



206 QUEEN ST
WEST and 223
HERETAUNGA
ST LANEWAY,
HASTINGS

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HERITAGE IMPACT ASSESSMENT

206 Queen Street West and 223 Heretaunga St West, Hastings

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EXECUTIVE SUMMARY

Ann Galloway Architect Limited has been commissioned by Hastings District Council to prepare a heritage cultural impact assessment report for the proposed redevelopment of the sites located at 206 Queen Street West and 223 Heretaunga Street West, Hastings, Hawke's Bay.

The proposal includes partial demolition (retaining the facades) of two buildings in the Hastings CBD, creating a new mixed-use residential/commercial building, new car parking, an urban park and a laneway connecting two of the major commercial streets in the CBD. The buildings are located in Hastings' historic Central Character Precinct, an area which has been the commercial hub of the city since the 1880's.

The Hawkes Bay Farmers' Co-operative Garage building located at 206 Queen Street West is a Heritage Item (HB46; Category II) in the Hastings District Plan and is listed with Heritage New Zealand (List number 1095; Category II). It was built in 1925 and is one of the relatively few buildings which survived the 1931 earthquake (albeit with some damage). The building was extended in 1934 and has undergone considerable alterations since. The 1925 façade of the building is a rare example of Edwardian Commercial architecture, although the Art Deco shopfront which was installed as part of the post-earthquake reconstruction is no longer extant. The heritage significance of the site relates not only to the architectural contribution to the streetscape, but also to the history of use and occupation of the site.

The building at 223 Heretaunga Street West is not a Heritage Item under the Plan and has no Heritage New Zealand listing. It is however recognised in the Hastings Heritage Inventory as one of the group listings. Its heritage significance is largely due to its contribution to the streetscape in terms of scale, consistent height and proportions, and decorative features.

The project is conceived both as a way to connect Heretaunga and Queen Streets and to provide a first example in the CBD of inner-city medium density apartment living. A mix of partial demolition, reuse of original building elements, and new construction is proposed. Existing vehicular service access routes are retained and new public carparking spaces are provided.

The existing 1925 portion of the Farmers' Co-operative Garage façade is retained and strengthened. A new steel frame to the west represents the portion of the façade which was demolished in 1934 and replicates the original asymmetry of the building, while also recognising heritage principles of differentiating between old and new, ensuring heritage buildings are not dominated by new work and not creating 'fake' heritage fabric. The façade and structural frame of 223 Heretaunga Street West are to be retained.

The proposal is assessed in terms of the relevant Assessment Criteria set out in parts 7.3. and 18.1.6A of the District Plan, Heritage New Zealand guidelines for partial demolition and assessing impacts on historic areas and ICOMOS evaluation principles.

While the effects of the proposal on the buildings themselves are clearly more than minor, the report finds that on balance the positive effects of the proposal -including preservation of a rare Edwardian Commercial façade; preservation of existing heritage streetscape character; mitigation of seismic risk; new design which maintains historic scale, bulk and articulation; relationship of the new building to the heritage context; enhanced connectivity; creation of new inner-city living and urban public outdoor spaces- are considered to outweigh the negative impact of the loss of heritage fabric.

INTRODUCTION

This heritage cultural impact assessment report is prepared on behalf of Hastings District Council, to support the Resource Consent Application for the proposed redevelopment of the site at 206 Queen Street West, Hastings, together with the building at 223 Heretaunga Street West, to provide medium density housing and a pedestrian link between Queen and Heretaunga Streets.

The proposal is to retain the heritage façade, including the original first floor fenestration, of the Former Hawkes Bay Farmers' Co-operative Garage building at 206 Queen Street West, demolish the remainder of the listed heritage building (including removal of the 1934 rebuilt façade) and repurpose some of the barrel trusses. It is proposed to construct medium density housing on the site occupied by the 1934 addition to the former Hawkes Bay Farmers' building. The area of the present East vault is to be developed as a public park.

The laneway proposal retains the Heretaunga Street façade (including the original clerestory glazing but not the more-recent shopfront) as well as the interior structure of the building at 223 Heretaunga Street West, forming a physical and visual link to the open space created on the 206 Queen Street West site.

Objectives and purpose of the assessment

The primary objectives of the assessment are:

- identify the heritage attributes of the buildings,
- assess the impact of the proposal on the heritage character of the Former Hawkes Bay Farmers' Co-operative Garage building (206 Queen Street West) in relation to the relevant assessment criteria in Section 7.3 and 18.1.6A; and
- assess the impact of partial demolition of the building at 223 Heretaunga Street West in relation to the relevant assessment criteria in Section 7.3 and 18.1.6A.

The purpose of the assessment is to assist Council to evaluate the impact of the proposal in relation to the heritage attributes of the buildings in question, and the effects of the proposal -ie partial demolition together with construction of a new apartment building and establishment of an urban park and pedestrian link- on the character and amenity of the Central Character Precinct.

Methodology

This assessment will consider the following aspects:

- identify the heritage attributes of the buildings
- outline of the proposal;
- assessment in terms of the relevant criteria contained in Chapters 7 (Hastings Commercial Environment) and 18 (Heritage)
- Consideration of Heritage New Zealand Pouhere Taonga and International Council on Monuments and Sites (ICOMOS) guidelines.

The historical background and summary of alterations to the Former Hawkes Bay Farmers' Co-operative Garage buildings are contained in the History document prepared by Michael Fowler March 2022.

Relevant Documents

The report relates to the Resource Consent Plans provided by Citrus Studio Architecture as per the following:

- 200 Block West Redevelopment, dated 04.08.2022 Sheets PA 01-16

SITE AND LOCATION



Figure 1: Site and location plan, 206 Queen St West (Source: HDC GIS maps)

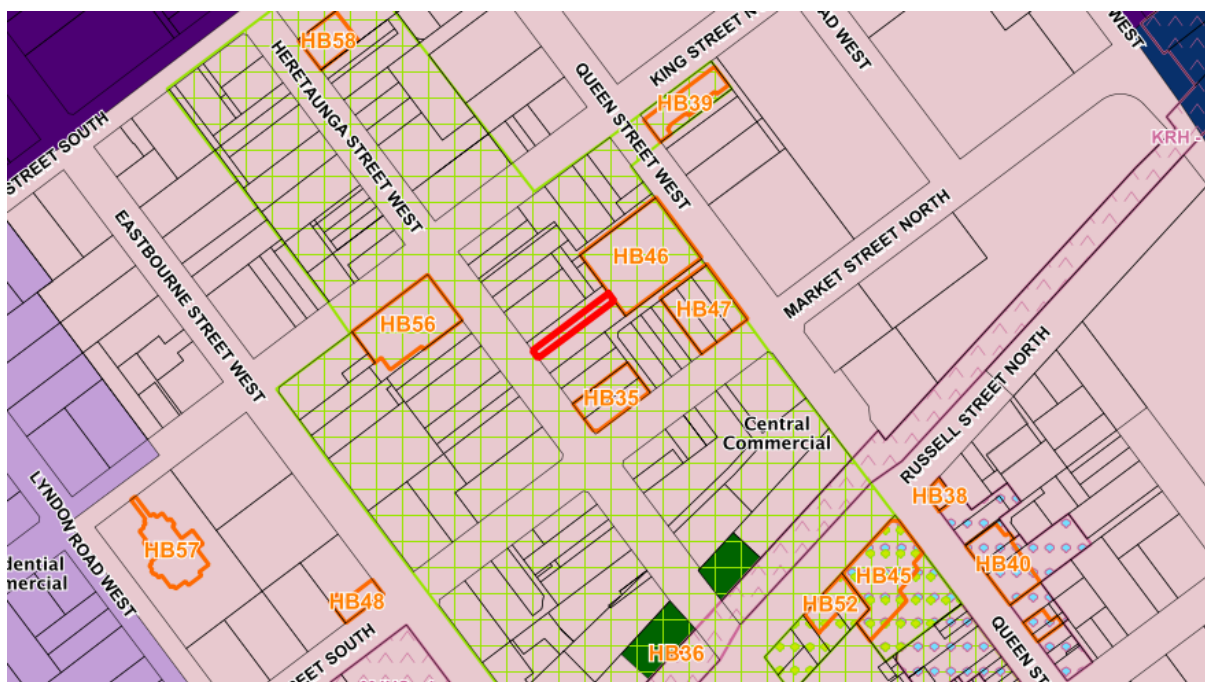


Figure 2: Site and location plan showing proposed pedestrian laneway (red highlight) (Source: Sage Planning)

Background Information

Former Hawke's Bay Farmers' Co-operative Garage building

- Street Address: 206 Queen Street West (also listed as 206-216 Queen Street West)
- Legal description: Lot 1 DP 5310, Lot 1 DP 22385, Lot 3 DP 22385
- Record of Title: P2/185 D4/235
- Area: 2057m²
- Planning zone: Central Commercial Zone
- Overlay: Central Character Precinct

Heritage status of the Hawke's Bay Farmers' Co-operative Association Garage building:

- Heritage New Zealand List number 1095 (Category II) (listed 26 May 2006).
- Heritage Item HB46 (Category II) in the Hastings District Plan (Schedule 1)
- Inventory Number 12 in the Hastings Heritage Inventory.
- Year of construction 1925 (SJ Crabbe and Vulcan Foundry)
- Repair/reconstruction and addition: 1934

Unnamed building at 223 Heretaunga Street West

- Street Address: 223 Heretaunga Street West
- Legal description: LOT 1 DP 13663
- Record of Title: F3/551
- Area: 255m²
- Planning zone: Central Commercial Zone
- Overlay: Central Character Precinct

Heritage status of the building at 223 Heretaunga Street West:

- Building 1, in Commercial group #4 (item 64 in the Hastings Heritage Inventory).
- Not a Heritage Item under the Hastings District Plan
- No Heritage New Zealand listing
- Year of original construction 1926 (H E Phillips Architect)
- Extended at rear 1928
- Reconstructed 1931 (Davies Garnet and Phillips architects)

Site Context: Former Hawke's Bay Farmers' Co-operative Garage building

The site is located in Hastings CBD, between Queen Street and Heretaunga Street in the centre of the 200 block west, one of Hastings' primary retail blocks on the western side of the central railway line. This block is within the Central Character Precinct, with a number of heritage-listed buildings in the close vicinity of the subject site.

