council Libraries; and
- at the Customer Services Counter, Council Administration Building, 30 Laings Road, Lower Hutt.

Copies can also be requested by contacting Hutt City Council:

- Phone: 04 570 6666 or
- Email: district.plan@huttcity.govt.nz

Any person may make a submission on the Proposed Plan Change. However, if the person could gain an advantage in trade competition through the submission, then the person may do so only if the person is directly affected by an effect of the proposal that -

- adversely affects the environment; and
- does not relate to trade competition or the effects of trade competition.

Submissions close on Friday 16 November 2018 at 5pm

Submissions may be lodged in any of the following ways:

- Email: submissions@huttcity.govt.nz
- Post: District Plan Division, Hutt City Council, Private Bag 31912, Lower Hutt 5040
- In Person: Council Administration Building, 30 Laings Road, Lower Hutt

Submissions must be written on, or in accordance with, RMA Form 5 and include:

- details on the specific provisions the submission relates to;
- whether the specific provision is supported or opposed or proposed to be amended, with reasons; and
- precise details on the decision that is sought from Council.

Submissions must also address potential trade competition advantages and state whether or not you wish to be heard in support of your submission.

Form 5 is available:

- on Council's website: huttcity.govt.nz/pc52;
- at all Hutt City Council Libraries; and
- at the Customer Services Counter, Council Administration Building, 30 Laings Road, Lower Hutt.

Copies can also be requested by contacting Hutt City Council:

- Phone: 04 570 6666; or
- Email: district.plan@huttcity.govt.nz

The process for public participation in the consideration of this proposal under the RMA is as follows:

- after the closing date for submissions, Hutt City Council must prepare a summary of decisions requested by submitters and give public notice of the availability of this summary and where the summary and submissions can be inspected; and
- there must be an opportunity for the following persons to make a further submission in support of, or in opposition to, the submissions already made:
 - any person representing a relevant aspect of the public interest:
 - any person who has an interest in the proposal greater than the general public has:
 - the local authority itself; and
- if a person making a submission asks to be heard in support of his or her submission, a hearing must be held; and
- Hutt City Council must give its decision on the provisions and matters raised in the submissions (including its reasons for accepting or rejecting submissions) and give public notice of its decision within 2 years of notifying the proposal and serve it on every person who made a submission at the same time; and
- any person who has made a submission has the right to appeal against the decision on the proposal to the Environment Court if, -
 - in relation to a provision or matter that is the subject of the appeal, the person referred to the provision or matter in the person's submission on the proposal; and
 - in the case of a proposal that is a proposed policy statement or plan, the appeal does not seek the withdrawal of the proposal as a whole.

Please contact Corinna Tessendorf (04 560 1043 or Corinna.Tessendorf@huttcity.govt.nz) if you have any questions about the proposal.

Tony Stallinger
Chief Executive
16 October 2018

Part 3: Proposed Amendments to Chapter 14F and District Plan Maps

Proposed additions to *Chapter 14F Heritage Buildings and Structures* are underlined.

Proposed deletions to *Chapter 14F Heritage Buildings and Structures* are ~~struck through~~.

Proposed amendment reference

District Plan provision affected by proposed amendment

AMENDMENT 2 [Chapter 14F Heritage Buildings and Structures (Appendix Heritage 1)]
Add a new entry in Appendix Heritage 1 for Nash House

Brief commentary on proposed amendment

C4

14 St Albans Grove

Nash House

Category 1

Lot 7 DP 8552

Proposed amendment

Any new text that is proposed to be added is underlined, while any text proposed to be deleted has been ~~struck through~~.

Amendments to Chapter 14F - Appendix Heritage 1

AMENDMENT 1 [Chapter 14F Heritage Buildings and Structures - Appendix Heritage 1]
Add a new entry to Appendix Heritage 1 for the ANZAC Memorial Flagpole

<u>A5</u>	<u>Hutt Road, Petone Railway Station</u>	<u>ANZAC Memorial Flagpole</u>	<u>Category 1</u>	<u>Pt Lot DP 10589</u>
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AMENDMENT 2 [Chapter 14F Heritage Buildings and Structures - Appendix Heritage 1]
Add a new entry to Appendix Heritage 1 for Nash House

<u>C4</u>	<u>14 St Albans Grove</u>	<u>Nash House</u>	<u>Category 1</u>	<u>Lot 7 DP 8552</u>
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AMENDMENT 3 [Chapter 14F Heritage Buildings and Structures - Appendix Heritage 1]
Add a new entry to Appendix Heritage 1 for the former Lower Hutt Central Fire Station

<u>C4, D4</u>	<u>155-157 Waterloo Road</u>	<u>Lower Hutt Central Fire Station (former)</u>	<u>Category 1</u>	<u>Lot 2 DP 82046</u>
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AMENDMENT 4 [Chapter 14F Heritage Buildings and Structures - Appendix Heritage 1]
Add a new entry to Appendix Heritage 1 for the former Petone Magistrate's Court

<u>B5</u>	<u>13 Elizabeth Street</u>	<u>Petone Magistrate's Court (former)</u>	<u>Category 2</u>	<u>Pt Lot 143 DP 1232</u>
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AMENDMENT 5 [Chapter 14F Heritage Buildings and Structures - Appendix Heritage 1]
Remove the entry for Dudley Cottage from Appendix Heritage 1

<u>C5</u>	<u>Seaview Road</u>	<u>Dudley Cottage</u>	<u>Category 2</u>	<u>Pt Lot 5 DP 24038</u>
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AMENDMENT 6 [Chapter 14F Heritage Buildings and Structures - Appendix Heritage 1]
Add a new entry to Appendix Heritage 1 for the former Naenae Post Office

<u>E3</u>	<u>27 Hillary Court</u>	<u>Naenae Post Office (former)</u>		<u>Pt Lot 5 DP 24038</u>
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Amendment to Appendix Heritage 2 of Chapter 14F

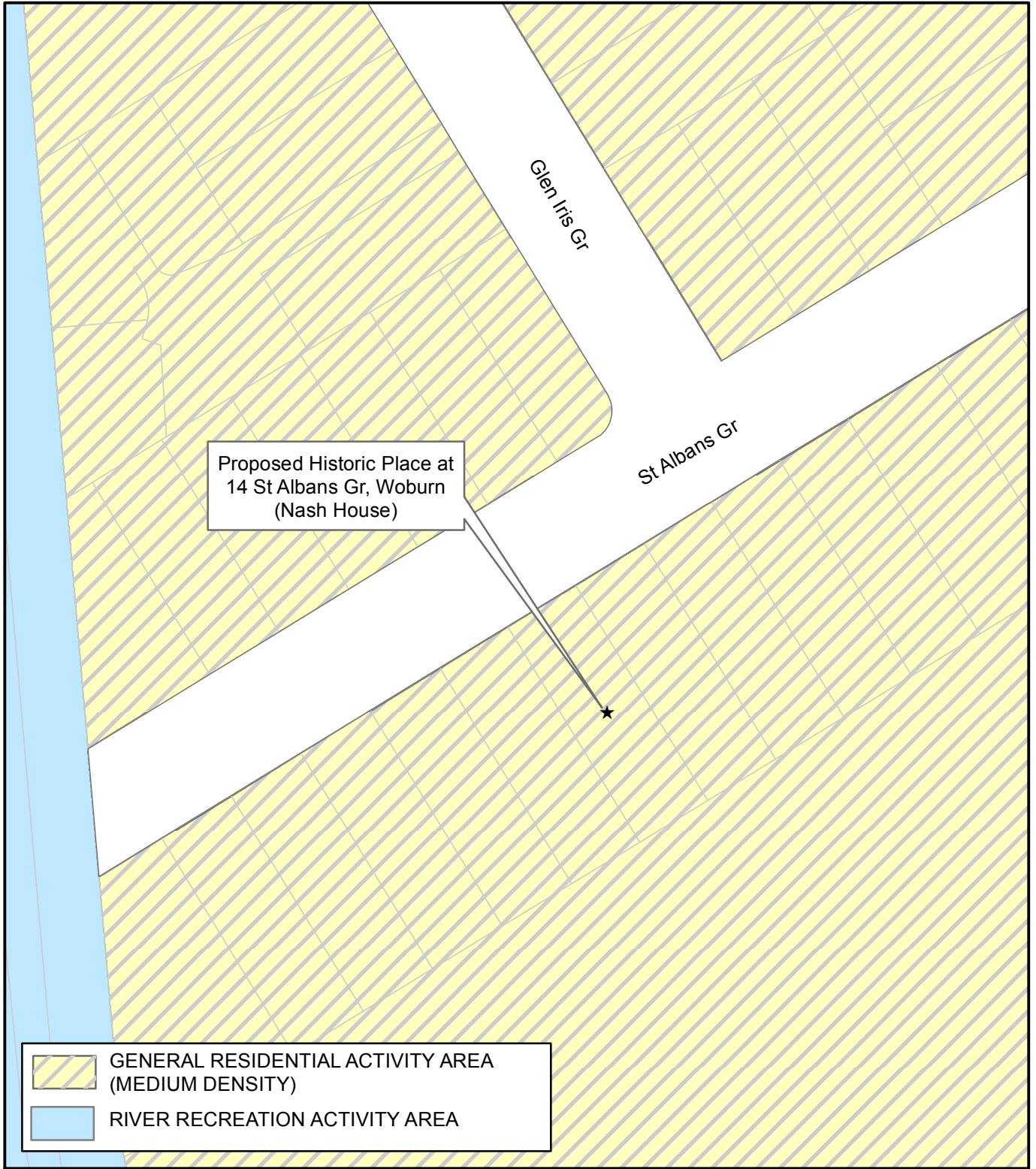
AMENDMENT 7 [Chapter 14F Heritage Buildings and Structures - Appendix Heritage 2]
Remove the entry for the former Petone Magistrate's Court from Appendix Heritage 2

B5 ~~13 Elizabeth Street~~ ~~Old Court House~~ ~~Pt Lot 143 DP 1232~~

AMENDMENT 8 [Chapter 14F Heritage Buildings and Structures - Appendix Heritage 2]
Remove the entry for the ANZAC Memorial Flagpole from Appendix Heritage 2

A5 ~~Hutt Road~~ ~~Anzac Flagpole~~ ~~(Petone Railway Station)~~

Amendments to District Plan Maps

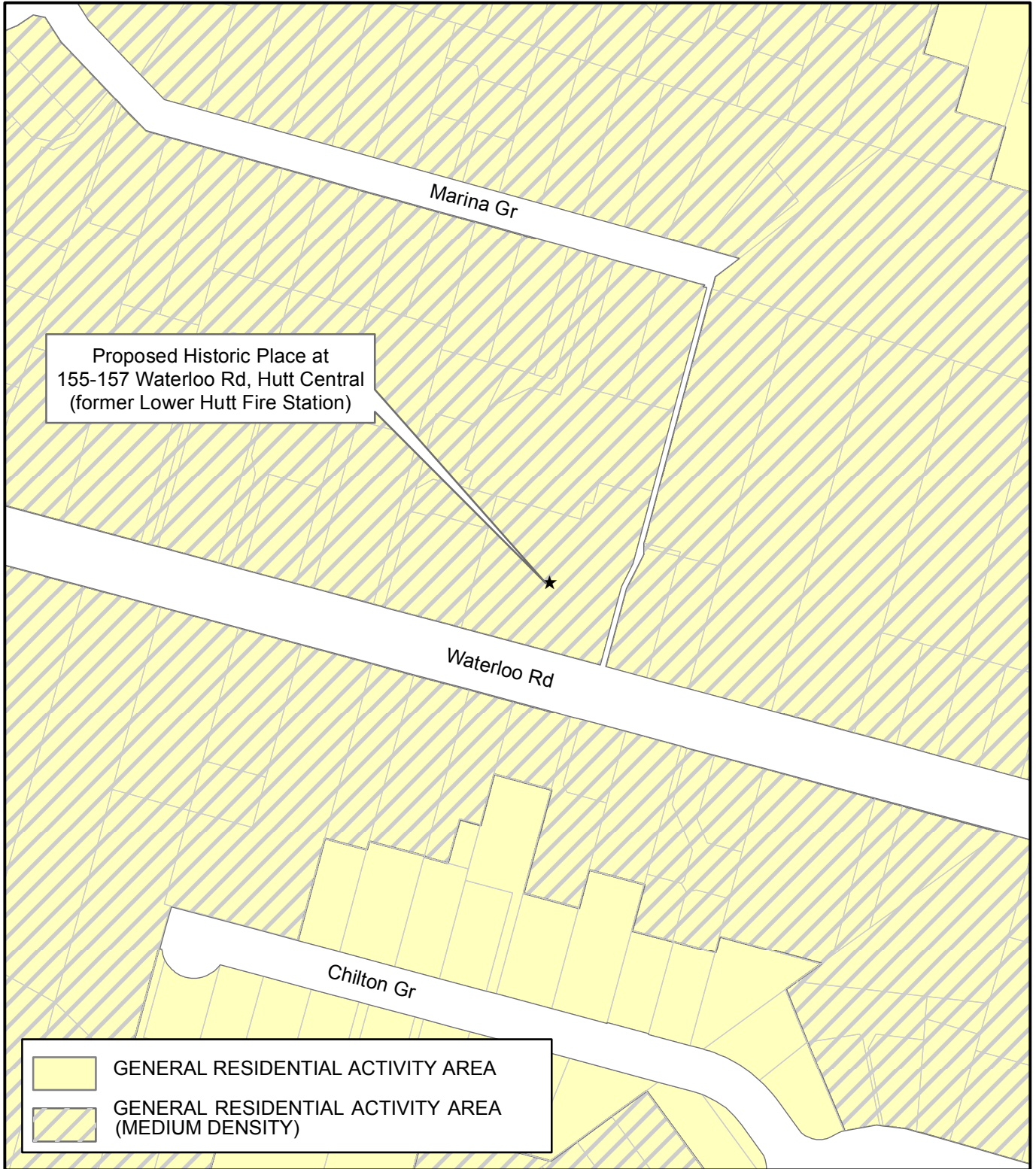


Proposed District Plan Change 52

14 St Albans Grove, Woburn

Planning Maps C4



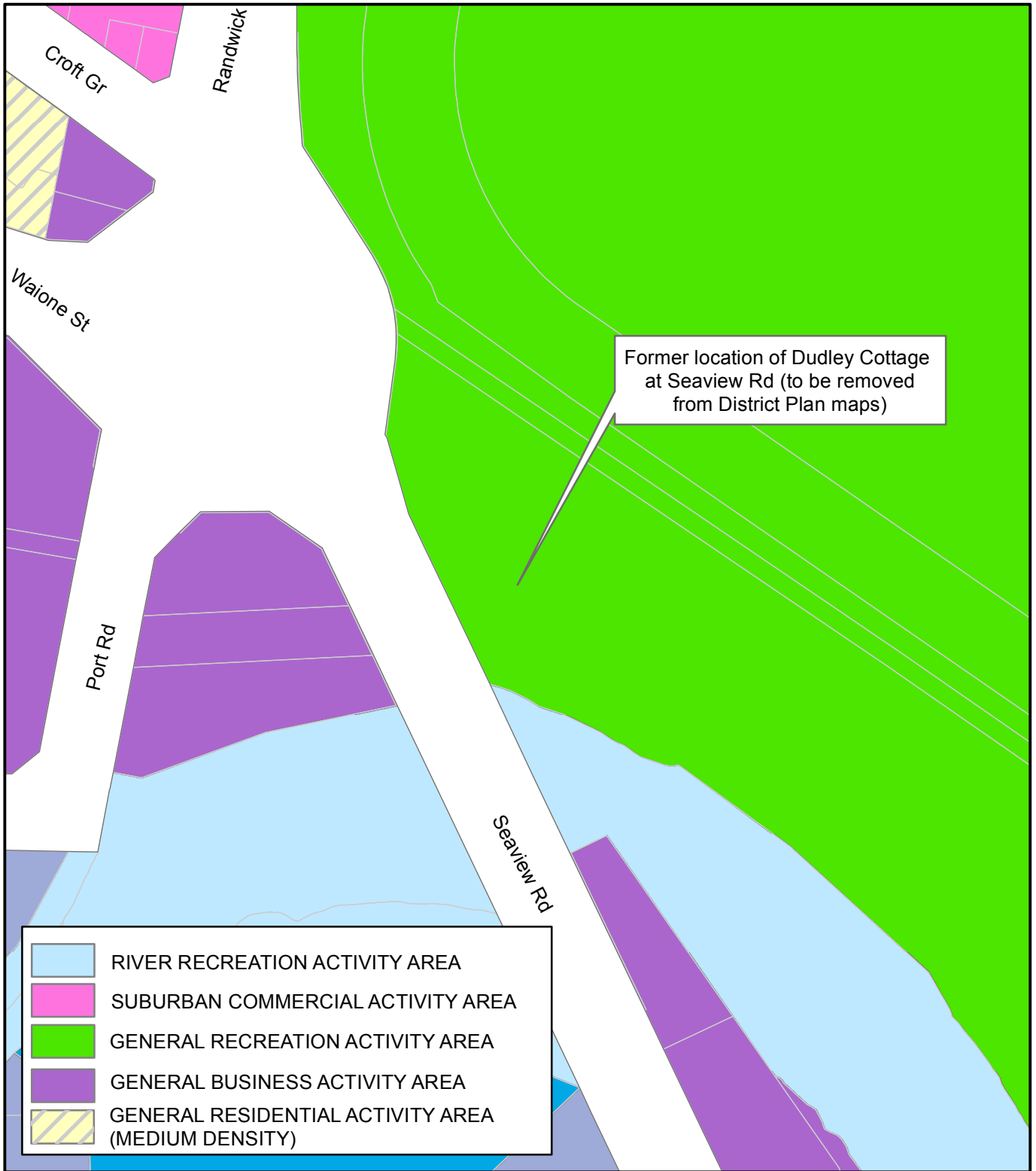


Proposed District Plan Change 52

155-157 Waterloo Rd, Hutt Central

Planning Maps C4 and D4



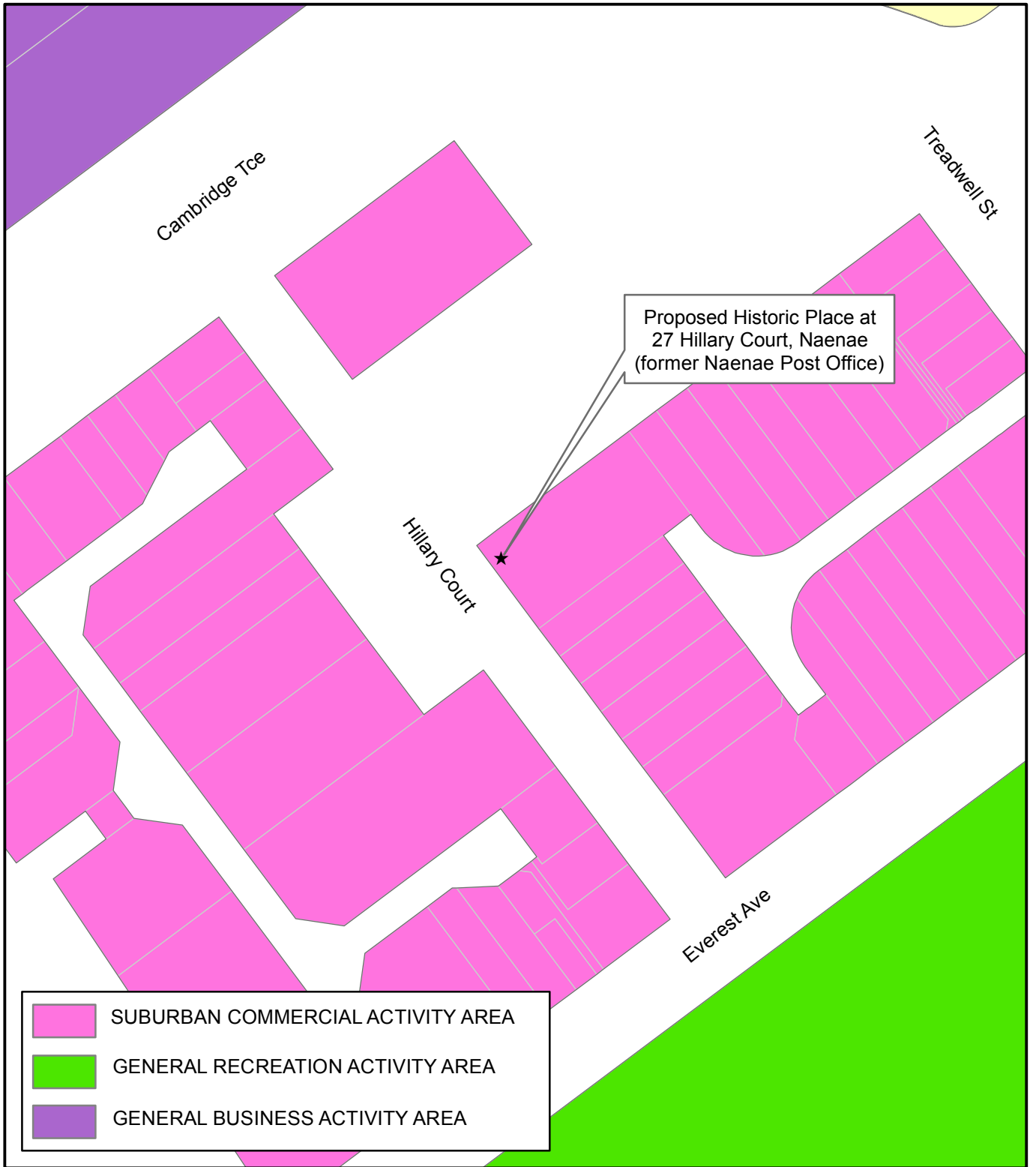


Proposed District Plan Change 52

Seaview Road, Seaview

Planning Maps C5





Proposed District Plan Change 52

27 Hillary Court, Naenae

Planning Map E3



Scale 1:1,000

Part 4: Chapter 14F as amended by Proposed District Plan Change 52, including minor amendments

Note: Chapter 14F of the City of Lower Hutt District Plan includes some terms that, as a result of legislative changes, need to be updated. The Council is updating these terms as minor amendments under Clause 20A of Schedule 1 of the Resource Management Act 1991. These amendments are highlighted in grey and are not open for submissions.

14F Heritage Buildings and Structures

Introduction

A range of buildings and structures exist throughout the City that make a contribution to the heritage of the City. The contribution they make can relate to the era in which they were constructed, association with a person of importance in the community or the event they commemorate. The buildings and structures may be individually important or significant because of their contribution to a group.

The Act places importance on the retention of heritage in a number of ways. Within Part II, Sections 5, 6, 7, and 8 have aspects referring to heritage. These provisions place heritage within the fundamental purpose and principles of the Act. Part VIII of the Act refers to heritage orders and provides the mechanism for creating and administering both heritage protection authorities and heritage orders. The Act also outlines the procedures for the involvement of ~~the New Zealand Historic Places Trust~~ New Zealand Heritage Pouhere Taonga in the resource and building consent processes.

~~The New Zealand Historic Places Trust~~ New Zealand Heritage Pouhere Taonga has responsibilities with respect to historic places and areas, waahi tapu and waahi tapu areas and archaeological sites. ~~The Historic Places Act 1993~~ The Heritage New Zealand Pouhere Taonga Act 2014 details the statutory framework and provides a registration process.

Provision has been made in the Plan for those buildings and structures contributing to the heritage of the City in three ways -

- (a) Objectives, policies, rules and design guides have been developed for buildings in Jackson Street, Patrick Street/Adelaide Street and Riddlers Crescent. For Jackson Street these appear in the Petone Commercial Activity Area and those for Patrick Street/Adelaide Street and Riddlers Crescent are in the Historic Residential Activity Area.
- (b) There are a number of buildings and structures in the City that are registered by ~~the New Zealand Historic Places Trust~~ New Zealand Heritage Pouhere Taonga. ~~The Trust~~ New Zealand Heritage Pouhere Taonga has also registered the Workers' Dwelling Act houses in Patrick Street as a Historic Area. Those properties registered by ~~the Trust~~ New Zealand Heritage Pouhere Taonga are listed in Appendix Heritage 1.
- (c) There are a number of other individual buildings and structures that have been identified as making a notable contribution to local heritage. These are listed in Appendix Heritage 2. For those buildings and structures listed in Appendix Heritage 1 and 2, rules have been developed relating to demolition and relocation, to manage work to the exterior facades and to provide the opportunity for a greater range of activities to be considered to assist in the retention of buildings.

14F 1 Issues, Objectives and Policies

14F 1.1 Retention of Heritage Values

Issue

To identify and seek to retain those aspects of the City's heritage reflected in individual buildings and structures, and in groups of buildings.

Objective

To ensure that the heritage values of identified heritage buildings and structures are not unnecessarily lost through demolition or relocation, or compromised by any additional work.

Policy

- (a) To protect the exterior of buildings and structures from inappropriate repairs, alterations or additions that adversely affect heritage values.
- (b) To ensure that where the demolition or relocation of listed heritage buildings and structures is proposed, a thorough assessment and determination is made of the need for that demolition or relocation and of the alternatives available.

Explanation and Reasons

Buildings and structures are an important element in the heritage values of the City. Buildings and structures identified include:

- (a) those with a distinct architectural style;
- (b) those associated with particular or important people in the city; and
- (c) groups of buildings with a particular character.

There are significant structures such as monuments, together with community, commercial, industrial and residential buildings. Generally it is the facade of buildings that contributes to the heritage of the City, through the visual impact of their style, architectural detail and cladding materials.

14F 1.2 Widening the Activity Base

Issue

The opportunity to retain heritage buildings may be limited by the range of activities that can take place in the building. It is appropriate to consider a wider range of activities providing the character and amenity values of neighbouring properties are not affected adversely by the new activity.

Objective

To allow a wider range of activities to assist in the retention of heritage buildings.

Policy

- (a) To allow a wider range of activities in identified heritage buildings providing the character and amenity values of neighbouring properties are not affected adversely by the activity.

Explanation and Reasons

There are financial costs associated with retaining and maintaining a heritage building. In many activity areas there are a range of activities that are permitted or can be considered as a resource consent. To further promote the retention and maintenance of heritage buildings it is appropriate to make provision for the consideration of any activity. In doing so, the adverse effects of the activity on the character and amenities of neighbouring properties would have to be evaluated.

14F 2 Rules

14F 2.1 Permitted Activity

(a) Identified Heritage Buildings or Structures:

Any alteration, repair or modification of any building listed in Appendix Heritage 1 or 2 involving either-

- (i) Redecoration, repair or alterations which are internal and not visible from the road frontage; or
- (ii) Minor repair, alteration or maintenance to the exterior of a building or structure which do not require a building consent.

14F 2.2 Restricted Discretionary Activities

(a) Any other alteration, repair or modification of any building or structure listed in Appendix Heritage 1 & 2.

14F 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms

- (i) The Nature and Extent of the Works and the Necessity of those Works.
- (ii) The Effect of the Works on the Heritage Value of the Building or Structure.

Assessment will be made of the following relevant factors -

- The extent to which the original building will be adversely affected by the work.
- The extent to which the design and external appearance of the building will be adversely affected.
- The scale of the work in proportion to the original building.
- The compatibility of the style, materials and colouring of the new work and its integration with the original building.
- Restoration of heritage features that may have already been removed from the building.
- The extent to which the works comply with the guidelines in Appendix Heritage 3.

14F 2.2.2 Other Matters

All Restricted Discretionary Activities must comply with other relevant Permitted Activity Conditions

14F 2.3 Discretionary Activities

- (a)** Any activity within a building or structure listed in Appendix Heritage 1 and 2, and not within the provisions of the Petone Commercial Activity Area or the Historic Residential Activity Area.
- (b)** Demolition or relocation of part or all of a building or structure listed in Appendix Heritage 1 or 2.

14F 2.3.1 Assessment Matters for Discretionary Activities

- (a)** The matters contained in section 104 and 105, and in Part II of the Act shall apply.

14F 3 Anticipated Environmental Results

- (a)** Opportunity for a range of activities to be considered for identified heritage buildings.
- (b)** Protection of buildings and structures from inappropriate additions and alterations.
- (c)** Increased awareness of heritage values in the City.

Appendix Heritage 1

(i) Heritage Buildings and Structures registered by the New Zealand Historic Places Trust listed by Heritage New Zealand Pouhere Taonga

MAP NO.	LOCATION	BUILDING/STRUCTURE	HPT REGISTER NZ HERITAGE LIST	LEGAL DESCRIPTION
D4	51 Boulcott Street	The Glebe	Category 1	Lot 2 DP 91194
R9	8km south of Eastbourne, Pencarrow Head	Pencarrow Lighthouse	Category 1	Sec 3 Blk V Pencarrow SD
F2	73 Eastern Hutt Road	Christ Church, Taita	Category 1	Sec 554, Pt Sec 59 Hutt District
Amendment 1				
A5	<u>Hutt Road, Petone Railway Station</u>	<u>ANZAC Memorial Flagpole</u>	<u>Category 1</u>	<u>Pt Lot DP 10589</u>
B4	499-509 Hutt Road	Western Hutt Railway Station	Category 1	Lot 1 DP 66824
B4	38 Normandale Road	Hutt Minoh Friendship House	Category 1	Lot 1 DP 88473
B5	19 Patrick Street	House	Category 1	Sec 13 Blk II DP 5172
B5	22 Patrick Street	House	Category 1	Sec 10 Blk III DP 5172
A4	36 Riddlers Crescent	Collett House	Category 1	Lot 2 DP 10877
Amendment 2				
C4	<u>14 St Albans Grove</u>	<u>Nash House</u>	<u>Category 1</u>	<u>Lot 7 DP 8552</u>
B5	The Esplanade	Wellington Provincial Centennial Memorial (Petone Settlers Museum)	Category 1	Lot 2 DP 69217
Amendment 3				
C4, D4	<u>155-157 Waterloo Road</u>	<u>Lower Hutt Central Fire Station (former)</u>	<u>Category 1</u>	<u>Lot 2 DP 82046</u>
B5	43 Adelaide Street	House	Category 2	Sec 17 Blk II DP 5172
B5	54 Adelaide Street	House	Category 2	Sec 2 Blk VIII DP 5172
B5	4 Britannia Street	St. David's Church	Category 2	Pt Lot 14 Deeds Plan 109
B5	12 Britannia Street	St. Augustine's Church	Category 2	Pt Lot 5 DP 295
E8	24 Coast Road	Old Methodist Church and Cemetery	Category 2	Pt Sec 3 Wainuiomata District
Amendment 4				
B5	<u>13 Elizabeth Street</u>	<u>Petone Magistrate's Court (former)</u>	<u>Category 2</u>	<u>Pt Lot 143 DP 1232</u>
E4	16B Hamerton Street	Balgownie House	Category 2	Lot 2 DP 89487
E4	16B Hamerton Street	Balgownie Generator Building	Category 2	Lot 2 DP 89487
C4	149-151 High Street	Lower Hutt Post Office	Category 2	Lot 1 DP 90205
D4	705 High Street	Coppelle Cottage	Category 2	Lot 6 DP 8039
D4	132 Kings Crescent	Orr House	Category 2	Lot 1 DP 41913
C4	64 Knights Road	Offices	Category 2	Lot 2 DP 28029
F7, F8	Main Road (Wainuiomata School Grounds)	Wainuiomata Museum Building	Category 2	Pt Sec 2 Wainuiomata District
C8	Marine Drive, Days Bay	Days Bay Wharf	Category 2	-
C8	Marine Drive, Days Bay	Wellesley College	Category 2	Pt Sec 33 Harbour District
C8	603A Marine Drive, Days Bay	House	Category 2	Lot 1 DP 307236
C6	Marine Drive, Lowry Bay	Skerrett Boat Shed	Category 2	-
B8	111 Marine Parade	House	Category 2	Pt Lot 56 DP 1256
B8	Marine Parade	Rona Bay Wharf	Category 2	Lot 1 DP 30383
B9	283A Muritai Road	The Glen	Category 2	Lot 6 DP 15621
B9	287 Muritai Road	Glenwood	Category 2	Lot 1 DP 75547
B9	493 - 495 Muritai Road	Eastbourne Borough Council Omnibus Service Garage	Category 2	Lot 1 LT 328393
B5	2 Patrick Street	House - Young New Zealander	Category 2	Sec 22 Blk VIII DP 5172

MAP NO.	LOCATION	BUILDING/STRUCTURE	HPT REGISTER NZ HERITAGE LIST	LEGAL DESCRIPTION
B5	4 Patrick Street	House - Kia Ora	Category 2	Sec 20 Blk VIII DP 5172
B5	8 Patrick Street	House - Spero	Category 2	Sec 16 Blk VIII DP 5172
B5	10 Patrick Street	House - Domus	Category 2	Sec 14 Blk VIII DP 5172
B5	14 Patrick Street	House - Kia Ora	Category 2	Sec10 Blk VIII DP 5172
B5	16 Patrick Street	House - Design No. 3	Category 2	Sec 8 Blk VIII DP 5172
B5	18 Patrick Street	House - York	Category 2	Sec 6 Blk VIII DP 5172
B5	24 Patrick Street	House - Young New Zealander	Category 2	Sec 8 Blk III DP 5172
C4	60 Penrose Street	House	Category 2	Lot 2 DP 24290
C4, D4	49 Pretoria Street	House (The Crescent)	Category 2	Lot 1 DP 18312
C5, C6	43 Seaview Road	Ford Motor Co. Workshop	Category 2	Lot 1 DP 83488
Amendment 5				
C5	Seaview Road	Dudley Cottage	Category 2	Pt Lot 5 DP 24038
A5	66 Sydney Street	House (Price's Folly)	Category 2	Lots 7 & 8 DP 412
B5	The Esplanade	Iona Memorial Cross	Category 2	Lot 2 DP 69217
C4	75 Woburn Road	Gatehouse, Vogel House	Category 2	Lot 1 DP 22396
C3, C4	125 Western Hutt Road	Lochaber / Prospect College	Category 2	Sec 1 SO 37208
C3	760 Western Hutt Road	Casa Loma	Category 2	Lot 7 DP 54222
Amendment 6				
E3	27 Hillary Court	Naenae Post Office (former)		PT Lot 5 DP 24038

(ii) Heritage Areas registered by the New Zealand Historic Places Trust listed by Heritage New Zealand Pouhere Taonga

Patrick Street Workers' Dwellings Precinct, Petone

Described as those houses on Patrick Street and Adelaide Street constructed under the Workers' Dwelling Act:

Patrick Street Nos. 2, 4, 8, 10, 14, 16, 18, 19, 22, 24;

Adelaide Street Nos. 43, 54.

Jackson Street Historic Area, Petone

Described as those buildings located along both sides of Jackson Street, between the intersection with Victoria Street in the west and Cuba Street in the east.

Lower Hutt Civic Centre Historic Area

The Lower Hutt Civic Centre Historic Area has road boundaries to the south, west and north. These are clockwise Woburn Road, Queens Drive and Laings Road. To the east, Myrtle Street forms the boundary then continues around the Club grounds, and from there on, separates private property from Council-owned and church-owned land back to Woburn Road.

Appendix Heritage 2

Heritage Buildings and Structures

MAP NO.	LOCATION	BUILDING/STRUCTURE	LEGAL DESCRIPTION
B5	49 Adelaide Street	House - Design No. 3	Sec 15 Blk III DP 5172
B5	52 Adelaide Street	House - Domus	Sec 1 Blk VIII DP 5172
A5, B5	34 Bay Street	Bay Lodge Boarding House	Lot 26 & Pt Lot 27 DP 51
B5	52 Beach Street	Petone Labour Hall	Lot 70 DP 51
B5	1 Britannia Street	House	Lot 7 DP 80691
B5	4 Britannia Street	Presbyterian Manse	Pt Lot 14 Deeds Plan 109
B5	6 Britannia Street	Petone Community House	Lot 1 & Pt Lot 2 DP 295
B5	32 Britannia Street	House	Lot 1 DP 29647
B5	33 - 41 Britannia Street	Sacred Heart Church Facade	Lot 3 DP 51283
B5	40A Britannia Street	House	Lot 1 DP 12784
B5	54 Britannia Street	House	Lot 1 DP 50869
B4, B5	57 Britannia Street	House	Lot 6 DP 1363
B9	Burdan's Gate	Wahine Memorial	-
E8	103 Coast Road	August Cottage	Lot 3 DP 25757
E8	202 Coast Road	Cottage	Lot 4 DP 15751
R6	728 Coast Road	Jackson's Farm	Pt Sec 15 Wainuiomata Dist
R6	728 Coast Road	Jackson's Farm	Pt Sec 15 Wainuiomata Dist
Amendment 7			
B5	13 Elizabeth Street	Old Court House	Pt Lot 143 DP 1232
R6	Fitzroy Bay	Paiaka Wreck	-
D4	722 High Street	Anson House	Lot 4 DP 78049
F8	68 Hine Road	Sinclair House	Pt Lot 2 & Lot 3 DP 20657
Amendment 8			
A5	Hutt Road	Anzac Flagpole	(Petone Railway Station)
A4	83-85 Hutt Road	Alfred Coles House	Pt Lots 3 & 4 DP 702
A4	95 Hutt Road	House (not motel units)	Lot 1 DP 12616
B4	105 -119 Hutt Road	Railway Settlement Houses	Lot 2 DP 67024
B4, A4	162 Hutt Road	Photocraft Studio	Lot 1 DP 552
B4	184 Hutt Road	Bay Villa	Lot 12 DP 2143
B4	186 Hutt Road	Bay Villa	Lot 13 DP 2143
B4	188 Hutt Road	Bay Villa	Lot 14 DP 2143
R3	Korokoro, Belmont Regional Park	Korokoro Dam	Pt Sec 3 Maungaraki Village
C4	Laings Road	Hutt City Council Administration Building	Pt Lots 4 - 9 & 16 DP 89, Lots 17 - 22 DP 89 & Lot 1 DP 12766
C4	Laings Road	Town Hall, Horticultural Hall	Pt Lots 1-3 DP 89, Lots 23 - 25 DP 89, Pt Sec 25 Hutt Dist. & Pt 4 DP 664
C4	Queens Drive	Little Theatre and Library Building	Pt Lots 32 - 38 DP 89, Pt Lot 4 DP 15844, Pt 1 DP 17883, Pt Sec 25 Hutt Dist, Pt Stream
A4	1 Maungaraki Road	House	Lot 2 DP 29729
C4	19 Myrtle Street	House	Lot 1 DP 65068
A5	13 Nelson Street	House	Pt Lot 14 DP 47 & Pt Sec 4 Hutt District
A5	15 Nelson Street	House	Pt Lot 14 DP 47 & Pt Sec 4 Hutt District
A5	19 Nelson Street	House	Pt Lot 12 DP 47 & Pt Sec 4 Hutt District

MAP NO.	LOCATION	BUILDING/STRUCTURE	LEGAL DESCRIPTION
A5	22 Nelson Street	House	Lot 33 DP 47
A5	25 Nelson Street	House	Lot 1 DP 81017
A5	34 Nelson Street	House	Lot 2 DP 7869
A5	34A Nelson Street	House	Lot 1 DP 7869
A5	36 Nelson Street	House	Pt Lot 26 DP 47
A5	38 Nelson Street	House	Lot 1 DP 61067
A5	40 Nelson Street	House	Lot 25 DP 47
A5	42 Nelson Street	Methodist Church	Lot 24 DP 47 & Pt Lot 7 DP 6395
A5	56 Nelson Street	House	Lot 15 DP 79
A5	70 Nelson Street	House	Lot 15 DP 101
B4	121 Nelson Street	Drill Hall	Sec 1 SO 37671
B4	Normandale Road	Old Rock Horse Trough	Road Reserve
A4	38 Rakeiora Grove	House	Pt Lot 2 DP 25354
G2	81 Stokes Valley Road	Old Stokes Valley School House	Lot 1 DP 19539
A5	49 Sydney Street	House	Pt Lots 24 & 25 DP 321
A5	The Esplanade	Petone Rowing Club	Lot 2 DP 69217
A5	The Esplanade	Petone Wharf	Lot 3 DP 69217
A5	The Esplanade	T.S.Tamatoa	Lot 2 DP 69217
D7	153 Wainuiomata Rd	House	Lot 5 DP 19427
A5	Western Hutt Road/ Cornish St corner	Marble wall at the Woollen Mill site	Lots 28 & 29 DP 33346 and Pt Road
D4	313 - 319 Waiwhetu Rd	Epuni School	Sec 115 Epuni Hamlet
C4	61 - 69 Woburn Road	St James Church	Lot 2 DP 17883
C4	75 Woburn Road	Vogel House	Lot 1 DP 22396

Appendix Heritage 3

Design Guidelines

Riddlers Crescent, Hutt Road and Patrick Street, Adelaide Street, The Esplanade and Jackson Street

Introduction

The purpose of this appendix is to outline central conservation principles in order to assist owners in the design of alterations and additions to existing buildings and new buildings in the Historic Area.

Conservation Principles

Conservation should follow the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value. Conservation processes include maintenance, stabilisation, repair, restoration, reconstruction, and adaptation. The main principles of the Charter include:

- (i) All work is to be documented.
- (ii) Important information which can be gained from the building materials should not be removed, destroyed or changed.
- (iii) Any conservation work is to be the minimum and reversible where technically possible.
- (iv) Any conservation work shall be identifiable on close inspection (date stamping for example) while visually and physically compatible with original material.
- (v) The aesthetic, historical, and physical integrity of the building must be respected.
- (vi) Conservation advice from appropriately trained and experienced building conservation professionals should be followed.
- (vii) The level of existing heritage values should not be reduced.

Selection of Conservation Processes

Where there is authenticity in original and significant later designs, conservation work should respect these designs through maintenance, repair, stabilisation, restoration, or compatible adaptation.

Where there is authenticity in materials, maintenance is appropriate. Repair and restoration are also acceptable using matching materials which are identified with discretely located date stamps.

Where there is authenticity in workmanship the aim of conservation is retention of significant material through maintenance and repairs using traditional skills or compatible new techniques.

Authenticity in setting requires the retention of the relationship of the setting with the structure.

Central Principles

Restoration

Restoration of missing parts is encouraged where there is a high level of authenticity of architectural design. Restoration of parts can only be carried out where there is conclusive evidence.

Repair

Repair is favoured over replacement, and repair using materials matching the texture, form, profile, strength, and colour is required. This applies to both the finish and substrate.

Repair ensures the retention of the maximum of historic material. The use of inappropriate substitute materials can compromise the architectural design of the house while using materials which are not compatible in strength and other physical characteristics can result in damage to the authentic material.

Additions

There should be a visual distinction between the authentic house and an addition, but be sympathetic in form, scale, cladding materials, proportions and colour, and should not comprise the majority of the house.

In order to retain the authenticity and historic integrity of the listed house, any addition should be distinguishable as being new work. Copying elements and details can lead to confusion between authentic and new work whereas a modern sympathetic addition can enhance the authentic house and make a significant contribution to modern architecture.

New Buildings

There should be a visual distinction between the authentic house and a new dwelling, but the new buildings should be sympathetic in form, scale, cladding materials, proportions and colour.

It is not intended that new buildings should copy the old. Replica buildings create confusion as to what is original, and what is new, debasing both. A new building should make a positive contribution to modern architecture while retaining the essential character of the area.

Style and Character

The main characteristics of the style and character of the house should be retained.

The architectural and aesthetic significance of a house is largely determined by its style, and will guide the design of modifications. The style of the house will be reflected in the design of symmetry (or lack of), materials, openings, roof forms, and details.

Patina

There should be respect for the patina of age of the house.

An old house should not look new. Patina is the natural weathering of the house materials over time, and can contribute significance to the house. Patina is not dirt.

Scale

Any modifications should respect the scale of the original house and significant later additions, and not be visually dominant.

Visual dominance of modifications will depend on the scale of the authentic listed house. For small scale houses even a small modification may radically alter its character.

Setting

The relationship of the house with the setting should be maintained. Following design guidelines for the areas concerned will ensure the setting is maintained.

Street Elevation

The street elevation should be modified least, and if possible not at all. Therefore the preferred elevation to be modified, if necessary, is a rear or secondary elevation. Where the house is located on a corner, two street elevations become significant, and should not generally be changed.

The street elevation is often the most important elevation of the house, where the distinctive character of the house is presented and which it is important to retain. In some instances it may not be appropriate to modify a listed house.

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Introduction

1. Proposed District Plan Change 52 ('the proposed Plan Change') updates Chapter 14F - Heritage Buildings and Structures of the Operative City of Lower Hutt District Plan ('the District Plan'), by adding three heritage buildings to Appendix Heritage 1, moving 2 heritage features (one buildings and one structure) from Appendix Heritage 2 to Appendix Heritage 1 and removing one building (which has been destroyed by fire) from Appendix Heritage 1. Outdated references relating to heritage will be updated by way of minor amendments. Subsequent District Plan Map alterations reflect these changes.
2. The protection of historic heritage from inappropriate subdivision, use and development is identified as a matter of national importance under section 6 (f) of the Resource Management Act 1991 ('the RMA' or 'the Act') and Council has a duty to recognise and provide for these matters of national importance.
3. The District Plan identifies and protects Heritage Buildings and Structures in Chapter 14F. The Chapter contains two lists of heritage buildings and structures:
 - Appendix Heritage 1 contains all buildings and structures that have been identified by Heritage New Zealand Pouhere Taonga ('Heritage New Zealand') in the New Zealand Heritage List ('the Heritage List') for their historical or cultural significance.
 - Appendix Heritage 2 lists buildings and structures that have been identified by Council as making a notable contribution to local heritage but are not listed by Heritage New Zealand.
4. Chapter 14F also contains issues, objectives, policies and rules that provide for the protection of the heritage buildings and structures identified in Appendix Heritage 1 and Appendix Heritage 2.
5. While the Heritage List compiled by Heritage New Zealand identifies historic places of significant value, it does not provide any legal protection. Legal protection can only be achieved through listing in the District Plan, so that the effects of land use and development can be managed.
6. The objective of this proposed Plan Change is to provide appropriate protection for all heritage buildings and structures within Lower Hutt that have been identified by Heritage New Zealand as contributing to New Zealand's heritage.
7. To achieve this objective, the proposed Plan Change seeks to update the list of buildings and structures in Appendix Heritage 1 (and subsequently the District Plan Maps), by adding, moving and removing items, as appropriate, and making them subject to the existing objectives, policies and rules of Chapter 14F of the District Plan.
8. Under section 86B (3) of the Resource Management Act, a rule (or in this case, the Appendices subject to the rules) in a proposed plan that protects historic heritage has immediate legal effect on notification.
9. Currently there are two buildings and structures that are listed by Heritage New Zealand, and one building that has been nominated and is anticipated to be listed, which are not protected in the District Plan.
10. Two buildings are currently listed in Appendix Heritage 2 of the District Plan but should correctly be listed in Appendix Heritage 1 to reflect that they have been added to the Heritage List since the last update of the District Plan. The transfer of these two buildings from Appendix Heritage 2 to Appendix Heritage 1 does not result in any changes to the actual degree of protection because the same objectives policies and rules apply to buildings and structures in both appendices.

11. One building listed in Appendix Heritage 1 has been destroyed by fire and should therefore be removed from Appendix Heritage 1.
12. The heritage buildings to be added to Appendix Heritage 1 are:
 - Nash House at 14 St Albans Grove, Woburn;
 - The former Lower Hutt Central Fire Station at 155-157 Waterloo Road, Hutt Central; and
 - The former Naenae Post Office at 27 Hillary Court, Naenae.
13. The heritage features to be moved from Appendix Heritage 2 to Appendix Heritage 1 are:
 - The ANZAC Memorial Flag Pole at the Petone Railway Station, Hutt Road, Petone; and
 - The former Petone Magistrate's Court at 13 Elizabeth Street, Petone.
14. The heritage building to be removed from Appendix Heritage 1 is Dudley Cottage (Seaview Road, Petone).
15. The proposed Plan Change does not propose changes to the objectives, policies or rules of Chapter 14F.
16. A number of terms and references used in Chapter 14F are outdated and the proposed Plan Change replaces these with the up to date terms and references. These changes are made as minor amendments under Clause 20A of Schedule 1 of the Resource Management Act 1991 and are therefore not covered by this evaluation.
17. This report provides an overview of the changes proposed in the proposed Plan Change and the reasons for these changes. Section 32 of the RMA is concerned with the extent to which the objective of the proposed Plan Change is the most appropriate way of achieving the purpose of the RMA, and whether the proposed Plan Change is the most appropriate way to achieve that objective. The scale and level of evaluation within this report is proportionate to the scale of the proposed Plan Change.

Issues and Opportunities

18. This section identifies the relevant resource management issues and the opportunities to address these issues.
19. Chapter 1 Introduction and Scope of the Plan and Chapter 14F Heritage Buildings and Structures of the District Plan identify the following resource management issues in relation to heritage:

Issue 1.10.10

There are a variety of buildings and structures that contribute to the heritage values of the City through the visual impact of their style, architectural detail and cladding materials. Generally, these features are found on the facades of heritage buildings therefore it is necessary to ensure that any works to the exterior of identified heritage buildings are managed. As the majority of identified heritage buildings and structures in the City are held under private ownership, it is also necessary to balance protecting property rights and maintaining heritage values.

Issue 14F 1.1

To identify and seek to retain those aspects of the City's heritage reflected in individual buildings and structures, and in groups of buildings.

20. There are currently three known historic heritage buildings in Lower Hutt that have been identified/recognised by Heritage New Zealand but that are currently not listed in the District

Plan at all, and as such have no protection from potentially inappropriate subdivision, use and development.

21. Two of these buildings (the Nash House in Woburn and the former Fire Station in Hutt Central) are already listed by Heritage New Zealand and have been identified as Category 1 (historic places of special or outstanding historical or cultural significance or value) under the Heritage List. One building (the former Naenae Post Office) has recently been nominated for inclusion on the Heritage List, and has been prioritised by Heritage New Zealand for assessment in 2019/2020.
22. In response to this information, a plan change is required to include these buildings and structure within the District Plan so that they are protected from inappropriate development and use and thereby meet the statutory obligations under section 6 (f) of the RMA.
23. Two further buildings and structures (the former Petone Magistrate's Court and the ANZAC Memorial Flag Pole in Petone) were added to the Heritage List in 2011. As these two heritage features are already listed in the District Plan, they only need to be transferred from Appendix Heritage 2 (Heritage Buildings and Structures) to Appendix Heritage 1 (Heritage Buildings and Structures listed by Heritage New Zealand). It should be noted that the provisions of Chapter 14F do not differentiate between Appendix Heritage 1 and 2, the same objectives, policies and rules apply to all buildings and structures listed in both appendices.
24. In addition, one building (the Dudley Cottage in Seaview) that is identified as a heritage building in the District Plan has been destroyed by fire, and has been removed from the Heritage List. It is proposed to remove this building from Appendix Heritage 1.
25. Associated information and research from Heritage New Zealand is provided in Appendix A of this report.

Background, Summary and Scope of the Proposed Plan Change

26. Since the Chapter 14F appendices were last updated, there have been a number of additions to the Heritage List.
27. The proposed Plan Change updates Appendix Heritage 1 of Chapter 14F to reflect the current content of the Heritage List and those which are likely to be included on the Heritage List in the near future. The proposed Plan Change also includes minor amendments to replace outdated references within Chapter 14F and updates of relevant District Plan Maps to reflect the proposed changes.

Rolling Review

28. Under Section 79 of the RMA, the review of each provision of the District Plan must begin within 10 years after it first became operative. Rather than review the District Plan in its entirety (a full review), the Council has elected to do a Rolling Review. The District Plan will be reviewed through a number of scheduled Plan Changes over a 10-year period. Each plan change will address different areas or topics within the District Plan.
29. Although some provisions in Chapter 14F have been amended or added as a result of other plan changes (for example, Plan Change 9, in 2007), Chapter 14F has not been reviewed as a whole since the Plan became operative in 2004. A full review of Chapter 14F will be based on a Council wide review of its Heritage Policy and addressed in a future plan change process.
30. This proposed Plan Change does not undertake a full review of Chapter 14F, but amends the list of heritage buildings and structures listed within Chapter 14F Appendix Heritage 1 which would immediately make new features subject to the relevant objectives, policies and rules.

Elements of the Proposed Plan Change

31. The four elements of the proposed Plan Change are:
- (1) The addition of three heritage buildings to Chapter 14F, Appendix Heritage 1 of the District Plan:
 - **Nash House, 14 St Albans Grove, Woburn. Lot 7 DP 8552 (CT WN4.15/166)** - Category 1 under the Heritage List.
 - **Lower Hutt Central Fire Station (former), 155-157 Waterloo Road, Hutt Central. Lot 2 DP 82046 (WN48D/181)** - Category 1 under the Heritage List.
 - **The Naenae Post Office (former), 27 Hillary Court, Naenae.** This building has recently been nominated for inclusion on the Heritage List. Heritage New Zealand have confirmed that this building is 'a good candidate for entry to the List' and that the nomination has high priority for consideration in 2019/2020 as the former post office is a 'pivotal element within an area of special significance in the history of urbanism and planning in New Zealand' (refer to Appendix A). Due to the timing of the nomination Heritage New Zealand were unable to include the nomination in the current financial year.
 - (2) The transfer of one heritage structure and one heritage building from Chapter 14F, Appendix Heritage 2 to Chapter 14F, Appendix Heritage 1 of the District Plan:
 - **ANZAC Memorial Flag Pole, Petone Railway Station, Hutt Road, Petone. Pt Lot DP 10589 (CT WN45B/670)** - Category 1 under the Heritage List.
 - **Petone Magistrate's Court (former), 13 Elizabeth Street, Petone. Pt Lot 143 DP 1232** - Category 2 under the Heritage List.
 - (3) The removal of one former heritage building from Chapter 14F, Appendix Heritage 1 of the District Plan:
 - **Dudley Cottage, Seaview Road, Petone. Pt Lot 5 DP 24038.** This building was a Category 2 heritage building but was lost to fire in 2008, and therefore no longer requires inclusion in Appendix Heritage 1 of the District Plan.
 - (4) Amendments to replace outdated references including (minor amendments):
 - 'The New Zealand Historic Places Trust' which has changed to 'Heritage New Zealand Pouhere Taonga'.
 - 'The Historic Places Act 1993' which was replaced by the new 'Heritage New Zealand Pouhere Taonga Act 2014'.
 - 'Historic Places Trust Register' ('the Register'), which has changed to the 'New Zealand Heritage List/Rārangi Kōrero' ('the List').

Existing Objectives, Policies and Rules of the District Plan

32. The proposed Plan Change does not propose any changes to the objectives, policies and rules of Chapter 14F of the District Plan.
33. The following existing objectives and policies of the District Plan are relevant to this proposed Plan Change:

Chapter 1 Introduction and Scope of the Plan

1.10.10 Heritage

Objective

To retain the heritage values of buildings and structures while ensuring that the rights of property owners to use identified heritage buildings and structures in an economically viable way are not compromised.

Policies

- (a) To protect the heritage values of the City through ensuring that any alterations, repairs or modifications to the exterior of heritage buildings are managed.*
- (b) To allow a wider range of activities to operate in identified heritage buildings, provided that the character and amenity values of neighbouring properties are not affected adversely by the activity.*

Chapter 14F Heritage Buildings and Structures

14F 1.1 Retention of Heritage Values

Objective

To ensure that the heritage values of identified heritage buildings and structures are not unnecessarily lost through demolition or relocation or compromised by any additional work.

Policies

- (a) To protect the exterior of buildings and structures from inappropriate repairs, alterations or additions that adversely affect heritage values.*
- (b) To ensure that where the demolition or relocation of listed heritage buildings and structures is proposed, a thorough assessment and determination is made of the need for that demolition or relocation and of the alternatives available.*

- 34. The proposed Plan Change is relevant in achieving the outcomes sought by these objectives and associated policies. The proposed Plan Change ensures that all heritage buildings and structures registered (or nominated and anticipated to be registered) by Heritage New Zealand are identified on Appendix Heritage 1 of the District Plan. Including the proposed buildings and structures ensures that all heritage buildings and structures registered by Heritage New Zealand are subject to the rules and standards in the District Plan to manage potential effects and ensure their associated heritage values are maintained. Where land use or development requires resource consent under these rules, an assessment against the existing objectives and policies will be undertaken as part of the process.
- 35. For those heritage buildings and structures currently listed in the District Plan, rules are in place relating to demolition and relocation and to manage work to the exterior facades of buildings/structures. These rules are still considered appropriate to meet statutory requirements and ensure that heritage is protected from any inappropriate subdivision, use and development.
- 36. The existing approach under the Plan does not prevent the demolition, relocation or alteration of heritage buildings and structures outright. Rather it ensures that, where proposed works may compromise recognised heritage values, the proposal and its potential effects are assessed via a resource consent application process.

Existing Resource Consents

37. The following resource consent applications have been processed for buildings affected by the proposed Plan Change.
38. Lower Hutt Central Fire Station (former), 155-157 Waterloo Road, Hutt Central:
 - Resource consent RM170187 (granted in October 2017) authorised the conversion of the former Waterloo Fire Station into apartments, including the associated subdivision and changes to the exterior of the building.
 - Resource consent RM170275 (granted in June 2018) authorised the construction of eight additional dwellings on the site of the former Waterloo Fire Station and associated subdivision.

Heritage New Zealand were involved in both consenting processes and considered that the proposals respected the heritage values of this building.
39. Petone Magistrate's Court (former), 13 Elizabeth Street, Petone (currently protected, listed in Appendix Heritage 2):
 - Resource consent RM030772 for subdivision of the site was granted in January 2004.
 - Resource consent application RM080326 for demolition of the building was withdrawn in 2009.
 - Resource consent application RM140239 for partial demolition of the building was lodged in 2014. Further information requested by Council is still outstanding.
40. No other resource consents are applicable to the sites subject to this proposed Plan Change.

Consultation

Pre-notification Consultation

41. Pre-notification statutory consultation was undertaken in August 2018.
42. A letter was sent on 23 August 2018 to all parties identified in Schedule 1, Clause 3 and 4A of the RMA. The letter outlined the intention of the proposed Plan Change, specified the proposed amendments, and sought feedback.
43. The letter was sent to the following parties:
 - Tangata Whenua of the area who may be affected, through iwi authorities (being Port Nicholson Block Settlement Trust and Te Rūnanga o Toa Rangatira Inc.).
 - Local authorities of adjacent districts (Wellington City Council, Porirua City Council, Upper Hutt City Council and South Wairarapa District Council).
 - The Minister for the Environment and Greater Wellington Regional Council.
 - KiwiRail Holdings Ltd (the Requiring Authority for designation NZR3, which includes the Petone Railway Station and ANZAC Memorial Flag Pole).
44. On 12 September 2018 KiwiRail confirmed that they had no concerns with the proposal to include the ANZAC Memorial Flag Pole in the relevant Heritage Appendix of the District Plan.
45. No other feedback has been received from pre-notification consultation.

Consultation by Heritage New Zealand

46. If a nomination for entry on the Heritage List is selected for progression by Heritage New Zealand, a report is prepared to explain why the place or area is considered to be worthy of

further investigation. The owners and any other people with an interest in the nominated place are consulted during the preparation of the report. The owners of the Naenae Post Office site were notified of the nomination of their building by Heritage New Zealand on 15 August 2018.

47. Proposals may either be publicly notified or agreed in writing with the owners and any registered interests (thereby eliminating the requirement for public notification).
48. For historic places and historic areas, the final decision regarding entry on the Heritage List is made by the Heritage New Zealand Board. The Māori Heritage Council makes the final decision regarding any wāhi tūpuna, wāhi tapu and wāhi tapu areas.

Section 32 Considerations

49. Section 32 of the RMA requires that an evaluation report be undertaken before the notification of a plan change by Council. Sections 32 (1), 32 (2), 32 (3), 32 (4) and 32 (4A) specify what an evaluation report must examine.

(1) *An evaluation report must—*

- (a) *examine the extent to which the objectives are the most appropriate way to achieve the purpose of this Act; and*
- (b) *examine whether, the provisions in the proposal are the most appropriate way to achieve the objectives by –*
 - (i) *identifying other reasonably practicable options for achieving the objectives; and*
 - (ii) *assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*
 - (iii) *summarising the reasons for deciding on the provisions; and*
- (c) *contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.*

(2) *An assessment under subsection 1(b)(ii) must –*

- (a) *identify and assess the benefits and costs of the environmental, economic, social and cultural effects that are anticipated from the implementation of the provisions, including opportunities for –*
 - (i) *economic growth that are anticipated to be provided or reduced; and*
 - (ii) *employment that are anticipated to be provided or reduced; and*
- (b) *if practicable, quantify the benefits and costs referred to in paragraph (a); and*
- (c) *assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.*

(3) *If the proposal (an amending proposal) will amend a standard, statement, regulation, plan, or change that is already proposed or that already exists (an existing proposal), the examination under subsection (1)(b) must relate to –*

- (a) *the provisions and objectives of the amending proposal; and*
- (b) *the objectives of the existing proposal to the extent that those objectives*

- (i) are relevant to the objectives of the amending proposal; and
- (ii) would remain if the amending proposal were to take effect.

(4) If the proposal will impose a greater prohibition or restriction on activity to which a national environmental standard applies than the existing prohibitions or restrictions in that standard, the evaluation report must examine whether the prohibition or restriction is justified in the circumstances of each region or district in which the prohibition or restriction would have effect.

(4A) If the proposal is a proposed policy statement, plan, or change prepared in accordance with any of the processes provided for in Schedule 1, the evaluation report must—

- (a) summarise all advice concerning the proposal received from iwi authorities under the relevant provisions of Schedule 1; and
- (b) summarise the response to the advice, including any provisions of the proposal that are intended to give effect to the advice.

- 50. Section 32 includes a requirement to examine the extent to which the objective(s) are the most appropriate to achieve the purpose of the Act and examining whether the provisions in the proposal are the most appropriate way to achieve the objectives.
- 51. No new objectives, policies or rules proposed. However, under section 32 (1) (b) of the RMA, this report includes an examination of whether the proposed changes to Appendix Heritage 1 are the most appropriate way to achieve the existing objectives of the District Plan.
- 52. In examining the proposed Plan Change, it is necessary to identify other options. The evaluation, as prescribed in clause section 32 (1) (c) of the RMA, is to be to a level of detail corresponding to the scale and significance of the environmental, economic, social and cultural effects anticipated.

Scale and Significance

- 53. Under section 32 (1) (c) of the RMA, this evaluation report needs to contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposed Plan Change.
- 54. The following Scale and Significance Assessment discusses the proposed Plan Change in terms of eight factors and scores each factor out of 5 (where 1 is low and 5 is high). This is consistent with the Ministry for the Environment's guidance on Section 32 reports. The assessment concludes with Table 1 which summarises the factors and scores and gives a final overall score for the scale and significance of the proposed Plan Change.

Factor 1 Reason for the Change

- 55. Chapter 14F - Appendix Heritage 1 is currently out of date in relation to the identification of heritage buildings and structures. References to heritage matters in New Zealand have undergone changes in recent years and require updating.
- 56. *Factor 1 Reason for the Change* scores 5 due to being driven in part by legislative requirements.

Factor 2 Resource Management Issues / Problem Definition

- 57. Without the proposed Plan Change, there are three historic heritage buildings identified by Heritage New Zealand (two of them being Category 1 on the Heritage List, one being nominated and anticipated to be listed) that are not protected from inappropriate subdivision,

use and development. The existing District Plan cannot currently meet Council's statutory obligations under Section 6(f) of the RMA.

58. *Factor 2 Resource Management Issues / Problem Definition* scores 5 due to the above reasons

Factor 3 Degree of Shift from the Status Quo

59. The proposed Plan Change is small in scale, in that it is not changing objectives, policies or rules. The shift from the status quo is not substantial in terms of the scale of proposed changes.
60. *Factor 3 Degree of Shift from the Status Quo* scores 1 due to the small degree of shift from the current practice.

Factor 4 Who and How Many Will be Affected / Geographical Scale of Effects

61. The proposed Plan Change will mainly affect the owners of the buildings and structure that are proposed to be added. The geographic scale of the effects will be limited to the sites within which these heritage buildings and structure are located.
62. *Factor 4 Who and How Many Will be Affected / Geographical Scale of Effects* scores 2 due to the limited number of affected parties and the limited geographical scale.

Factor 5 Degree of Impact on or Interest from Iwi/Māori

63. The buildings and structure subject to this proposed Plan Change are not identified as having any particular cultural heritage values for iwi/Māori.
64. *Factor 5 Degree of Impact on or Interest from Iwi/Māori* therefore scores 1.

Factor 6 Timing and Duration of Effects

65. The effects of the proposed Plan Change will be immediate. Section 86B(3)(d) of the RMA provides for immediate legal effect if the rule (in this case, the Appendices subject to the rules) relates to the protection of historic heritage.
66. *Factor 6 Timing and Duration of Effects* scores 2 for the above reasons.

Factor 7 Type of Effects

67. The type of effects related to the proposed Plan Change could include restricted development rights on the site. There may be some additional financial costs for the building/structure owners associated with retaining and maintaining heritage buildings and structures.
68. There are positive effects of protecting heritage, including the preservation buildings valued by the community and the strengthening of local identity.
69. *Factor 7 Type of Effects* scores 2 for the above reasons.

Factor 8 Degree of Risk and Uncertainty

70. The degree of risk and uncertainty is low, as two of the three buildings proposed to be added have been identified as having Category 1 significance by Heritage New Zealand.
71. One of the buildings is yet to be listed and categorised. Heritage New Zealand have confirmed that the former Naenae Post Office has been nominated and given high priority for consideration and that it is considered to be a 'pivotal element within an area of special significance in the history of urbanism and planning in New Zealand' (refer to Appendix A). On this basis, the risk associated with having no current listing and classification is considered low and it is proposed that the Naenae Post Office will be added to Appendix Heritage 1 in the interim.

72. The proposed Plan Change follows a common approach to protection of heritage under this District Plan and many other district plans around New Zealand. Similar changes have been made in the past through Plan Change 9.
73. *Factor 8 Degree of Risk and Uncertainty* scores 2 due to the moderate risk and uncertainty.

Overall Scale and Significance

74. Table 1: Summary of Scale and Significance lists the factors discussed above and the scores for each factor. The scores are then combined to give a total scale and significance score for the proposed Plan Change.

Table 1: Summary of Scale and Significance

Factor	Score
1. Reason for Change	5
2. Problem / Issue	5
3. Degree of Shift from Status Quo	1
4. Who and How Many Affected, Geographic Scale of Effects	2
5. Degree of Impact on or Interest from Maori	1
6. Timing and Duration of Effects	2
7. Type of Effect	2
8. Degree of Risk or Uncertainty	2
Total (out of 40)	20

Total Score Interpretation

- 0-10 Scale and Significance = Low
- 11-20 Scale and Significance = Moderate
- 21-30 Scale and Significance = High
- 31-40 Scale and Significance = Very High

75. Overall, the scale and significance of the proposed Plan Change is moderate.

Statutory Framework

76. The RMA sets out the statutory functions and duties for the Council and provides the framework for preparing and implementing changes to the District Plan. The process for preparing a plan change is set out in Schedule 1. Part 2 of the Act sets out the purpose and principles of the Act which underpin the exercise of Council’s functions, duties and powers.
77. This section assesses the proposed Plan Change against Part 2 of the Act. It then sets out the relevant national, regional, and local policy and planning framework and reviews the proposal against the higher order documents and other relevant policies and plans, and strategies (statutory and non-statutory).

Resource Management Act – Part 2

Section 5 – Purpose and Principles

78. Section 5 of the Act contains the purpose and principles of the RMA. The purpose is to promote the sustainable management of natural and physical resources. Sustainable

management:

...means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while –

- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

79. By including all Heritage New Zealand listed (and nominated and anticipated to be listed) buildings and structures in Chapter 14F Appendix Heritage 1 (and making them subject to the existing objectives, policies and rules of the plan), the potential adverse effects of inappropriate subdivision, use and development on heritage values can be avoided, remedied or mitigated. This provides an appropriate level of protection to the historic heritage for future generations.

Section 6 – Matters of National Importance

80. Section 6 provides that, in achieving the purpose of the Act, all persons exercising functions and powers under the RMA, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for a range of matters of national importance.
81. Section 6 (f) is directly relevant to this proposed Plan Change:
- (f) the protection of historic heritage from inappropriate subdivision, use, and development.*
82. The proposed Plan Change ensures that all heritage buildings and structures registered (or nominated and anticipated to be registered by Heritage New Zealand) are subject to the objectives, policies and rules of Chapter 14F of the District Plan. By doing so, they are afforded protection from inappropriate subdivision, use, and development.
83. The proposed Plan Change further ensures that all currently protected buildings and structures are listed in the appropriate appendix, and that where a heritage building/structure has been lost (in this case, to fire), the building/structure is no longer listed in the appendices of Chapter 14F of the District Plan.
84. The proposed Plan Change is limited in scope to the addition, transfer and deletion of heritage buildings and structures to/from Appendix Heritage 1. This is considered a more efficient and effective way to achieve protection of identified historic heritage from inappropriate subdivision, use, and development than undertaking a full review of the Heritage Chapter at this stage.
85. The proposed Plan Change is therefore considered consistent with Section 6(f) of the Act.
86. No other matters of national importance in Section 6 are considered relevant to this proposed Plan Change.