Directly adjoining the HB Farmers Garage site to the southeast, on the corner of Queen Street West and Market Street North, is the historic former Hawke's Bay Farmers Building (identified as a Category 2 Heritage Item; HB47, in Schedule 1 of the Hastings District Plan; Inventory Number 11). This substantial three storey building was constructed in 1929 and housed the head office of the Farmers' Cooperative as well as a department store and tearooms. As well as its historic significance, the building has architectural importance as an example of the Stripped Classical style of architecture, and significant technical accomplishment in the design of its reinforced concrete structure which survived the Hawke's Bay earthquake of 1931 unscathed.



Figure 3: Former Hawkes Bay Farmers Head Office and Department Store (now IMS). HB Farmers Garage to far right.

To the north of the HB Farmers Garage site on the corner of Queen Street West and King Street North, is the Streamline Moderne Art Deco styled Medical and Dental Chambers (identified as a Category 1 Heritage Item; HB39, in Schedule 1 of the Hastings District Plan; Inventory Number 14.) (see Figure 5 following). The building is important for its authentic style, the quality of its design, detailing and construction and as an example of an early group practice facility.

Directly opposite the subject site and extending to the corner of Queen and Market Streets opposite the Farmers/IMS building is Kiwibank -a two storey contemporary construction, bland and unremarkable- and its associated car park. The location of these buildings is identified in Figure 6.

To the west of the Kiwibank carpark is a two storey contemporary commercial building articulated by a glazed entry and stepped plan form. Opposite the Medical and Dental Chambers are a number of less significant single storey Art Deco style buildings (currently Hector Jones and Mphosis hair).



Figure 4: **Medical and Dental Chambers, King Street.** HB Farmers Garage centre right (blue); Farmers building beyond.
(Source: Google street view)

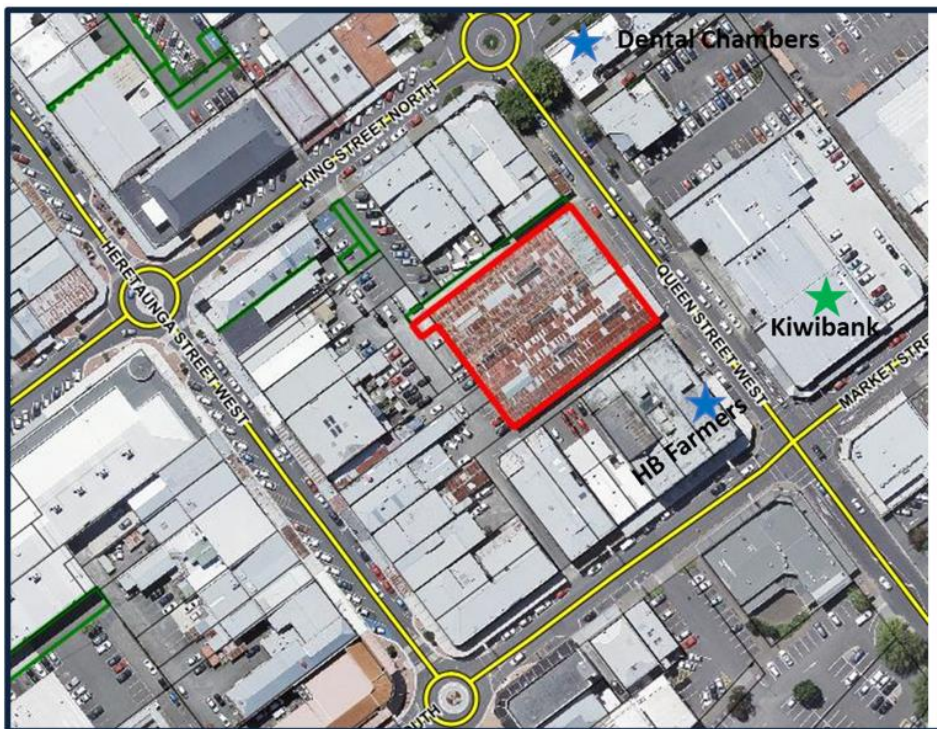


Figure 5: **Location of significant buildings in the vicinity of HB Farmers' Garage.** (Source: Sage Planning report)

HISTORICAL AND ARCHITECTURAL HERITAGE: 206 QUEEN STREET WEST

The Hawke's Bay Farmers' Co-operative Association was formed in 1891, to "enable the region's primary producers to secure a financial interest in the marketing of their produce." (Cochran, 2005). The Head Office was originally in Napier (including car sales, which began at least as early as October 1912), with a grocery, wool, grain and produce store in Hastings from 1899, on the corner of Market and Queen Streets.

The Hastings CBD Inventory records (p3):

The rising popularity of the motorcar in the early twentieth century, and the profits to be made, prompted an increasing number of firms to enter into the motor trade [industry]. At this time motor garages did nearly everything from constructing and selling cars, to servicing and filling them with petrol. The Hawke's Bay Farmers' Co-op was one of the earliest to enter into the trade in Hastings...

In 1925 Hawke's Bay Farmers' Co-operative Association constructed a new garage at 206 Queen Street West, providing a "New Home of Buick Cars" and the novel introduction of "Three Benzine Pumps" which were located inside the building, "arranged to eliminate backing and turning – DRIVE STRAIGHT IN AND OUT." (Fowler, 2022)

The building was designed in the Edwardian Commercial style, with a reinforced concrete frame and unreinforced brick (URM) infill panels, a curved street parapet and an unusual double-barrel steel trussed roof structure. The parapet had a moulded capping, with the building name beneath (moulded in coloured cement). The façade was not symmetrical and the curve of the parapet does not align with the barrel-vaulted roof behind.

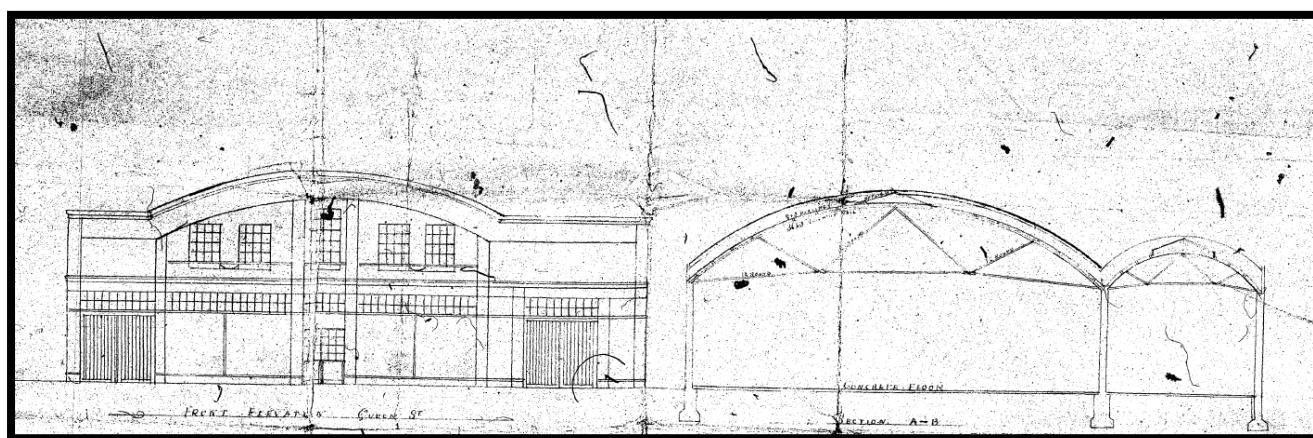


Figure 6: 1925 street elevation and section, showing asymmetrical facade. (Source: HDC property file)

This was a very early 'drive through' premises; the double doors to the left of the elevation (Fig 6) were the vehicle entry and the doors to the right were the exit. The central doors accessed the showroom.

The curved steel roof trusses -one bay of 54 feet and one of 19'10" [16m and 6m approximately]- were fabricated from 32 lb railway iron by Vulcan Foundry, Napier. The railway iron is a lighter gauge than is used for main trunk railways. 1925 plans show the smaller trusses, with a 12'3½" [3.7m] radius, and detail the truss plates, struts and bolts. (HDC property file 25706#013 p 28). The engineering peer review report notes:

Whilst this truss style is unusual, it is not unique, with numerous examples of it throughout New Zealand from around that time [1920s-30s] (Devine, 2020)

For example, the former Hawkes Bay Farmers Co-op building in Napier (137-141 Dickens St) has a similar barrel-vaulted roof form behind a two-storey Edwardian Commercial frontage.



Figure 7: Street elevation ca 1930, showing asymmetrical façade and veranda. (Source: MTG 72305 -cropped)



Figure 8: Former Hawkes Bay Farmers Co-op building in Dickens St, Napier. Left: street view with barrel-vaulted structure to left and two-storey Edwardian Commercial street frontage to right (source Google StreetViewMarch 2020); Right: aerial view (source NCC GIS)

During the 1931 earthquake there was some damage to the parapet and the East wall, but a week later the building was able to be used as temporary premises by other businesses, including Woodward's pharmacy, temporarily relocated from 219 Heretaunga St (Cochran, 2005), item 64 page 3] -see Fig 9.