Section 7 – Other Matters

87. Section 7 of the RMA includes other matters to have particular regard to in achieving the purpose of the RMA. The following are relevant for the proposed Plan Change:
- (c) the maintenance and enhancement of amenity values;*
 - (f) maintenance and enhancement of the quality of the environment;*

88. The proposed Plan Change will maintain heritage values, amenity values and the existing quality of the environment by ensuring heritage features are subject to the objectives, policies and rules of Chapter 14F of the District Plan. The proposed Plan Change could potentially enhance heritage values, amenity values and the existing quality of the environment.

89. The proposed Plan Change is therefore considered consistent with section 7 of the RMA.

Section 8 – Treaty of Waitangi

90. Section 8 requires that the principles of the Treaty of Waitangi be taken into account when undertaking functions and powers under the Act. The heritage buildings and structures proposed to be added/transferred to/removed from Appendix Heritage 1 do not have any particular cultural or historic significance for iwi/Māori.

91. Pre-notification consultation was undertaken with Port Nicholson Block Settlement Trust and Te Rūnanga o To Rangatira Inc. under Clause 4A of Schedule 1 of the RMA. No feedback has been received from pre-notification consultation.

92. The proposed Plan Change is considered to be consistent with the Treaty of Waitangi and section 8 of the RMA.

National Policy Statements/National Environmental Standards/Regulations

93. Under Section 74 (i) (ea) and (f), a plan change must be in accordance with any relevant National Policy Statements (NPS), National Environmental Standards (NES) or any other regulations.

94. No NPS, NES or other regulations are relevant for the proposed Plan Change.

Regional Policy Statement for the Wellington Region 2013

95. Section 75 (3) (c) of the RMA requires that the District Plan give effect to any Regional Policy Statement. The relevant objective and policies of the Regional Policy Statement for the Wellington Region relating to heritage are:

Objective 15

Historic heritage is identified and protected from inappropriate modification, use and development.

Policy 21 - Identifying places, sites and areas with significant historic heritage values

District and regional plans shall identify places, sites and areas with significant historic heritage values that contribute to an understanding and appreciation of history and culture under one or more of the following criteria:

(a) *historic values: these relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.*

(i) *themes: the place is associated with important themes in history or patterns of development.*

(ii) *events: the place has an association with an important event or events in local, regional or national history.*

(iii) *people: the place is associated with the life or works of an individual, group or organisation that has made a significant contribution to the district, region or nation.*

(iv) *social: the place is associated with everyday experiences from the past and contributes to our understanding of the culture and life of the district, region*

or nation.

- (b) physical values: these values relate to the physical evidence present.*
 - (i) archaeological: there is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.*
 - (ii) architectural: the place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values.*
 - (iii) technological: the place provides evidence of the history of technological development or demonstrates innovation or important methods of construction or design.*
 - (iv) integrity: the significant physical values of the place have been largely unmodified.*
 - (iv) age: the place is particularly old in the context of human occupation of the Wellington region.*
 - (v) group or townscape values: the place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.*
- (c) social values: these values relate to the meanings that a place has for a particular community or communities.*
 - (i) sentiment: the place has strong or special associations with a particular cultural group or community for spiritual, political, social, religious, ethnic, national, symbolic or commemorative reasons.*
 - (ii) recognition: the place is held in high public esteem for its historic heritage values, or its contribution to the sense of identity of a community, to the extent that if it was damaged or destroyed it would cause a sense of loss.*
- (d) tangata whenua values: the place is sacred or important to Māori for spiritual, cultural or historical reasons.*
- (e) surroundings: the setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.*
- (f) rarity: the place is unique or rare within the district or region.*
- (g) representativeness: the place is a good example of its type or era.*

Policy 22 - Protecting historic heritage values

District and regional plans shall include policies, rules and/or other methods that:

- (a) protect the significant historic heritage values associated with places, sites and areas identified in accordance with policy 21, from inappropriate subdivision, use, and development; and*
- (b) avoid the destruction of unidentified archaeological sites and wāhi tapu with significant historic heritage values.*

Policy 46 - Managing effects on historic heritage values

When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district or regional plan, a determination shall be made as to whether an activity may affect a place, site or area with historic heritage value, and in determining whether an activity is inappropriate particular regard shall be given to:

- (a) the degree to which historic heritage values will be lost, damaged or destroyed;*
- (b) the irreversibility of adverse effects on heritage values;*
- (c) the opportunities to remedy or mitigate any previous damage to heritage values;*
- (d) the degree to which previous changes that have heritage value in their own right are respected and retained;*
- (e) the probability of damage to immediate or adjacent heritage values;*
- (f) the magnitude or scale of any effect on heritage values;*
- (g) the degree to which unique or special materials and/or craftsmanship are retained;*
- (h) whether the activity will lead to cumulative adverse effects on historic heritage; and*
- (i) whether the relationships between distinct elements of an historic place, site or area will be maintained.*

96. There are three historic heritage buildings within Lower Hutt that are either listed or nominated and anticipated to be listed by Heritage New Zealand for their contribution to New Zealand's heritage (two of them being Category 1 heritage buildings on the Heritage List) that are not protected from inappropriate subdivision, use and development. The proposed Plan Change would ensure that these heritage buildings are identified in Appendix Heritage 1. By doing so, the relevant provisions of the District Plan would apply to these buildings. This is an efficient and effective way to protect these heritage buildings from inappropriate modification, subdivision, use and development. The resource consent process that would be triggered by the existing rules of Chapter 14F of the District Plan, will manage potential adverse effects on heritage values. For these reasons, proposed Plan Change gives effect to the Regional Policy Statement for the Wellington Region.

Wellington Regional Plans

97. Section 74 (2) (a) (ii) of the RMA requires that when changing the District Plan, Council has regard to any proposed regional plan in regard to any matter of regional significance. The proposed Natural Resources Plan for the Wellington Region is intended to replace all existing regional plans for the Wellington Region.
98. Regard has been given to the provisions in the proposed Natural Resources Plan and the operative Regional Plans that relate to heritage values and historic sites. These provisions relate to the coastal and freshwater environment. Given that none of the heritage buildings and structures of the proposed Plan Change are located in these areas, the proposed Plan Change will not be inconsistent with the provisions of the regional plans.
99. Section 75 (4) (b) of the RMA states that a District Plan must not be inconsistent with a regional plan for any matter specified in section 30 (1). None of these matters are considered relevant to this proposed Plan Change.

Management Plans and Strategies

100. Section 74 (2) (b) (i) requires that regard be given to any relevant management plans and strategies prepared under other legislation.
101. The Council has a number of plans and strategies that provide direction regarding built heritage. Table 2 identifies the relevant sections of each plan/strategy and describes how the proposed Plan Change will have regard to them.

Table 2: Relevant plans and strategies

Management Plan / Strategy	Relevant Sections	Regard Given
The Hutt City Long Term Plan 2018-2028 including the Annual Plan 2018/2019 (Pages 12, 36, 52, 60 and 90)	The following operational Objective (related to heritage) is set across many strategic areas within this Plan (i.e. Leisure and Wellbeing, Urban Growth, Environmental Sustainability, Infrastructure, Governance, Engagement and Organisation): <i>'A healthy and attractive built environment – our built environment enhances our quality of life. Our city is vibrant, attractive, healthy and well-designed. We promote development that is sustainable, and that values and protects our built heritage and the natural environment.'</i>	The proposed Plan Change ensures that objectives, policies and rules are applied to all heritage buildings and structures within Lower Hutt that have been identified in the Heritage List. Council will then be able to assess any proposed development that may have adverse effects on the values of identified built heritage. The proposed Plan Change is consistent with this operational objective.
The Hutt City Long Term Plan 2018-2028 including the Annual Plan 2018/2019 - Leisure and Wellbeing (Page 12)	The following operational Policy for the Leisure and Wellbeing Strategy relates to heritage: <i>'Heritage Policy – our identity is intrinsically linked to heritage, history and culture and is something that needs to be recognised citywide. There are a number of heritage buildings protected under the District Plan and we take particular care to ensure they are well maintained.'</i>	Through their inclusion in Appendix Heritage 1, the three additional heritage sites will be subject to objectives, policies and rules relating to heritage. Particular recognition would be given to heritage values during any resource consent process to address the potential effects on those heritage values. HCC offers incentives (heritage funding) to the owners of heritage sites to ensure the heritage values are maintained for future generations. The proposed Plan Change is consistent with this operational Policy.
The Hutt City Long Term Plan 2018-2028 including the Annual Plan 2018/2019 - Urban Growth (Page 37)	Council will <i>'work to develop an urban environment that will enhance the city's image, attracting people, businesses and investment, and meet our community's needs and aspirations now and into the future, while recognising the important role of our heritage and features'</i> . This, in part, is done by <i>'preserving and protecting our heritage buildings, reflecting and enhancing our distinctive character and identity'</i> . The reason Council preserve their heritage is because this <i>'benefits both businesses and our community. It contributes to our point of difference from other cities,</i>	Listing the known heritage buildings in Appendix Heritage 1 is an efficient and effective way to provide immediate protection to all heritage buildings and structures from inappropriate subdivision, use and development. When these additional buildings are listed in Appendix Heritage 1, they are recognised for the important role they have in relation to the distinct character and identity of Lower Hutt. These buildings have unique attributes that provide a point of difference from other cities. This proposed Plan Change is consistent with Council's intentions for the current

Management Plan / Strategy	Relevant Sections	Regard Given
	<i>supporting local cultures and enhancing how we identify ourselves.'</i>	and future urban environment.
Economic Development Plan 2015 - 2020	Action: <i>'Develop new tourism product e.g. heritage, adventure, cycling'</i>	The proposed Plan Change may contribute to the economic development of the city by encouraging greater heritage tourism. However any increase would be expected to be minimal. The proposed Plan Change is consistent with the actions proposed in the Economic Development Plan 2015-2020.
Heritage Policy 2008	Hutt City Council prepared a Heritage Policy in 2008 to include a co-ordinated framework of goals, and objectives to combine regulation, advocacy, promotion, and incentives for the conservation of heritage buildings in Hutt City. The objectives of this Policy are: <ol style="list-style-type: none"> 1. <i>To identify structures, objects, sites and places of heritage significance.</i> 2. <i>To record and document to best practice structures, objects, sites and places of heritage significance.</i> 3. <i>To devise processes and policies to best practice that protect and conserve structures, objects, sites and places of heritage significance.</i> 4. <i>To develop, promote, and implement incentives to encourage owners to conserve built heritage.</i> 5. <i>To promote heritage through education and raising public awareness of heritage values.</i> 6. <i>To better integrate heritage values across council divisions for the potential identification, promotion, management, and conservation of heritage in all council business.</i> 7. <i>To identify, manage, and conserve significant Māori sites.</i> 8. <i>Heritage collections of significance to the Hutt will be acquired, managed, stored, preserved and if of significant value conserved to best practice standards by the Library, Settlers Museum and Hutt City Council Archives.</i> 	The proposed Plan Change provides protection for known places of heritage significance and removes those that are no longer in existence. Appropriate protection of heritage values can then be provided through the provisions of the plan (objectives, policies and rules), Council incentives to land owners (i.e. the Heritage Fund) and public awareness and education campaigns. The proposed Plan Change is consistent with all Objectives of the Heritage Policy 2008.

102. No other management plans or strategies are considered relevant to this proposed Plan Change.

Entries on the New Zealand Heritage List/Rārangī Kōrero

103. Section 74 (2) (b) (iia) of the RMA requires regard to be given to any relevant entry on the Heritage List.

104. Two building that are proposed to be included in Appendix Heritage 1 are on the Heritage List and are given regard to by this proposed Plan Change. One building is nominated for the Heritage List and is proposed to be included in Appendix Heritage 1.

District Plans – Adjoining Territorial Authorities

105. Section 74 (2) (c) of the RMA requires that regard is given to the extent to which the District Plan needs to be consistent with the plans or proposed plans of adjacent territorial authorities.
106. Listing historic heritage within District Plans for protection is a common approach endorsed by Heritage New Zealand and is used across the adjoining Councils (including Wellington City Council and Upper Hutt City Council). This proposed Plan Change does not change the approach to the protection of heritage buildings and structures within the District Plan.
107. This proposed Plan Change is not altering any objective, policy or rule relating to heritage and therefore remains consistent with the plans and proposed plans of adjacent territorial authorities.

Planning Documents Recognised by Iwi

108. Under Section 74 (2A) of the RMA, any relevant planning document recognised by an iwi authority and lodged with the territorial authority must be taken into account, to the extent that its content has a bearing on the resource management issues of the district.
109. There are no Iwi Management Plans (or other relevant planning document recognised by an iwi authority and lodged with the Hutt City Council) that relate to the heritage buildings proposed for inclusion in Chapter 14F.

Trade Competition

110. Section 73 (4) of the RMA requires the Council to not have regard to any trade competition when changing a District Plan. No regard has been given to trade competition with regard to this proposed Plan Change.

Evaluation of Options

111. The proposed Plan Change focuses on updating the list of the heritage buildings and structures within Chapter 14F, Appendix Heritage 1 of the District Plan to ensure that adequate protection against inappropriate subdivision, use and development is provided for identified heritage buildings and structures.
112. The moderate scale of the proposed amendments (when compared to plan changes which propose amendments to objectives, policies and rules), is reflected by the three options assessed in Table 3:
- Option 1: Retain the status quo.
 - Option 2: Update Appendix Heritage 1 and any outdated references within Chapter 14F of the District Plan (with subsequent changes to the District Plan Maps).
 - Option 3: Initiate a full review of Chapter 14F, including amendments to Appendix Heritage 1 and any outdated references within Chapter 14F of the District Plan (with subsequent changes to the District Plan Maps).
113. Section 32 does not require costs and benefits of each option to be monetised. No economic assessment report has been commissioned to quantify the costs and benefits, given the moderate scale, significance and nature of this proposed Plan Change.

Table 3: Evaluation of Options

	Option 1: Status Quo	Option 2: Update Appendix Heritage 1	Option 3: Full Review of Chapter 14F
Costs	<ul style="list-style-type: none"> • Fails to meet obligations under the RMA to review the District Plan and protect heritage. • Heritage New Zealand’s registration/listing of a building or structure does not, in itself, confer any protection of heritage values. It is only through incorporation into Chapter 14F of the district plan that the building or structure becomes subject protection. 	<ul style="list-style-type: none"> • Minor financial costs to Council related to the plan change process. • Owners of heritage sites may incur costs and restrictions to their development rights from being subject to the rules of Chapter 14F. 	<ul style="list-style-type: none"> • Significant financial costs to Council related to the full plan change process. • Longer timeframes required to prepare full review, identify potential additions and review existing listings and pre-notification consultation will extend lack of protection for identified heritage. • Potentially longer adjustment period for the public and applicants with a full plan change of Chapter 14F. • Owners of heritage buildings and structures may incur costs and restrictions to their development rights from being subject to the rules of Chapter 14F.
Benefits	<ul style="list-style-type: none"> • No costs to prepare and process the plan change. 	<ul style="list-style-type: none"> • Efficiently meets obligations under the RMA in relation heritage protection. • Ensures that all Heritage New Zealand listed buildings and structures have the same status under the Plan and provides immediate protection to newly added buildings. • Removes time pressure from full review process. 	<ul style="list-style-type: none"> • Meets obligations under the RMA in relation to review of the District Plan and heritage protection. • Gives full consideration to objectives, policies and rules that apply to heritage.
Economic Growth and Employment	<ul style="list-style-type: none"> • Retaining the status quo has no impact on economic growth and employment. 	<ul style="list-style-type: none"> • Identification of heritage in Appendix Heritage 1 may impact on the owners’ development rights and incur financial costs (and therefore has the potential to impact on economic growth). 	<ul style="list-style-type: none"> • Any changes that come out of the full review may impact on the owners’ development rights and financial costs (and therefore has potential to impact on economic growth). • Heritage tourism may include new buildings

	Option 1: Status Quo	Option 2: Update Appendix Heritage 1	Option 3: Full Review of Chapter 14F
		<ul style="list-style-type: none"> Heritage tourism may include the new buildings and result in some minor increase in economic growth and employment. 	and structure and result in some minor increase in economic growth and employment.
Risk of Acting or not Acting	<ul style="list-style-type: none"> Potential for irreversible damage to or destruction of significant heritage buildings, if not identified in the District Plan. 	<ul style="list-style-type: none"> Resource consent process could still result in some changes to heritage buildings and structures, even if listed in Chapter 14F, Appendix Heritage 1 or 2. 	<ul style="list-style-type: none"> Resource consent process could still result in some changes to heritage buildings and structures, even if listed in Chapter 14F, Appendix Heritage 1 or 2. The length and time delay of a full review process could mean greater potential for inappropriate subdivision, use and development of historic heritage not currently included in the District Plan.
Efficiency and Effectiveness	<ul style="list-style-type: none"> The Plan is less effective at addressing effects on heritage values without identifying additional heritage buildings and structures. 	<ul style="list-style-type: none"> Efficient in achieving a coherent, up to date and relevant plan in relation to heritage. Section 86B (3) (d) of the RMA provides for immediate legal effect if the rule (in this case – the Heritage Appendices, with attached rules) is to protect historic heritage. This is both efficient and effective at addressing potential effects on heritage features. 	<ul style="list-style-type: none"> Effectiveness and efficiency (in terms of resourcing the plan change) could be gained by waiting for other heritage values to be identified prior to a full review. The length of a full review process could mean greater potential for inappropriate subdivision, use and development of historic heritage not currently included in the District Plan. This is not effective at achieving the outcome.
Most Appropriate Option	Option 2 is the most appropriate means to provide protection of heritage within Lower Hutt and is efficient and effective at avoiding the risk of inappropriate subdivision, use and development that could impact on identified heritage values in the short term. There are some costs associated with Option 2, but they are expected to be outweighed by the anticipated benefits.		

Conclusion

114. Proposed District Plan Change 52 updates Chapter 14F Heritage Buildings and Structures of the City of Lower Hutt District Plan to provide immediate protection for identified heritage from inappropriate subdivision, use and development.
115. The evaluation under Section 32 has shown that the proposed Plan Change is the most appropriate way to achieve the relevant objectives of the District Plan, and the purpose of the RMA. The proposed Plan Change is considered to be in line with resource management best practice.

Appendix A: Heritage Information

- Nash House, 14 St Albans Grove, Woburn
- Lower Hutt Central Fire Station (former), 155-157 Waterloo Road, Hutt Central,
- ANZAC Memorial Flagpole, Hutt Road, Petone Railway Station, Petone
- Petone Magistrate's Court (former), 13 Elizabeth Street, Petone
- Naenae Post Office (former), 27 Hillary Court, Naenae

Nash House

14 St Albans Grove, Lower Hutt



Nash House.

Copyright: NZ Historic Places Trust. Taken By: Helen McCracken. Date: 1/10/2007.

List Entry Information

List Entry Status

Listed

List Entry Type

Historic Place Category 1

Public Access

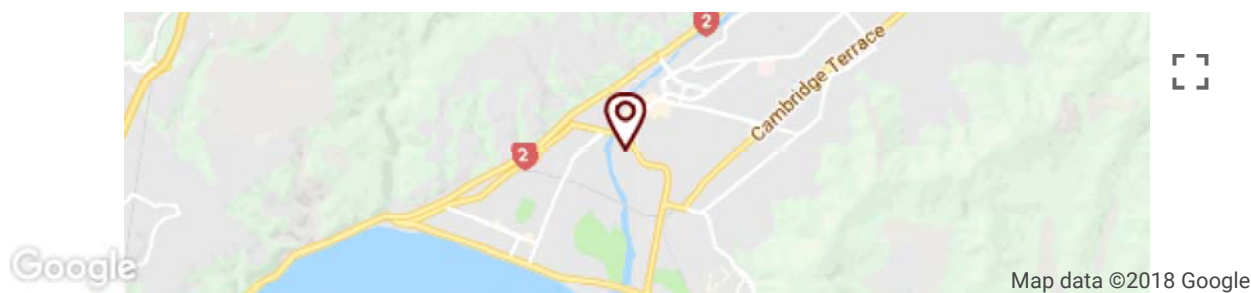
Private/No Public Access

List Number

7742

Date Entered

4th April 2008



Location

Extent of List Entry

Registration includes the land described as Lot 7 DP 8552, Wellington Land District, and the buildings and structures known as Nash House thereon, and its fittings and fixtures. (Refer to Extent of Registration Map in Appendix 1 of the Registration Report for further information).

City/District Council

Hutt City

Region

Wellington Region

Legal description

Lot 7 DP 8552 (CT WN415/166), Wellington Land District

Summary

The house at 14 St Albans Grove, Lower Hutt, was for 38 years the home of Sir Walter Nash, Member of Parliament for Hutt (1929-1968), Leader of the Labour Party (1950-1963) and Prime Minister of New Zealand (1957-1960). Born in England in 1882, Walter Nash began his working life as an office boy and later shopkeeper. He married Lottie May Eaton in 1906 and three years later they immigrated to New Zealand arriving in Wellington in May 1909.

In 1911 Nash became involved with the recently formed New Zealand Labour Party, helping them with their election campaign of that year. In 1919 he was elected to the party's national executive and became national secretary in 1922, a position he held until 1932. In 1929 Nash won the Hutt seat in a by-election and in the following year he and Lottie acquired a section in the recently created subdivision of St Albans Grove, Lower Hutt. They built a modest two bedroom concrete bungalow.

Their move to the Hutt coincided with the depths of the Depression. Their house became a de facto electorate office where Nash would meet constituents who had fallen on hard times and sought his assistance. At other times Lottie Nash used the house for sewing circles to aid victims of the Depression and later the Hawke's Bay earthquake of 1931. The house continued to be used in this fashion following the election of the first Labour Government in 1935.

As Minister of Finance, Nash was third in rank in Cabinet. Over the next few years, as Nash travelled extensively abroad to secure loans, he became one of the country's best-known politicians, at home and abroad. With the death of Prime Minister Michael Joseph Savage in 1940, Walter Nash became Deputy Prime Minister. His international role continued when he was sent to the United States to be New Zealand's representative abroad. Both during and after the war he was involved in conferences that set up the International Monetary Fund (IMF) and the General Agreement on Trade and Tariffs (GATT). In 1950, following the death of Peter Fraser, Nash became leader of the Labour Party, and in 1957 at the age of 75 was elected Prime Minister. His brief one term was unpopular, marked by the Black Budget and a controversial All Black tour to South Africa. In 1960 the New Zealand National Party defeated Labour at the polls.

Although Nash finally stepped down as leader of the Labour Party in 1963 (a position he had held for 13 years) he continued to represent the Hutt electorate in Parliament. In 1965 he was knighted and died in June 1968. For the last years of his life he campaigned against the Vietnam War. After his death, a subscription was raised with the support of the leaders of both major political parties to fund a children's hospital ward in Vietnam.

Following his sister's death in 1975 (Nash's sister had come to live with him after the death of Lottie in 1961) the house was sold for the benefit of CORSO. The new owners, the Myers owned the house until 2003 when it was sold to Malcolm and Tina Kerr. The house remains a family home today.

The house at 14 St Albans Grove, Lower Hutt has outstanding historical and social significance as the home for nearly 40 years of Sir Walter Nash, Prime Minister and long serving Member of Parliament, and his wife Lottie. As the Minister of Finance in the first Labour Government Nash oversaw substantial economic and social reform. He was at one time one of

New Zealand's best-known politicians on the international stage and although only Prime Minister for one term, his long and sometimes controversial political career makes Nash one of New Zealand's most significant statesmen of the twentieth century.

Assessment criteria

Historical Significance or Value

Nash House at 14 St Albans Grove, Lower Hutt, has outstanding historical value or significance as the private home of Sir Walter Nash, one of New Zealand's most influential statesman and politicians of the twentieth century. As a key member of the one of the country's most influential governments, a former Prime Minister and acknowledged humanitarian, Nash was a great New Zealander. Nash House is the house that is most intimately associated with his life and work.

The house was built for the Nashes not long after Walter Nash won the Hutt electorate in a by-election in 1929. It remained Walter's home until his death in 1968. This period of time covered Nash's career as a Member of Parliament for the Hutt (1929-1968), Leader of the Labour Party (1950-1963) and Prime Minister (1957-1960).

As the Finance Minister in the First Labour Government (1935-1949), Nash played a key role in the implementation of Labour's social policies, including the huge expansion of the 'welfare state', arguably the most influential Government programme of the 20th century. Nash was an internationally well-known statesman, representing this country on the Pacific War Council, and the conferences and meetings which eventually led to the formation of the IMF and GATT.

SOCIAL SIGNIFICANCE OR VALUE:

The house at St Albans Grove, Lower Hutt, was a private home of the local member of parliament for nearly 40 years but for much of that time it was also a de facto electorate office where people gathered to seek assistance from Nash. As such the house was a focal point for the Hutt community. At other times it was used as a venue for women's sewing groups who made items for people who had fallen on hard times. A large number of houses from the 1930s-1940s remain in St Albans Grove today with the area retaining much of the same character it had when people walked down the street to visit Nash.

3.2. Section 23 (2) Assessment:

(b) The association of the place with events, persons, or ideas of importance in New Zealand history:

The house at 14 St Albans Grove, Lower Hutt has outstanding significance as the home for nearly 40 years of Sir Walter Nash, Prime Minister, long serving Member of Parliament and statesman, and his wife Lottie. As a senior member of the first Labour Government, and its Minister of Finance, Nash was to oversee substantial economic and social reform. At one time he was one of New Zealand's best-known politicians on the international stage. This house was occupied by Nash for almost the entire time he was in Parliament and is easily the most important domestic dwelling associated with him.

(e) The community association with, or public esteem for the place:

On a local level, Nash was a popular local Member of Parliament who was known for making himself available for community events and sporting fixtures. During the early years of the Depression the house was visited by many seeking the help of Nash and in many ways it became a de facto electorate office. The house has considerable significance to the New Zealand Labour Party, as the home of one of its more important members. The value it held to party members can be seen in the visit in 1984 by the Leader of the Labour Party David Lange, in the company of John Terris (Member for Western Hutt), Trevor Young (Member for Eastern Hutt) and Walter Nash's son Jim Nash.

SUMMARY OF SIGNIFICANCE OR VALUES:

This place was assessed against, and found it to qualify under the following criteria: b and e.

CONCLUSION:

It is considered that this place qualifies as a Category I historic place.

The house at 14 St Albans Grove, Lower Hutt, can be considered to qualify as a Category I historic place because of its outstanding historic values. The house was the private home of Sir Walter Nash, one of New Zealand's most important politicians of the twentieth century. No other place in New Zealand can be said to have greater association with Nash.

Although there were a few tributes to Nash in the form of a basketball stadium and park in the Hutt Valley, these were made after Sir Walter Nash's death. The house at St Albans Grove represents nearly forty years of Nash.

There are a number of residences associated with New Zealand Premiers or Prime Ministers that have been registered by the New Zealand Historic Places Trust. A list of these residences is available appended to the Registration Report. Seven out of the nine residences identified as currently registered are Category I historic places.

Links

Associated List Entries

[Ministerial Residence \(Former\)](#)

Current use

[Accommodation - House](#)

Former use

[Accommodation - House](#)

Construction Professionals

Whitchen, C S

Built Nash House, Lower Hutt in 1930.

Additional information

Historical Narrative

The land on which Walter and Lottie Nash's house was built was part of the Riddiford Estate. In October 1927 Lots 9, 10, 11, 12 of DP 3881 were sold to Walter Patrick Page, a builder. The new certificate of title issued to Page shows that St Albans Avenue and Glen Iris Grove were laid out at this time.

Two years later the area had been subdivided to create new lots for housing. Lot 7 DP 8552 Wellington Land District was created at this time. In April 1930 Page sold Lot 7 to Walter Nash, who had been elected as Member of Parliament for the Hutt in a by-election on 18 December 1929. He was to hold the seat till his death in 1968 - a total of 39 years.

WALTER NASH (1882-1968) and LOTTIE NASH (nee Eaton) (1880-1961):

Born in Kidderminster, Worcestershire, England, on 12 February 1882, Walter Nash was the fifth of six children of Alfred Arthur Nash and Amelia Randle. On leaving school Walter Nash worked for a time as office boy for a local solicitor, before moving with his family to Selly Oak, near Birmingham. On 16 June 1906 he married Lottie May Eaton at St Mary's Church in Selly Oak, and at about this time set up two shops: a tobacconists and a confectioners. In 1909 Nash and Lottie decided to immigrate to New Zealand, arriving with their young son Clement in Wellington in May of that year on the SS "Tainui". (The Nashes later had two more sons Leslie and James (Jim)). They set up home in Brooklyn, and Nash became the secretary of and a shareholder in a tailoring business, Jones and Ashdown.

Nash had always had a strong sense of Christian values, a legacy of his upbringing and particularly his mother Amelia's beliefs. During his time in Selly Oak he had become interested in Christian socialism. Soon after arriving in New Zealand he and his family joined St Matthew's Church in Brooklyn, where Nash was confirmed. He became involved in the church community, teaching Sunday School and was elected to the vestry. He also joined the Church of England Men's Society. Nash's belief that Christianity and socialism were inseparable were to be an important influence on Nash for the rest of his life.

In 1911 Nash became involved with the recently formed New Zealand Labour Party, assisting in their election campaign in Wellington. However, Jones and Ashdown was not doing so well, and by March 1913 Nash had lost nearly all the money he had invested in the company. The family moved to Palmerston North, where Nash became a successful commercial traveller for Miller and Ahern, a woollen merchant and cloth importer. In 1916 the family moved to New Plymouth where Nash established a co-operative tailoring company with Stratford tailor Bill Beasley. Unfortunately, the business was never successful and Nash left in 1919. While in New Plymouth, Nash set up the New Plymouth branch of the New Zealand Labour Party, and in 1919 was elected to the national executive.

In 1921 the family moved back to Wellington, establishing the Clarte Book Room (essentially a bookshop) and various agencies. In 1922 Nash was elected national secretary of the Labour Party, a position he was to hold until 1932. During this time Nash became increasingly interested in international relations. He became involved in a number of organisations including the New Zealand Council of the Institute of Pacific Relations (est. 1926) of which he was an inaugural member. In 1925 and again in 1928, he unsuccessfully stood as a candidate for the Hutt electorate. The incumbent was Thomas Wilford, who had held the seat since 1899. In 1929 Wilford resigned to become High Commissioner to London and Nash took the seat in a by-election, winning by a huge majority.

Walter and Lottie Nash decided to move to Lower Hutt, purchasing the section at 14 Albans Grove in April 1930. By this time their family had left the parental home. Four days before acquiring the property Nash submitted an application to build a concrete dwelling on the section, at an estimated cost of £1100. The house, a simple bungalow, was built by C. S. Witcher. The house included what were then quite modern features, such as a dining alcove, kitchenette, and sleeping porch. The hall was lined with oak (since removed). Photographs taken during the 1930s show unpainted window frames and a large rusticated brick fireplace in the living area (now removed).

The Nashes' move to Lower Hutt occurred at the height of the Great Depression. Unemployment in New Zealand had been on the rise since 1927, but during the years 1931-1932 it reached unprecedented levels. Traditional methods of coping with high unemployment through increased public works were no longer sustainable. Of this time Craig MacKenzie, a neighbour and friend of the Nashes, was to later write:

'On Sunday mornings, from across the road, Mary and I would sometimes watch the grim pilgrimage converging on Walter Nash's home. Unemployed victims of the Depression, discarded by the people they could no longer make a profit for - wending their way towards what they hoped would be help and relief from their seemingly endless struggle to make both ends meet.... During these years Walter Nash was doing what he could to relieve the suffering around him. His Sunday mornings were just a small part of the job. Starting about 8.30am. his visitors would pass down the street singly, in pairs or bigger groups, with small deputations occasionally forming at the gate. All, in despair at finding no solution to their problems, had come to see if Walter Nash could do anything for them. In touch with hospital boards, government departments, all sorts of relief and charitable organisations, he was usually able to put them in contact with the most likely source of help. Urgent cases, and there were many, meant digging into his own pocket. Indeed, Mrs Nash confided to Mary on more than one occasion that they were extremely worried as 'Wal' was handing out more money than their limited means could stretch to'.

These Sunday meetings were nicknamed by John Stanhope Reid, a friend and later an ambassador, as Nash's seances.

Lottie Nash also helped those who had been hit hard by the Depression. She organised a large sewing circle that would meet in the St Albans Grove home. When the Hawke's Bay Earthquake struck in 1931 and during World War II she gathered together a similar group of helpers.

As a local Member of Parliament Nash was a keen participant in the affairs of the Hutt. By 1932 he was a patron, president or vice-president of 66 sporting clubs. He was chairman of the Boy Scouts' committee, The Red Cross, Anglican Boys' Home Society and the amateur actors.

By 1933/34, prices for New Zealand's farm exports began to improve, and by the time the Labour Party was elected to government late in 1935 conditions were more favourable to the introduction of the new government's welfare and development policies. Nash was appointed Minister of Finance, Customs, Government Life Insurance, State Advances and Land and Income Tax. He was ranked third in the cabinet after Michael Joseph Savage and Peter Fraser.

In August 1936 Nash presented his first budget. He raised pensions, provided more money for education, but also increased income tax and land tax. Following its presentation a reporter from the New Zealand Free Lance visited the house at St Albans Grove. On arriving at the residence the reporter observed:

'Mr Nash lives at Lower Hutt, in an attractive bungalow in one of the most pleasantly laid-out streets. Lawns grow between footpath and road and trees set at regular intervals in the lawns give the thoroughfare an ordered attractiveness. It was

not difficult to spot the Minister's house. Six bicycles and two motor-cars outside indicated that callers had been arriving since well before 10 o'clock and a man who was wheeling a bicycle away volunteered the information that there was a 'real house full there'.

Inside he found a sitting room full of visitors. The Minister was in his study and a secretary was in what was described as the morning room (possibly the sunroom in the early plans). While the reporter was talking to Lottie Nash, the doorbell rang. She confessed that 'Once...I used to make a cup of tea for everyone who called. I thought some of them might have come a long way. But I had to give it up; there were too many callers.' Apparently each Sunday morning was the same. The Minister would receive callers until noon and then depart for his office at Parliament. The article also gives us a rare glimpse of what the house looked like during the 1930s. There are images of the front of the house (with the garage in the background), the Minister with his library (assume the study), and the Nashes with two of their sons around the sitting room fireplace.

Other images of the Nashes at home during this time can be found in a collection held by the Alexander Turnbull Library. The collection is a series of portraits of Ministers in the Labour Government 'at home', usually in front of the fireside and accompanied by their wives. As well as the Nashes, there are images of the Prime Minister Michael Joseph Savage, Peter Fraser and Robert Semple. Little is known about this collection except that they date to the 1930s and the photographer is simply known as 'Dorothy'.

In October 1936 the Nashes left New Zealand bound for England. The purpose of the trip was for Nash to persuade Britain to accept bulk trading agreements. Unsuccessful with the trade negotiations, he undertook a side trip to Europe, and returned to England to attend, along with Savage, the coronation of George VI and the Imperial Conference which followed. He toured Britain on speaking trips and was awarded an honorary Doctor of Laws from the University of Cambridge. On his way home to New Zealand he visited Canada and the United States, meeting President Franklin D. Roosevelt. According to historian Barry Gustafson, this trip made him New Zealand's best-known politician in Britain. During the time the Nashes were overseas, their St Albans Grove home was occupied their son Jim and his new wife.

Once home, Nash helped implement a number of the Labour Government's reforms, including, as the minister in charge of social security, the introduction of the Social Security Act 1938. The act came into force after the 1938 election in which Labour's support increased from 46% of the vote to 56%. One of the biggest concerns of the government was New Zealand's overseas reserves of sterling, which had fallen by £30 million to under £8 million in three years. Nash again travelled to Britain in April 1939 but received a less than favourable offer of help. Within two days of his arriving home in September, New Zealand declared war on Germany. Not long after, the British government offered to buy New Zealand's entire export of meat and dairy products, and as a result New Zealand's overseas reserves were restored.

In 1940 Savage died and Fraser became Prime Minister. Nash was elected Deputy Prime Minister, retaining the finance portfolio. Between May and September 1941 he was acting Prime Minister while Fraser was in Britain. On Fraser's return, Nash was chosen to become New Zealand's resident minister in the United States. Walter and Lottie arrived in Washington in January 1942. Here Nash was to attend the Pacific War Council, chaired by Roosevelt. He returned to New Zealand in April 1943 to present the budget and fight the elections, which Labour won with a slightly reduced majority. By end of the year he was back in the United States. In July the following year he attended the United Nations Monetary and Financial Conference at Bretton Woods, New Hampshire, which resulted in the creation of the International Monetary Fund (IMF) and the International Bank for Reconstruction and Development.

In the years following the war Nash continued his role as international statesman, becoming involved in the discussions for the creation of the General Agreement on Tariffs and Trade (GATT). At home Labour's popularity was on the wane, and it won the 1946 election with a majority of only four seats. In the 1949 election, which was dominated by industrial strife, the New Zealand National Party ousted Labour. In December 1950 Fraser died and in the following January Nash was elected leader of the Labour Party. The years 1951 to 1954 were marked by continued industrial action, most notably the waterfront strike of 1951. Nash's impartial approach to the disputing arms of the labour movement did not win him much support among voters, and Labour failed to defeat National in the 1954 snap election.

In June 1956 Walter and Lottie celebrated their Golden Wedding anniversary. For two weeks Walter and Lotty were feted with events both public and private. Congratulatory messages came from all over New Zealand; there were so many that the Nashes agreed to have a special car sent from Wellington to carry them all, rather than burden the normal postal service. The Hutt Labour Representation Committee held a banquet in their honour at which more than 300 guests attended. At another banquet held in the Horticultural Hall, Lower Hutt, the couple entertained the guests with a re-enactment of their wedding, complete with clothes of the period. At the time the Nashes were spoken of as 'the father and mother of the Hutt Valley for many years'. It was also said that 'both had given so much of themselves to so many people,

and it was unique in New Zealand that a golden wedding anniversary should arouse so much interest'. On the day of their anniversary the Nashes had a family celebration, with 16 people sitting down to dinner at their St Albans Grove home, but not before the Evening Post photographer had taken photographs of the couple and their family. Following a week of celebrations in Wellington, the Nashes travelled up to Auckland for a further week of public celebrations.

In the following year an increasingly unpopular National Party lost the elections and Nash became Prime Minister at the age of 75. Unfortunately, National had concealed a growing balance of payments crisis, leaving Labour with little option but to place controls on imports and decrease the purchasing power of the public. In June 1958 Arnold Nordmeyer, as Minister of Finance, introduced what would become known as the 'Black Budget', increasing taxation both directly and indirectly; the latter was carried out through the unpopular taxation on beer, cigarettes and petrol. Labour's popularity fell sharply.

Nash is reported to have lived much of his time as Prime Minister at a ministerial residence in Thorndon. However, it is unlikely that Nash spent much time there as he was frequently absent from the country, advocating the importance of international understanding, disarmament and peace to international conferences and individual leaders. One domestic issue which was to be unpopular with many Labour supporters was Nash's approach to the 1959 All Black tour to South Africa. The New Zealand Rugby Union excluded all players of Maori descent from the tour - an action that caused huge public protest. Nash refused to become involved but eventually supported the position of the rugby union advocating that to include Maori 'would be an act of the greatest folly and cruelty to the Maori race'. In the 1960 election National defeated Labour.

In December 1961 Lottie died. The funeral, held at St James, Lower Hutt, was attended by over 700 people included the Prime Minister Keith Holyoke, most of the National Cabinet Ministers and a very large contingent of Labour Members of Parliament. Obituaries recorded her involvement in the community including the YMCA, the YWCA, the Plunket Society (of which she spent 18 years as a working member) and the Newtown Residential Nursery. She was also patron the Returned Servicemen's Association (RSA) women's auxiliary and vice-president of the women's hospital auxiliary. As the funeral procession left the church, a 'Maori group' led by the Maori missionary for the Wellington areas (the Reverend Kingi Ihaka) 'sang a funeral lament'. Two truckloads of wreaths led the funeral procession to Karori Cemetery.

Following the defeat in the 1960 election, Nash retained the role of leader of the Labour party, but there was a growing desire for change within the party. When his preferred successor, Jerry Skinner, died in April 1962, Nash decided to stay as leader until the 1963 election. However, the Labour party caucus felt otherwise. On 26 February 1963 Nash resigned and Arnold Nordmeyer was elected as leader.

Nash continued as Member of Parliament for Hutt and remained a keen participant in the social and sporting life of his electorate. In 1962, Nash's sister Emily had joined her brother in New Zealand and had taken over the running of the St Albans Grove home. By this time the St Albans Grove home was filled with a lifetime of correspondence and papers. According to one biographer (unpublished):

'From his first years of service to the Party he had carefully husbanded the finances entrusted to him. He kept official papers under his own personal care and many of the first records of the party found their way, eventually, to the garage of his home at Lower Hutt, to be released only after his death. Many referred to him as an 'inveterate hoarder' as far as papers and books were concerned and as the years moved on, the garage was filled with correspondence, official papers and an amazing variety of books and publications. When the garage was full [,] the accumulation overflowed into the house and when Mr Nash took over the spare bedroom as his study this, too, gradually filled with books and papers. They spread to another bedroom and when Miss Emily Nash came to live with her brother in 1962, she shared her bedroom with ceiling high racks of books'.

The garage had been extended at the beginning of 1961 and this very likely coincided with Nash's move from the Prime Ministerial offices at Parliament. The amount of material stored in the garage was to further expand in 1963 when, on his retirement as Leader of the Opposition, Nash moved hundreds of personal files and papers into the building.

In 1965 the New Zealand public got to see just how large the collection was when Nash and his house became the feature article in the February edition of the New Zealand Women's Weekly. The article has two photographs one of the garage, overflowing with paper, and the other the study overcrowded with books and papers. The latter was so overcrowded that Nash had taken to working in the 'sunporch'.

So well known was this collection of papers that when Nash died, Sir Bernard Fergusson in an obituary for The Times wrote:

'The garage beside his house in Lower Hutt, just outside Wellington has long bulged with his vast accumulation of papers which he intended to edit. He always procrastinated about this, it seemed as though he were as convinced as everybody else that he would live forever and would have unlimited time for the task'.

In 1965 Nash was knighted. He also received the honour of being the first person to receive an honorary doctorate from Victoria University of Wellington. At the event to receive the latter Dr J Williams, Vice Chancellor of Victoria University said that 'When the history of the middle of the 20th Century comes to be written, Walter Nash will be remembered as one of the great Commonwealth statesmen.' Nash became prominent in the anti-Vietnam War movement as well as active in promoting the developing countries, particularly in Asia.

Nash died at Hutt Hospital on 4 June 1968. His body lay in state in Parliament Buildings before a state funeral at St James, Lower Hutt. He was buried beside his wife at Karori Cemetery.

The majority of Walter Nash's estate was left to CORSO, for:

'providing food for the hungry in overseas countries in accordance with the Freedom from Hunger Campaign, or should the campaign end, then in such a manner as the body controlling Corso [sic] might think fit to provide those who would otherwise be starving or seriously undernourished'.

CORSO was a an organisation close to Walter Nash's heart; as Minister of Finance in 1944 he had facilitated its formation, and keenly followed its progress.

Nearly \$17,000 was raised initially from the estate to fund a hydrological survey in India administered by the Action for Food Production organisation. However, the St Albans Grove house came under the care of the Public Trustee so that that Emily Nash could remain in the house until her death, in May 1975. The house, as per Walter Nash's will, was then transferred to CORSO.

A year before he died Nash had proposed to establish a children's village in Vietnam to aid some of the many thousands of children who had become orphaned by the war. On his death it was decided that the project would continue as a tribute to Nash. With the support of the Prime Minister Keith Holyoake and the Leader of the Opposition, a public subscription was begun eventually leading to the provision of a children's ward at Qui Nhon provincial hospital in Vietnam.

The children's ward was intended to be the only public memorial to Nash. However, over the years others were erected. In 1975, a basketball stadium at Taita in the Hutt Valley was named after him. An article in the Dominion stated that the stadium had:

'been named after Sir Walter, one of the Hutt Valley Basketball Association's vice-presidents, who always showed a keen interest in the Association's affairs. The Executive Committee of the association recognising this man's genuine interest in the welfare of both the community and his country, felt it would be a fitting tribute to the memory of such a great humanitarian to name this important amenity after him'.

There is apparently also a small plaque beneath a totara near the War Memorial Library in Lower Hutt that simply states:

'Planted at the request of R. St Barbe Baker as a living memorial to the life and work of the Rt Hon Sir Walter Nash G.C.M.G; C.H. MP for Lower Hutt 1929-1968. A great citizen and humanitarian'.

POST NASH:

On 24 June 1976 the house was put up for auction, however it did not meet its reserved price. Not long after, on 13 September 1976, the house was sold to Harry Myers, a plastering contractor from Wainuiomata, and his wife Winifred Francis Myers. In 1979 there was a fire in the house. It is unclear just how much of the house was damaged. It is very likely that the original fireplace was replaced at this time. Other changes that may have happened at this time were the lowering of the ceilings and the removal of the oak panelling from the hallway. The entire cost of reinstating the house post the fire was \$15,000.

Sometime in March of 1984 the Leader of the Opposition David Lange, John Terris (Member for Western Hutt), Trevor Young (Member for Eastern Hutt) and Sir Walter Nash's youngest son, Jim Nash visited the St Albans Grove home. Their photograph was taken in front of the house and later published in a local paper. In his letter to the owners to thank them for allowing Lange and his party to visit, Terris stated that 'We much appreciated your willingness to allow us access to this piece of New Zealand history.' Four months later Lange became Prime Minister with the election of the Fourth Labour Government.

In 2003 the house was sold to Malcolm and Tina Kerr who remain the current owners of the property. In 2007 the house to the west of Nash House was acquired by the Crown and removed to allow for an expansion to Hutt Valley High School.

Physical Description

Nash House is located a short distance from the Hutt City Centre. It is situated at the end of a long street lined with mature trees and grass verges. Most of the houses date from a similar period to the Nash House (1930s-1940s). The street culminates in a dead-end, with access to the eastern stop bank of the Hutt River. Hutt Valley High School is located on the southern and eastern boundary of the house.

A low stucco wall marks the front boundary of the property and is similar in appearance to the stucco used on the house. On the western side there is a small picket gate with a concrete path leading from the footpath to the main entrance on the western side of the house. On the eastern side is the entrance to the driveway, again with a picket gate. The driveway leads to a large concrete and timber garage at the back of the property. In the front of the house is a large lawn with flowerbeds and a path leading to the main entrance on the western side of the house.

The house is a typical single-storey bungalow of the 1920s and 1930s. Somewhat atypical is the use of concrete as the main construction material. Although concrete houses were by then not rare, the usual construction material for such houses was timber. The house does exhibit some transitional elements in its decorative lead lighting and narrow main entrance to the side of the building.

The main (northern) façade facing the road is stepped back from east to west in three facets. A small gable extends from a main gable, which in turn has a wing extending from it to the west. Each facet contains a large set of windows, two of which are shallow bay windows.

The windows are predominantly casement and fanlight, the exception being a large feature window in the centre of the largest bay window, which is the closest to the street. The fanlights feature decorative uncoloured lead lighting with elegant Art Deco motifs; this is a pattern that is repeated throughout many of the windows of the house. Beneath the bay windows, rusticated bricks accentuate the form of the bay. The gables are low-pitched with overhanging eaves, beneath which are lapped timber weatherboards and mock eave brackets.

On the western side of house is the main entrance sheltered by a porch that extends to the boundary of the property. The southern façade has the back entrance and a gabled extension for the dining alcove. On the eastern elevation the stuccoed wall is interrupted by irregularly spaced windows. The roof is covered in decramastic tiles.

The main door enters a hallway. To the right are the entrances to the sitting room and kitchen. The sitting room has a mock stone fireplace, on either side of which are recessed lead light windows featuring Art Deco motifs. From the sitting room a door leads to the dining alcove, kitchenette, and laundry. The hall also gives access to the bedrooms, bathroom and a separate toilet. Two of the bedrooms feature recessed lead light windows, again using an Art Deco motif. Most of the rooms have ceiling tiles with a decorative edging.

Construction Dates

Original Construction

1930 -

House constructed, £1100

Modification

1961 -

Garage extended 5.48 metres (18 feet) £106

Modification

1979 -

Fire, reinstatement following fire, \$15 000

Construction Details

Concrete, rusticated brick, timber

Completion Date

24th March 2008

Report Written By

Helen McCracken

Information Sources

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Other Information

A fully referenced registration report is available from the NZHPT Central region office.

Please note that entry on the New Zealand Heritage List/Rarangi Korero identifies only the heritage values of the property concerned, and should not be construed as advice on the state of the property, or as a comment of its soundness or safety, including in regard to earthquake risk, safety in the event of fire, or insanitary conditions.

Lower Hutt Central Fire Station (Former)

155-157 Waterloo Road, Lower Hutt



Lower Hutt Central Fire Station (Former).
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List Entry Information

List Entry Status

Listed

List Entry Type

Historic Place Category 1

Public Access

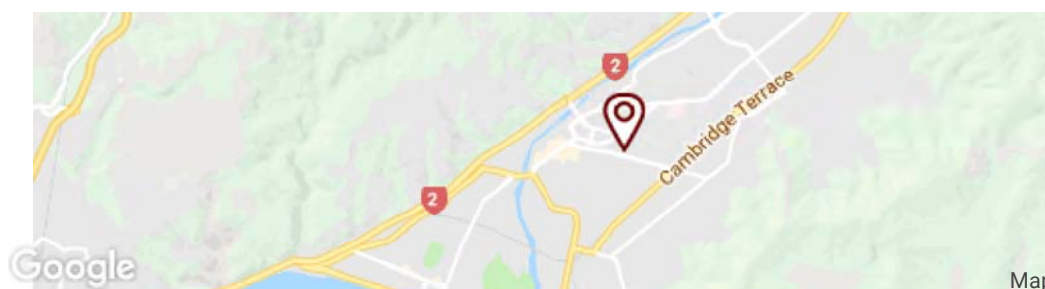
Private/No Public Access

List Number

9319

Date Entered

30th April 2010



Map data ©2018 Google

Location

Extent of List Entry

Extent includes the land described as Lot 2 DP 82046 (CT WN48D/181), Wellington Land District, the buildings known as the Lower Hutt Central Fire Station (Former), including the fire tower, smoke room and workshop, and their fittings and fixtures, (Refer to map in Appendix 1 of the registration report for further information).

City/District Council

Hutt City

Region

Wellington Region

Legal description

Lot 2 DP 82046 (CT WN48D/181), Wellington Land District.

Summary

Completed in 1955, the Lower Hutt Central Fire Station (Former) is a representative example of Post-War Modernist design and construction in reinforced concrete. Commissioned by the Lower Hutt Fire Board, it opened in time to mark the 50th Jubilee of the Lower Hutt Fire Brigade and started an important chapter in the fire fighting services for Lower Hutt. At its completion the fire station was one of the most modern in the Southern Hemisphere and a tribute to the planning and design of Mitchell and Mitchell and Partners in association with King, Cook and Dawson.

Situated on the busy Waterloo Road the fire station, its training buildings and associated residential units, are located in a residential area. Local resistance to its construction on the site saw the Lower Hutt Fire Board direct the architects that the buildings not detract from the residential feel of the place. The architects were successful in their brief with a design that captures the essence of Frank Lloyd Wright with symmetry, rhythm and elongated forms; a Modernist aesthetic of smooth surfaces and curves, and a bulk that is tempered by hipped gabled rooflines that link to the designs for the residential blocks that are located to the north and west of the building.

The building represents an important phase in international architectural influences that were being interpreted at a local and domestic level. The Modernist design was used for a number of municipal buildings that were constructed in Lower Hutt City during the 1950s which saw the city become a flagship of Post-War Modernism. The designs represented progress and modernity for a new city that was home to a burgeoning population fuelled by massive state housing projects and a growth in industry.

Modern fire fighting services had to keep pace with this growth and provide fire cover to a large area. A large centralised station and site allowed for training and education with up-to-date technology and equipment, and the ability to house four fire appliances. The provision of residential units for married firemen and their families and accommodation for single men inside the station created a spirit of community and camaraderie for the brigade. It also heralded a move to a dedicated professional municipal fire brigade that could provide a more effective and efficient response to protect life and property.

The purpose built fire station and its association with the Lower Hutt Fire Brigade provides for a place of public esteem and civic pride. The building was the focus of fire fighting life for firemen and their families who lived, worked, recreated and celebrated there. At its opening in 1955 the fire station drew wide public interest and support and remained a focal point for interaction between fire fighters and the community they served. Restructuring of the fire districts and the service, continuing population dispersal and movement of industry saw a decision to decentralise. Three new fire stations were built in surrounding suburbs and the Lower Hutt Central Fire Station, which had served the community for over 50 years, was no longer required for fire fighting purposes and closed in January 2007. The land is currently held by the Commissioner for Crown Lands for Treaty Settlement purposes.

The Lower Hutt Central Fire Station is of outstanding architectural value as an authentic and intact example of Post-War Modern architecture in a city that was a 'flagship' for Post-War Modernism. This former municipal structure is located in a central position and makes a special contribution to the wider historical and cultural landscape of Lower Hutt which

includes the Lower Hutt Civic Centre Historic Area. The building was considered to be the most modern fire station in the Southern Hemisphere and has significant value for its technological innovations and design that is informative of its use but sympathetic to its residential setting.

Assessment criteria

Historical Significance or Value

The Lower Hutt Central Fire Station has historical significance as a purpose built fire station that accommodated this use for over 50 years. Its centrality and scale reflected the burgeoning Lower Hutt area that received city status in 1941 and the needs of the community to have a responsive permanent fire brigade.

The historical progression of the fire brigade from volunteers to a permanent professional body is reflected in the size and scale of the fire station and its surrounding residential units for married firemen and their families. The residential blocks are now privately owned but remain connected to the station by their appearance, location and history. Unmarried men were housed inside the station and a variety of spaces were created for recreation, education, training and offices for the senior staff members.

At its completion the Fire Station was heralded as the most modern fire station in the Southern Hemisphere. It incorporated a number of features that were in accordance with contemporary practice in fire station planning and equipment in the United Kingdom and a watch room that had the most up-to-date electronic equipment for a rapid response. Other important buildings that contributed to its 'modern' label were the smoke room for respirator training and the fire tower.

Aesthetic Significance or Value

The Lower Hutt Central Fire Station (Former) has been an impressive building on the busy Waterloo Road for over 50 years. It has special visual appeal with its smooth curved forms and restrained decoration that is aesthetically pleasing. The building does not impose on the streetscape but displays a solidity and permanence that is comforting and congruent with its residential surroundings. The building adds to the diversity of the streetscape and the site provides a unique setting for this large municipal building.

Architectural Significance or Value

The Lower Hutt Central Fire Station makes an important contribution to Post-War Modernism which was a dominant architectural style in the Hutt Valley in the 1950s and used by a number of architects for a number of municipal buildings including the Lower Hutt City Civic Centre. The design was a local interpretation of the International Style and Modernism which represented the ideals of change and progress through the use and versatility of new materials.

The architects Mitchell and Mitchell and Partners in association with King, Cook and Dawson used their experience of commercial and residential design to realise a building that would not detract from its residential setting.

The strong horizontal and vertical symmetry and rhythmically spaced windows that form the design are echoes of Frank Lloyd Wright residential designs that set a building into the landscape with long rooflines and volumes from a central core. The Lower Hutt Central Fire Station is an interpretation of domestic forms, translated into a functioning municipal structure that provides a space for the appliances as well as a home and workplace for the fire fighters. It has special significance for its architectural design that blends the modernist concepts of form and function into a harmonious and beautiful structure.

Technological Significance or Value

The design of the Lower Hutt Central Fire Station incorporated a number of mechanisms designed for use in the operation of a modern fire station including door mechanisms for the poles, automatic engine switch on from the watchroom and an alert system to muster the firemen. Other associated buildings that provide important technological value for their design and use are the smoke room and tower which helped in the training of firemen.

Social Significance or Value

The Lower Hutt Central Fire Station was an important municipal structure that held wide community support and public esteem. Its central position on a busy Lower Hutt street meant that it was a notable building that provided an interface

between the public and fire fighting services. The building represents a profession that is highly regarded in the community and provides a focus for public esteem.

For the fireman and their families the building and its associated residential quarters has social significance for its fostering of a community spirit through the provision of spaces for recreation and gatherings.

(a) The extent to which the place reflects important or representative aspects of New Zealand history

The Lower Hutt Central Fire Station embodies the change that had happened in the history of fire fighting services in New Zealand that saw a shift from volunteer brigades to ones based on permanent staff and professionalism. The large centralised site allowed for the construction of a complex made up of a station, residential units and training buildings that could accommodate, train and educate firemen who were part of a professional municipal fire fighting force. The building represents this change and development in fire fighting services over time and even its closure is a result of this continuing change in the provision of fire cover.

(e) The community association with, or public esteem for the place

For over 50 years a number of firemen and their families have lived, worked, recreated and celebrated at the Lower Hutt Central Fire Station. A focus of wide public interest and support at its opening in 1955, the fire station has remained a focal point for public esteem and interaction for fire fighters and the community that they serve. A purpose built fire station that was at the time of its completion, the most modern in the Southern Hemisphere it is a place of civic pride and an asset to the architectural heritage of Lower Hutt and New Zealand.

(g) The technical accomplishment or value, or design of the place

The Lower Hutt Central Fire Station is a representative example of Post-War Modernism in a unique residential setting. Its functionality as a fire station is balanced by a design that is simple and elegant. The building makes an important contribution to the New Zealand interpretation of design ideas emerging from Northern Hemisphere architects, such as Frank Lloyd Wright.

The building holds value for a design that has endured since its construction over fifty years ago; it remains intact and displays integrity with only minor changes to joinery and internal modifications since its construction.

(k) The extent to which the place forms part of a wider historical and cultural complex or historical and cultural landscape

The Lower Hutt Central Fire Station forms part of an important grouping of municipal buildings that represent Post-War Modernism in New Zealand. The building is an intact and authentic example of this architectural style that dominated Lower Hutt City in the 1950s and forms a special part of a cultural landscape that professed the ideas of progress and modernity.

The design was headed by Mitchell and Mitchell and Partners in association with King, Cook and Dawson, who were responsible for a number of civic and commercial buildings in the Wellington and Hutt Valley region and around New Zealand. This building is an excellent and distinct example of their skills and talents to produce a building that fulfilled all the technical needs of a modern fire station within a residential setting.

Conclusion

It is considered that this place qualifies as a Category I historic place.

The Lower Hutt Central Fire Station is of outstanding architectural value as an authentic and intact example of Post-War Modern architecture in a city that was a 'flagship' for Post-War Modernism. This former municipal structure is located in a central position and makes a special contribution to the wider historical and cultural landscape of Lower Hutt which includes the Lower Hutt Civic Centre Historic Area. The building was considered to be the most modern fire station in the Southern Hemisphere and has significant value for its technological innovations and design that is informative of its use but sympathetic to its residential setting.

Links

Former use

[Utilities - Fire Station](#)

Themes

[Modern Movement](#)

Construction Professionals

Mitchell & Mitchell

The firm of Mitchell & Mitchell was established by the Mitchell brothers, Cyril Hawthorn Mitchell (d. 1949) and Alan Hawthorn Mitchell (d.1973). The brothers were two of a handful of prominent Wellington architects of the early twentieth century. C. H. Mitchell had qualified as an architect in 1913, forming the partnership with his younger brother when A. H. Mitchell returned from training in the United Kingdom in 1932. The Mitchell brothers designed many buildings throughout New Zealand, and both became fellows of the New Zealand Institute of Architects.

King, Cook and Dawson

A Wellington based architectural firm that formed in 1948. The principal partners were Jack Ian King, Joseph M. Dawson and W. Keith Cook. The firm was highly successful with a high number of commissions and the establishment of a number of new clients. Cook left the practice in 1957 and it went on as King and Dawson. ('Lower Hitt Central Fire Station', NZHPT Registration Report (Record no. 9319)).

Cook, Weymouth Keith

Weymouth Keith Cook, ANZIA, ARIBA, (1905-1973)

Weymouth Keith Cook, known as Keith Cook, was born in Lower Hutt in 1905. Cook trained to be an architect at the newly established School of Architecture at Auckland University, entering in 1925 and graduating in 1929. He established his own practice in Wellington between 1930 and 1946 before joining in partnership with Jack Ian King (1900-1972). In 1948 J.M. Dawson joined the firm and King, Cook and Dawson was established. Under King, Cook and Dawson, Keith Cook was the project architect for a number of buildings in the Hutt Valley, most notably the Lower Hutt Town Hall and Administration Building, completed in 1957 and the Horticultural Hall which was designed in 1957 and completed in 1959. Cook left the firm in 1957 and re-established his own practice in Lower Hutt before retiring due to ill health in 1959. Cook died in Lower Hutt, 9 September 1973. ('Lower Hutt Central Fire Station', NZHPT Registration Report (Record no. 9319)).

Mitchell, Alan Hawthorn

Alan Hawthorn Mitchell, R.I.B.A., A.N.Z.I.A. (1906 - 1973)

Alan Hawthorn Mitchell, the brother of the architect C.H. Mitchell, began with the firm Atkins and Mitchell as a boy. He passed his New Zealand Exams with the New Zealand University and travelled to the University College London to study architecture. After completing his final examination thesis for R.I.B.A. A.H. Mitchell returned to New Zealand in early 1932 and commenced a junior partnership with his brother C.H. Mitchell to form Mitchell and Mitchell. A.H. Mitchell continued on with the firm after the death of his brother in 1949 until his own passing on 19 April 1973. ('Lower Hutt Central Fire Station', NZHPT Registration Report (Record no. 9319)).

Kerswill, Frederick E.

Frederick E. Kerswill, A.N.Z.I.A.

F.E. Kerswill was educated at the University College London where he met Alan Mitchell. In 1938 Mitchell invited Kerswill to come and join the firm of Mitchell and Mitchell and Partners and Kerswill arrived in New Zealand in the summer of 1939. He was a senior architect in the firm from that time and after the death of A.H. Mitchell he and Terry Gooch bought the firm. Kerswill was a member of the New Zealand Institute of Architects and sat on the joint committee with the New Zealand Institution of Engineers. ('Lower Hutt Central Fire Station', NZHPT Registration Report (Record no. 9319))

Cement Products Construction Company

Cement Products Construction Company, Lower Hutt.

Additional information

Historical Narrative

From Volunteers to Professionals

New Zealand fire fighting forces have had a long and proud tradition of being conducted by volunteers and in more recent times a respected profession. The development of the Lower Hutt Fire Brigade from a volunteer-based organisation into a professional one is represented by the Lower Hutt Central Fire Station which played an important role in the expansion and professionalism of municipal fire fighting services in Lower Hutt.

The creation of the Hutt Valley is connected to the story of the two taniwha Ngake and Whaitaitai who lived in the harbour, which at that time was a lake. Ngake wanted to escape the lake and planned to smash his way through to Raukawa Moana, Cook Strait. He positioned himself on the edge of the lake and using his tail as a spring he thrust himself forward and broke through to the sea creating Te Whanganui O Tara, Wellington Harbour. The force of the uncoiling tail of Ngake carved out Heretaunga (also known as Te Awa Kairangi), the Hutt Valley.

Prior to European settlement the valley was covered with thick forest and abundant birdlife, other areas that were close to the river mouth and other tributaries were made up of swampland, the harbour provided plentiful seafood. Maori occupied the region known as Te Upoko o te Ika for several centuries with many settlements along the foreshore.

The area was one of contest for the occupying groups, with waves of migration from the north and challenges for the region raging from the 1820s up to the time that the New Zealand Company ship Tory arrived in Te Whanganui O Tara and anchored off Pit-one, now known as Petone, in 1839. At that time a number of iwi, Ngati Tama, Taranaki, Ngati Ruanui, Te Atiawa, and Ngati Toa, were occupying the area of the Porirua Basin to Ohariu and Heretaunga.

Maori in the area welcomed the arrival of the New Zealand Company and the chief of Pito-one Pa Te Puni and his nephew Te Wharepouri, negotiated with William Wakefield, the New Zealand Company's agent, to allow settlement. A deed of purchase was agreed, with the key document being the Port Nicholson Deed No.1. The agreement provided for the setting aside of one tenth of what was called the Port Nicholson Block, calculated at 200,000 acres, in perpetuity for the descendents of the iwi. Subsequent failure to protect these reserves and the beneficial interests of descendents led to several Treaty of Waitangi claims and the formation of the Wellington Tenths Trust to represent the descendents and administer the Maori Reserve land.

The first immigrant ship, the Aurora, arrived on 22 January 1840 and fledging settlements on the foreshore and further up the river valley called Britannia were started. However, within months of settlement the Hutt River flooded, and the settlers decided to move the new colony to Pipitea (Thorndon), with some settlers remaining at the north end of the harbour.

The river was named after the founding member, director and chairman of the New Zealand Company, Sir William Hutt (1791-1882) and led to the area and its cities being named after Hutt.

In 1855 a major earthquake raised part of the lower valley allowing swampland to be drained and reclaimed for farming and further settlement. The arrival of the railway north from Wellington in 1874 and the subsequent relocation of the railway's engineering works to Petone led to a rapid expansion of the area's population and economy. Other industries, including the Gear Meat Preserving and Freezing Company acquired land in Petone. However, an increase in population, housing and industry brought with it the threat of fire.

In response to a fire that destroyed a few houses and a small business in Aglionby Street, Lower Hutt, a decision was made by community leaders to form a dedicated fire fighting force. The Lower Hutt Volunteer Fire Brigade was formed 13 October 1905 following a public meeting that was chaired by the Mayor, T.W. McDonald. Offices were elected with H. Baldwin as Chairman and Tom W. Slinn as Secretary. A Fire Brigade meeting was called on the 20 October 1905; the meeting confirmed the minutes, the office appointments and resolved to elect its own Captain and Officers. Tom Slinn was subsequently elected Captain and went on to serve in the Brigade until his retirement in 1940.

The objective of the Brigade was the 'extinction of fires and the protection of life and property'. The motto 'Willing to Serve' put volunteering and service at the forefront but was changed later to 'Prompt to Assist' to recognise the central need of the Brigade to provide a quick response to call outs.

The Lower Hutt Borough Council set up a Brigade Committee to finance and equip the brigade. It purchased 1000 feet of hose, provided helmets for the members and erected a shed with a fire bell. At the first Lower Hutt Fire Brigade's Annual General Meeting, the Brigade thanked the Borough Council for its contributions. The Borough Council erected an

appliance station made of wood and iron in High Street, Lower Hutt and at some point a meeting room was added and a bell tower erected. The brigade used a horse-drawn manual fire engine and two horses were hired out at 5 shillings per horse per call.

In 1923 discussions were held by the Brigade Committee of the Borough Council about the construction of a new fire station and additions to the equipment, including the purchase of a new fire engine. A decision was made to construct a new two storey brick fire station on Laings Road (now the site of the Hutt City Council administration building). In June 1925 the fire station and new fire engine were officially handed over to the Brigade by the Mayor, W.T. Stand. In 1931 the Brigade celebrated its 25th Silver Jubilee, and Gold Stars rewarding 25 years of service were awarded to Superintendent Slinn and Foreman B. Fleet.

It was humble beginnings but the Brigade and its services would grow to reflect the population increase and the expansion of Lower Hutt through the 1930s and 40s. The large scale construction of state housing developments for the Hutt Valley including the development of the land blocks of Taita, Epuni and Naenae, meant an increase in calls and a wider area to cover. In 1939 the Lower Hutt Fire Brigade appointed its first permanent officer, H. G. Hume as Deputy Superintendent, to reflect this change.

By 1940 the Lower Hutt Brigade had three permanent and 22 volunteer firemen and became a municipal fire brigade when Lower Hutt achieved City Status with the population surpassing 20,000 in 1941. In 1942 the control of the Municipal Fire Service was transferred to a newly established body, the Lower Hutt Fire Board. The Board soon appreciated the urgent need for a better station and accommodation facilities to keep pace with the huge growth in the district and the need for a more professional fire fighting service. Between 1940 and 1952 the population of Lower Hutt more than doubled to over 45,300. The government housing schemes had contributed about 5,400 houses and with the increase in population came the industry to employ them.

The Laings Road Fire Station was sold to the Wellington Free Ambulance Board in 1943 but was leased until the Board could come up with an alternative. The building was later declared unsafe and demolished to make way for the Lower Hutt City Civic Centre development. The Board began to investigate a site for a new central station and the provision of residential quarters. The Waterloo Road site fulfilled the need of a central location, as the road ran on a west-east axis that gave access to the main routes in and out of Lower Hutt, and was a large area to accommodate the new station and residential quarters.

There was resistance from the local residents who were concerned about the proposal to site a large fire station in a residential street. Opposition in the form of a petition signed by 26 residents was presented by the Waterloo Road Residents' Committee to the Lower Hutt Fire Board to object to the taking of the land in Waterloo Road. The Fire Board was resolute in its decision to go ahead with the build on the site, as it was the only site identified that fitted their requirements. However, the concerns of the residents were to be mollified by the design brief.

The land consisted of a two acre site that had access from Waterloo Road and Marina Grove, and was acquired under the Public Works Act 1928 for the purposes of a Fire Brigade Station in 1947. The brief by the Fire Board was for a Fire Station, workshop, and fire tower including a smoke room, and residential quarters with up to fifteen units for married firemen. Single men were to be accommodated inside the fire station. The Board was conscious of the residential location and the design needed to not detract from the residential aspect of the neighbourhood.

In August 1945 the Lower Hutt Fire Board confirmed the appointment of the firm of Mitchell and Mitchell and Partners as its architects, in association with Weymouth Keith Cook, known as Keith Cook, of King, Cook and Dawson, in August 1945. Mitchell and Mitchell and Partners would have the overall responsibility for the work on the project but there would be collaboration with Cook over the design and planning. Both firms were experienced in the design of commercial and civic buildings as well as residential designs.