Figure 9: *Hawke's Bay Farmers' Garage after the earthquake.* [Source: Insurance Council of New Zealand :Photographs of people associated with Insurance Companies and Underwriters' Associations, and various related insurance activities. Ref: PA1-f-145-50-4. Alexander Turnbull Library, Wellington, New Zealand. /records/23037628]

In October 1934 a permit was granted for additions and alterations to the building. A second large barrel vaulted bay was added to the west, the petrol bowisers were relocated outside the building and the street parapet to the smaller barrel vault was removed to create a monopitch roof over the new forecourt. The main roof contained steel-framed ventilating skylights matching those in the 1925 portion of the building.

Floor pits in the garage were waterproofed with plaster. (Portland cement gauged with Tokement). The shopfront or 'Show Windows' were plate glass with 'light straw tinted' upper lights in lead comes.

The permit documents for the 1934 additions include the engineer's calculations for reinforced concrete beams, columns and footings as well as the curved steel trusses.

The motor garage function ceased in 1966 and the petrol pumps were subsequently removed. From 1972 the building was used for a variety of retail and associated tenancies. Despite various internal alterations and

changes to the shopfront fenestration, the exterior of the building has largely retained its 1934 appearance although the ground floor frontage has been replaced several times, most recently in the 1990's with aluminium shopfront glazing and solid panels. For a number of years the appearance of the curved frontage was compromised by a large hoarding-type sign, which was removed in 2022 revealing the original fenestration. The veranda (on the 1925 portion) was also removed in 2022, for safety reasons.

The Hastings CBD Inventory describes the technological significance as follows:

The technological value of the building is high, especially for the concrete frame, the barrel-vaulted roofs and the steel roof trusses. Lesser elements, such as the skylights and ventilators, are also of technological value. It is a very good industrial building of the inter-war period, and ... the elements that give the building its technological interest are completely authentic. The fact that the original part of the building survived the Hawke's Bay earthquake enhances this interest; its structural capacity is underlined by the fact that the addition of 1934 followed the design of the earlier part. The existence of drawings, specification and structural calculations increases the technological value of the building. (Cochran, 2005), Item 12, page 2.

Since the inventory report was written however, the Christchurch earthquakes together with a greater awareness of geotechnical conditions have changed the understanding of seismic performance and associated risks. Recent peer reviewed engineering reports identified severe structural weaknesses, including lack of roof bracing, inadequate support and tying of facades to side walls, and inadequate foundations. (Strata Group, 2020)

The building is also recognised for its significant historic and social heritage values; not only its connection to the Hawkes Bay farming community but also the early motoring fraternity and the many members of the public who visited during the later retail occupancies. For a more detailed historic record, particularly the extensive social history associated with the building, refer to Michael Fowler's report (Fowler, 2022).

SUMMARY OF HERITAGE VALUES

ICOMOS Ranking

The ICOMOS Guide (ICOMOS, 2011, pp. 14-16) provides a useful ranking to determine relative importance of heritage places, summarised below:

GRADING	DESCRIPTOR
Very High	Places of very high rarity and importance, internationally recognised, Category 1 HNZPT
High	Places of high rarity and importance, nationally recognised, Category 1 HNZPT
Medium	Places of high or medium importance, regionally recognised, Category 1 or 2 HNZPT, or equivalent local authority listing
Low	Places of low or medium importance, locally recognised, local authority listing (no HNZPT listing)
Negligible	Places of low architectural or historical merit; buildings of an intrusive character; unlisted buildings

By this ranking, the Former Hawke's Bay Farmers' Co-operative Garage is a place of Medium heritage value; the building at 223 Heretaunga Street has Low heritage value.

Heritage Value Definitions

In order to provide a more fine-grained assessment, Heritage values are ascribed to individual building elements, as defined below.

HV1: the item is in its original location and of high heritage value

HV2: the item is of high heritage value, but may have been altered or is not in its original location

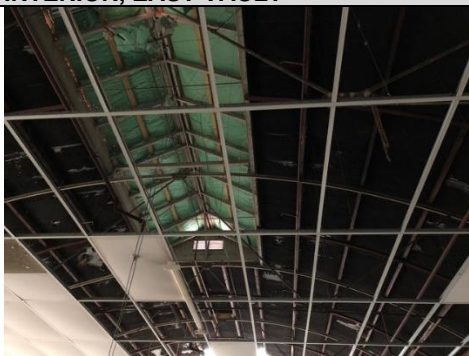


HV3: the item is of lesser heritage value or has been significantly damaged/altered

HV4: the item is not original heritage fabric and is of low or no value.

Former Hawke's Bay Farmers' Co-operative Garage building:

These values are based on visual assessment of the building, the Hastings CBD inventory report and Fowler history report.

EXTERIOR, GENERAL		HERITAGE VALUE
	Roof form (Barrel vaults, parapet, skylights, ventilators); building height, scale, form; relationship to street boundary, brick south façade.	HV1
EXTERIOR, QUEEN ST FACADE		HERITAGE VALUE
	<p>Eastern side of facade: curved parapet; cornice; fenestration and window style; building name.</p> <p>1924 shopfront (below original veranda line)</p>	<p>HV1</p> <p>HV4 (but may conceal HV1 or HV2 fabric)</p>
	<p>West Vault (1934 addition/alteration): cornice, parapet, receding monopitch roof</p> <p>1934 addition shopfront (subsequently altered)</p>	<p>HV3</p> <p>HV4 (but may conceal HV1 or HV2 fabric)</p>
EXTERIOR, WEST FACADE	(service lane)	HERITAGE VALUE
	<p>Exposed structural frame (concrete)</p> <p>Parapet, cornice</p> <p>Brick infill walls (part plastered, part painted, part unpainted)</p>	<p>HV1</p> <p>HV1</p> <p>HV2</p>
EXTERIOR, SOUTH FACADE		
	Curved roof form, exposed concrete structural frame, brick infill (unpainted)	HV1
EXTERIOR, EAST FACADE	(service lane)	HERITAGE VALUE
	<p>Exposed structural frame (concrete, painted)</p> <p>Parapet, cornice (at Queen St frontage)</p> <p>Brick infill walls (painted)</p> <p>Block infill (painted)</p> <p>Fuel inlet valves (pictured below)</p> 	<p>HV2</p> <p>HV1</p> <p>HV3</p> <p>HV4</p> <p>HV1</p>

INTERIOR, GENERAL		HERITAGE VALUE
	Barrel vault steel trusses, skylights, ventilators; building volume, pillars and truss seating details	HV1
INTERIOR, EAST VAULT		HERITAGE VALUE
	Barrel vault steel trusses, skylights, ventilators; building volume, pillars and truss seating details	HV1
	Remnants of mezzanine floor structure (columns, beams)	HV3
	Exposed brick exterior walls	HV2
	False ceiling	HV4
INTERIOR, CENTRAL VAULT		HERITAGE VALUE
	Barrel vault steel trusses, skylights, ventilators; building volume, pillars and truss seating details	HV1
	False ceiling	HV4
INTERIOR, WEST VAULT		HERITAGE VALUE
	Barrel vault steel trusses, skylights, ventilators; building volume, pillars and truss seating details	HV1
	Exposed concrete floor revealing previous pit locations	HV2
	Timber framed partition wall, mezzanine, service rooms	HV4

TOWNSCAPE HERITAGE VALUES

The Former Hawke's Bay Farmers' Co-operative Garage contributes significantly to the heritage value of the streetscape through its form, materiality and scale, as recorded in the HNZPT listing (Heritage NZ Pouher Taonga, 2006) and Hastings Heritage Inventory (Cochran, 2005). It is however subsidiary to the adjacent Hawke's Bay Farmers Building, in terms of scale, bulk and form, quality of design and construction, and also in its function. The three storey Farmers/IMS Building housed the head office of the Farmers' Cooperative as well as a highly-regarded department store and tearooms; the garage was more prosaic both in design and function.

HISTORICAL AND ARCHITECTURAL HERITAGE: 223 HERETAUNGA STREET WEST

This building is one of a group of single storey commercial buildings at 213-223 Heretaunga Street West, and is identified in the Heritage Inventory as “Building 1, Commercial Group 4”, Inventory Number 64. The Inventory states:

“The buildings have architectural value for their matching scale and compatible Art Deco features. Though modest single storey retail buildings, they each have their own visual interest, and they combine to make an interesting ensemble. ... They play an important part in the streetscape, helping to reinforce the strong townscape values of the area.” (Cochran, 2005); item 64 p2.



Figure 10: “Group 4” buildings, ca 1940s. 223 Heretaunga St far left (Bradshaw’s). (Source: HB Knowledge Bank, Lovell-Smith Collection, lovell-smith878-album37negs-37-145-shopfronts.jpg)

The property file records the following timeline:

- <1920: there was a single shop on most of the site of present-day 223 and 225 Heretaunga St (a single site)
- 1920: shop divided into two tenancies
- 1926: site divided into 2 titles. Hastings architect H Phillips submitted plans to build 2 new shops, mirror images of each other, in a single building form in brick construction, for J Cameron & S Garland. The street facade had a tall brick parapet concealing a gabled roof.
- 1926: alterations (extension) to 219 Heretaunga St for H Gilbertson which showed the existing building being 2 storey with 2 shops below and offices above
- 1928: Brick extension (70') added to rear of building at 223 Heretaunga St (for music warehouse)
- 1931: post-earthquake ‘reconditioning’ of 223 (by Davies Garnet and Phillips Architects). Rebuilt in reinforced concrete with corbelled beams and a full concrete ceiling with malthoid roof membrane.
- 1933: 225 Heretaunga St rebuilt with a reinforced concrete structure designed by Davies & Phillips
- 1933: 219 Heretaunga St rebuilt (2 shops) to a design by Davies and Phillips

SUMMARY OF HERITAGE VALUES: 223 Heretaunga Street West

These values are based on visual assessment of the building, and the Hastings CBD inventory report.