An initial site plan was drawn up by the architects in 1949 that laid out the positions of the proposed fire station and residential quarters. The design featured a lot of planting that gave it a more residential feel and the driveway from Marina Grove, which gave access to the residential units, had curves to soften the effects of the hard edges of the apartment blocks.

At this time changes were happening in the fire service with the formation of the Fire Services Council under Fire Services Act 1949 and the appointment of Mr T.A. Varley as Dominion Chief Fire Officer. Varley had an expert knowledge of overseas practices and up to date developments and was able to assist the board with finalising the plans. It is unknown if the plans were changed substantially in accordance with Varley's advice. The final designs for the elevations of the main fire station building were completed by November 1952.

Post-War Modernism and the Modern

The Lower Hutt Central Fire Station is a fine example of Post-War Modernism which was a dominant architectural style in Lower Hutt in the 1950s. The ideals of the design resonated with the feeling of the city, one of embracing progress and modernism; this was emulated in the use of new materials like reinforced concrete, steel and glass. It was an architectural style that had its origins at the start of the twentieth century with various architectural movements that embraced new materials, processes and forms. For New Zealand there was a measured progression from the Art Deco and Moderne into the International Style that was Modernism.

For Lower Hutt these feelings of progress and aspiration were well articulated in the 'Modernist' Lower Hutt War Memorial Library (completed in 1956 and designed by Ron Muston) and the large mural within, painted by Victor Leonard William Mitchell, known always as Leonard, and entitled 'Human Endeavour'. It depicts fifty Lower Hutt people from different backgrounds and time periods who are working towards a better future. The library was part of an important civic precinct redevelopment that was under the leadership and guidance of the Lower Hutt Mayor, J.W. Andrews and the newly appointed city planner, R.D.H. Hill. The civic centre and various other municipal buildings, including the Lower Hutt Central Fire Station and the Transport Centre (demolished and now the site of the Queensgate Mall) defined Lower Hutt as a flagship of Post-War Modernism.

Keith Cook was heavily involved in the design of two buildings that form part of the Lower Hutt Civic Centre. The Town Hall and Administration Building (1957) and the Horticultural Hall (1959) which reflect the Post-War Modernist aesthetic and show a consistency in approach and design that had been articulated in the Lower Hutt Central Fire Station.

Construction

The new fire station was not just a Modern building in terms of its materials and aesthetics. It was also to incorporate the most up-to-date technology and design for modern fire fighting needs. Features included a fire tower and smoke house, used to condition firemen to respirator work, which was heralded as being in the latest design and was to be the first in New Zealand. The station would feature four appliance doors, the latest equipment and a remote control watchroom.

The Fire Board gave priority approval for the construction of the four blocks that made up the residential quarters in 1951 and the Lower Hutt Fire Board appointed J.M. Construction Company Limited as the builder. Keith Cook was the project architect for this development.

Construction began and the Fire Board vented its frustration at Mitchell and Mitchell and Partners over the delays in calling tenders for the construction of the Fire Station. The architects responded that the delays were due to the lack of response from the various agencies, including the government architect's office, fire commission and council building controller, who needed to give their consent to the plans and specifications. All consents were received in late 1953, tenders were called and the contract was let to the Cement Products Construction Company for the cost of £93,000. Construction was overseen by the project architect F.E. Kerswill, for Mitchell and Mitchell and Partners and was completed in 1955.

Opening

The Hutt News reported on the opening of the new fire station at a final cost of £205,000. It stated that 'the station embodies the most modern developments of fire station planning and equipment.' The fire station and residential blocks were officially opened on 16 November 1955 by the Honourable S.W. Smith, the Minister of Internal Affairs, with the unveiling of a commemorative plaque. The Chairman of the Lower Hutt Fire Board, H.V. Horlor officiated over the proceedings and the speakers included the Right Honourable Walter Nash, Member of Parliament for the Hutt Electorate; the Deputy Chairman of the Fire Service Council; the Chief Service Officer; and the Mayor of Lower Hutt. 250 people attended the opening and represented a wide selection of interests including government, insurance, local bodies, trade, surrounding brigades, ex-members and the general public. It was a very much a local affair with the music being provided by the Hutt Valley High School Band.

The Minister commented on the need for fire fighting facilities and equipment to keep up with the development of the city, and congratulated the architects on the 'styling of the buildings, which was keeping with the surrounding residential area'. The Minister was presented with a portable fire extinguisher by representatives of the two architectural firms that designed the station and residential blocks. The Hutt News report also commented on the landscaping and gardening development which was in cooperation with the Lower Hutt City Council and carried out by Mr A. White, Director of Parks and Reserves, and his staff.

The Evening Post featured an article that described the new Lower Hutt Fire Station as the 'most modern in the Southern Hemisphere' as expressed by the Dominion Chief Fire Officer, T.A. Varley, and the facilities were of the 'most up-to-date character' and the 'result of fire-fighting experience from all parts of the world'. Features of the modern station included a manned control room that allowed the reception of calls and the ability to start and stop the fire engines remotely and open the appliance doors electronically. 'The receiving and handling of calls and their timing were automatically recorded. The machinery for this was both simple and foolproof and was novel for New Zealand'. Technology for alerting fireman when a call was made, whether they were in their quarters, their gardens or on drill was also a feature and they were able to descend the latest type of poles that were child proof. The design and positioning of the poles was said to be in accordance with contemporary practice in fire station planning and equipment in the United Kingdom.

The new home for the Lower Hutt Fire Brigade coincided with the 50th Jubilee of the Brigade, which was celebrated on the 10 December 1955. At that time the Lower Hutt Brigade consisted of sixteen permanent and eleven auxiliary fire fighters and officers.

Life at the Station

Life for fireman in the brigade reportedly became easier after the new fire station was built. No doubt it became easier for their families also with accommodation now provided on site and the new station becoming a focal point for an active and supportive community. Lee Bailey recounted her memories of living and raising a family at the Waterloo Road Fire Station in Colin Gray's history *Bells to Sirens: 100 years of the Lower Hutt Fire Brigade*:

'In 1961 to live at the Lower Hutt Fire Station was to experience communal living at its best...such close living had its ups and downs. There were never any secrets between houses...doors were never locked and parents often left the children asleep in bed to go out with intercoms rigged between the children's bedrooms and the flat next door... the Guy Fawkes Bonfires in the Station yard, the Xmas parties, birthday parties and any party for both children and adults were events not to be missed, Station life had much to be grateful for'.

The 1950s would also see a period of consolidation and amalgamation for the brigades in the region. In 1956, upon Stokes Valley becoming part of Lower Hutt City, the Stokes Valley brigade came under the control of the Lower Hutt Fire Chief. Then in 1958 the Belmont Fire Brigade requested the Lower Hutt Brigade cover calls within their district. By 1959 meetings were being held with the Days Bay and Point Howard Brigades with consideration given to forming a new fire Board with the hope that 'a larger fire board could provide better training facilities and control'. The Hutt Valley and Bays Fire Board was formed in April 1959, and took control of four stations, Lower Hutt, Stokes Valley, Point Howard and Days Bay. On the formation of the New Zealand Fire Commission and nationalisation of the Fire Service in 1976 the Lower Hutt Fire Brigade became part of the No 4 Region Wellington. Further changes to the command structure followed in 1981, 1986 and in 1995 with a return to separate fire districts including the Hutt Fire District.

In 2005 the Lower Hutt Fire Brigade celebrated 100 years of 'Brave and Loyal Service' and to honour the occasion the book written by Colin Gray was launched at the reunion. The celebrations consisted of a public open day, a dinner where gold stars and long service awards were made and a Sunday barbeque breakfast at the fire station to end the festivities.

The Future of Fire Cover in Lower Hutt

For over 50 years the Lower Hutt Central Fire Station provided a home, recreation, education and a base for the members of the Lower Hutt Fire Brigade. However, a continuing increase in the population and the growth of Lower Hutt City meant that the provision of fire services was again under the spotlight in the twenty-first century. A decision was made to close the Waterloo Road Fire Station with the construction of three new fire stations in Seaview, Alicetown and Avalon, which became operational in January 2007. It was reported in the Hutt News that due to the number of calls from the suburbs and the time taken to attend it was better to have smaller stations closer to the fires. The Fire Service stated that the \$5.5 million project would modernise fire cover in Lower Hutt with the new stations being designed with input from local fire fighters and would provide the best available fire cover for at least the next 30 years.

The former Lower Hutt Central Fire Station had served the Lower Hutt community for over 50 years and its longevity is a testament to the planning and design of the site and building which sustained fighting services for such a lengthy period of time.

The residential units were sold for private residences in 1990 and the building and the site were purchased by the Commissioner of Crown Lands in 2009 to be held for Treaty Settlement purposes.

Physical Description

General Location

The former Lower Hutt Central Fire Station is located on the busy Waterloo Road which runs on a west to east axis. To the west is the Lower Hutt City Central Business District (CBD) and to the east is the busy Waterloo Train Station and industrial area. The building is located in a residential area that is dominated by large homes that are well established with mature plantings. In close proximity are two large schools. To the west is Chilton Saint James School, an Anglican school for girls, and to the east is St Bernard's College, an integrated Catholic school for boys.

Site

The Fire Station was formerly part of a wider complex of two storey residential units that are now privately owned and separated by fences. The residential units to the north are accessed via the cul de sac Marina Grove. A four unit building is to the west and a six unit building dominates the northern boundary.

The Fire Station is set back only by a couple of metres from the footpath, with access to the rear via concrete driveways on both sides. A large concreted yard forms the rear with a fire tower, smoke room and workshop located in the northeast corner.

External Description

The Lower Hutt Central Fire Station is an impressive two storeyed symmetrical building made of reinforced concrete with metal windows. The façade is in the style of the modern movement with smooth, flat surfaces, little ornamentation with the two wings having curved edges and the use of horizontal bands of metal windows. The design shows influences from several movements which have developed overseas and incorporated into New Zealand domestic architecture with some vigour and local interpretation. The design was also influenced by the brief from the Lower Hutt Fire Board that wanted the design to detract as little as possible from the neighbourhood. The reflection of the residential unit features meant that the design went some way toward harmonising the buildings with its surroundings.

The influences of Frank Lloyd Wright (1867-1959) can be seen in the strongly emphasised axis, long roofs, and volumes developed from a central core that were key characteristics of some of his residential work. It is likely that the architects consciously drew on both European and North American movements in their design, and responded to the requirement to moderate the imposing building requirements for four fire appliance entranceways in a residential setting.

The south elevation which faces onto Waterloo Road is the most visually appealing with a strong symmetry and rhythm on both the horizontal and vertical axis. The central core is square in appearance with a hipped roofline that is set back. It is pierced from the top by a flagpole and below on the parapet is the building name in bronze lettering. The second storey is characterised by four sets of three tall windows that are separated by three large vertical columns that lead down to and define the four appliance entrances. The central face is recessed to provide for a forecourt and on either side are two protruding wings. These substantial wings moderate the scale and the height difference with the central core by having hipped rooflines, curving corners and rhythmically spaced bands of metal windows that carry on a horizontal symmetry. The rooflines are similar to those of the four residential blocks that lie to the north and west, and carry the same usage as the east wing which provided accommodation for single men.

The street facing elevation remembers classical façades while attaining an elegant Modern approach. The columns, beams and joinery have a restrained decoration that moderates what is a large commercial building and keeps it in harmony with its residential setting.

The rhythm and symmetry of the design is continued around the building to the rear or north elevation. The features of the south elevation are repeated but unlike the north elevation they are even more restrained with no detailing and denote it as the business end of the building and not the public face. A canopy provides shelter and more covered space for operational tasks with access to the appliance room through a set of four entrance doors. The rear doors are original in materials and design while the front doors have been replaced with more contemporary materials and remote functioning.

Internal Description

The central appliance room is at the core of the building and is a cavernous, space that housed up to four appliances. Access was via four entrance doors that are repeated at the rear court yard. Above the appliance room was the recreational facilities for the fireman. The street or north elevation had a billiard room and social room separated by folding doors. To the rear were the kitchen and mess rooms that also had folding doors that led to the social room.

Eight single occupancy bedrooms occupied the length of the second story of the east wing, separated by a passage with various wash rooms and stores rooms on the other side of the passage. Below on the ground floor were rooms required for fire fighting work including equipment, ablutions, general stores and lockers.

On the ground floor of the west wing were the offices that provided a space for interface with the public in the form of a lobby and public counter that was assessable from a ground floor street front entrance. Also located at the front was the watchroom with views into the appliance room and windows providing a view through to Waterloo Road. This was an important place for fire fighting coordination, with the offices for the superintendent, deputy superintendent and the board room located to the rear. The second storey provided a large space for training in the form of a lecture room and common room.

Internal stairways located to the street front of the building provided access to the second storey of the wings with more stairs leading to the rooms above the central area. A notable feature and part of the modern fire fighting design at the time were the four pole shafts that were accessible from the accommodation and recreation areas that are located on the split levels. They were positioned to the rear of the station so as not to obstruct walkways and provide safe and direct access to the appliances. An important safety feature in the design for the sliding poles was that they were housed in alcoves that were accessed through double doors fitted with a spring latch and self-closing check springs.

Construction Dates

Original Construction

1955 -

Opening of the Lower Hutt Central Fire Station

Modification

-

Minor interior modifications and additions.

Construction Details

Reinforced concrete, metal joinery and timber.

Completion Date

27th January 2010

Report Written By

Natasha Naus

Information Sources

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Gatley, 2008

Julia Gatley (ed.), Long Live the Modern: New Zealand's New Architecture 1904-1984, Auckland University Press, Auckland, 2008

Gray, 2005

Colin Gray, Bells to Sirens: 100 Years of the Lower Hutt Fire Brigade, 1905-2005, Lower Hutt Fire Brigade, Lower Hutt, 2005.

Wilson, 1996 (2)

John Wilson (ed.), Zeal and Crusade: The Modern Movement in Wellington, Te Waihora Press, Christchurch, 1996

Other Information

Please note that entry on the New Zealand Heritage List/Rarangi Korero identifies only the heritage values of the property concerned, and should not be construed as advice on the state of the property, or as a comment of its soundness or safety, including in regard to earthquake risk, safety in the event of fire, or insanitary conditions.

ANZAC Memorial Flagpole

Hutt Road, Petone, Lower Hutt



ANZAC Memorial Flagpole.

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List Entry Information

List Entry Status

Listed

List Entry Type

Historic Place Category 1

Public Access

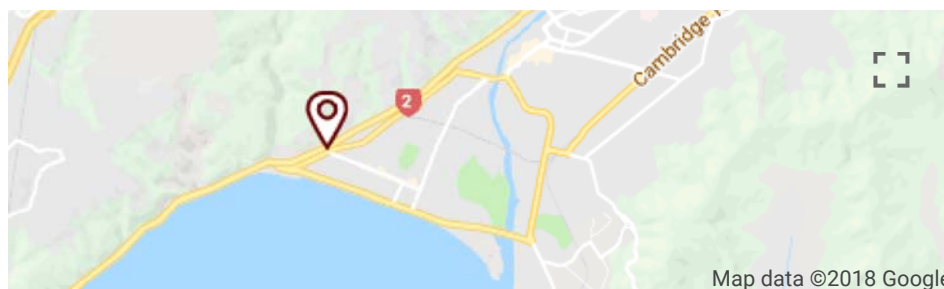
Able to Visit

List Number

9438

Date Entered

2nd March 2011



Location

Extent of List Entry

Extent includes part of the land described as Pt Lot DP 10589 (CT WN45B/670), Wellington Land District and the structure known as ANZAC Memorial Flagpole thereon, and its fittings and fixtures, as well as a curtilage which encompasses its flanking pohutukawa and gum trees, and its 1961 plaque. (Refer to map in Appendix 1 of the registration report for further information).

City/District Council

Hutt City

Region

Wellington Region

Legal description

Pt Lot DP 10589 (CT WN45B/670), Wellington Land District

Location description

The Petone Railway Station is adjacent to the intersection of Hutt Road and Jackson Street. The memorial is within the grounds of the Petone Railway Station and is approximately 20 metres southwest of the station building, between the platform and the parallel road.

Summary

Located at the railway station in Petone is the kauri and Australian hardwood memorial flagpole dedicated to the Australian and New Zealand Army Corps (ANZAC). The ANZAC Memorial Flagpole was constructed in 1916 in time for the inaugural ANZAC Day commemorations, and was devised as part of a trans-Tasman collegial venture between employees at the Petone and Hornsby railway workshops in honour of their World War One ANZAC workmates who had fought in the Gallipoli campaign.

After initial troubles settling the Petone area the town developed into a leading industrial centre in New Zealand during the late and early twentieth centuries. This characteristic is said to have had its genesis with the creation of the Petone railways workshops which were operative between 1877 and 1929. This large set of workshops was important to the Railways Department's Wellington and Wairarapa region operations and was also key to the department's World War One war effort contributions.

The employees at Petone were as patriotic as many other New Zealanders at the time and demonstrated this in various ways, one of which was the construction of the ANZAC Memorial Flagpole and its erection at Petone Railway Station in time for the inaugural ANZAC Day commemorations. Its construction was required in order for the Petone workshops to fulfil its part in a trans-Tasman exchange of flags and unfurling ceremonies with New South Wales railwaymen from Hornsby. Initially planned to take place in March, the synchronised ceremonies were delayed until ANZAC Day, and each was attended by high ranking politicians and public figures, as well as the wider community. After this initial momentous occasion ANZAC Day ceremonies at Petone's ANZAC Memorial Flagpole were infrequent until the mid twentieth century. After the 1970s they again lapsed until a resurgence in the early twenty-first century.

The flagpole was constructed by the Petone railway workshops in March 1916 and was erected by the District Engineer's staff, on a small plot of land immediately southwest of Petone Railway Station, in early April. The surrounding garden has been subject to beautification efforts at various points beginning in the 1930s. In 2004 the flagpole underwent a major conservation project which saw it taken down for several months and decaying sections removed or replaced.

The flagpole is of historical importance as one of the few remaining early vestiges of the Petone Railway Workshop, which played a central role in establishing Petone as an important industrial and manufacturing centre in New Zealand. The ANZAC Memorial Flagpole is also of outstanding significance as one of the first ANZAC related World War One memorials constructed in New Zealand, where ANZAC activities at Gallipoli are considered to be an important aspect in the

development of national identity. The circumstances in which it was conceived, and the combining of New Zealand and Australian native timbers in its construction, also lend weight to the flagpole's symbolic value, rarity, and its special national significance.

Assessment criteria

Historical Significance or Value

Petone's ANZAC Memorial Flagpole, constructed in 1916, is one of the oldest ANZAC memorials in New Zealand and has outstanding historical significance as the site of the first ANZAC Day commemorations that were attended by a contingent of high ranking New Zealand dignitaries, including the Prime Minister, the deputy Prime Minister, and other senior ministers and local mayors. This attendance, as well as that of a large section of the local community, demonstrated how it was considered integrally important to commemorate the events at Gallipoli, and the inaugural ANZAC Day event at ANZAC Memorial Flagpole was a defining antecedent of this on-going tradition.

The ANZAC Memorial Flagpole was completed for the inaugural commemoration of ANZAC Day and was dedicated to memory of the New Zealand and Australian railway workers lost their lives in the ANZAC campaign at Gallipoli. The commitment of the Petone railway workshop workers and their counterparts in Hornsby, New South Wales, to the initiative of a trans-Tasman flag exchange and concurrent unfurling ceremonies on ANZAC Day, is indicative of the strength of local grief at the ANZAC losses. As such, this structure is an important reminder of the impact that the World Wars of the twentieth century had on communities throughout New Zealand and Australia, and its creation was ardently supported by the wider Petone and Wellington public as a result.

Because it is now one of only a few physical remnants of the Petone railway workshops, an institution which is credited as being the genesis of Petone's industrial development in the late nineteenth and early twentieth centuries, the flagpole also has considerable local historical importance.

Aesthetic Significance or Value

The position of the ANZAC Memorial Flagpole is prominent within its streetscape, and it has been a local landmark since its erection due to its site at the railway station which for many years was the main gateway to the town. The landscaping around the structure, first instigated in the 1930s, has meant that the flagpole has traditionally been the focal point within a small garden setting, which forms an oasis amidst industrial surrounds.

Social Significance or Value

Although the New Zealand Railways Department was a large employer the collegial nature of the various workshops and other departments meant that most employees had a connection to one, if not many, of the 37 railway staff ANZACs who died at Gallipoli. Therefore, the flagpole was of considerable social importance to that community because it provided a point for people to grieve for, and honour, those buried overseas. Initially, the flagpole's significance in this respect transcended workplace boundaries and the wider Petone community also rallied around the ANZAC Memorial Flagpole. The flagpole has subsequently been the site of intermittent periods of annual ANZAC Day commemorations and is also socially important for the numerous other displays of respect and commiseration represented there on occasions when the flag has been flown at half-mast.

(a) The extent to which the place reflects important or representative aspects of New Zealand history

This place is representative of the collective outpouring of grief New Zealanders demonstrated as a result of losses during World War One and Two, which articulated itself in the widespread construction of war memorials around the country.

(b) The association of the place with events, persons, or ideas of importance in New Zealand history

Because of its dedication as an ANZAC memorial this structure is a part of the legacy of events at Gallipoli in 1915 and the subsequent impact it had on the development of New Zealand's national identity.

As the only built heritage remnant of the Petone railway workshops and the activities of its employees, the ANZAC Memorial Flagpole is the only physical reminder of this institution which was integral in the development of Petone into a significant industrial centre nationally.

(e) The community association with, or public esteem for the place

Petone's ANZAC Memorial Flagpole is a local landmark, and the community esteem for it has been demonstrated in recent years through opposition to its relocation proposal and also through support for a project to conserve the structure.

(f) The potential of the place for public education

As a public structure, the ANZAC Memorial Flagpole has potential for public education regarding the role of railways within New Zealand, locally, and particularly during World War One, as well as the impact of ANZAC losses on communities and the genesis of our modern ANZAC Day commemorations.

(h) The symbolic or commemorative value of the place

The ANZAC Memorial Flagpole honours the people associated with the New Zealand Railways Department who died on active service in World War One and Two, and since 1916 has intermittently been the site of ANZAC Day ceremonies. The commemorative nature of the flagpole and its position in the Wellington and Wairarapa rail network has also meant that its commemorative message has been recognised by an incalculable number of rail travellers since 1916.

The ANZAC Memorial Flagpole is more than an ANZAC memorial in name only, because of the circumstances surrounding its construction. This involved a trans-Tasman exchange of flags and synchronised commemorative events designed to be representative of the strong ties between New Zealand and Australia that the ANZAC experience generated. This bond is physically symbolised in the structure through the use of native timbers from the two countries, and more recently through the plantings around the flagpole.

(j) The importance of identifying rare types of historic places

Although there are many memorial flagpoles in New Zealand associated with the twentieth century's two world wars, Petone's ANZAC Memorial Flagpole was the first World War One memorial in this form and is the only one dedicated to members of the ANZAC forces.

Conclusion

It is considered that this place qualifies as a Category I historic place.

The ANZAC Memorial Flagpole is a special structure because it is one of the earliest ANZAC-related World War One memorials constructed in New Zealand, in which the ANZAC activities at Gallipoli are said to be an important aspect in the development of our national identity. It was constructed in time for the inaugural ANZAC Day commemorations in 1916 and is of considerable historical importance because this event at Petone was the first attended by a large group of the highest ranked politicians in New Zealand. Petone's ANZAC Memorial Flagpole not only symbolises the immediacy and intensity with which the Petone railway workshops employees felt the need to commemorate the loss of colleagues killed at Gallipoli, but its conception was a trans-Tasman initiative designed to be reminiscent, and honouring, of the ANZAC spirit. As such, the ANZAC Memorial Flagpole is a unique place and one of outstanding national significance.

Links

Current use

[Commemoration - Memorial - World War One](#)
[Commemoration - Memorial - Particular person or group](#)

Former use

[Commemoration - Memorial - World War One](#)
[Commemoration - Memorial - World War Two](#)
[Government - Flagpole](#)

Themes

[War Memorial](#)

Additional information

Historical Narrative

The Maori discovery and settlement of the Wellington region is connected with several prominent figures in New Zealand's history. Ancestral figures such as Kupe, and Toi are both associated with the area. Wellington Harbour, Te Whanganui a Tara (the great harbour of Tara), was named after the chief of Ngai Tara, and his people as well as Ngati Ira from Hawke's Bay were the earliest iwi to settle in the Wellington region. At various times Rangitane, Ngati Kahungunu, Ngati Mamoe and Ngai Tahu have also occupied parts of the Wellington region which sometimes resulted in inter-tribal conflicts.

However, for the Ngati Ira based at Pito-one the biggest upheaval occurred in the 1820s when they were displaced by northern iwi, Ngati Mutunga and Te Ati Awa. Twenty years later Te Puni was the paramount chief of local Te Ati Awa who occupied a pa on the waterfront at Pito-one. Te Puni encouraged European settlement in the area and as such the first European settlement in Wellington was located close to the pa, and after initially being called Britannia this eventually became known as Petone.

The first of these European settlers arrived in late 1839 to buy land and scope out the New Zealand Company's Port Nicholson settlement. The Petone site for the settlement was a poor choice mainly because it was subject to frequent flooding. Therefore, many of these early immigrants moved to a new site in Thorndon, but some battled on at Petone. Because of flooding the town could not progress substantially until stopbanks were constructed in 1900, although by this time it had already begun its development into a major New Zealand industrial and manufacturing centre; a dominating characteristic that Petone would retain throughout the twentieth century.

It was the advent of the railway and the associated workshops which are credited as the catalyst for Petone's industrial development. The Petone railway workshops were opened in 1877 on the New Zealand Railways main line from Wellington which was begun in 1872 and reached Petone two years later. The workshops were located west of the Petone Railway Station below Korokoro Hill, a site now bisected by Western Hutt Road/State Highway 2. Initially a private workshop built at Wellington's Pipitea Point was used by Railways, but the Government was mindful that it would eventually need to find a site to build its own workshop, and among the proposed sites was Evans Bay, which would have had to be accessed with a branch line. However, Petone offered the best location adjacent to the existing railway line and in 1876 a start was made on construction. Most of the workshop's facilities in use during World War One were built between 1877 and 1881, but with plenty of available space in the immediate surrounds these were gradually added to as demand necessitated. The railway workshops marked the beginning of Petone's industrial, and corresponding economic development, and were quickly followed by a meat works and woollen mill.

The importance of the railways to the World War One war effort and the general running of a country was also widely acknowledged in New Zealand and internationally at the time. Speaking on ANZAC Day 1916 in Hornsby, Australia, the New South Wales Minister for Railways noted that as a result of the initial surge of railwaymen enlisting by 1916 railway workers were prohibited from enlisting to ensure that the railways could still function at the required level. In New Zealand the situation was similar with passenger numbers increasing exponentially because of the necessity of transporting thousands of troops to training grounds, camps, and to points of overseas departure. With the Trentham Camp being on the Wairarapa Line, the Petone Railway Station would have witnessed many of these trains taking soldiers there and then back to Wellington where they departed for war.

In particular, the Petone railway workshops played a vital role in the Railway Department's contribution to the war effort during World War One. The Petone workshop not only helped to maintain existing trains and equipment, but also manufactured the army's Maxim machine-guns, converted carriages to cater for transporting the wounded, and made the stretchers that Trentham Camp inhabitants slept on. The workshop employees were also visibly patriotic during the war, with the staff contributing to charitable institutions involved in the war effort, such as the Red Cross, and through other demonstrations like their impromptu parade down Jackson Street in May 1915 upon receipt of word of a military success in the Dardanelles.

It was late in 1915 that the Petone railway workshops staff were approached by the New South Wales Railways and Tramways Department, through the General Manager of the New Zealand Railways Department, to partake in a trans-Tasman interaction with their Hornsby counterparts. This was to involve the swapping of a New Zealand flag with an Australian Red Ensign from Hornsby; an exchange that was meant to be evocative of the spirit of camaraderie demonstrated by those New Zealand and Australian railwaymen who had fought together as part of the ANZAC force at Gallipoli. The idea to honour their colleagues in this fashion originated with the Hornsby workers who planned to give troops a grand send-off from their station. The Hornsby men wanted to garland and decorate the station with various flags for the occasion and rather than purchase a New Zealand flag they proposed the exchange and also that an unfurling

ceremony be arranged to take place at the same time. At Hornsby their existing station flagpole was also to be replaced especially for the occasion.

Progress on making the New Zealand flag, exchanging it, and then building the flagpole, was fairly swift once the decision to go ahead was made and the Petone Railway Patriotic Committee formed in January 1916. The plans for the memorial not only required the Petone Workshop employees to pay for the flag, to construct the flagpole and provide materials for the original picket fence surrounding the flagpole garden, but also involved various other arms of the Railways Department. For example, the District Engineer's staff were in charge of erecting the flagpole and the station staff were later placed in charge of maintaining the gardens.

The exchange of the flags had taken place by late February 1916 and the flagpole was constructed a few weeks later, in time for the original unfurling date of 4 March. However, it was not erected until 8 April 1916 because it was decided to delay the unfurling ceremonies until the first ANZAC Day on 25 April. By mid April plans were well under way on both sides of the Tasman for the respective ANZAC Day Hornsby and Petone ceremonies. Invitations had been sent out and the technical aspects of the day were being considered with station decorations being organised as well as refreshments, and fund and morale-raising functions. Given that the Petone Workshops had manufactured a range of equipment for the Defence Department it was considered appropriate that the Trentham Camp Band play at the unfurling. However, the existing train schedules are not convenient for them, so the Railways Department put on a special train to transport them to and from the camp.

This first ANZAC Day ceremony at Petone was described as 'one of the most memorable days in the history of Petone' and was attended by hundreds of railway workers and their families, Petone residents and people who had travelled to the ceremony from central Wellington. Indeed, both the Hornsby and Petone ceremonies drew large attendances from the wider community. The event was also attended by high profile dignitaries including Prime Minister W.F. Massey (1856-1925), Sir Joseph Ward (1856-1930), the area's member of parliament T.M. Wilford (1870-1939), Mayor Ewan, and fittingly, W.H. Herries (1859 -1923) who was the Minister for Railways, as well as his fellow Ministers for Agriculture, Customs, Education, Internal Affairs, Native Affairs and Public Works. The son of Mr T. Stone, the chairman of the Hornsby memorial committee, was there as the representative of the Hornsby railway men. At Petone, the Australian Red Ensign provided by the Hornsby workers was unfurled by the Prime Minister on the crossbar of the flagpole opposite a New Zealand flag that had been made by the Petone Workshops Trimmers Department and was unfurled by Ward. The Union Jack took precedence on the main mast of the flagpole and was hoisted by the Minister of Railways.

In 1916 the ANZAC Memorial Flagpole became a poignant reminder of Petone's and the Railways Department's recent individual and collective losses as a result of World War One. In total 37 New Zealand Railways employees were killed at Gallipoli. The unfurling ceremony on ANZAC Day 1916 at Petone, and the memorial flagpole, would have taken on further significance for the workshop employees because of their personal connection to Major Norman Frederick Hastings. Hastings was a veteran of the South African War and a popular foreman fitter at the Petone Workshop. Unbeknownst to his workmates there at the time, Hastings died of wounds sustained at Chunuk Bair in August 1915. It was in late March 1916 that a Court of Enquiry reported that Hastings, who had been listed as missing believed dead, had died of his wounds. Despite the uncertainty around his status in late 1915 and early 1916, honouring Hastings is thought to have been a key motivator for the Petone Workshop employees in organising the construction of the ANZAC Memorial Flagpole.

New Zealand memorials to those who died in World War One, like Petone's ANZAC Memorial Flagpole, started to be erected while the war was still taking place. Since the men who died during the war were buried overseas, for the majority of the affected families and communities this meant that a war memorial became a surrogate grave at which they could go through the rituals associated with death in the absence of access to the person's actual burial site. Most memorials were constructed within a decade of the cessation of World War One, and these were mainly in the form of a monument. This was because many felt that functional community structures such as libraries, halls, and bridges, were inappropriate as the community should not benefit when the purpose of a memorial was to recognise the sacrifice of others.

Until the construction of the Petone War Memorial in 1921, the flagpole was Petone's only publicly accessible and prominently positioned war memorial. At the unfurling ceremony the Prime Minister commented on the fact that the efforts of the railwaymen in organising its construction was particularly public spirited in this respect. The situation was similar in Hornsby and when the community found out about the railway men's initiative they were keen to come on board and broaden the meaning of the planned ANZAC Day activities at the respective railway stations to include the wider community and not just the railway workers and their families.

The commemorative nature of the flagpole not only had significance to those in the vicinity of Petone, and to Railways Department employees and families, as a tribute to those local men who had died during World War One, but it also had national and trans-Tasman resonances as an ANZAC memorial. The ANZAC legend was forged at Gallipoli in Turkey, which was a devastating campaign and one that solidified the horror of the war in the psyches of those back in New Zealand and Australia due to the incomprehensible death toll. Over the nine months of fighting about one quarter of the New Zealanders involved in the campaign died. In the broader context of World War One, these losses were meagre in comparison with those in France and Belgium. However, there was the feeling that in the Gallipoli campaign the ANZAC forces were thrown into an impossible situation and showed immense selfless courage in battling against the odds. At the Hornsby ceremony, the actions of the ANZACs at Gallipoli were likened to those of the Spartans at Marathon, and said to have awakened 'a national martial spirit.'

The situation which faced the ANZAC forces at Gallipoli evoked a sense of national pride amongst the ANZAC countries. This is evident in the ANZAC Day commemorations that have taken place since 1916 and at which the ANZAC Memorial Flagpole played a prominent role in New Zealand. Importantly, the legacy of Gallipoli and the ANZACs has been singled out as a key component in the evolution of the national identities of both New Zealand and Australia. Petone's ANZAC Memorial Flagpole became a symbol of the strengthened bond between New Zealand and Australia created through the ANZAC campaign at Gallipoli. This relationship was solidified by the collective grief and pride of the citizens of the ANZAC countries and was widely recognised and espoused from early in the history of ANZAC commemorations, with the former Prime Minister of Australia Sir Joseph Cook (1860-1947) stating at the Hornsby 1916 ANZAC Day ceremony that he interpreted ANZAC as meaning 'Australia and New Zealand are comrades.' Aside from the exchange of flags, the physical construction of the Petone flagpole reinforced this idea as it was symbolically constructed by bonding Kauri and Australian hardwood together.

ANZAC Memorial Flagpole: a survival story

The Petone railway workshops were one of six early North Island shops which were the result of the fragmented nature of the railway system in the late nineteenth and early twentieth centuries. However, by the 1920s the network was more cohesive and with many of the existing workshops needing major machinery upgrades a 1924 commission recommended a comprehensive modernisation programme. Petone workshops were a casualty of this and were closed in 1929 because it was more cost effective to build completely new workshops at Hutt than upgrade Petone's existing facilities. This was one of the reasons why the Hutt Valley Branch line between Petone and Waterloo was constructed. Thereafter, the Petone workshops, with its over 900 employees, were closed, and later mostly demolished to make way for the Todd Motors assembly plant.

After the inaugural ANZAC Day ceremony the commemorative events at the Petone Railway Station ceased, with the exception of a ceremony at the flagpole held in 1918 by Petone workshops employees who were concerned not to lose sight of the events at Gallipoli, and also one the following year. A ceremony had not occurred the previous year presumably because the workshop staff were not given time off to commemorate ANZAC Day, which was a source of tension given that other sectors of the Railways Department were. Despite being instigated in 1916, ANZAC Day did not become an official public holiday until 1920 and this could account for the loss of momentum in regard to a consistent annual ANZAC event at the ANZAC Memorial Flagpole. The flagpole's obsolescence was compounded in 1922 when it was surpassed as Petone's war memorial. The new trooper statue then became the focus of the town's ANZAC Day commemorations.

The construction of the Petone War Memorial saw the ANZAC Memorial Flagpole become largely redundant. This lack of use was the basis for a proposal by the local council, who required a flagpole, to relocate the one at the railway station. This idea was floated in 1934 and seems to have been mainly driven by the mayor, David McKenzie, because it was abandoned after his death in October despite the Railways Department agreeing to it. Instead in 1935 the council decided that because the railway station was the gateway to the town that it should be the focus of a beautification scheme. As such the council leased the land surrounding the flagpole at a peppercorn rental and instigated a planting and beautification programme, with the flagpole remaining the responsibility of the Railways Department. In 1994 relocation of the flagpole was again mooted, this time by the Petone Community Board who thought it would be appropriate to move the flagpole to Petone's Memorial Park. However, the strength of public opinion in opposition suspended any such move.

The ANZAC Day tradition started in 1916 was reinvigorated in the early 1950s and ceremonies were held annually at the flagpole for the next twenty years. The raised profile of the flagpole meant that during this period maintenance of the monument and the surrounds was again a focus, and the growth in interest also saw the Railways Department add a plaque and wreath holder to the base of the flagpole in 1953, and a further plaque was erected in 1961. The resurgence of

the ANZAC activities at the flagpole from the 1950s seems to also have spurred the creation of another committee, the Petone Railway ANZAC Committee, to replace that which would have ceased when the Petone railway workshops closed.

After this late twentieth century lull, commemorative use of the flagpole began to gather momentum again after a partial restoration during a heritage initiative by local businesses involved in the Jackson Street Programme. On ANZAC Day 1995 a ceremony was held at the flagpole and a plaque unveiled detailing a long list of groups who had assisted with the partial restoration. However, it was not until 2005, after a significant flagpole restoration project, that the flagpole again began to be used for annual ANZAC commemorations, organised by the Petone Community Board. At this time the tradition established at the first ANZAC Day ceremony of flying the Australian ensign was reinstated to emphasise trans-Tasman links.

Recently, the ANZAC Memorial Flagpole has also been used to commemorate other events. In 2004 a ceremonial unfurling took place in honour of the opening of the new Petone Railway Station, and earlier in 2002 a flag was flown at half-mast as a mark of respect at the death of the Queen Mother (1900-2002). In 2005 the Prime Minister's Department began notifying the Petone Community Board of official occasions when the New Zealand flag was to be flown at half-mast at the ANZAC Memorial Flagpole. That year this occurred on three occasions: to honour those killed in the series of coordinated terrorist bombings in London, and to mark the deaths of former Prime Minister David Lange (1942-2005), and Green Party Co-Leader and Member of Parliament, Rod Donald (1957-2005). Subsequently many half-mast observances have taken place commemorating Dame Te Atairangikaahu (August 2006), Sir Edmund Hillary (11-12 and 21-22 January 2008), the victims of the Samoan tsunami (9 October 2009), Lieutenant Tim O'Donnell who died in Afghanistan (4 and 11 August 2010), and also the Pike River Coal Mine Disaster (25 November and 2 December 2010).

Physical Description

The ANZAC Memorial Flagpole is over 21 metres tall and is located at the Petone Railway Station, between the southwest end of the station's southeast platform and Hutt Road. The flagpole, and its associated garden, forms a focal point at the station and is highly visible at the corner of Hutt Road and Jackson Street, but particularly when approaching the station from the north along Hutt Road. Because of its height the top of the flagpole can be seen from many directions and at a distance, due to the single storey or low-rise nature of most of the buildings in the immediate vicinity, and also its slightly raised site.

The flagpole stands surrounded by trees and shrubs except for the platform side which provides the only direct access to the structure. The two trees closest to the flagpole are notable for their symbolism which echoes that of the flagpole itself: there is a pohutukawa to the northeast and a gum tree to the southwest. These trees are representative of the ANZAC countries and have grown in such a way that their branches extend out over the platform and touch in the centre.

The flagpole comprises of two main sections; the mast is made from Australian hardwood and the topmast is kauri which gradually tapers and has a rounded cap. The lower section is the mast of the flagpole which is bolted to brackets that are set in concrete. At its base the mast is squared timber before being shaped into a round pole about one metre from its base. Where the mast and topmast meet and are overlaid the timber of each section has been flattened to allow a flush connection. The sections are held together by two encircling steel collars. Four steel yardarms extend out from this area and are secured further through the use of guy-wires that are attached to two separate steel rings. The four guy-wires for the flagpole are attached to yet another of these rings and secured in the ground.

The flagpole's nylon halyard is attached towards the pinnacle of the topmast and extends down the flagpole to a steel cleat on the northeast side of the mast, just beneath the area where it becomes moulded into the round.

On the northwest side, towards the base of the flagpole is a bronze plaque attached in 1995 which briefly details the idea behind the memorial and the various groups who contributed to a restoration project that year. The long sides of the rectangular base also have plaques: on the southwest side is a sign that explains that the flagpole honours New Zealand and Australian railway men who fought in both of the twentieth century's world wars, and on the northeast face is a bronze oval Rail Heritage Trust of New Zealand plaque.

Sometime after 1973 the 1961 Formica plaque explaining the events surrounding the creation of the memorial was removed from the flagpole and moved to its present position on the Hutt Road frontage of the flagpole garden. The plaque sits at the centre of a small arched section of the concrete retaining wall at the base of the flagpole. Previously this area had been the access point to the flagpole, but the creation of the wall has meant that direct access to the structure is now only available from the platform side.

Aside from various instances of repainting and a partial restoration in 1994-95, it would appear that no major conservation projects were undertaken at the flagpole until that completed by Tony Bartley, architect, in 2004. This involved removing the flagpole from its site and replacing most of the steel fittings, bolts, and washers. It also saw the removal of several small areas of decayed timber, mainly from sections which had been encircled by rusted steel rings and collars, so that the flagpole is now approximately 20 centimetres shorter than it was originally.

Comparative analysis

Given the prominence of ANZACs in the New Zealand psyche after the disastrous events at Gallipoli it is perhaps surprising that there are only a sprinkling of memorials around the country which specifically relate to Gallipoli or commemorate ANZAC losses there. Other such memorials include the ANZAC Memorial Tree in Eastbourne, and the ANZAC Cross at Tinui. Like the ANZAC Memorial Flagpole all of these memorials were created before the end of World War One and are indicative of the horror that the New Zealand public felt as a result of the disastrous campaign at Gallipoli, which motivated some communities to create a tangible reflection of this in the form of memorials dedicated to the ANZACs. The ANZAC and Kiwi Halls in Featherston was also constructed during that period, and there is a public garden in Winton, Southland dedicated to the ANZACs. A later example is the ANZAC Memorial Bridge in Kaiparoro which was constructed between 1921 and 1922. The variety of forms which these memorials take is a fair representation of the array of different commemorative structures constructed as memorials to those who died in World War One, although the most common forms such as obelisks and trooper statues are absent.

Perhaps New Zealand's most famous memorial flagpole is that at Waitangi, constructed in 1947, which identifies the site where the Treaty of Waitangi was signed. However, there are also many flagpoles associated with commemorating the two world wars of the twentieth century, with the structures either being a memorial in themselves, or else more commonly part of a larger complex, such as the many examples connected with war memorial halls or Returned and Services' Association buildings. A few mid twentieth century examples include: the Matihetihe Native School World War Two memorial flagpole (1946) and a flagpole at North Head, North Shore (1953). Aside from Petone's ANZAC Memorial Flagpole, another World War One memorial flagpole is included in the Rahotu War Memorial (1920). However, the Petone memorial appears to be the first specific memorial in the form of a flagpole connected with World War One, which is also specifically dedicated to members of the ANZAC forces, and whose construction was the result of a trans-Tasman initiative.

Relating back to the circumstances in which the Petone ANZAC Memorial Flagpole was erected, it is uncertain when the 1916 Hornsby station flagpole was removed. It may have been as early as 1923 when the town's cenotaph was constructed. However, it seems more likely that the flagpole was removed when Hornsby Railway Station was rebuilt as part of the Cowan to Hornsby railway electrification project in 1959.

Construction Dates

Original Construction

1916 -

Other

2004 -

Restoration project

Construction Details

Timber, steel, wire, concrete.

Completion Date

10th February 2011

Report Written By

Karen Astwood

Information Sources

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Archives New Zealand (Wellington)

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Please note that entry on the New Zealand Heritage List/Rarangi Korero identifies only the heritage values of the property concerned, and should not be construed as advice on the state of the property, or as a comment of its soundness or safety, including in regard to earthquake risk, safety in the event of fire, or insanitary conditions.

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Navigation

Petone Magistrate's Court

13 Elizabeth Street, Petone, Lower Hutt



Petone Magistrate's Court.

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List Entry Information

List Entry Status

Listed

List Number

9439

List Entry Type

Historic Place Category 2

Date Entered

15th April 2011

Public Access

Private/No Public Access

Location

Extent of List Entry

Registration includes the land described as Part Lot 143 DP 1232 (CT 65530), Wellington Land District and the building known as the Petone Magistrate's Court thereon, and its fittings and fixtures. (Refer to Extent of Registration Map in Appendix 1 for further information).

Legal description

Pt Lot 143 DP 1232 (CT 65530), Wellington Land District

City/District Council

Hutt City

Region

Wellington Region

Summary

The Petone Magistrate's Court, opened in 1911, served Petone and parts of the Lower Hutt Community for nearly 80 years, first as a courthouse and then as a police station. It was designed under the direction of noted Government Architect John Campbell, and is almost certainly one of the last remaining Edwardian public buildings in the Hutt Valley.

Prior to the building of the courthouse, judicial proceedings had to be conducted in a local hall. In response to representations made by the local community, who argued that the court facilities were inadequate for a town of 16,000 residents (the 10th largest judicial district in the colony), the government agreed to build a courthouse.

The plans for the courthouse were drawn up by Llewellyn Richards, the Assistant Government Architect in the office of the Government Architect John Campbell (1857-1942). The design was a single-storey masonry building, square in plan, containing a courtroom, magistrate's room, public office, public area, and witness room. Its overall appearance is Edwardian Baroque, a style that Campbell established as the semi-official style for government buildings in New Zealand. It was apparently almost identical to a courthouse built in Lower Hutt at the same time, but which has since been demolished.

The new Petone Magistrate's Court was opened in May 1911. As a Magistrate's Court the cases brought before its bench were generally those of minor criminal offences and civil claims, although on occasion more serious cases were heard. The courthouse was also used for polling booths for national and local body elections, as well as local body referenda. In about 1948 the courthouse closed and cases were moved to Lower Hutt.

About 1950 the Petone Magistrate's Court was identified as a suitable location for the Petone Police Station. The previous building, built in 1909 on a site adjacent to the courthouse, was considered too small. Eventually the 1909 building was shifted behind the courthouse to provide cell accommodation. The Police Station opened in the courthouse in 1952. By the end of 1991 the Police had moved out to accommodation elsewhere in Petone, and a new police station was eventually opened on Jackson Street, in 1994. The 1909 Police Station was relocated again, almost adjacent to the new police station to be used by community groups. In 2002 the ownership of the Petone Magistrate's Courthouse was transferred to the Wellington Institute of Technology, whose campus backs onto the courthouse. However, the courthouse has remained empty since 1991.

Architecturally the Petone Magistrate's Court is a typical example of a courthouse designed in the Edwardian Baroque style by John Campbell, the Government Architect from 1909-1922. It is one of only two remaining examples of this type of court building in the Greater Wellington region. It was built at a time when changes were being made to the way courts operated following the introduction in 1893 of the Magistrate's Court, which replaced the Resident Magistrate's Court. The Petone Magistrate's Court served the Petone community for over 80 years, initially as its first purpose built courthouse and then as the police station. With its lack of use, the building's prominence has waned somewhat in recent years but it is still a familiar landmark for many Petone residents.

Assessment criteria

Historical Significance or Value

Historically, the Petone Magistrate's Court was built at a time when changes were being made to the way courts operated, in the wake of the replacement of Residents Magistrate's Courts with the Magistrate's Court in 1893. The courthouse occupied the Elizabeth Street premises for 41 years and during this time the court heard all manner of predominantly minor criminal offences (and occasionally serious) as well as civil claims.

In 1952 the Petone Magistrate's Court became the Petone Police Station. Policing in Petone has had a long history that dates back to the establishment of the settlement at Britannia in 1840. The police station was first sited in Elizabeth Street in 1909 and it remained in Elizabeth Street for 82 years. The courthouse was the home of the police station for 39 of those years.

With these two long-standing uses, the building is clearly of considerable historic importance to Petone as the premises for two of the town's most important government activities.

Architectural Significance or Value

Architecturally the Petone Magistrate's Court is a typical example of a public building designed in the Edwardian Baroque style by John Campbell, the Government Architect from 1909-1922. Edwardian Baroque is a highly decorative and distinctive form of Classicism and Campbell made it the de facto 'state' style. This is one of only two remaining examples of this type of court building in the Greater Wellington region.

Social Significance or Value

The Petone Courthouse served the Petone community for over 80 years, initially as its first purpose-built courthouse and then as the police station. With its lack of use, the building's prominence has waned somewhat in recent years but it is still a familiar landmark for many Petone residents. Older residents will retain memories of the building's uses, both as a police station and courthouse.

The building has been recognised by the Hutt City Council, and is listed as a Heritage Building on the district plan.

(a) The extent to which the place reflects important or representative aspects of New Zealand history

The Petone Magistrate's Court reflects the development of the magistrate's court in New Zealand during the twentieth century.

(b) The association of the place with events, persons, or ideas of importance in New Zealand history

The Petone Magistrate's Court was designed under the noted Government Architect, John Campbell (1857-1942), and drawn up by Llewellyn L. Richards, later the assistant government architect. John Campbell was the Government Architect from 1909-1922. In 1911 Campbell won the nation-wide architectural competition for the design of Parliament Buildings, Wellington. Although only partially completed, Parliament House is the crowning achievement of Campbell's career

(e) The community association with, or public esteem for the place

The Petone Courthouse served the Petone community for over 80 years, initially as its first purpose built courthouse and then as the police station.

It has been recognised by the Hutt City Council and is listed as a Heritage Building on the district plan.

(g) The technical accomplishment or value, or design of the place

The Petone Magistrate's Court is a competent, if low-key example of John Campbell's Edwardian Baroque style. During his time as Government Architect (1909-1922) Campbell established Edwardian Baroque as the government style for police stations, courthouses and post offices throughout New Zealand.

(k) The extent to which the place forms part of a wider historical and cultural complex or historical and cultural landscape

Adjacent to the Petone Magistrate's Court are the three remaining police houses built in the 1960s. The 1909 Police Station is located nearby in Jackson Street, adjacent to the current police station.

Links

Current use

[Vacant - Vacant](#)

Former use

[Law Enforcement - Courthouse](#)

[Law Enforcement - Police station](#)

Construction Professionals

Campbell, John

John Campbell (1857-1942) served his articles under John Gordon (c1835-1912) in Glasgow. He arrived in Dunedin in 1882 and after a brief period as a draughtsman with Mason and Wales joined the Dunedin branch of the Public Works Department in 1883. His first known work, an unbuilt design for the Dunedin Railway Station, reveals an early interest in Baroque architecture.

In November 1888 Campbell was transferred to Wellington where in 1889 he took up the position of draughtsman in charge of the Public Buildings Division of the Public Works Department.

He remained in charge of the design of government buildings throughout New Zealand until his retirement in 1922, becoming in 1909 the first person to hold the position of Government Architect. Government architecture designed under his aegis evidences a change in style from Queen Anne to Edwardian Baroque. His best-known Queen Anne design is the Dunedin Police Station (1895-8), modelled on Richard Norman Shaw's New Scotland Yard (1887-90). Among his most exuberant Edwardian Baroque buildings is the Public Trust Office, Wellington (1905-09). Although Campbell designed the Dunedin Law Courts (1899-1902) in the Gothic style with a Scottish Baronial inflection, he established Edwardian Baroque as the government style for police stations, courthouses and post offices throughout New Zealand. In 1911 Campbell won the nation-wide architectural competition for the design of Parliament Buildings, Wellington. Although only partially completed, Parliament House is the crowning achievement of Campbell's career.

Richards, Llewellyn

Llewellyn Richards joined the Public Buildings Department as a temporary draughtsman in 1899. He had a close working relationship with Government Architect, John Campbell. He had worked with him on the Public Trust Head Office building in Wellington. In due course he became the Assistant Government Architect. He retired on the same day as Campbell.

Additional information

Historical Narrative

The Maori discovery and settlement of the Wellington region is connected with several prominent figures in New Zealand's history. Ancestral figures such as Kupe, and Toi are both associated with the area. Wellington Harbour, Te Whanganui a Tara (the great harbour of Tara), was named after the chief of Ngai Tara, and his people as well as Ngati Ira from Hawke's Bay were the earliest iwi to settle in the Wellington region. At various times Rangitane, Ngati Kahungunu, Ngati Mamoe and Ngai Tahu have also occupied parts of the Wellington region which sometimes resulted in inter-tribal conflicts. However, for the Ngati Ira based at Pito-one the biggest upheaval occurred in the 1820s when they were displaced by northern iwi, Ngati Mutunga and Te Ati Awa. Twenty years later Te Puni was the paramount chief of local Te Ati Awa who occupied a pa on the waterfront at Pito-one. Te Puni encouraged European settlement in the area and as such the first European settlement in Wellington was located close to the pa, and after initially being called Britannia this eventually became known as Petone.

The first of these European settlers arrived in late 1839 to buy land and scope out the New Zealand Company's Port Nicholson settlement. The Petone site for the settlement was a poor choice mainly because it was subject to frequent flooding. Therefore, many of these early immigrants moved to a new site in Thorndon, but some battled on at Petone. Because of flooding the town could not

progress substantially until stopbanks were constructed in 1900, although by this time it had already begun its development into a major New Zealand industrial and manufacturing centre; a dominating characteristic that Petone would retain throughout the twentieth century.

The Petone Magistrate's Court 1911- c.1950

The Petone Magistrate's Courthouse was opened in May 1911. Originally, Petone citizens appearing before the court had to travel to Lower Hutt. At that time the courthouse was located in a building near the Lower Hutt railway station. The Petone Borough Council decided that it would be better for Petone to have its own court, and offered to rent the Oddfellows Hall for the purpose. The Justice Department accepted the offer and hearings began in February 1906. However, the Oddfellows Hall was far from suitable for hearing court cases. By 1908 the hall was also being used as an auction house. There is one newspaper report of the time claiming that the table and other furniture that had been requisitioned by the court for the judges had been sold at auction, leaving the court officials nothing but a packing case for a judge's bench. The Oddfellows Hall also lacked a place for the provision of safe custody of court documents, which meant that the local policeman had to take them home for safe keeping. There was also a need for increased police cell accommodation.

In March 1908 a deputation of local officials, Justices of the Peace and the local Member of Parliament met with the Minister of Justice. They argued that the current facilities were inadequate for a town of 16,000 residents and the '10th largest [judicial] district in the colony.'

The following year, plans were drawn up for a new courthouse by the office of the Government Architect, John Campbell (1857-1942). Campbell emigrated from Scotland, arriving in Dunedin in 1882. In 1883 he gained a position in the Dunedin Branch of the Public Works Department. Within five years Campbell had transferred to Wellington where he became a draughtsman for the Public Building Department. In 1899 he was appointed architect for the Public Works Department (from 1909 he was known as the Government Architect). Although he designed some of his most impressive buildings in other styles (Dunedin Law Courts, 1902, Gothic Style /Scottish Baronial; and Dunedin Police Station, 1895-1898, Queen Anne), Campbell was to establish Edwardian Baroque as the semi-official style for government buildings in New Zealand. Some of his most noted designs were the Magistrate's Court Wellington (1901-1903), the Chief Post Office Wellington (1901), the Chief Post Office Auckland (1909-1912) and the Public Trust Office Wellington (1909). The style was applied to government buildings both big and small, particularly courthouses and post offices. In 1911, Campbell, along with the architect Claude Ernest Paton, won the competition to design the new Parliament Buildings. Although only the first stage of the building was completed, the building remains an impressive example of the architect's work. Campbell retired from the position of Government Architect in 1922.

The plans of the Petone courthouse are signed by Arthur Thomson Ford (architectural tracer), and Llewellyn L Richards (architect). Llewellyn Richards joined the Public Buildings Department /Architectural Branch as a temporary draughtsman in 1899. He quickly won the respect of Campbell and worked closely with him on many projects, including the Public Trust Building, Wellington. In 1909 Richards was appointed the Assistant Government Architect. He remained in this position until his retirement in 1922, on the same day as Campbell.

The Petone Courthouse was designed as a single-storey masonry building, square in plan, containing a courtroom, magistrate's room, public office, public area, and witness room. An outbuilding contained the toilet and storage area. The building was apparently similar in appearance to the Lower Hutt Courthouse built two years before. In fact during the period 1908-1911 there were at least 25 courthouses either newly built, under construction or planned to be built across New Zealand. A number of existing courthouses were also being added to, including the Wellington Magistrate's Court. Of this number the closest example to Petone of a masonry courthouse building designed in the Edwardian Baroque style still extant is the Masterton Courthouse.

The new Petone courthouse was located adjacent to the Police Station built in 1909. The construction contract was let on 24 October 1910 to G. C. Smart of Wellington for £1,264. In May 1911 the new Petone Courthouse was officially opened in the presence of the mayor, Mr McEwan, justices of the peace and other local dignitaries.

The new court was what was known as a Magistrate's Court. These courts were founded under the Magistrate's Court Act 1893 and replaced the system of Resident Magistrate's Courts. The court was presided over by a Stipendiary Magistrate, although over the years the jurisdiction of the Magistrate's Court was expanded, eventually requiring that all magistrates were to be barristers or solicitors of five or more years standing. The Magistrate's Court, like its predecessor, essentially heard minor criminal offences and civil claims. Cases heard before the magistrate's bench in Petone ranged from minor infringements, non-payment of debts, burglary, breaches of labour laws and civil suits such as breaches of contracts. On one occasion a person was brought before the court to be charged with the far more serious crime of rape. It was also the venue for inquests. In 1910 the Destitute Persons Act gave jurisdiction to stipendiary magistrates for the maintenance of destitute persons, illegitimate children, and deserted wives and children. It also allowed the stipendiary magistrate to grant affiliation, separation and guardianship orders. One such case under this law was brought before the Petone court in 1918:

'A sad incident in connection with the recent epidemic in Wellington took place at the Petone Magistrate's Court last week when ten bright faced, intelligent, healthy, well-bred children were committed to the charge of the Education Dept. They were the children of the late Mr & Mrs JEFFERIES who were victims of the epidemic. Some of the children will be taken charge of by the relatives and others will remain in the direct care of the Government.'

The Petone Magistrate's Court also played host to polling booths for local body elections and referenda on issues of the day such as the decision of whether to introduce trams to Petone. As the jurisdiction and status of the Magistrates Courts grew, they became accepted as 'the people's courts' for their accessibility, wide-ranging jurisdiction and growing prestige.

In 1948 the Petone Courthouse was closed and cases were moved to Lower Hutt. It is not clear why the courthouse was closed. It is possible that the new Magistrate's Courts Act 1947 meant that the courthouse in Petone was no longer suitable for hearing cases. Four years later the courthouse became Petone's new Police Station.

The Petone Police Station 1952-1994

Policing in Petone dates back to the early days of the New Zealand Company settlement, then known as Britannia, where some of the first constables in Wellington were stationed. The others were based in Thorndon. By June 1840 there were four constables based at Britannia. As a result of the Police Force Act 1886, two constables were stationed in the Hutt, one at Lower Hutt and the other at Petone. At that time the police station was the officer's home in Nelson Street. In the following year the station was relocated to the corner of Hutt Road and Korokoro Road, only to be moved back to Nelson Street by the turn of the twentieth century.

In 1909 a new police station was constructed in Elizabeth Street. Four constables were based here. It was the first station in the Hutt Valley to rise above the constable rank with the appointment of a sergeant at about this time. By 1923 the Petone Station was in charge of the entire Hutt Valley. In that year the first Senior Sergeant to be appointed to the Hutt Valley, took charge of the Petone Station. In 1931 a new sub-district was constituted with the Hutt Valley and Eastbourne under the control of the Senior Sergeant at Petone. However, despite the increase in responsibilities and number of staff working from Petone, there was no improvement in facilities. The cramped quarters led to a high turnover of staff and by the mid-1930s the accommodation was described as deplorable.

In 1939 the site of the Police Station was earmarked for educational purposes and the properties 1, 3, 5 and 7 Elizabeth Street identified as the site of a new police station. Over the next four years or so the land was taken under the Public Works Act.

In 1943 Lower Hutt police station was upgraded, and Petone was no longer considered the main station in the Hutt Valley. Very little was done to improve the conditions of the police constables at Petone. Eventually Petone's Town Clerk was forced to write to the Police Commissioner concerning the dire working conditions of the 10 men stationed at Petone. The Commissioner, the Minister in Charge of Police, the Superintendent of Police at Wellington and the Secretary of the Police Department travelled to Petone to see the situation for themselves. At that visit it was suggested that the Magistrate's Court might provide the necessary accommodation for the police. In about 1950 the Justice Department agreed to transfer the courthouse to the police and they shifted in that same year.

During 1951-1952 Kauri Building Co. of Lower Hutt, converted the courthouse into a Police Station. The work involved the removal of the cell to behind the courthouse, additional partitions, new fencing and asphaltting the surrounding grounds. The 1909 police station was also shifted behind the courthouse to provide storage.

From about 1957 the nearby houses acquired for a new police station were gradually removed and new houses were erected in their place. These houses remain today. In 1959-1960 a shelter was erected over the front porch to stop the weather getting into the building.

In 1986 the site of the Petone Courthouse and adjacent site were set aside for a Technical Institute. However it appears that the courthouse continued to be used by the police. In 1988 the police station at Petone was closed but the ex-courthouse continued to be used as a patrol base for a community constable and a patrol car unit. In 1991 the police moved to 21 Elizabeth Street, which served as a base for two community constables and a youth aid constable. In following year, as a result of the integration of the Traffic Safety Service with the Police Force, Petone's Police Station was temporarily moved to the former Traffic Safety accommodation in Pretoria Street.

By 1994 a new police station was built on Jackson Street, in front of the closed Petone Central School site. The 1909 police station was relocated nearby, and opened as the office of the Jackson Street Programme, an organisation set up to promote Jackson Street and Petone. The courthouse in Elizabeth Street remained unused. In November 2002 the ownership in fee simple of the building and land was transferred to the Wellington Institute of Technology Te Whare Wananga o te Awakairangi (WelTec), whose Petone Campus backs onto the courthouse. However, the building has been empty since 1991. In recent years concern has grown in the community over the future of the building. In 2008 the Hutt City Council issued a notice to WelTec to earthquake strengthen the building or demolish as required under the Building Act 2004. This has yet to be acted on.

Physical Description

Setting

The Petone Magistrate's Court is located in Elizabeth Street not far from Jackson Street, the main street of Petone. Elizabeth Street is primarily residential, and backs onto the Petone Recreation ground, where WelTec is located. To the west of the courthouse is a recently built childcare centre for WelTec. To the east is a dwelling.

A tall fence has been erected around the southern and western boundary of the courthouse. A low fence is on the northern boundary. The courthouse is set back from Elizabeth Street with a semi-circular driveway at the front of the building. A large pohutakawa tree is growing in the front yard of the building. The driveway and grounds are overgrown.

Building

The courthouse is a single-storey brick masonry building. The roof consists of two flanking hipped gabled roofs with another flanking smaller gable abutting the pediment on the southern (main) facade.

The main façade is symmetrical, with two arched windows on either side of an arched double door. The façade is brick, rendered and lined out to look like a stone structure. On each of the eastern and western corners of the main façade is a heptagonal projection, which is echoed in the door surrounds. On the entablature above the door are rendered garlands. In front of the door there is a timber and glass porch.

The other façades are exposed brick. The western façade has five rectangular single opening sash windows - that is the upper, six-paned sash is fixed in place. The northern façade consists of one single opening sash window. A small brick porch, containing the rear door, cuts the middle of the façade. On the eastern façade there are three single opening sash windows. This façade also features the back of the strong room.

Inside, the rooms are arranged around a north-south axis. On entering the courthouse the L-shaped lobby gives access to four rooms. To the left is what was the public space (later the Police watch house). A counter was built across the room at a later date. Returning to the lobby on the right as you enter the courthouse is the former witness room. Moving further into the building, there is a doorway to the left leading to what was once the courtroom, but has now been divided into two. This room features a blocked-up fireplace that has had its decorative surrounds removed. The lower walls are lined by a dado, with timber dado rail, wainscoting and skirting board. The ceiling is coved. One of the windows and a portion of the wall have been damaged by arson. Returning to the lobby, the fourth doorway gives access to a large room that was once the public office. On the north-eastern side of the room is a fireplace and behind this is the strong room, access to which is from the public office. From the public office there is a passage leading to the other half of the now divided courtroom and the Magistrate's room. The former contains a small kitchenette. The ceiling continues the coved form, with a rosette above the centrally located light. In the Magistrate's room there is a fireplace that also backs on to the strong room. This is the only room where the dado and window frames have not been painted. At the end of the passage there is a door leading to the back porch.

Construction Dates

Original Construction

1910 - 1911

Modification

1950 - 1952

Courthouse converted to police station.

Addition

1960 -

Porch added to front of building.

Other

1994 -

Former 1909 Police Station relocated to Jackson Street.

Construction Details

Brick masonry.

Completion Date

30th March 2011

Report Written By

Helen McCracken

Information Sources

Archives New Zealand (Wgtn)

Archives New Zealand (Wellington)

Government Buildings, Petone Police Station and residence 1946-1973, AAQB W 3950 615 25/240; Petone Police Station Land, AAQB ACC W3950 615 25/240/1.

Butterworth, 1988

Susan Butterworth, 'Petone, A history', Auckland, 1988

Young, 1994

Sherwood Young, *With Confidence and Pride; Policing the Wellington Region 1840-1992*, Wellington Police Trust, Wellington, 1994

Spiller, 2001

P. Spiller, J. Finn, R. Boast. *A New Zealand legal history*, 2nd ed, Brookers, Wellington [N.Z.], 2001.

Other Information

A fully referenced registration report is available from the Central Region Office of the NZHPT.

Please note that entry on the New Zealand Heritage List/Rarangi Korero identifies only the heritage values of the property concerned, and should not be construed as advice on the state of the property, or as a comment of its soundness or safety, including in regard to earthquake risk, safety in the event of fire, or insanitary conditions.



New Zealand Historic Places Trust Pouhere Taonga
Research Report on Heritage Features

Naenae, Lower Hutt



Hillary Court, Naenae (Ben Schrader, 2010, NZHPT)

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EXECUTIVE SUMMARY

Built from 1945, the Lower Hutt suburb of Naenae is the best expression of both the spatial and social dimensions of the 'garden city' ideal in New Zealand. This research report recognises its importance in the history of New Zealand planning and urbanism.

The garden city movement arose in Britain in the 1890s as a response to the perceived degradation and anomie of large cities. It proposed the building of new suburban-like garden cities: big enough to provide city-scale amenities and jobs, yet small enough to encourage sociability. The hub of communities was to be a community centre, combining commercial, social and cultural functions. These settlements followed organic planning principles, where streets tracked the contours of the land and varied in width to accommodate different traffic densities. Buildings would be set in parkland, which would meander through settlements, enabling residents to avoid motorised traffic.

Naenae formed part of the first Labour government's state housing programme to relieve a chronic housing shortage and stimulate local jobs and industry. In searching for models for the building of Naenae – and the neighbouring settlements of Eponi and Taita – the state turned to the garden city ideal. The scheme's plan was drawn up by the Modernist architect Ernst Plischke and was centred on a community centre. Land was set aside for industry; streets were curvilinear, and houses were placed amongst parkland, all in accordance with garden city practice. The drama of the story lies in the planners and residents attempt to realise the social vision of the settlement. This was led by William Roberson ('Co-op Robbie'). He convinced residents to begin a consumers' co-operative and worked tirelessly to promote the community centre as the hub of community life. He and his supporters believed it was possible to forge a new form of urbanism in Naenae that would transform the culture of cities. The high level of idealism was unmatched in any other mid-20th century New Zealand settlement.

While the vision was not fully realised, much of it was. The spatial planning of the settlement has changed little from Plischke's original design. The community/civic centre – comprising Hillary Court, Naenae community hall, Naenae Olympic pool, Mildenhall Park and Naenae railway station – also reflects his original plan for an integrated transport, commercial and cultural centre for the settlement. This area certainly became a hub of community life. The industrial area also thrived and still provides local jobs in 2010.

The heritage value of Naenae lies in its aesthetic, architectural, cultural, historical, social and traditional significance. The aesthetic value lies in its (largely) original street pattern, common housing style, and the careful integration of built elements in the community/civic centre. The architectural value rests in the common use of the English cottage style for state houses and the common use of the Modern Movement idiom for the buildings in the community centre. The cultural significance lies in the realm of ideas, as an expression of post-war utopian-inspired planning. The historical significance rests in the unprecedented scale of the Naenae, Epuni and Taita scheme; the prominent people associated with it, and way it shows how overseas models of urbanism have been adapted in the New Zealand context. The social significance lies in how politicians, officials and residents came together to promote a new way of living combining the best of town and country life. Finally, the traditional significance relates to Naenae's long association with Maori, particularly the Te Ati Awa leader Wiremu Tako Ngatata.

The heritage value of Naenae lies not only in how it illustrates the past, but what it can say to us about the present and future. The present New Urbanist ambition to build settlements that promote community bonding is far from new. Highlighting how Naenae dealt with the same issue can spark fresh ideas and debate that could lead to still stronger communities in the future.