EXTERIOR, GENERAL		HERITAGE VALUE
	<p>(Centre building in photo) Flat roof (concealed by parapet); building height, scale, form; relationship to streetscape (surrounding buildings, footpath); brick façade to service area.</p> <p>Heritage value lies mainly in the contribution of the building to the greater streetscape through compatible scale and detailing.</p>	HV2
EXTERIOR, HERETAUNGA ST FACADE		HERITAGE VALUE
	<p>Parapet; date of (re)construction; decorative elements (fluting, Mayan motif; zig-zag motif); top lights with eyebrow over.</p> <p>Veranda (fascia and soffit modified): Shopfront (significantly modified)</p>	<p>HV1</p> <hr/> <p>HV2 HV4 (but may conceal HV1 or HV2 fabric)</p>
EXTERIOR, NORTH FACADE	(service area)	HERITAGE VALUE
	Two-storey storage (1928). Structural brick walls (part painted, part unpainted); expressed concrete lintels	HV2
INTERIOR, former shop		HERITAGE VALUE
	<p>Exposed concrete structural frame (rhythm of beams and columns; corbel at beam/column junction; chamfered column corners)</p> <p>Other finishes</p>	<p>HV1</p> <hr/> <p>HV3</p>

TOWNSCAPE HERITAGE VALUES

As part of a group of buildings with consistent parapet and veranda height, design style and age of (re)construction, this building reinforces the heritage values of the streetscape, although the current shopfront is not original.

PROPOSAL

The assessment relates to Resource Consent Plans provided by Citrus Studio Architecture as follows:

- 200 Block West Redevelopment, dated 04.08.2022 Sheets PA 01-16

Overview:



Figure 11: Public park connections. Heretaunga Street at bottom. (Source: Citrus Studio, Sheet PA11)

Project Aims

The purpose of the proposed development is to:

connect Heretaunga and Queen Streets with the introduction of a new mid-block pedestrian route

create a public open space along the route and

provide a first example in the CBD of inner-city medium density apartment living.

Existing vehicular service access routes are retained and new public carparking spaces are provided.

Project Challenges

The Geotechnical investigation found that “the site is susceptible to liquefaction induced vertical settlement in the order of ~120mm...[and]...the existing shallow foundations are unlikely to resist displacement so that significant damage to the structure is likely.” (RDCL, 2020, p. i).

Peer-reviewed engineering reports also identified serious structural inadequacies in the building, including seismic stability, bracing, foundations as well as the high to very high liquefaction risk of the underlying soils. The initial report found that “Any strengthening will require extensive foundation improvement...[which]... may also include complete replacement of the existing unreinforced ground bearing slab.” (Strata Group, 2020, p. 3). Coupled with the building’s poor state of repair, the engineers report concluded:

“strengthening and re-use of this building would be very expensive, and would require a very high level of structural intervention in the building, to the extent where the heritage values of the building will be significantly compromised” (Devine, 2020)

Proposed structural interventions (to achieve 67% NBS) included new columns and the introduction of structural bracing elements at mid-height internally to support the URM southern walls, as well as new portal frames to support the original curved trusses. These interventions would compromise the internal volume and spatial qualities. Estimated costs were obtained, for full and partial retention of the building.

Estimated cost to strengthen entire building \$5 million

Estimated cost to strengthen a single barrel \$3.6 million (ie partial retention)

A further option - retaining one barrel vault and propping it temporarily until a suitable future use could be determined- was deemed unacceptable on seismic safety grounds as full seismic strengthening would be required rather than temporary propping.

Project Iterations

Prior to development of the current design solution, more than 30 options/iterations were considered, comprising different combinations of carparking, commercial, residential and public open space. All options included a pedestrian walkway through the site, linking Heretaunga Street and Queen Street, which was a fundamental requirement of the design brief.

A condensed summary of the options follows, with heritage retention ranged from high to low.

High: retain entire building, with seismic strengthening:

- for carparking, with or without some commercial space fronting Queen Street. Considered a possible medium-term solution but very low return/cost
- for residential/parking. Further investigation found this option to be uneconomic due to existing structural module dimensions, location of truss chords etc, and intrusion of strengthening elements into the remaining spaces.

Medium: partial demolition, retaining one (eastern) barrel vault for covered carparking/commercial space; utilise remainder of site for parking/open space:

- Various iterations, all rejected as having unsatisfactory heritage and urban design outcomes.

Low: partial demolition, retaining the façade and/or part of the eastern vault; develop site for carparking, commercial, residential and public open space.

- Retain 1926 façade and part of eastern vault; new construction (up to 3 storeys) across entire street frontage: Various iterations, rejected as having unsatisfactory heritage and urban design outcomes.
- Retain 1926 façade only, remove remainder of building, new construction (up to 3 storeys) across entire street frontage: Various iterations, rejected as having unsatisfactory heritage and urban design outcomes.
- Retain 1926 façade only, remove remainder of building, new construction (up to 3 storeys) across existing west/central vault frontage (allowing retained fabric to stand alone rather than be a façade to a modern building); east side of the site developed as urban park incorporating pedestrian link.

For the reasons of complexity, cost and acceptable compromise, partial demolition became the relevant solution despite having the lowest heritage outcome.

Consultation

Engagement with both Heritage New Zealand Pouhere Taonga and Historic Places Hawkes Bay was undertaken during the design process. The feedback provided was taken into account and influenced the design outcome.

Both Heritage New Zealand Pouhere Taonga and Historic Places Hawkes Bay have expressed support for the proposal.

Description of proposed work:

The project is conceived both as a way to connect Heretaunga and Queen Streets and to provide a first example in the CBD of inner-city medium density apartment living. A mix of partial demolition, reuse of original building elements, and new construction is proposed. Existing vehicular service access routes are retained and new public carparking spaces are provided.

Former Hawke's Bay Farmers' Co-operative Garage: Retention of the Façade:



Figure 12: Proposed retention of façade. (Source: Citrus Studio, Sheet PA10)

- Strengthen the 1925 façade, retaining the parapet, cornice, upper fenestration and rhythm of original shop frontage
- Location of strengthening confined to existing structural frame, to minimise visual impact
- One 16m steel truss from the barrel vault roof structure of the existing building is to be re-used, set 3m behind the facade acknowledging both the original form and the heritage of the site,
- Demolish remainder of building.
- Establish a separate title for the façade to remain in HDC ownership, facilitating future maintenance.
- New non-structural frame referencing the original 6m-wide parapet of the 1925 building and providing a visual separation between the façade and the new apartment building (see below)

The 'ghost' frame:

The 1925 portion of the Farmers' Co-operative Garage façade is retained and strengthened. A new steel frame to the west represents the portion of the façade which was demolished in the 1934 alterations, and replicates the original asymmetry of the building. The new building is set back at the location of this 'ghost' frame, ensuring the heritage façade retains its significance in the streetscape and providing a sense of vertical volume which references the scale and dimension of the interior spaces of the original building.

This design solution also recognises significant heritage principles (Galloway, 2012) including:

- Distinguish new work by creating a visual break between old and new
- Ensure that new work does not dominate adjacent heritage buildings
- Do not create 'fake' heritage fabric or details (for example recreating the façade to copy the 1925 building).

This asymmetry may seem unusual to contemporary viewers; the report recommends the design rationale be explained as part of the interpretative material to be incorporated in the park.

Former Hawke's Bay Farmers' Co-operative Garage: new public park



Figure 13: Public park connections. (Source: Citrus Studio, Sheet PA16)

- Entry from Queen Street to the new park is through repurposed (original shop front) openings in the retained heritage facade.
- Screen elements provide security at night and allow visual connection into and out of the park.
- Re-purpose a number of the 6m wide steel barrel vault trusses within the park, (new location, existing orientation) to frame the pedestrian route through the park, provide a visual focus for the park and define a place to pause as an alternative to the more direct route through the site.
- Design themes for park elements will recognise the original building (architectural and social heritage).
- Design elements and materials reuse the original building materials (bricks)
- There is a linear spatial progression from Heretaunga Street to Queen Street, through the new park.

Former Hawke's Bay Farmers' Co-operative Garage: new apartments



Figure 14: Queen St apartments. (Source: Citrus Studio, Sheet PA12)

- Medium density residential development on the northwest side of the site. 20 one and two bedroom apartments at first and second floor levels with dedicated secure apartment carparking and two commercial tenancies at ground floor.
- The apartment building offers an 11m wide frontage to Queen Street, separated from the retained facade by a 6m setback which echoes the previous street frontage of the original 6m barrel-vault form.
- The new building is differentiated from the retained façade by the 6m wide setback, and a slightly higher parapet level.
- Cladding to the Queen Street frontage is plastered and painted, in reference to the adjacent heritage facade.
- Cladding to ground floor and stair elements is brick veneer, referencing the construction of the demolished building and reinforcing visual separation between new and old along Queen St.
- Fenestration, cornice, bulk, scale, proportion of window/wall reflect the neighbouring IMS Building (Former Hawkes Bay Farmers' Building 1929), providing a consistent urban setting for the heritage facade
- Engagement with the street is enhanced by the use of the corner space as a commercial tenancy, rather than more inward-focused uses.