1. BACKGROUND TO THE REPORT

This report was prepared in order to provide information on the history of Naenae and an assessment of its heritage values using the criteria of the *Historic Places Act 1993*. The report identifies features of heritage significance and sets out evidence to support the assessment of heritage values within the historical context.

The New Zealand Historic Places Trust hopes the report will be used to promote the high heritage values of Naenae as New Zealand's exemplary and most fully-realised example of Garden City urban planning design. The report will inform a possible future registration of Naenae's heritage significance by the New Zealand Historic Places Trust, and can be used by Hutt City Council to inform decision-making regarding management of the suburb.

2. IDENTIFICATION¹

2.1. Name of Area

Name: Naenae

2.2. Location Information

Address

Naenae

Lower Hutt

Wellington Region

Local Authority: Hutt City Council

¹ This section is supplemented by visual aids in Appendix 1 of the report.

3. SUPPORTING INFORMATION

3.1. Historical Information

Naenae is the best expression of the social and spatial components of the garden city ideal in New Zealand. Originating in Britain in the late 19th century, this movement led to the development of modern town planning and was instrumental in the shaping and reshaping of twentieth century cities. Its ideas continue to influence present day New Urbanism practitioners.

Garden city movement

The movement arose in Britain in reaction to the rise of industrial cities. Reformers feared that squalid conditions in cities were creating a degenerate population that would cause national decline. They also worried that the perceived individualism and anomie of large cities threatened social stability. The solution, argued journalist Ebenezer Howard, was to remove people from metropolitan areas and resettle them in small, suburban-like garden cities. Influenced by William Morris and Edward Bellamy, Howard's aim was to create a new and equitable society. He was not a socialist but believed land should be commonly held to avoid avaricious landlordism. Land would therefore be vested in a company, which would build the city and secure tenants, with profits providing for people's welfare. Participatory democracy would be encouraged and a citizens' elected board of management would govern the city.²

Model Plan

In his 1898 diagram of a model garden city, Howard divided the space into family-orientated suburban wards and a central civic ward. The social hub of each ward was a primary school cum local community centre. Commercial and cultural amenities were sited at the core, with industry at the periphery. Encircling the city was a green belt and agricultural hinterland. The pattern reflected a growing recognition of the need for land use zoning to improve living conditions. Cities were to have a population limit of 30,000, after which a new garden city would be built, each linked by a rapid transit system. Howard believed his model combined the best of town and country living.³

² Ben Schrader, *We call it home: a history of state housing in New Zealand*, Auckland, 2005, pp. 166-67

³ Schrader, 'Planning happy families: a history of the Naenae idea', MA thesis, Victoria University of Wellington, 1993, pp. 19-21.

Environmentalism

Underpinning this vision was a belief in environmentalism: that physical environments shaped human behaviour. By placing people in well-designed surroundings, environmentalists believed it was possible to improve behaviours. Environmentalists also believed that spatial arrangements – the placement of buildings and streets – could encourage social interaction and community bonding.

Letchworth

Letchworth was the first garden city, built outside London in 1903. The organic forms of medieval urbanism inspired its designers, Raymond Unwin and Barry Parker. Spurning the grid-plan, its streets followed the topography, and varied in width to accommodate different traffic densities. Houses were constructed in the English-cottage style and sited to maximise their exposure to sun. Cul-de-sacs were also introduced to encourage social interaction.⁴

Radburn

The planning of Letchworth influenced generations of twentieth century urban planners, including Americans Clarence Stein and Henry Wright. In 1928 they advanced garden city thought by designing a settlement in New Jersey that reduced the impact of the motorcar: Radburn. Motorised traffic was channelled around rather than through communities (or neighbourhood units). Houses were arranged so they faced communal parkland, through which ran pedestrian walkways to shops, primary school cum community centres and other facilities. The environment was also designed to promote nuclear family life. Amenities included sports fields, crèches, and supervised recreation programmes. These spatial arrangements were not only safer; they were also designed to foster face-to-face contact and community life.⁵

Hutt Valley Development Scheme

Radburn was an important influence in the planning of the Hutt Valley Development Scheme, of which Naenae was a pivotal part. Work began in 1936 when the first Labour government bought hundreds of acres of land in northeast Lower Hutt for the purpose of housing.⁶

⁴ Schrader, *We call it home*, p. 168

⁵ *ibid.*, pp. 168-69.

⁶ Schrader, 'Happy families', p. 82.

Before 1840 the area had been forested and swampy. Following colonisation the New Zealand Company divided the land into suburban allotments, with the one centred on Naenae becoming a native reserve, possibly because it was the site of Te Mako pa – between Naenae Rd and Park Ave.⁷ In the early 1850s the prominent Te Ati Awa leader Wiremu Tako Ngatata (Wi Tako) moved from Kūmutoto to Te Mako, where he lived in a large house which he named after the pa.⁸ He built a £3,000 pataka called Nuku Tewhatewha to symbolise his support for a Maori king – one of seven built for this purpose and now exhibited in The NewDowse museum.⁹ Wi Tako lived at Te Mako until 1880, when he sold it to pastoralist William Beetham. After World War One the government set up a poultry and market garden settlement for partially disabled servicemen nearby (an area known as Waddington). The land was drained and the district became Wellington's main market garden. The state's purchase of the area for housing rattled many, but the government was unrepentant, declaring people had priority over vegetables.¹⁰

The Hutt Valley Development Scheme was part of a wider state housing construction programme initiated by the Labour government in 1936 to relieve a chronic housing shortage and stimulate work and local manufacturing – something the 1938 introduction of import licensing further encouraged. Labour believed suburbs were the best place to raise families and so focused on suburban housing provision. So far state houses had been built in blocks of streets but this scheme was on the scale of a small city – 20,000 people. In March 1939 the Internal Affairs minister, William Parry, held a conference of Hutt Valley MPs, mayors, and government officials to discuss the scheme. The meeting agreed that a regional plan – a New Zealand first – was required to assess its wider impact. This task was given to the government town planner John Mawson. Mawson rightly believed Lower Hutt's role as a regional manufacturing centre would increase and recommended a light industrial area be situated within Naenae. His plan centred Naenae on a large square, through which ran the proposed eastern deviation railway line. About the square was a commercial hub and industrial zone. Other than the adoption of land use zoning and an industrial area,

⁷ A survey of existing literature on Maori occupation of Lower Hutt has not revealed which iwi or hapu founded Te Mako. Cairns, A R, 'Ngatata, Wiremu Tako ? - 1887, *Dictionary of New Zealand Biography*, updated 22 June 2007, <http://www.dnzb.govt.nz>

⁸ Wi Tako became a Member of the Legislative Council and is an ancestor of the distinguished (Hutt Valley) Love family. Te Mako (the house) burnt down in 1928. David McGill, *Lower Hutt: the first garden city*, Lower Hutt, 1991, p. 91

⁹ Deidre Brown, 'Nga Paremata Maori: The Architecture of Maori Nationalism', *Fabrications*, Vol 12, No 2, Dec 2002, p. 3 (1-17). William Beetham shifted the pataka to Brancepeth Station, Wairarapa.

¹⁰ Schrader, 'Happy families', p. 83.

the plan showed scant attention to garden city thought, owing more to nineteenth century Palmerston North than twentieth century Radburn.¹¹

Ernst Plischke

This was among the first things architect Ernst Plischke changed when he came to revise the plan in 1943, reducing Mawson's square by half and resiting it east of the railway station.¹² Plischke was a refugee from Nazi Austria and had arrived in Wellington in 1939. Although he had an international reputation as a Modern Movement architect, he was reduced to working as a draughtsman in the government's Housing Division.¹³ Personality conflicts with the chief architect, Gordon Wilson, saw him transferred to the town planning section under Reginald Hammond – a strong advocate of garden city planning.¹⁴ Plischke's Viennese architectural training had given special emphasis to the planning of cities and towns and he was aware of the latest garden city planning ideas.

Naenae plan

In viewing Plischke's 1943 plan for Naenae and the neighbouring suburbs of Epuni and Taita, the most striking difference between them and rest of Hutt Valley is the street plan. Whereas Epuni continues the existing diagonal grid, the streets of Naenae and Taita follow organic planning principles. New streets were curvilinear and varied in width to meet different traffic densities. In Naenae 15 percent of the land was set aside for reserves. As one official noted: 'through these reserves and along stream banks will meander paths, the whole forming pleasant walks amid park-like surroundings.'¹⁵ A former swamp would form the main sports ground (Naenae Park). Primary schools were sited so children could easily walk to school and local shopping centres were placed to serve 500 houses. Most houses were to be two or three-bedroom, single unit dwellings for nuclear families and almost all were designed in the English cottage style. Some houses would be semi-detached and a few would be double storeyed for visual variety; no house in the same part of a street would be identical. Power and telephone cables would be laid underground. Mawson's industrial zone was left where it was, but factories were to be set in parkland: 'in accordance with gar-

¹¹ *ibid.*, pp. 85-86; John Mawson. 'The Hutt Valley scheme'. *Planning*. Vol 2, No.19 (July 1941), pp. 6-8.

¹² As he later wrote: 'the idea seemed rather funny to lead a new railway line across the middle of a new main square.' Ernst Plischke, *On the Human Aspect of Modern Architecture*, Vienna, 1969, p. 110.

¹³ Plischke went on to become a seminal figure in the Modern Movement in New Zealand, designing many important buildings, including Massey House on Lambton Quay – New Zealand's first glass curtain wall office building.

¹⁴ Hammond designed Orakei Garden Suburb, Auckland, in 1925.

¹⁵ 'Hutt Valley operations', 1944, HD 6/71, part 3, Archives New Zealand.

den city principles as practiced in England and America.¹⁶ The commercial hub also remained but, in the manner of Radburn, combined commercial, social and cultural functions.¹⁷

Community Centre

Plischke's community centre design was based on San Marco Square in Venice, which he believed was akin to a community centre. San Marco comprises three pedestrian squares surrounded by public buildings and cafes. At the intersection of the two main squares is an impressive campanile (bell tower), a vertical contrast to the horizontal buildings. As with San Marco, Plischke's design for Naenae features three pedestrian squares, with a water tower providing the campanile-like element. The main buildings surround the larger square and comprise a hall, library, meeting rooms, hotel, post office and offices for local administration and professional services. A pool softens the hard lines of the Modernist-style buildings – whose pilotis (pillars) resemble the arcades of San Marco.¹⁸ The smaller square is for shopping and features a garden, a place to meet or watch people from a café table. A crèche would also enable mothers to leave their children while they shopped or relaxed with friends. Two cinemas are sited at opposite ends of the squares, beside car parks and a bus interchange. Finally, a pedestrian overbridge links the complex to the railway station. The third square opens to the street, inviting passers-by to enter it.¹⁹

Adaptation

For the Director of Housing Construction, George Alberton, the whole scheme presented the opportunity to build 'an ideal garden city in the Hutt Valley.'²⁰ Naenae was never a garden city in Howard's sense of the term nor was it a faithful reproduction of Radburn. There were no neighbourhood units. Arterial streets ran through the community rather than around it.²¹ Neither did primary schools have dual functions as local community centres. The requirement for Naenae to sit within the existing street plan explains the absence of neighbourhood units, whereas the use of schools as community centres was unconventional in the New Zealand context. The pragmatic solution was therefore to centralise activities in a suburban-wide community centre. In this way the whole of

¹⁶ Hammond to State Advances Corporation, 6 Sept 1943, HD 6/71, part 2, Archives New Zealand.

¹⁷ Schrader, 'Happy families', p. 91-93.

¹⁸ In later drawings the arcade element disappeared, replaced by New Zealand-styled cantilevered verandahs

¹⁹ Schrader, 'Happy families', pp. 93-95

²⁰ Alberton to General Manager of Railways, 6 April 1944, HD 6/71, part 2, Archives New Zealand.

²¹ Plischke designed a concurrent Radburn-like scheme for Trentham, a drawing of which appears in his 1947 book *Design and Living* on page 83.

Naenae became a neighbourhood unit, with Epuni and Taita each forming separate units.

A purist might argue that these changes compromised Naenae's value as an exemplar of garden city ideas and practice. But the history of the movement shows that it was characterised more by adaptation than prescription, with settlements modifying principles to better suit local conditions – as Radburn proves. Naenae falls within this tradition. Neither a carbon copy of Letchworth or Radburn, Plischke's plan drew on both to form a distinctly New Zealand garden city settlement.

Social planning

What Plischke was to the spatial planning of Naenae, the Canadian William Robertson was to its social and cultural planning. Little is known of his background, except that he was single and something of a loner, perhaps explaining why he threw himself into the Naenae project. He became known as 'Co-op Robbie'.

As we have seen, Letchworth and Radburn were based on environmentalist assumptions. Buildings and streets were arranged to cultivate family life and community spirit. But environmentalism could only go so far. The development of community was equally reliant on people sharing the common vision that strong community bonds were worth pursuing. And it required people who were willing to put in the hours to make it happen: visiting neighbours, coaching sports teams, and organising activities. Another American town, Greenbelt, showed how this could be done.

Greenbelt

Greenbelt, Maryland, was founded as a federal government initiative in 1933. Its spatial planning was based on Radburn's neighbourhood units; its population was capped at 10,000, and it was encircled by a greenbelt. As with Howard's original plan, a citizens' elected Board of Management governed the town. To further community integration a consumers' co-operative (shops collectively owned by the community) was founded and given exclusive trading rights. A consumer-owned health clinic/hospital was also opened. Primary schools educated children during the day and became community centres at night. Linked to the schools were professional recreation workers who organised recreational activities. Critics saw it as the thin edge of socialism and made sure only three

were built. But as with Radburn, Greenbelt inspired many people, including Robertson.²²

Consumers' co-operative

Robertson believed the state housing scheme now arising at Naenae, Epuni and Taita provided an ideal opportunity to build a local Greenbelt-styled development. In May 1945 he lobbied the Minister of Rehabilitation, Clarence Skinner, to set up consumers' co-operatives in the new settlements. Skinner said it would need community support first. Encouraged, Robertson surveyed Naenae households, of which 91 percent pledged their support. He returned to the government and won the backing of Prime Minister Peter Fraser and local MP Walter Nash. They promised him a block of shops in Naenae's Seddon Street for a consumers' cooperative and gave him a government position to develop the proposal. Liaising with community groups in the state housing areas, he convinced them to support not only consumers' cooperatives but health and community centres too. As he explained, the objective he was 'aiming at in Naenae and the adjacent state housing settlements of Lower Hutt, had already been achieved at a newly built American town [Greenbelt], and the American experiment was a success.'²³

The Hutt Valley Consumers' Co-operative Society was formed in September 1945. Members paid a minimum £5 shareholding and elected a management board. Profits were returned to shareholders through regular dividends. The first co-operative shops opened in Seddon Street soon after – comprising a grocer, greengrocer, butcher, and dairy. Further shops opened in Taita and Epuni and a much-needed door-to-door bread and milk delivery service was also started. The co-op quickly proved popular with residents, with membership increasing by over 300 per cent between December 1945 and October 1946.²⁴

Health Centres

A proposed scheme for Greenbelt-style health centres was stillborn. Despite widespread community support – including from Lower Hutt Mayor Jack Andrews – the powerful British Medical Association was able to scuttle the scheme. Robertson was determined the proposed community centres would not meet the same fate.²⁵

²² Schrader, 'Happy families', pp. 96-98

²³ William Robertson, 'How it Began', *Hutt Valley Cooperator*, Jan 1947. p. 3

²⁴ Schrader, *We call it home*, p. 172

²⁵ Schrader, 'Happy families', pp. 107-08.

Community Centres

Crawford and Gwen Somerset had set up the first modern community centre in Feilding in the late 1930s. It became a social nexus in the town, providing facilities ranging from a crèche to a gym. It also ran a youth group, canteen, and adult education programmes, its success inspiring similar initiatives elsewhere. Part of their appeal was the widespread perception that modern life was severing social bonds and community centres were required to reunite them.²⁶

Richard (R. S. V.) Simpson (later a prominent Wellington lawyer) chaired the Hutt Valley Community Centre Planning Committee but Robertson was the driving force. The committee engaged Plischke to draw up plans for centres in Naenae, Epuni and Taita. In Naenae, he abandoned his strongly urban, San Marco-inspired design for a more pastoral, suburban composition. The revised design included a hall, gym, tavern, library, hobby and lecture rooms, a shopping centre and cinema. Tennis courts, bowling greens, a swimming pool and sports fields also featured. A shopping centre and cinema sat alongside the community centre. The architecture is Modernist and striking, its severity moderated by green reserves and planting.

The government pledged to pay half the cost of the centre if residents paid the rest. This would mean instituting a special residential rate. A postal ballot of all households in the three suburbs was organised for April 1948 to seek the necessary support. The ballot was lost by a narrow margin, but a slight majority of Naenae residents had voted in favour; a second ballot there won overwhelming support. It took another year for the government to pass the necessary legislation. Then it was voted out of office. The succession of delays and the failure of a community recreation programme in Naenae – modelled on Greenbelt – was the last straw for Robertson. In November 1950 he tragically threw himself before a speeding Melling train.

Vision realised

The new National government agreed to honour the previous government's £30,000 subsidy for the Naenae scheme. In February 1951 the Lower Hutt City Council went back to the government seeking a further £27,000 so that centres might be built at Epuni and Taita too.²⁷ This was rejected largely on the basis that such funding was meant for war memorial halls, forcing the existing subsidy to be spread across three centres. Plischke's revised scheme was set aside and

²⁶ Ibid. p. 110.

²⁷ Memorandum for Minister of Internal Affairs from Secretary of Internal Affairs, 15 Oct 1953, IA 1 3148 Record 174/522 pt 2, 'Community Centre: Approval', Archives New Zealand.

a new Naenae plan was drawn up by the Ministry of Works and released in September 1953. It comprised: a community hall, pedestrianised shopping centre, railway station, Olympic-sized pool, and sports grounds.

Naenae Shopping Centre – Hillary Court

Planning for the shopping centre had begun in November 1951 when government officials had decided Naenae was the ideal site for a district facility. A survey had found that 50 shops were warranted, providing space for chain stores, banks, food stores, as well as for professional premises such as doctors and dentists. A post office, cinema and a hotel were also included.²⁸ A newspaper report declared it to be “the biggest and most costly pre-planned centre in New Zealand.”²⁹

Its design was evocative of Plischke’s original plan. The new scheme comprised a series of pedestrian courts, enabling shoppers to move about free from the traffic hazards of a normal shopping street. Car parks were sited around the edge of the precinct and service lanes ran behind shops. Later, even the campanile element of the original design found expression, in the form of the post office clock tower. As with Plischke’s scheme, this one integrated transport, commercial and cultural amenities. The main axis ran from the railway station, through the main shopping courts, to the Olympic pool. As one official explained:

‘The relationship of the subway approaches and the bus station will enable shoppers arriving by bus or train to gain the cover of shop verandahs without being exposed to inclement weather. This relationship will also draw bus and train passengers into the shopping area.’³⁰

In September 1953 the Department of Crown Lands invited application for sites in the centre, with successful applicants having the option of either buying or leasing their land. They were responsible for building their premises, which had to be architecturally harmonious with one another. Restrictions were also placed on such things as the height of parapet walls and depth of verandahs. This resulted in a composition that, while sporting a diverse range of individual designs, was unified by the common use of the Modern Movement architectural style. This gave (and gives) the centre considerable streetscape appeal.³¹

²⁸ Memorandum for Director General of Lands from Commissioner of Crown Lands, 2 Nov 1951, AAMA 619, Acc W3109 16, Record 30/93, pt 1, ‘Housing Naenae 1951-1954’, Archives New Zealand.

²⁹ *Evening Post*, 29 Sept 1953.

³⁰ Memorandum for Director General of Lands from Commissioner of Crown Lands, 2 Nov 1951, AAMA 619, Acc W3109 16, Record 30/93, pt 1, ‘Housing Naenae 1951-1954’, Archives New Zealand.

³¹ Offering of Commercial Land: General Terms and Conditions, 29 Sept 1953, AAMA 619, Acc W3109 16, Record 30/93, pt 1, ‘Housing Naenae 1951-1954’, Archives New Zealand.

Because the shops were built in piecemeal fashion, there appears to have been no official opening of the centre, which was named Hillary Court after mountaineer Edmund Hillary. The last major building to be completed was the post office in 1962, architecturally the most distinctive in the whole complex – a status reflecting its importance in community life at this time.

Naenae Community Hall

Earlier, the community hall, Olympic pool and railway station were opened. The community hall was designed in a restrained modern style by the Wellington architectural practice of King, Cook and Dawson. It comprised an auditorium, kitchen, toilets and a few meeting rooms. It was opened on 7 August 1954 by the Internal Affairs minister William Bodkin, who declared: 'Every district needs a focal point where it can centre its activities and which can give a sense of identity to the district. Naenae has developed very rapidly in recent years, and the building of this centre is another step in providing the amenities required by an expanding community.'³² During the 1950s the facility was well utilised by the community: for dances, hobbies, sporting and other events.

Naenae Olympic Pool

The £100,000 Olympic-sized swimming pool was opened on 10 November 1956. The Lower Hutt City Council in co-operation with W. K. Cook, the principal architect of the community hall, designed it in a Modernist style in keeping with both the next-door hall and emerging Hillary Court. It comprised a 50 metre Olympic-sized pool – the only one in the region – a diving tower and refreshment facilities. The opening of the pool, announced Lower Hutt mayor Percy Dowse, completed council projects providing for the 'cultural, social and physical amenities' of the district begun five years before.³³

Naenae Railway Station

At the other end of the community centre's main axis, work was finishing on Naenae's new railway station. Ministry of Works architects designed it in a streamlined Modernist style in 1951; aesthetically and functionally it was an integral part of the community centre plan. While Plischke's original plan called for

³² 'Lower Hutt City Corporation, *Naenae Community Hall: souvenir brochure of the official opening by Minister of Internal Affairs, William Bodkin, on Saturday 7 August 1954, at 3:15pm, Lower Hutt, 1954*, IA 1 3148 Record 174/522 pt 2, Archives New Zealand.

³³ Two years later a new learners pool was also opened, this time by local MP and Prime Minister Walter Nash. Lower Hutt City Corporation, *Naenae olympic swimming pool: souvenir brochure of the official opening by his worship the mayor P. Dowse Esq, on Saturday 10 November, 1956, at 3:15pm, Lower Hutt, 1956*, p.1.

overbridge from the station to the shopping centre, the desire to shelter commuters from wind and rain saw a subway built instead.

Industrial Zone

The industrial zone was also progressing. Industries included clothing manufacturers; light and motor engineering; joinery factories, as well as plumbing and related trades. With the exception of the Philips (now Resene) factory, none of these enterprises were situated in the promised parkland. Most, however, were set back behind a grass verge rather than hard against the street, suggesting some acceptance of the parkland ideal. In any event the workshops and factories of the area ably fulfilled a key garden city concept of providing local employment opportunities.

Social development

Between 1945 and 1956 Naenae's population grew from 2,800 to 11,700. The suburb was demographically characterised by Pakeha families with small children – as were Epuni and Taita. In 1956, 77 per cent of Naenae's population was aged under 40, the highest proportion in the Wellington region.³⁴ Most families lived in state houses. By the late 1950s many churches had opened and a plethora of sporting, social and cultural groups were meeting a diversity of needs. While the 1954 Mazengarb report had highlighted the lack of amenities for teenagers in the district, the new community hall, swimming pool, cinema and Hillary Court were rectifying this lack. In other words, the community ideal of the Naenae's planners was coming to fruition, albeit in a different fashion to what they had envisaged. Some elements did not flourish.³⁵ Poor management and competition from private enterprise led to the collapse of the consumers' co-operative in 1969.³⁶

Subsequent history

Subsequent changes to Naenae's demographic profile reflected changes in government housing policy. From the early 1950s some tenants took advantage of generous terms and bought their state houses, but others left the suburb to build their dream home elsewhere. From this time too governments began redirecting state housing provision towards the poor and disadvantaged.³⁷ By the 1990s the area was largely characterised by low-income households, many of

³⁴ 'Population and Dwellings', *New Zealand census*, 1956.

³⁵ Schrader, 'Happy families', pp. 121-25.

³⁶ Nicola Balgrave and Greg Patmore, 'Practical Utopians: Rochdale Consumer Cooperatives in Australia and New Zealand', *Labour History*, November 2008, <http://www.historycooperative.org/journals/lab/95/balnave.html>

³⁷ Schrader, *We call it home*, pp. 47-48.

which comprised Maori and Pacific families.³⁸ As the suburb became poorer, Hillary Court experienced relative decline. Chain stores (such as Woolworths and Hannahs), the Regent cinema, and other shops closed, a trend encouraged by the centralisation of retailing in the Lower Hutt CBD. Since the early 2000s the Lower Hutt City Council has explored ways of revitalising the area.

Comparative analysis

A perennial theme in planning history is how the vision of planners are modified and compromised in the process of making them tangible. This is true of Naenae. Neither Plischke's spatial, nor Robertson's social, vision came to pass in the ways they had imagined. In viewing the cultural landscape of Naenae what is striking is not how far the vision departed from reality but how far reality met the vision. With its meandering street plan, pedestrian walkways, low-density housing, industries, community centre, consumers' co-operative and multiple public amenities, Naenae's spatial and social planning drew on the examples of Letchworth, Radburn and Greenbelt to create a uniquely New Zealand expression of the garden city ideal. While other settlements also drew on these ideas – such as Auckland's Tamaki state housing settlement – it was in Naenae where both the spatial and social aspects of the garden city ideal was most fully met.

Naenae stands out from other state housing schemes of this period – including Tamaki/Glen Innes, Hayes Paddock (Hamilton) and Savage Crescent (Palmerston North) – for its continued aesthetic integrity and scale. Hayes Paddock and Savage Crescent are much smaller than Naenae and since the 1990s have undergone considerable gentrification. Middle class homebuyers have sympathetically refurbished many former state houses, increasing the streetscape appeal and heritage value of both areas.³⁹ Gentrification is evident in Naenae, but not to the same extent. This is because it remains a low-income area and much of the housing stock is still state owned. Even so, most houses and other buildings are in near original condition or have been sensitively modified by their owners or the state. This is much less the case in the only directly comparable settlement: Tamaki/Glen Innes. Since 2002 the state has rebuilt much of this area and only pockets of the original fabric will soon remain.⁴⁰ This makes Naenae (and Taita and Epuni) the only state housing settlement of its scale and time that remains

³⁸ Naenae north and Naenae south community profiles, 1996 and 2001, Statistics New Zealand, www.stats.govt.nz

³⁹ Wintec, *The Houses of Hayes Paddock*, Hamilton, Ramp Press, Hamilton, 2008, pp. 9-22; Palmerston North City Council, *Savage Crescent Design Guidelines*, Palmerston North City Council, Palmerston North, 1996, p. 1.

⁴⁰ '\$52 million boost for Tamaki state housing', *New Zealand Herald*, 6 May 2009; http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10570589

significantly unchanged since it was built. Naenae remains a more fully-realised example of garden city design philosophy that Taita or Epuni, as the community centres in those two suburbs were not built.

However, it is evident that Naenae is on the cusp of change. The present (2010) National government is planning to reconfigure its state housing stock to better reflect tenant demand for larger and smaller dwellings.⁴¹ Because most Naenae state houses are two- or three-bedroom dwellings, it is likely that the suburb will soon face renewal pressures.

3.2. Physical Information

Current Description

A detailed study to identify boundaries that might form a future heritage precinct or precincts has not yet been undertaken. The following notes discuss some elements of the suburb that have been identified as being of particular heritage significance. The discussion also recommends elements for further investigation.

Community Centre

The Naenae community or civic centre comprises: Hillary Court, the railway station, Olympic pool, the community hall and Walter Mildenhall Park. It has very high historical, aesthetic and architectural significance.⁴² All elements should be recognised because each element makes a significant contribution to the ensemble. Losing any one of the elements would reduce the centre's heritage value. The community centre reflects the garden city ideal of a socially active and vital community life, a place where people shopped (consumers' co-op, Woolworths); socialised (Naenae Hotel); were entertained (Regent cinema); pursued interests, sports and hobbies (community hall and Mildenhall Park); exercised (Olympic pool and the Park); caught trains and buses (railway station), or hung about (the courts of Hillary Court). As well as garden city ideas the centre reflects European urbanism: Ernst Plischke's original design inspired by the pedestrianised, civic spaces of Venice.

Industrial Area

⁴¹ 'State house for life axed in review plan', *New Zealand Herald*, 25 Oct 2010
http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10682899

⁴² The only building that diminishes the aesthetic and architectural value of the precinct is the three-storey structure opposite the post office.

This would benefit from an architectural survey. Most buildings are fairly utilitarian looking, but there are some that have architectural merit, such as the New World supermarket and a former factory on the corner of Gregory and Horlor streets. The former Phillips factory has high historical value. The Rembrandt Suit factory on Gregory St also has historical significance as being one of the oldest continuous enterprises in the area. A possible heritage designation might cover the Resene factory, Gregory and Horlor Street. These streets illustrate a central garden city tenet: that work should be available close to where people lived.

Residential areas

All of the residential streets in Naenae, including the layout of the roads (which respond to the natural topography of the area), have heritage value because they were part of the complete garden city design. Some, however, emphasise different aspects of the Naenae plan. Seddon Street is important in having the settlement's first block of shops – controlled by the consumers' co-operative. It features a diverse range of state houses, from single to multi-unit dwellings, and has the main entrance to Naenae Park. Seddon Street is also one of the original streets that served the Waddington small farms settlement.

Gibson Crescent is a good example of a curvilinear street; Collett Street features a small circus and a pedestrian walkway to Naenae Park; Judd Crescent has a range of houses of different ages; Bertram Grove features two-storey and semi-detached dwellings, and Rata Street has a range of houses in the English cottage style as well as a primary school. The streets highlight the low-density settlement pattern prescribed by garden city planning. While this was common for suburbia as a whole, Naenae is distinguished by the close integration of residential, industrial and civic land use functions.

Summary statement

At the heart of Naenae is the community centre. It was designed to be the commercial, social and cultural hub of Naenae, within easy walking distance of most residents' homes and next to the Wellington commuter rail line. It was the first suburban development to integrate transport, commercial and cultural functions within the one complex. Beside the community centre was the industrial zone, again within easy walking distance of the residents' homes, but also close to the railway station for workers travelling by train. Encircling the community centre and industrial area were residential districts comprising mostly single unit, stylistically distinct state houses on individual sections. These lined curvilinear streets varied in width to accommodate different traffic densities

and responded to the natural topography of the land – a radical departure from the usual grid plan of suburban streets. Scattered throughout the housing areas were ample parks and reserves that linked houses to schools and local shopping centres. These spatial arrangements and the social history attached to it make Naenae the most fully realised and cohesive example of the garden city ideal in New Zealand.

3.3. Sources

Sources Available and Accessed

The research for this report was largely drawn from Ben Schrader's MA thesis on the planning of Naenae between 1936 and 1956. This was based largely on primary sources held in Archives New Zealand, the Lower Hutt City Council, Housing New Zealand, the Lower Hutt City Library and the Alexander Turnbull Library. It also made use of oral testimony gained from early state housing tenants in the suburb. This piece of research remains the most scholarly and comprehensive study of the area. It contains a comprehensive bibliography so only new or important works and material are listed below.

New research was undertaken on the development of the Naenae community/civic centre and industrial area in the 1950s. Over 20 official files in Archives New Zealand were consulted, but only those used in the history section of this report are listed in the bibliography.

Archives New Zealand has further material that would fill out the story from the 1950s, as does the Lower Hutt City Council. New oral research would also be beneficial. Further research on Maori habitation of the area – including Te Mako pa and Wi Tako's tenure there – would strengthen the Maori association with the area.

The material assessed was reliable and supports the contention that Naenae has very high heritage value.

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4. SIGNIFICANCE ASSESSMENT⁴³

This research report could inform a future registration proposal for a historic area.

When assessing historic heritage the New Zealand Historic Places Trust considers whether a place or area possesses any of the following values: aesthetic, archaeological, architectural, cultural, historical, scientific, social, spiritual, technological, or traditional significance or value.

The following is a summary of the heritage values identified in the Naenae area, assessed using the criteria in Part II, Section 23 (1) of the *Historic Places Act 1993*.

4.1. Section 23 (1) Assessment

It is considered that this area has the potential to qualify as part of New Zealand's historic and cultural heritage. This area has been assessed for, and found to possess aesthetic, architectural, cultural, historical, social, and traditional significance or value.

Aesthetic Significance or Value

Naenae has considerable aesthetic significance. This is reflected in its street plan and the careful arrangement of elements within it. It is based on garden city planning principles, where land use is defined by function and streets are arranged so they follow the topography of the site. The plan also features a series of walkways, which travel through parks and internal reserves so pedestrians could avoid busy streets. As with Ebenezer Howard's original model, Naenae's centre is given over to a community or civic centre, its position reflecting its role as the hub of community life. Secondary commercial centres and schools are placed so they are within easy walking or cycling distance of homes. The sum of these parts makes for an aesthetically pleasing whole.

⁴³For the relevant sections of the HPA see Appendix 4: Significance Assessment Information.

The residential streetscape also has strong aesthetic value. While most houses are built in a common English cottage style, each is distinguished by different architectural treatments, meaning no house in the same part of a street is identical. The position of houses on sections also varies (to capture sun), increasing their streetscape appeal, especially where front gardens remain open to the street.

The arrangement of buildings and spaces in the community/civic centre is also appealing to the eye. The open spaces of Hillary Court are orientated along a northwest/southeast axis, which begins at the entrance of the Olympic Pool and ends at the Railway Station, visually integrating the three main components of the civic ensemble. While the buildings in the community centre comprise a range of forms and designs, they display aesthetic unity through the common use of materials (mainly concrete) and the employment of the Modern Movement architectural style.

Architectural Significance or Value

Naenae has a diverse and exemplary range of state houses built in the English cottage style introduced by the first Labour government in 1937. These include single-unit, semi-detached and multi-unit dwellings. These are mainly single storey, but there is also a scattering of double storey dwellings, such as in Gibson Cres. Many remain in original or near-original condition; others have been modified to suit modern lifestyles – such as the construction of decks to improve indoor-outdoor flow.

While most of the buildings in the industrial area are constructed in a utilitarian/vernacular style – simple gabled sheds with a front office – there are others that have architectural merit. This includes the former Philips (now Resene) Building, corner Naenae Rd and Vogel St, and a former factory on the corner of Horlor and Gregory streets. The last building is designed in a streamlined Modernist style and features windows angled in the manner of an aircraft control tower. The New World supermarket on Vogel St (a former factory) is distinctive for having a traditional zig-zag factory roof.

The architectural strength of community/civic centre lies more in the ensemble – comprising buildings designed in a common Modern Movement style – than in individual buildings. Even so, there are buildings of architectural merit, of which the post office is the best example. It is a single storey brick and concrete structure that stylishly turns the corner at the intersection of the two main

courts. At this point too rises a striking 15-metre high clock tower. (This is undoubtedly a reference to Ernst Plischke's campanile element in the original scheme.) The Olympic pool is another fine building. Its main facade is dominated by two horizontal bands of windows (a motif of the Modern Movement style) that are periodically broken by graceful pillars. The community hall is constructed in a restrained Modernist style, its rectangular form and single gable nicely referencing vernacular hall building traditions. The two-storey Naenae Hotel has both modernist and moderne influences, but it too successfully turns a corner and is a valuable addition to the ensemble. Significant too is the railway station. While blighted by neglect, it remains an elegant expression of the Modern Movement idiom.

The aesthetic and architectural value of Naenae is enhanced by the fact that the suburb has not faced the redevelopment pressures that, for example, Auckland's Glen Innes has – where much of the 1950s and 1960s fabric has been demolished.

Cultural Significance or Value

Naenae has high cultural significance. At the core of the garden city planning ideal was a deep cultural anxiety that modern city life was alienating and degenerate. Naenae's planners wanted to create settlements that they thought characterised the close community bonds of rural and small town life. They designed spaces to promote face-to-face encounters and social interaction and set up institutions (community centres, consumer's co-operatives) to encourage residents to put down roots and become active in their communities – what we now call social capital. These ideas were strongly associated with the avant-garde and political left. It is no coincidence that they were picked up by the first Labour government, who saw garden city planning as a way to transform the culture of cities. Naenae's planning had a utopian edge (in the manner of a Brave New World), which subsequent planned settlements lacked. This makes its cultural landscape a very important contribution to the history of socialism, political thinking and urban planning in New Zealand.

Historical Significance or Value

Naenae has very high historical significance. It boasts a number of New Zealand firsts. The Hutt Valley Development Scheme, of which Naenae was a part, was first attempt to build a settlement the size of small city. Until then, towns and cities had grown streets or blocks at a time. Building on this scale had nev-

er been tried before and its success opened the way for the development of whole suburbs and large cities at a time – as in Porirua and Manukau. Naenae’s community centre was the first to integrate transport, retailing, hospitality, professional, and community services within the one complex. Hillary Court was also New Zealand’s first pedestrian mall.

Key figures in the planning of Naenae enhance its historical value. These include the Modern Movement architect Ernst Plischke; politicians Peter Fraser, Walter Nash, Arnold Nordmeyer, and Clarence Skinner; local politicians Jack Andrews and Percy Dowse; prominent Wellington lawyer Richard Simpson, and the consumers’ co-operative and community activist William Robertson.

Naenae’s industrial area not only illustrates an important aspect of garden city planning – the provision of local employment opportunities – but also the post-World War Two rise of manufacturing following the 1938 introduction of import licensing. This encouraged import substitution industries like Naenae’s Phillips (electrical) factory, now Resene paints.

Naenae highlights how overseas models of urbanism have been adapted in a New Zealand context. As the most complete expression of both the social and spatial aspects of the garden city ideal, the settlement takes a central place in the history of New Zealand planning and urbanism. With environmentalism now making a return and being expressed in New Urbanist towns like Auckland’s Flat Bush, Naenae shows the search for community in New Zealand cities is by no means a new one. Using the built environment to explain how community was realised in mid-twentieth century Naenae provides insights that can help us to better understand the cultures of the cities we live in.

Social Significance or Value

The social significance of Naenae lies in the story of its transformation from a market garden area to a modern state suburb showcasing garden city planning principles. This story emphasises the role of the government, planners (such as Ernst Plischke) and ‘community builders’ (such as William Robertson) in the construction of both the physical and social fabric of the suburb. The drama lies in the dedication and tenacity of officials and residents to forge a model garden city-type community, the obstacles they faced in realising their vision, and the ways they were able to modify it when circumstances changed. The story departs from the normal narrative of urban/suburban development in the type of social amenities planners and residents sought to provide, including state

health clinics, consumers' co-operatives, and a community centre that they hoped would become the social hub of community life. What distinguishes the Naenae story is the extent to which the government, planners and many residents genuinely believed they were pioneering a new way of living that combined the best of town and country life. There was no other mid-twentieth century settlement that was informed by such a high level of idealism. This makes it an important story in New Zealand's social and urban history.

The outcome of the postal ballots supporting the community centre rating and the high proportion of residents who joined the consumers' co-operative showed the planning scheme had widespread support among residents. While further research is required to examine how residents used the amenities, photographic evidence from the 1950s and 1960s show both Hillary Court and the Olympic Pool buzzing with people, suggesting that these amenities became important hubs of community life.

Traditional Significance or Value

Naenae was the site of Te Mako pa, where the important Te Ati Awa leader Wi Tako lived for nearly 30 years until 1880. There he built a pataka called Nuku Tewhatewha to symbolise his support for a Maori king. This is now exhibited in TheNewDowse museum.

Disclaimer

Please note that this assessment by the NZHPT identifies only the heritage values of the property/area concerned, and should not be construed as advice on the state of the properties, or as a comment of their soundness or safety, including in regard to earthquake risk, safety in the event of fire, or insanitary conditions.

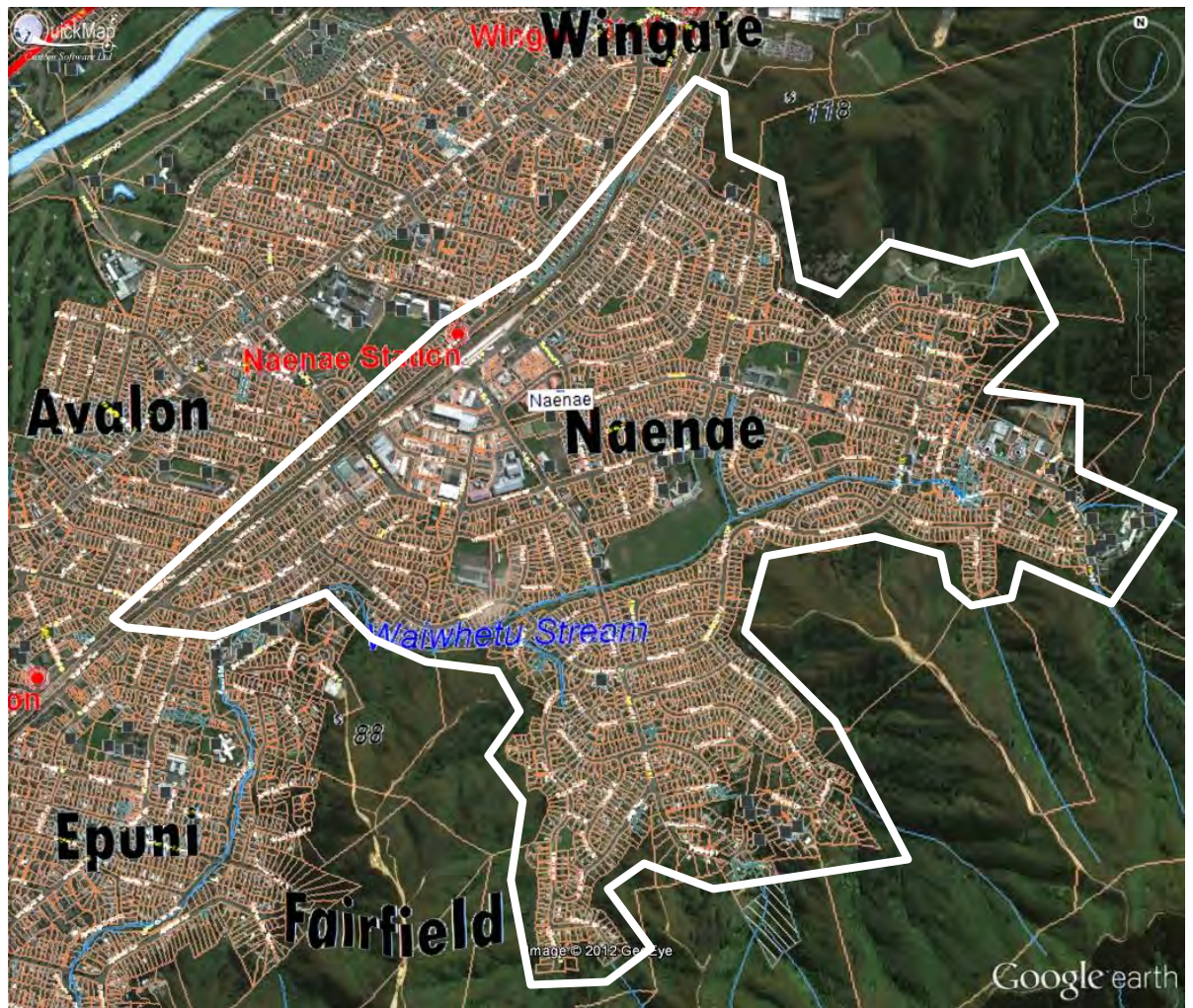
5. APPENDICES

5.1. Appendix 1: Visual Identification Aids

Location Maps



General extent of area assessed as contributing to heritage values



(Approximate – please note that more detailed investigation is required to accurately assess the boundaries of the area contributing to the historic heritage values identified).

5.2. Appendix 2: Visual Aids to Historical Information

Historical Plans



Figure 1: Plan of Radburn. (Source: Stanley Buder, *Visionaries and planners: the garden city movement and the modern community*, Oxford, 1990. P. 107)



Figure 2: Mawson's 1942 plan of Naenae (Source: Ernst Plischke, *On the human aspect of modern architecture*, Vienna, 1969, p. 111.)

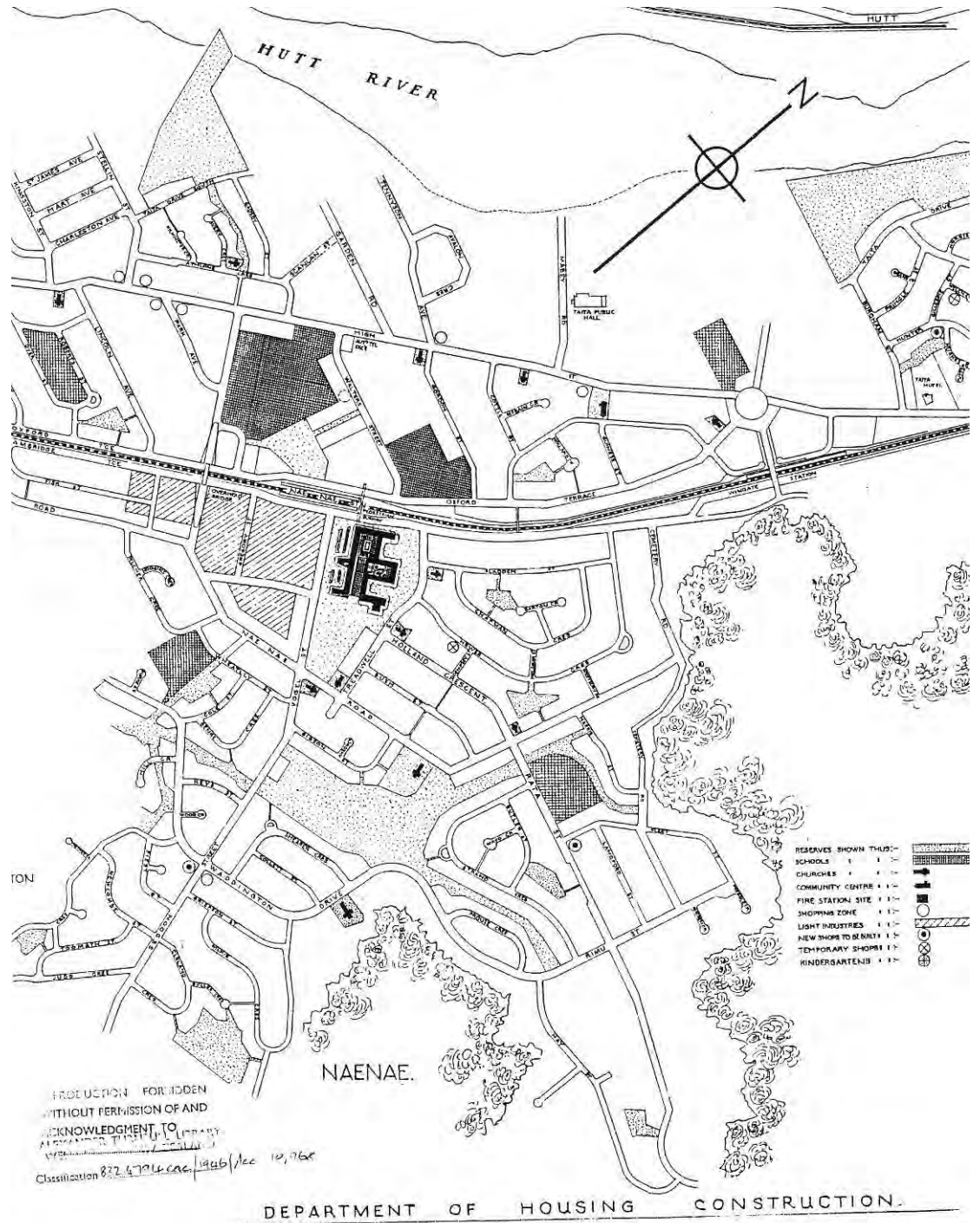


Figure 3: Plischke's 1946 plan of Naenae (Source: Alexander Turnbull Library, Ref 832.4794EAC[1946]Acc10968)

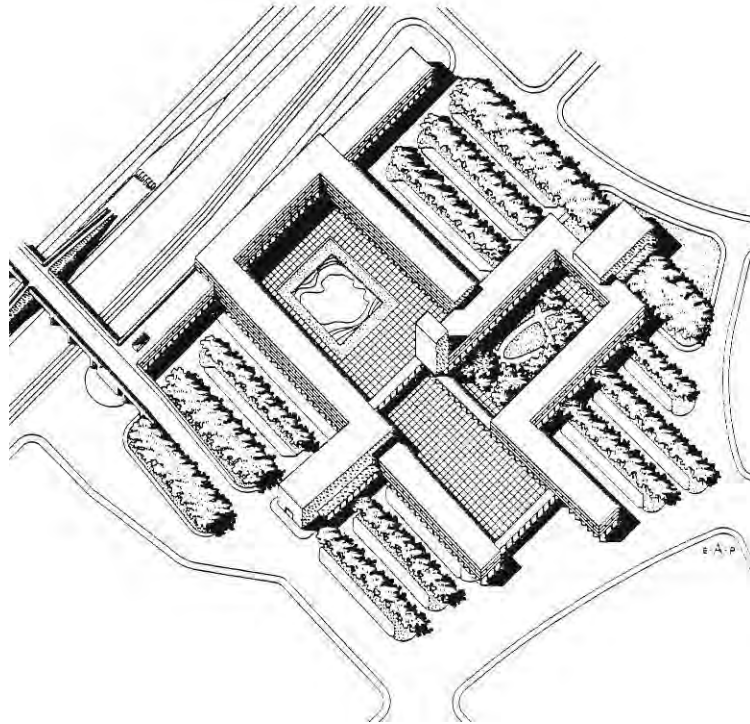


Figure 4: Plischke's original community centre proposal. (Source: Plischke, *On the human*, p. 113)

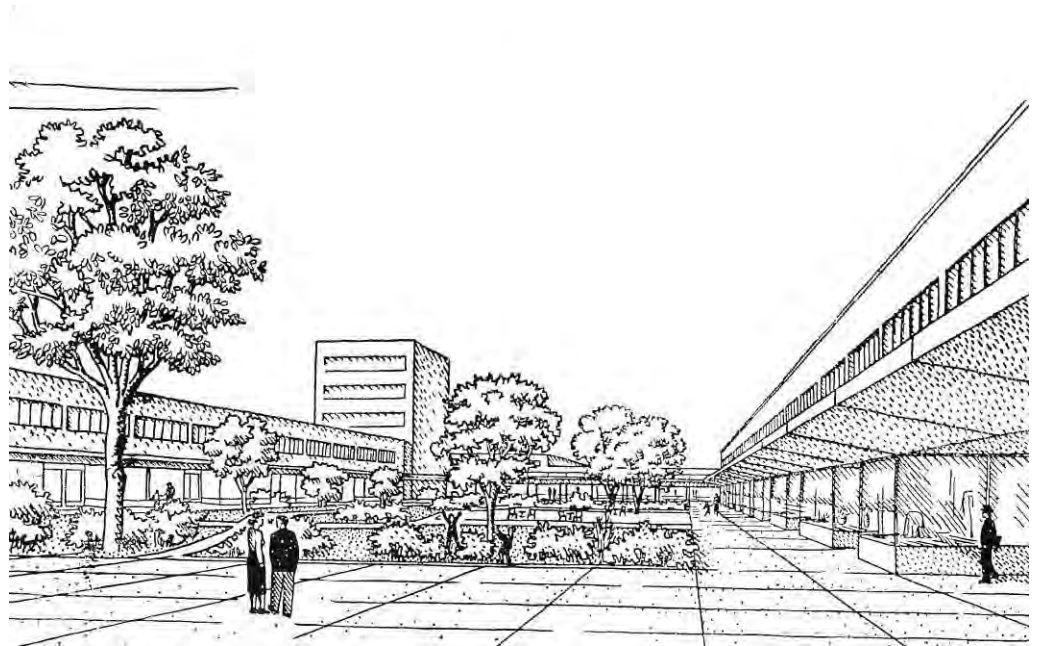
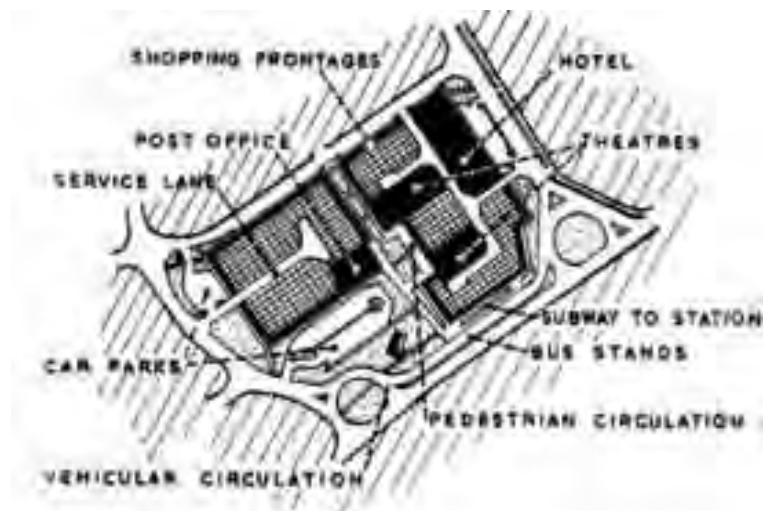


Figure 5: View across main court – note pilotis replaced by verandahs. (Source: *On the human*, p. 115)



Figure 6: Plischke's revised community centre plan. (Source: Nash 1535 00466-0520, 29/2, 'Community Centres', Archives New Zealand)



*Above: KEY PLAN.
 Left: TWO VIEWS OF MODEL.
 See Front Cover for Further View.*

Figure 7: Ministry of Works 1953 plan for Naenae community centre, (Source: Design reviv, Vol 4: No 6, 1953, <http://www.nzetc.org/tm/scholarly/tei-Arc0406DesR-t1-body-d8.html>)



Figure 8: Model of Naenae community centre, 1953, as published in the *Evening Post* (Source: Hutt Valley Heritage Centre, Petone)

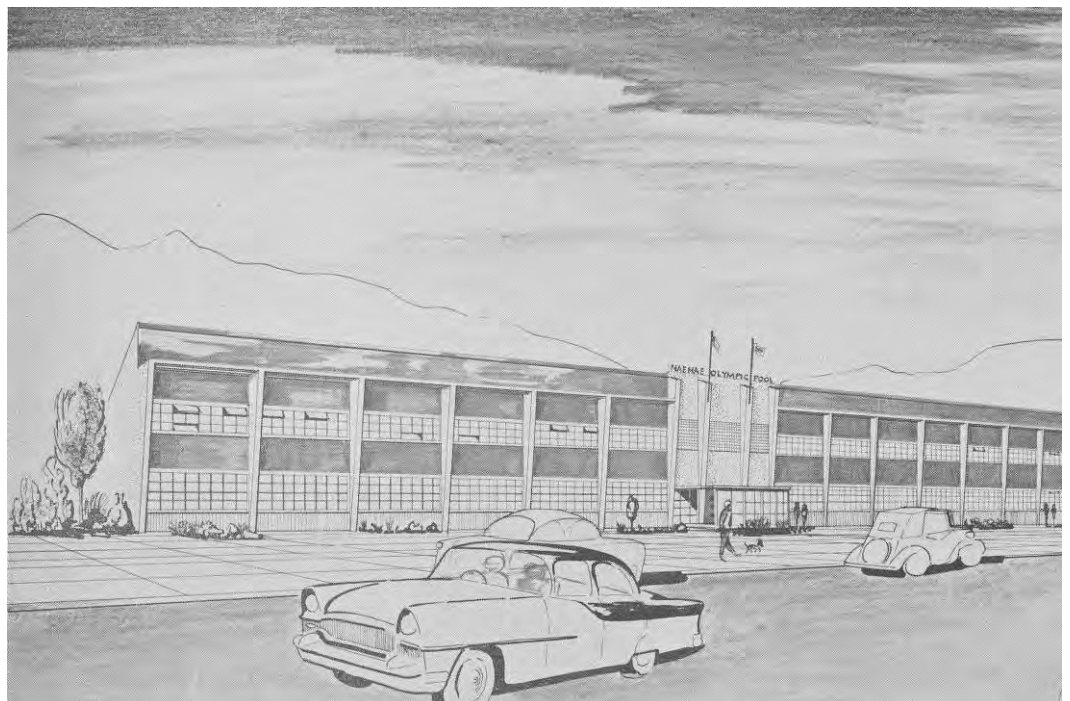


Figure 9: Elevation of Naenae Olympic Swimming Pool. (Source: Hutt Valley Heritage Centre, Petone)

Historical Photographs



Figure 10: View across Naenae, 1947 (Source: AALF 6112, Archives New Zealand)



Figure 11: Seddon Street shops, 1947 (Source: AALF 6112, Archives New Zealand)

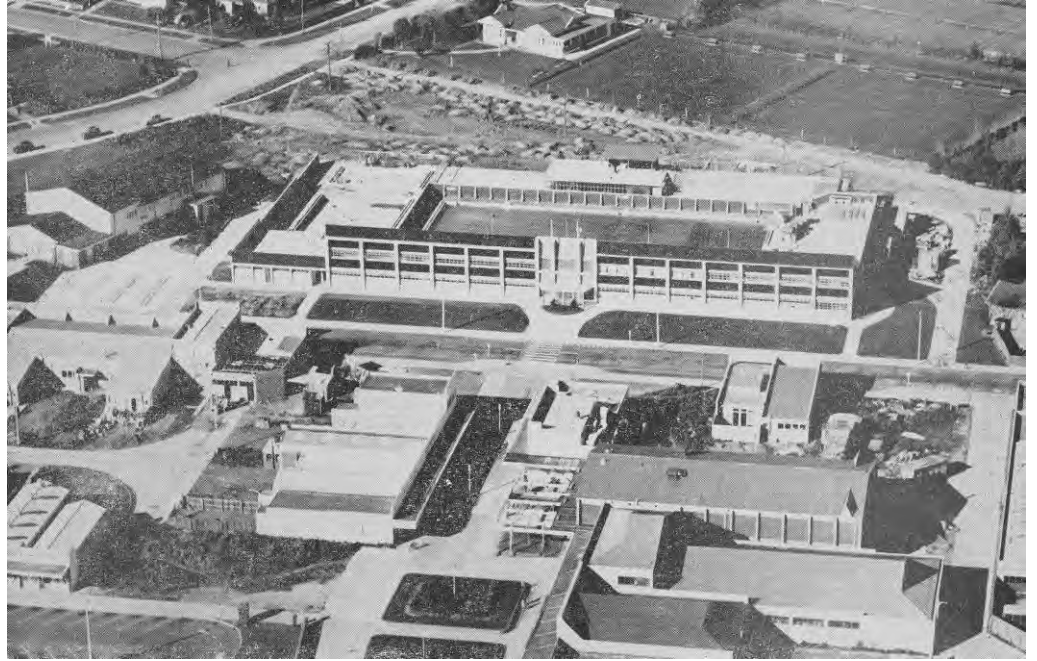


Figure 12: Aerial view across Hillary Court, 1958 (Source: Hutt Valley Heritage Centre, Petone)



Figure 13: Hillary Court, 1962 (Source: Hutt Valley Heritage Centre, Petone)

5.3. Appendix 3: Visual Aids to Physical Information

Current Photographs of Area

(All photographs taken in June 2010, Ben Schrader, NZHPT)



Figure 14: Shearer Cres circus (Source: Ben Schrader)



Figure 15: View highlighting curvilinear street pattern (Source: Ben Schrader)



Figure 16: Finger of reserve in Naenae Park (Source: Ben Schrader)



Figure 17: Naenae Park (Source: Ben Schrader)



Figure 17: Seddon Street shops (Source: Ben Schrader)



Figure 18: Naenae Community Hall (Source: Ben Schrader)



Figure 19: Naenae Olympic Pool (Source: Ben Schrader)



Figure 20: Naenae Post Office (Source: Ben Schrader)



Figure 21: Naenae Hotel (Source: Ben Schrader)



Figure 22: Naenae Railway Station (Source: Ben Schrader)



Figure 23: Factory in Naenae industrial zone (Source: Ben Schrader)

5.4. Appendix 5: Significance Assessment Information

Part II of the Historic Places Act 1993

Chattels or object or class of chattels or objects (section 22(5))

Under section 22(5) of the Historic Places Act 1993, an entry in the Register in respect of any historic place may include any chattel or object or class of chattels or objects –

- (a) Situated in or on that place; and
- (b) Considered by the Trust to contribute to the significance of that place; and
- (c) Nominated by the Trust.

Significance or value (section 23(1))

Under section 23(1) of the Historic Places Act 1993, the Trust may enter any historic place or historic area in the Register if the place possesses aesthetic, archaeological, architectural, cultural, historical, scientific, social, spiritual, technological, or traditional significance or value.

Historical Information on Naenae Post Office

Before 1840, the Naenae area was forested and swampy. It was the site of Te Mako pa, where the important Te Ati Awa leader Wi Tako lived for nearly 30 years until 1880. There he built a pātaka called Nuku Tewhatewha to symbolise his support for a Māori king. After World War One the Reform government set up a poultry and market garden settlement for partially disabled servicemen in Naenae and the area became Wellington's main market garden. In the late 1930s the Labour government identified the area as suitable for state housing development. Market gardeners relocated to Ōtaki and Naenae and its neighbouring communities of Eponi and Taita were built as state housing suburbs. Their spatial and social planning were strongly informed by garden city ideology. The scheme's lead planner was the prominent architect Ernst Plischke. Streets, services and amenities were designed to encourage social interaction and the development of a community spirit. This was especially evident in Naenae, the best example of garden city planning in New Zealand. Its 1943 plan featured a substantial community centre designed in the modernist style. This was based on St Mark's Square in Venice and included pedestrian squares, shops, offices, public amenities, and a tower (akin to a campanile) to relieve the horizontal line of the buildings.¹

Due to the pressure to build houses first, the community centre was delayed until 1951. By this time Plischke had left government service and other Ministry of Works architects finalised the plan. Most of the space would be given over to shops, but it would also include a cinema, hotel and professional premises for doctors and others. It was to be New Zealand's biggest and most costly pre-planned centre and its first pedestrian mall. The form owed much to Plischke's original plan, comprising a series of pedestrian courts, with carparking assigned to the centre's edges. The centre's main axis ran from the railway station, through the shopping court, to the Olympic pool. Train passengers would walk under cover through the centre on their way to the pool or homes beyond it. In 1953 the government invited applications for sites in the complex. All buildings had to be constructed in a modernist style and have common parapet and veranda heights. These restrictions increased both architectural unity and streetscape appeal of the complex. The centre was built in a piecemeal fashion in the following years and named Hillary Court after mountaineer Edmund Hillary.²

¹ Ben Schrader, 'Research Report on Heritage Features, Naenae, Lower Hutt', (unpublished report), New Zealand Historic Places Trust, Wellington, 2012, pp. 8-10.

² Ibid, pp. 14-15.

The last site to be developed was the one for the post office. The first post office in Naenae was an ex-Army building that was located on the corner of Seddon St and Naenae Rd from 1946. With the state housing suburb growing rapidly the facility soon became inadequate and calls for a new post office were voiced from 1954. It was not until 1958 that the government agreed to build a new post office in the community.³

This was designed by the Ministry of Works architectural division. Its modernist design is the most sophisticated and accomplished in Hillary Court. It is constructed of brick and reinforced concrete, the concrete having a white plaster finish. Brick was also used as a decorative element; as latticework in the western parapet and the clock tower. The western elevation features a grid-patterned windows that signal the customer service area and then a staff area. The latter is further identified by planter boxes. The south-west and public entrance corner is splayed, allowing a graceful turn to southern side. This elevation features the 47 foot (14.3m) tower. It has two vertical concrete columns that merge in a semi-circle at an open top. The semi-circle features decorative round holes. The clock is situated beneath this open top. East of the tower is a small courtyard, with beams that support the veranda and elegantly cantilever to the southern wall. This is dominated by grid-patterned, floor to ceiling windows, behind which was a staff workroom. The veranda and parapet heights carefully harmonise with the rest of Hillary Court. The interior was equally pleasing. The customer service area featured a handsome wooden counter, pendant ceiling lights and a large abstract wall mural by the celebrated artist Guy Ngan.⁴

The high quality of the design and materials reflected the importance of the post office in daily New Zealand life. The institution had long been a social hub in most communities – a place to post letters, bank, or chat with neighbours – and was typically among the most impressive buildings within them.⁵ Post offices had traditionally been distinguished by a clock tower, but the collapse of some towers in earthquakes put a stop to them. However, advances in building science meant that by the mid-1950s towers could be built to higher

³ 'Notes for the use of the Postmaster-General while officiating at the laying of the foundation stone, new Post Office at Naenae, 10:15 am, 1st May 1959', AAMF W3327 909 Box 142, Rec No 30/642. Historical Files regarding Post Offices – Naenae, 1959 -1985, Archives New Zealand.

⁴ This description is based on early and contemporary photographs of the building.

⁵ Tim Shoebridge, 'Mail and Couriers – Mail on the Steam Era, 1850s-1890s', Te Ara, <https://teara.govt.nz/en/mail-and-couriers/page-2> (accessed 3 Aug 2018)

seismic standards.⁶ The decision was therefore made to include a clock tower in Naenae post office. The government had agreed with its architects that a tower was desirable ‘on the grounds that it will help to relieve to some extent the architectural flatness of the surrounding area.’ (Plischke’s hope for campanile-like element had survived his departure.) But rather than incorporating it into the building as had been past practice, this tower was to free-standing to minimise seismic risks.⁷

The post office’s construction contract was won by J. M. Construction with a bid of £33,000 (\$1.49 million in 2018). The foundation laying ceremony was held on 1 May 1959 and the building officially opened several months later on 4 December by the Prime Minister and local MP, Walter Nash. He told the assembled crowd that new building was the ‘last piece in the mosaic of the Naenae commercial centre’. He particularly delighted to see a new post office clock tower, noting that they were once as integral to post offices as stamps. ‘Not only will the clock mark the time for all who see it, but the 47ft. high tower is undoubtedly the architectural focal point for the whole Naenae community centre’, he proclaimed.⁸

In 1984 New Zealand Post proposed substantial modifications to the building, which, among other things, would have added a second story to the structure and radically reconfigured interior spaces.⁹ In the end changes appear to have been restricted to modernising the public service area, replacing the entrance doors, plastering over lattice brick work above the western parapet, and the repainting of the interior and exterior.¹⁰ It might have been at this time that the Guy Ngan mural was taken down. Its location (or whether it still exists) is presently uncertain.

With the growth of electronic communication and the demise of letter mail in the early 2000s, the post office ceased to be the social and commercial hub it once was. During the 2010s New Zealand Post began closing many suburban post offices to save costs. In 2015 it

⁶ ‘Notes for Prime Minister: Opening of new Post Office, Naenae, 1959’, AEFZ W5727 22620 Box 184, Record No 212/0453-0457, Archives New Zealand.

⁷ ‘Notes for the use of the Postmaster-General while officiating at the laying of the foundation stone, new Post Office at Naenae, 10:15 am, 1st May 1959’, AAMF W3327 909 Box 142, Rec No 30/642. Historical Files regarding Post Offices – Naenae, 1959 -1985, Archives New Zealand.

⁸ ‘Notes for Prime Minister: Opening of new Post Office, Naenae, 1959’, AEFZ W5727 22620 Box 184, Record No 212/0453-0457, Archives New Zealand.

⁹ ‘Naenae Post Office, Additions and Alterations, 1984’, ABKK W4449 Box 15. Rec No 292/84, Archives New Zealand,

¹⁰ Without getting inside it’s hard to know how extensive the changes were.

closed its Naenae branch and sold it to a private buyer.¹¹ In 2108, the future of its tower is in doubt.

Ben Schrader

(3 August 2018)

Photographs



Naenae Post Office soon after completion in 1960. (Source: Rec No. 30/642, Archives NZ)

¹¹ 'Naenae Postshop and Kiwibank to close', Stuff, 10 Feb 2015, <https://www.stuff.co.nz/business/65989403/Naenae-PostShop-and-KiwiBank-to-close>



Workers finishing entranceway. Note Guy Ngan mural on back wall. (Source: Rec No. 30/642, Archives NZ)



Exterior courtyard showing veranda and cantilevered beams. (Source: EP/1959/3518-F)

Part 6: Submission Form

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	<i>Last</i>		<i>First</i>	
	Company/Organisation			
Contact if different				
Address	<i>Number</i>		<i>Street</i>	
	<i>Suburb</i>			
	<i>City</i>		<i>Postcode</i>	
Address for Service if different	<i>Postal Address</i>		<i>Courier Address</i>	
Phone	<i>Home</i>		<i>Work</i>	
Email	<i>Mobile</i>			

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

Title of Proposed District Plan Change:

3.a I **could** **could not** gain an advantage in trade competition through this submission
(Please tick one)

3.b If you could gain an advantage in trade competition through this submission:

I **am** **am not** directly affected by an effect of the subject matter of that submission that–

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

(Please tick one)

Note: If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

4. The specific provisions of the proposal that my submission relates to are:

Please give details:

(Please use additional pages if you wish)

5. My submission is:

Please include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

(Please use additional pages if you wish)

6. I seek the following decision from Hutt City Council:

Please give precise details:

(Please use additional pages if you wish)

7. I **wish** **do not wish** to be heard in support of my submission

(Please tick one)

8. If others make a similar submission,

I **will** **will not** consider presenting a joint case with them at the hearing.

(Please tick one)

Signature of submitter
*(or person authorised to sign
on behalf of submitter)*

	<i>Date</i>
--	-------------

A signature is not required if you make your submission by electronic means

Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.