New laneway, 223 Heretaunga Street



Figure 15: Laneway connections. (Source: Citrus Studio, Sheet PA13)

- Entry from Heretaunga Street is through the original shop front openings in the retained heritage facade.
- Existing solid veranda replaced by a glazed canopy to showcase the retained Art Deco facade above and create an entry point for the new laneway
- Semi-transparent veranda fascia reflects materials and motifs used in the project and maintains the consistent veranda line of the heritage streetscape
- The linear nature of this pedestrian axis through the site is accentuated by retention of the existing corbeled concrete columns on the walls to both neighbouring buildings, as well as overhead concrete beams to provide a colonnaded walkway through to the public park beyond
- Opportunity for new openings in building side walls to increase connectivity and active edge
- Proposed artistic treatment with references to cultural heritage and Te Aranga design principles; artistic representation of endemic wetland flora and fauna through Māori art

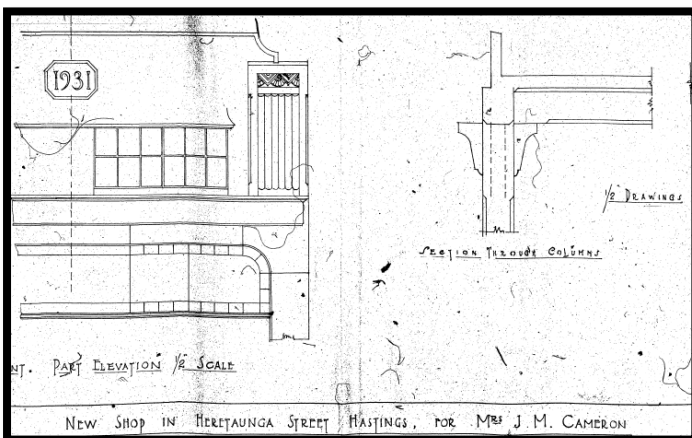


Figure 16: 1931 details retained (Source HDC file)

HERITAGE IMPACT ASSESSMENT:

GENERAL PRINCIPLES

District Plan Provisions

The cultural heritage asset is recognised and protected by objectives and policies within the District Plan, in particular the policies and objectives relevant to heritage outcomes (Chapter 18), including Objectives HO1-4 and policies HP2, HP3, HP4, HP5, HP8, and the following policies relating to the Central Commercial Zone:

POLICY CCP10: To maintain and enhance the urban form, heritage fabric and built character in the Central Character Precinct, so that development reflects the character of the existing buildings; the streetscape values of the area; and the form and function of the locality through the use of performance standards and design led assessment criteria.

POLICY CCP11: Maintain and enhance the special urban character of built heritage and human scale, fine grain development within the Central Character Precinct through the use of Performance Standards and by requiring design assessment for the alteration of existing buildings and any new buildings

Rule CCR 16 provides that: “The external alterations of buildings (including relocation and demolition) within the Central Character Precinct is a **Restricted Discretionary Activity (non-notified)**”

Rule H17 provides that Demolition (including partial demolition) of any Heritage Item identified in Schedule 1 is a **Non-Complying Activity**.

Rule H13: Any new building or structure on the same site and located within 50 metres of a Heritage Item identified as Category I OR Category II in Schedule 1 is a **Restricted Discretionary Activity**.

Policy HP1 is also relevant by way of context in that it notes that heritage items have been identified and classified in the District Plan according to their relative importance by listing as Category I (places of special or outstanding historical or cultural heritage significance or value) and Category II (places of historical or cultural heritage significance or value). As noted above, 206 Queen Street is a Category II building.

The relevant assessment criteria are discussed in the following sections.

Heritage New Zealand Guidance

Heritage New Zealand information sheet 14: Partial Demolition of Historic Buildings (2007) does not encourage partial demolition. Where partial demolition and façade retention is unavoidable, recommendations include:

- New structure not visible from principal viewing points
- Ideally retain one room-depth of the original building.
- Retain/replicate original roof form and materials
- Repair and active maintenance of the retained façade is recommended
- Avoid modifications to the façade above ground floor level
- Essential modifications to ground floor should reflect the original fenestration where possible
- New floor levels should match existing
- Windows should open into interior spaces (ie not be blanked off)
- Scale and dimension of new interior spaces immediately behind the façade should relate to the original

Heritage New Zealand information sheet 17: Assessing Impacts on Historic Areas (2007) states:

“Change in these areas ... needs to be carefully managed to preserve heritage values. Demolition, relocation, or inappropriate additions can undermine the collective integrity of historic areas and landscapes.

The construction of new buildings can compromise historic areas. New buildings should be designed in a manner that is sympathetic to the significance and character of the area.” (HNZPT, 2007) Any proposed activity should:

- not affect the heritage significance, integrity and condition of the historic area including any significant components or building fabric of heritage value.
- not affect a building, area, or item that makes a contribution towards the significance of the street, area or landscape.
- be limited to affecting a building which has been identified as a non-contributory item or is intrusive within a historic area.
- Any demolition or removal should not create a vacant site and should be associated with the planning of a replacement structure.

In 2020 Heritage New Zealand Pouhere Taonga released ‘Saving the Town’, a toolkit aimed specifically at small cities and towns, recognising they have different challenges and opportunities to main centres regarding their heritage building stock, including: ‘Low tenant demand, rental returns and capital gains, changing retail and business trends and fewer adaptive reuse options’ (HNZPT, 2020, p. 7).

While this more recent publication does not in any way condone demolition, it does present the viewpoint that ‘for most small towns and cities it will be difficult to upgrade and save every old building. ... it is important to prioritise what is most important to save and direct resources to these buildings and/or areas.’ (HNZPT, 2020, p. 12)

Prioritisation has been necessary in Hastings, where the District Council as landowner has recently focused resources in restoring and strengthening the (former) Municipal Theatre (Opera House) and Municipal Chambers, both of which are classed as Category 1 and have very high heritage significance not only for their architecture but also for their social, cultural, technological and landmark attributes.

The HB Farmers Garage is also recognised for its historical, architectural, technological and social values, but to a lesser degree as indicated by its Category 2 classification (by HNZPT and in the Plan). The building at 223 Heretaunga Street has no individual heritage status, although it is recognised as a significant component of a heritage streetscape.

Full seismic strengthening was an essential pre-condition for any use or re-purposing of the HB Farmers Garage building, and presents a considerable base cost. Initial concepts considered options to retain the building for use as carparking pending possible future redevelopment by a private developer. Adaptation of the western barrel vault as apartments was also considered, with parking in the eastern vault. In both scenarios the high cost/m² of strengthening and the limitations on spatial amenity resulting from the correlation of structural interventions and the existing structural grid, meant these options were deemed unviable. Ultimately a collaborative redevelopment of the site has been proposed, with construction of the apartment/commercial building to be undertaken by a private developer.

ICOMOS 'Magnitude of Impact' and 'Significance of Effect' matrices

The matrices below have been developed by ICOMOS to assist evaluation of the impact of development on World Heritage sites. Although this guidance is intended for 'properties of outstanding universal value', the principles are relevant to the subject sites.

Impact	Factors in the assessment of magnitude of Impacts
Major	Change to key historic building elements, such that the resource is totally altered Comprehensive changes to setting.
Moderate	Changes to many key historic building elements, such that the resource is significantly modified. Changes to the setting of an historic building, such that it is significantly modified.
Minor	Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed.
Negligible	Slight changes to historic building elements or setting that hardly affect it.
No change	No change to fabric or setting.

Figure 17: Assessing magnitude of impacts, adapted from appendix 3B (ICOMOS, 2011, pp. 16-17)

HERITAGE VALUE	NO CHANGE	NEGLIGIBLE	MINOR	MODERATE	MAJOR
Very High	Neutral	Slight	Moderate/Large	Large/Very Large	Very Large
High	Neutral	Slight	Moderate/Slight	Moderate/Large	Large/Very Large
Medium	Neutral	Neutral/Slight	Slight	Moderate	Moderate/Large
Low	Neutral	Neutral/Slight	Neutral/Slight	Slight	Slight/Moderate
Negligible	Neutral	Neutral	Neutral/Slight	Neutral/Slight	Slight

Figure 18: Matrix to assess the significance of effect or impact (ICOMOS, 2011, pp. 9-10)

Based on these matrices and the heritage values (p9)

- The Former Hawke's Bay Farmers' Co-operative Garage at 206 Queen Street West is a place of Medium heritage value; the magnitude of impact is moderate (setting) to major (building elements); the significance of effect is moderate to large.
- The building at 223 Heretaunga Street is a place of Low heritage value; the magnitude of impact on the setting is minor and on building elements is moderate; the significance of effect is slight-moderate.

STATUTORY OR POLICY IMPLICATIONS

The buildings at 206 Queen Street West and 223 Heretaunga Street West were constructed post-1900; neither the buildings nor the land beneath are considered 'archaeological' items. For this reason, an Archaeological Assessment of Effects has not been deemed necessary.

ASSESSMENT IN REGARD TO DISTRICT PLAN HERITAGE POLICIES AND OBJECTIVES

OBJECTIVE/ POLICY		COMMENT
OBJECTIVE HO1	Significant Heritage Items are protected and the heritage character and history of the District is preserved	Is not consistent, except for the retained facades. The heritage character of the streetscapes is maintained, but historical and technological values are lost, particularly re 206 Queen St.
POLICY HP2	Ensure activities do not adversely affect the character of Heritage Items.	Consistent with respect to the facades only.
OBJECTIVE HO2	To promote the continued use of recognised heritage buildings in the District where this encourages their retention, restoration and maintenance	Consistent only with respect to the original facade of 206 Queen St and the façade and structural frame of 223 Heretaunga St.
POLICY HP3	Promote a greater public awareness and understanding of the District's Heritage Items	Consistent insofar as interpretative material relating to the architectural and social history of the site is to be incorporated into the design of the new park.
POLICY HP4	Ensure new development and alterations to existing buildings do not compromise the architectural significance of historic buildings.	Consistent in relation to the extent that the scale, bulk, articulation and materiality of the proposed apartment building is designed to respect the heritage character of the streetscape and the retained façade.
POLICY HP5	Allow heritage buildings to be used for a range of activities where this promotes the retention of the building.	Although a range of new activities are facilitated (public access/pedestrian walkway, public green space, inner city living), the buildings are only minimally retained.
OBJECTIVE HO3	To protect historic areas in the Hastings CBD which contribute to the heritage character of the area.	Partially consistent, in that the heritage character of the streetscapes is preserved, but historical and technological values are lost, particularly re 206 Queen St.
OBJECTIVE HO4	Encourage the upgrade of heritage buildings where there is an identified safety risk.	Both buildings are identified as Earthquake Prone Buildings (EPB). Although the proposal will reduce safety risk, partial demolition is not a preferred heritage outcome.
POLICY HP8	To facilitate and encourage alteration to heritage items to improve structural performance, fire safety and physical access while minimising the significant loss of associated heritage values.	Is not consistent, except that the heritage façade of 206 Queen St is structurally strengthened in a manner which minimises visual intrusion, and removal of the concrete roof of 223 Heretaunga Street improves structural performance of that building.
POLICY CCP10	Maintain and enhance the urban form, heritage fabric and built character in the CCP [to] reflect the character of ...existing buildings; ...streetscape values...,form and function of the locality...	Partially consistent, in that the urban form and built character of the streetscapes is preserved. However, significant heritage/technological fabric is lost. Introduction of inner city inner-city medium density apartment living & new urban greenspace is expected to enhance the function and character of the locality.
POLICY CCP11	Maintain and enhance the special urban character of built heritage and human scale, fine grain development within the CCP through the use of Performance Standards and by requiring design assessment for the alteration of existing buildings and any new buildings	Partially consistent, in that the urban character, human scale and fine grain development of the streetscapes is preserved. However, significant built heritage/technological fabric is lost.
OBJECTIVE CCO4	Encourage the strengthening of existing buildings where there is an identified safety risk in the event of an earthquake.	Partially consistent. Both buildings are identified as EPB. Although the façade of 206 Queen St is strengthened and the proposal will reduce safety risk, partial demolition is not a preferred heritage outcome

DETAILED ASSESSMENT: FORMER HAWKE'S BAY FARMERS' CO-OPERATIVE GARAGE BUILDING

District Plan Criteria

The assessment criteria under Chapter 7.3 deemed relevant to this proposal are discussed below.

7.3.7.2M: the construction of new buildings

and relocated buildings located in the central character precinct of the central commercial zone

(a) The extent to which any proposed work is generally compatible with or is a well-designed contrast to the existing building style of surrounding buildings. Consideration should be given to form, building materials, building design, glazing and openings for example

Comment: Building height, bulk, scale, size and disposition of openings and articulation of building form reflect the nearby Farmers/IMS building and create a consistent urban setting for the heritage façade, which is essentially 'bracketed' by the two taller buildings (existing Farmers/IMS and new apartment building).

(b) Whether the activity promotes good urban design principles for human interaction between public and private land and between existing and proposed pedestrian areas;

Comment: The creation of inner city living promotes mixed use opportunities in accordance with policies CCP1 and CCP4, encouraging the 24 hour presence of people in the city and also utilising urban land efficiently. This is further enhanced by the inclusion of commercial tenancies at ground level. The location of apartment windows and balconies is consistent with Crime Prevention Through Environmental Design (CPTED) principles, permitting screened oversight of the new public park and public car parking areas.

(c) Whether the proposal is consistent with the desired environmental outcomes sought for buildings located within the Central Character Precinct;

Comment: The proposed building provides mixed use occupancy, including commercial tenancies at ground level and residential above, with designated car parking at ground level within the building. The spatial relationship between the heritage façade and the new building is designed to ensure the architectural significance of the historic building is not compromised. Visual and physical connection is facilitated between the new public park and the apartments and commercial tenancies.

(d) The extent to which the proposed work adversely affects the existing character of the precinct as a whole and what measures have been taken to avoid, remedy or mitigate any potential adverse effects.

Specific regard will be given to all of the following:

(i) Location and form of new construction relative to existing nearby buildings in terms of scale, balance and proportion;

Comment: Building height, bulk, scale, articulation, size and disposition of openings all reflect the Farmers/IMS building and create a consistent urban setting for the heritage façade. The inclusion of a retail tenancy on the Queen Street frontage promotes engagement with the street; the setback between new and existing structures creates potential outdoor sitting space for the tenancy while allowing the architectural significance of the historic building to be appreciated.

(ii) Architectural style and quality of new construction;

Comment: the architectural style is contemporary but respects the character of adjacent heritage buildings regarding size and disposition of openings, bulk, scale and articulation. The choice of materials and construction (brick, solid plaster) implies quality.

(iii) Construction materials and detailing, including the proposed colour scheme;

Comment: The Queen Street element of the apartment building, and walls above ground floor, are plastered and painted in keeping with the original Queen Street facade. These plastered walls are shown with a simple cornice detail, in recognition of the cornice of the heritage façade.

Behind the façade, the existing building is a concrete frame with red brick infill panels. Red brick is proposed to be used on the ground floor of the apartment building and full height to the stairs, making a connection to the heritage of the site and providing a visual distinction between new and old along Queen Street.

The colour scheme provided uses colours from the BS5252 range; a neutral cream for plastered wall elements with accent colours defining the entrance lobbies and slate grey tones for the balconies and balustrades. This colour scheme is complemented by the unpainted red brick elements.

(iv) Whether the proposed development is sympathetic to the historical subdivision patterns of the area;

Comment: Mixed use development incorporating medium density housing is a new activity in the CBD.

However, the scale, bulk and location of the new building respects the historic grain of the CBD.

(v) Whether any significant existing building features would be removed, obscured or otherwise compromised;

Comment: The proposal involves demolition of a heritage listed building, with only part of the 1925 façade retained. In particular the proposal will result in the loss of the arched concrete frames, exposed brick infill panels, the curved steel trusses and the interior volume created by them. Demolition of a heritage building is not a desirable outcome and the effects on the heritage listed building are clearly more than minor. For a discussion of mitigating factors, see following sections.

(vi) Design elements such as parapets, roofs, verandas, roofs, walls, columns, windows, shop fronts and decorative elements; and

Comment: The shallow-pitched roof form is appropriately concealed behind a low parapet. The parapet is shown as having a simple cornice in keeping with detailing of adjacent heritage buildings.

The Queen St facade does not have a veranda, although the commercial tenancy is shown with window canopies. This is deemed to be an appropriate design solution.

Articulation of the east (park), south and west (car parking) facades is achieved by the location and proportions of openings and provision of balconies.

The size and disposition of openings and relationship between windows and wall areas is sympathetic to the adjacent heritage buildings.

Decorative elements (eg balcony screens and balustrades) are simple and contemporary in style.

(vii) Location and design of signage, services access and storage arrangements and visible building services such as air conditioning and utility access points.

Comment: Rubbish and storage provision, as well as apartment car parking, are located within the building envelope at ground floor level, screened from view. Information on signage and building services has not been sighted. There is a requirement for onsite stormwater detention; location and provisions have not been sighted.

(e) Avoiding, remedying or mitigating any adverse effects associated with the scale and bulk of the buildings through the use of colour finishes (generally natural and recessive colours).

Comment: the proposed colours and use of natural brick cladding elements, together with the articulation achieved by placement of balconies and window openings, will assist to mitigate any adverse effects

associated with the scale and bulk of the building. Further to this, the scale and bulk of the apartment building is comparable to that of the existing Farmers/IMS building (1929).

7.3.7.2N: external additions and alterations (including demolition ...)

to existing buildings located in the central character precinct of the central commercial zone

(a) The extent to which any proposed work is generally compatible with or is a well-designed contrast to the existing building style of surrounding buildings. Consideration should be given to form, building materials, building design, glazing and openings for example;

Comment: the building form of the 1934 alteration and addition, and the bulk and form of the building itself is lost. However, retention and strengthening of the major portion of the original façade maintains the heritage character of Queen Street. The 'ghost frame' and associated screen, representing the 6m barrel vault, references the original, asymmetrical 1925 building form. The location and articulation of the new apartment building -including the setback at the junction with the retained facade- creates a clear differentiation between old and new, while respecting the bulk, scale, form and materiality of the surrounding heritage buildings.

(b) Whether the activity promotes good urban design principles for human interaction between public and private land and between existing and proposed pedestrian areas;

Comment: The project establishes a 740m² public open space located directly behind the retained heritage façade, creating "an 'urban sanctuary' in a city block that is currently dominated by paving and built structures, with little, or no soft landscaping" (Stuart, Rachel, 2022). This park is accessed from Queen Street West through repurposed openings in the façade and from Heretaunga Street by the new laneway; providing a direct visual and physical mid-block connection between Queen and Heretaunga Streets.

The location of apartment windows and balconies is consistent with Crime Prevention Through Environmental Design (CPTED) principles, permitting screened oversight of the new public park. Oversight is further enhanced by the inclusion of commercial tenancies at ground level.

(c) Whether the proposal is consistent with the desired environmental outcomes sought for buildings located within the Central Character Precinct;

Comment: Demolition of a heritage building is not a desirable outcome. However the strengthening and retention of the façade, incorporation of some original steel barrel vault trusses and introduction of decorative elements which reference the heritage story of the building, enable the heritage of the building and its occupancies to be recognised and celebrated. Development of the site into an urban park is a response to several plans and strategies adopted by HDC, including the Urban Design Strategy (2010), City Centre Strategy (2013) and City Centre Urban Spaces Revitalisation Plan (2019), allowing public access and improved connectivity between Queen and Heretaunga Streets.

(d) The extent to which any removal or demolition of a building affects the existing streetscape or destroys a building of architectural or historical significance;

Comment: Because the facade is retained and strengthened, the impact of demolition on the streetscape is minor. The proposed apartment building on the western portion of the site serves to 'bookend' the Hawkes Bay Farmers' Garage. However, the building itself has social, historical, architectural and technological heritage significance, as recognised in the Heritage Inventory and by its heritage listing. This heritage should be recognised and celebrated in the design elements of the park and by the inclusion of interpretative information.

(e) The significance of the age of the building and architectural style, era or period to which the existing building belongs;

Comment: having survived the 1931 earthquake, the façade is a relatively rare example of ‘Edwardian commercial’ architecture. The 1934 addition generally repeated the style and construction of the 1925 original, but is set back from the street frontage with a lean-to roof; this part of the façade has been significantly altered and is of lesser significance.

(f) Whether the building is identified as being part of a significant group of buildings, including the significance of the age of the surrounding buildings and the architectural style, era or period to which the surrounding buildings belong;

Comment: The building is not identified as being part of a significant group of buildings. It has a historic connection with the Farmers/IMS building on the adjacent site (corner of Queen and Market Streets), although it is of a different architectural style and considerably more modest in scale. The buildings to the west along Queen Street are single storey Art Deco style, not listed in the Heritage inventory. No heritage connection is noted with buildings on the opposite side of Queen Street.

(g) Whether the proposed work is visible from any public road, public parking space or whether the portion of the building affected is considered a physical landmark;

Comment: The curved form of the Farmers Co-op building can be considered a ‘landmark’ in Queen Street, especially since the recent removal of advertising hoardings has revealed the original fenestration and the facade has been repainted. Retention and strengthening of the façade will support the heritage character of the street.

The proposed work will be visible from Queen Street, from the new laneway in Heretaunga Street and from the new apartment building and mid-block parking area. The greater transparency to be created will signal the presence of the new cross-block connection.

(h) The extent to which any proposed work:

(1) uses similar materials and is of a generally compatible design to the existing building or is a well-designed contrast to the existing building style,

Comment: One large and 5 smaller steel barrel-vault trusses are proposed to be reincorporated in the development, maintaining their current orientation but in new locations. Materiality within the park (brick perimeter walls, planters, paving) is designed to reflect and reuse existing materials. Design of the security screens to the Queen Street openings will reflect the motor trade heritage of the site. The addition of the ‘ghost’ structure and its associated decorative panels reflects the scale, proportion and asymmetry of the original 1925 building.

and (2) the extent to which the proposed work adversely affects the existing character of the precinct as a whole and what measures have been taken to avoid, remedy or mitigate any potential adverse effects.

Comment: Demolition of a heritage building is not a desirable outcome. However retention and strengthening of the façade will support the heritage character of the streetscape. Potential adverse effects are deemed to be mitigated by:

- the strengthening and retention of the façade,
- strengthening designed to correspond to the existing structural rhythm and have minimal visual impact on the facade
- creation of a separate title for the façade to remain in HDC ownership and facilitate future maintenance
- incorporation of a number of original steel barrel vault trusses into the park
- introduction of decorative elements which reference the heritage story of the building

- re-use of demolition materials (bricks) into park elements
- enabling the heritage of the building and its occupancies to be recognised and commemorated
- development of an urban park, providing social and physical benefits to citizens
- development of pedestrian and visual access between Queen and Heretaunga Streets
- development of inner city medium density living, with associated benefits of 24/7 occupancy

A further mitigation would be inclusion of interpretative material relating to the architectural and social history of the site.

Specific regard will be given to all of the following in assessing both points (1) and (2) above:

(i) Location and form of new construction relative to the existing building in terms of scale, balance and proportion;

Comment: A new steel frame to the west of the strengthened façade represents the portion of 1925 building which was demolished as part of alteration work in 1934, and replicates the original asymmetry of the building. The new building is set back at the location of this 'ghost' frame, ensuring the heritage façade retains its significance in the streetscape and providing a sense of vertical volume which references the scale and dimension of the interior spaces of the original building.

Inclusion of one 16m barrel vault truss behind the retained façade allows interpretation of the original building form. Layout of the park allows for a direct route through, while the placement of the group of smaller trusses within the park creates a space to pause, provides a sense of enclosure and references the original roof forms. The perimeter brick wall of the park maps the original wall location.

(ii) Architectural style and quality of new construction;

Comment: new construction is detailed to reference the original details and materials, without overtly replicating heritage details. The 'ghost' frame respects significant heritage principles (Galloway, 2012) including:

- Distinguish new work by creating a visual break between old and new
- Ensure that new work does not dominate adjacent heritage buildings
- Do not create 'fake' heritage fabric or details (for example recreating the façade to copy the 1925 building).

Assessment with regards to Heritage Criteria identified in the District Plan

The specific heritage criteria (Table 18.1.6A Clause 7) relate only to Category 1 buildings (which the subject buildings are not), but are nevertheless discussed briefly below:

7. Demolition (including partial demolition)

(a) Whether the demolition or partial demolition of any building identified as Category 1 would compromise:

- *The integrity of the surrounding area*
- *The integrity of a historic area*
- *The value of the District's historic heritage*

Comment: The 1925 street façade of the building is retained, maintaining the integrity of the streetscape as a whole. However, while demolition of the remainder of the building does not adversely affect the streetscape, the effects of demolition on the heritage value of the building are more than minor. In particular the loss of the arched concrete frame, exposed brick infill panels, the curved steel trusses and the interior volume created by them, and the social and cultural history associated with the building, its uses and occupants.

(b) Whether adaptive re-use has been adequately considered as an alternative to demolition, and the economic and social benefits to the owner and the wider public through retention of Heritage Items.

Comment: Options for adaptive reuse were considered by the Applicant during the concept design; however, the implications of required structural strengthening were deemed to significantly compromise both the integrity of the building and the relevance of possible alternative uses. The site itself is given a new use by creating a public green space and pedestrian link and visual connection to Heretaunga Street, providing social benefit to users of the site both for access and opportunities to pause and relax in a green space within the urban fabric.

(c) Whether the building in its current state poses a safety risk, including loss of life, in the event of an earthquake, and safety alterations are not an option.

Comment: The building has been identified as an earthquake risk (<34% NBS). The engineering report states: strengthening and re-use of this building would be very expensive, and would require a very high level of structural intervention in the building, to the extent where the heritage values of the building will be significantly compromised (Devine, 2020)

Seismic strengthening, even to achieve 67%NBS, was found to require significant structural interventions which would compromise the internal volume and spatial qualities.

(d) Where the retention of the façade only is proposed, the extent to which the heritage value of the remainder of the building has already been compromised to the extent that demolition is the only viable option, and the impacts of this on the heritage fabric of the District.

Comment: The whole of the building, excluding the 1925 street façade will be demolished. One large and 5 smaller steel barrel-vault trusses are proposed to be reincorporated in the development, maintaining their current orientation but in new locations. While aspects of the building interior have already been compromised through alterations and insertion of suspended ceilings and partition walls, the effects of demolition on the heritage value of the building are more than minor. In particular, the loss of the arched concrete frame, exposed brick infill panels, the curved steel trusses and the interior volume created by them. This impact is considered to be significantly mitigated by the overall benefits of the development; including the introduction of inner city living, development of new public open space, creation of the pedestrian laneway, and inclusion of heritage interpretation (social, historic and artistic) and information.

(e) Where the demolition of the façade is proposed, and the remainder of the building retained....

Comment: Not applicable

(f) Whether the site has been identified as a potential Archaeological site....

Comment: Not applicable

Heritage New Zealand recommendations

With regard to the Heritage New Zealand Information Sheet 14, Checklist for Façade Retention of Buildings, it is the view of this report that the proposal satisfies all recommendations where a building is to be demolished. In particular, the setback of the new building and inclusion of a 'ghost' frame echoing the original 1925 façade, relate to the scale and dimensions of the original building.

In terms of information Sheet 17 (Historic Areas), the proposal is not consistent with the recommendations to avoid affecting the heritage significance integrity and condition of the historic area, including any significant components or building fabric. However, the demolition is associated with planning of a replacement structure designed sympathetically to the significance and character of the area, and does not create a vacant site.

ICOMOS Guidelines

Based on the ICOMOS ranking guidelines, The Former Hawke's Bay Farmers' Co-operative Garage is a place of Medium heritage value.

The magnitude of impact on the setting is assessed as moderate (the setting is significantly modified, including the technological and historical values) and the significance of impact is moderate. This impact is mitigated by:

- the overall benefits of the development; including the introduction of inner city living, development of new public open space and creation of the pedestrian laneway
- the provision of interpretive material recounting the architectural and social history of the site, particularly as this information is not currently readily accessible to the public.
- the scale, bulk, articulation and materiality of the proposed apartment building is designed to respect the heritage character of the streetscape and the retained façade

The magnitude of impact on the building elements is assessed as major (change to key historic building elements, such that the resource is totally altered) and the significance of impact is moderate to large. (For example the roof forms and enclosed spatial qualities are lost.) This impact is somewhat mitigated by:

- the heritage façade of 206 Queen St is retained and structurally strengthened in a manner which minimises visual intrusion,
- the 'ghost' frame, which reflects the original 1925 façade
- a number of original steel barrel vault trusses are incorporated in the park design.

DETAILED ASSESSMENT: 223 HERETAUNGA STREET WEST

District Plan Criteria

The assessment criteria under Chapter 7.3 deemed relevant to this proposal are discussed below.

7.3.7.2N: external additions and alterations (including demolition ...)

to existing buildings located in the central character precinct of the central commercial zone

(a) The extent to which any proposed work is generally compatible with or is a well-designed contrast to the existing building style of surrounding buildings. Consideration should be given to form, building materials, building design, glazing and openings for example;

Comment: The street façade of the building is retained, maintaining the integrity of the streetscape as a whole. Demolition of the building interior and service buildings to the rear of the site do not adversely affect the heritage integrity of the streetscape.

Replacing the existing solid veranda with a glazed canopy aligned with the adjacent verandas, reveals the band of clerestory glazing above, allows the Art Deco and Mayan decorative motifs to be more easily viewed and signals the location of the new laneway.

Retention of the structural frame (concrete beams and corbeled columns) accentuates the linear nature of the new pedestrian axis and creates a colonnaded walkway through to the public park space beyond.

(b) Whether the activity promotes good urban design principles for human interaction between public and private land and between existing and proposed pedestrian areas;

Comment: the proposed laneway provides a direct visual and physical mid-block connection between Heretaunga and Queen Streets and creates opportunities for connectivity to adjacent buildings

through considered formation of new openings. The following laneway attributes are mentioned in the Revitalisation Plan (Stuart, Rachel, 2022) para 2.6

- located in the middle of blocks
- clearly signalled from the street and easy to find
- provide clear sightlines along their length
- open to the sky for daylighting, and well-lit at night
- feel safe, have some activity along their edges
- be at least 3.5m wide
- utilise high quality design and materials

This report considers the proposal meets the urban design principles above.

(c) Whether the proposal is consistent with the desired environmental outcomes sought for buildings located within the Central Character Precinct;

Comment: the proposal is a response to several plans and strategies adopted by HDC, including the Urban Design Strategy (2010), City Centre Strategy (2013) and especially the City Centre Urban Spaces Revitalisation Plan (2019).

(d) The extent to which any removal or demolition of a building affects the existing streetscape or destroys a building of architectural or historical significance;

Comment: The building does not have distinctive architectural or historical significance in itself. However it makes an important contribution to the heritage character of Heretaunga Street. Partial demolition of the building behind the street façade will have a more than minor effect on the building itself, but a less than minor effect on the existing streetscape, by altering the transparency of the façade.

(e) The significance of the age of the building and architectural style, era or period to which the existing building belongs;

Comment: The post-earthquake rebuilding defines the heritage character of much of Hastings' CBD. The subject building was 'reconditioned' after the 1931 earthquake, in the Art Deco style which characterises that period. The Art Deco attributes are present in the façade and corbelled beam/column structure, which are retained.

(f) Whether the building is identified as being part of a significant group of buildings, including the significance of the age of the surrounding buildings and the architectural style, era or period to which the surrounding buildings belong;

Comment: 223 Heretaunga Street is not a listed Heritage item. However it is identified in the Heritage Inventory as 'Building 1 of Commercial Group #4', a group of post-earthquake buildings which "have architectural value for their matching scale and compatible Art Deco features. ... and they combine to make an interesting ensemble." (Cochran, 2005), Item 64 page 2. The buildings are also recognised for the historic value deriving from the long succession of retail businesses which have occupied them. Retention of the facade and structural frame, together with the new glazed canopy, assist in preservation of the streetscape while also signalling the location of the new laneway.

(g) Whether the proposed work is visible from any public road, public parking space or whether the portion of the building affected is considered a physical landmark;

Comment: the visual impact of the proposed alterations will be apparent from the street, from the new park on Queen Street and from the mid-block parking space. The greater transparency to be created will signal the presence of the new laneway and the cross-block linkage. The building itself is not considered a 'landmark'.

(h) The extent to which any proposed work:

(1) uses similar materials and is of a generally compatible design to the existing building or is a well-designed contrast to the existing building style, and

Comment: the design narrative of the laneway expresses waireporepo -wetland environments- the artistic representation of endemic wetland flora and fauna through Māori art forms; kōwhaiwhai, tukutuku, taniko (corresponding to the Art Deco and Mayan motifs present on the building) and waka themes.

(2) the extent to which the proposed work adversely affects the existing character of the precinct as a whole and what measures have been taken to avoid, remedy or mitigate any potential adverse effects.

Comment: Potentially adverse effects of the proposed change to the character of the precinct are considered to be less than minor.

Specific regard will be given to all of the following in assessing both points (1) and (2) above:

(i) Location and form of new construction relative to the existing building in terms of scale, balance and proportion;

Comment: Existing solid veranda is replaced by a glazed canopy to showcase the retained Art Deco facade above and create an entry point for the new laneway. The projection and height of the new canopy match that of the original, maintaining the heritage values of the streetscape. A semi-transparent veranda fascia reflects materials and design motifs used elsewhere in the project and continues the consistent veranda line of the heritage streetscape.

(ii) Architectural style and quality of new construction;

Comment: see (i) above.

Assessment with regards to Heritage Criteria identified in the District Plan

The specific heritage criteria (Table 18.1.6A Clause 7) relate only to Category 1 buildings (which the subject buildings are not), but are nevertheless discussed briefly below:

7. Demolition (including partial demolition)

(a) Whether the demolition or partial demolition of any building identified as Category 1 would compromise:

- *The integrity of the surrounding area*
- *The integrity of a historic area*
- *The value of the District's historic heritage*

Comment: The street façade of the building is retained, maintaining the integrity of the streetscape as a whole. Demolition of the building interior and service buildings to the rear of the site do not adversely affect the heritage integrity of the streetscape.

(b) Whether adaptive re-use has been adequately considered as an alternative to demolition, and the economic and social benefits to the owner and the wider public through retention of Heritage Items.

Comment: The development of a pedestrian laneway through the shell of the building is an adaptive reuse, providing a pedestrian and visual connection link to Queen Street.

(c) Whether the building in its current state poses a safety risk, including loss of life, in the event of an earthquake, and safety alterations are not an option.

Comment: The building has been classified as Earthquake Prone.

(d) Where the retention of the façade only is proposed, the extent to which the heritage value of the remainder of the building has already been compromised to the extent that demolition is the only viable option, and the impacts of this on the heritage fabric of the District.

Comment: the street façade and major structural elements (beams and columns) will be retained but the remaining building will be demolished. The effects of this on the heritage value of the building are more than minor; however, the retained elements support the character of the street and the effect on the heritage value of the streetscape as a whole is deemed minor.

(e) Where the demolition of the façade is proposed, and the remainder of the building retained....

Comment: Not applicable

(f) Whether the site has been identified as a potential Archaeological site...

Comment: Not applicable

Heritage New Zealand recommendations

With regard to the Heritage New Zealand Information Sheet 14, Checklist for Façade Retention of Buildings, it is the view of this report that the proposal satisfies all recommendations where a building is to be partially demolished, with the exception of the recommendation that modifications to ground floor should reflect the original fenestration where possible. The proposal involves removal of the current shopfront (which is not original), to create the pedestrian laneway.

In terms of information Sheet 17 (Historic Areas), the proposal is not consistent with the recommendations to avoid affecting any significant components or building fabric. Removal of the roof and shopfront alters the manner in which the building contributes to the heritage streetscape. However, the proposed new veranda fascia maintains the consistent veranda line of the streetscape. The heritage significance, integrity and condition of the historic area is not adversely affected by the changes to the building.

ICOMOS Guidelines

Based on the ICOMOS ranking guidelines, 223 Heretaunga Street is a place of Low heritage value.

The magnitude of impact on the setting is assessed as minor (Change to setting of an historic building, such that it is noticeably changed) and the significance of impact is slight because:

- projection and height of the new canopy match that of the original, maintaining the heritage values of the streetscape and continuing the consistent veranda line
- glazed canopy signals the presence of the new laneway and the cross-block linkage
- the design narrative of the laneway expresses the pre-European heritage of the setting (this information is not currently readily accessible to the public)
- overall benefits of the development; including the creation of the pedestrian laneway, introduction of inner city living and development of new public open space.

The magnitude of impact on the building elements is assessed as moderate (changes to many key historic building elements, such that the resource is significantly modified). The roof and enclosed spatial qualities are lost, the shopfront (not original) is removed and the storage buildings to the rear are demolished. This impact is somewhat mitigated by:

- the heritage façade of the building is retained and the glazed canopy showcases the Art Deco facade above veranda level (not easily seen at present)
- retention of the structural frame (concrete beams and corbeled columns) maintains the structural rhythm of the building, creating a colonnaded walkway through to the public park space beyond
- the overall benefits of the development; including the creation of the pedestrian laneway, introduction of inner city living and development of new public open space.

CONCLUSION

The proposed redevelopment of 206 Queen Street West and 223 Heretaunga Street West will involve considerable demolition, with the exception of the remaining 1925 portion of the façade 206 Queen Street and the façade and structural frame of 223 Heretaunga Street, which are retained and incorporated into new public spaces. A number of structural steel trusses are proposed to be reincorporated into the park design, and recycled bricks used in planter construction.

The primary effects to be considered are the contribution of the existing buildings in the context of the streetscape, the effects on the heritage fabric of the buildings themselves and the contribution of the proposed new work to the streetscape and amenity of the area.

Preservation of a heritage façade while demolishing the original building is not generally considered a preferred heritage outcome. However, preserving the façade of the Hawkes Bay Farmers' Co-op Garage maintains the visual continuity of the streetscape, which in turn is enhanced by the proposed new mixed-use building on the site. (It is noted that the Hawkes Bay Farmers' Co-op building contributes significantly to the heritage value of the streetscape through its form, materiality and scale, but is subsidiary to the adjacent Hawke's Bay Farmers Building in terms of scale, bulk and form, quality of design and construction, and also in its historic function.) Preserving and refurbishing the façade also retains a rare Edwardian Commercial street frontage.

The proposed building -mixed use development incorporating medium density housing- is a new activity in the CBD. However, the building height, bulk, scale, size and disposition of openings and articulation of building form respect the historic grain of the CBD and reflect the nearby Farmers/IMS building, creating a consistent urban setting for the heritage façade, which is essentially 'bracketed' by the two taller buildings (existing Farmers/IMS and new apartment building).

Preserving the façade of 223 Heretaunga Street maintains the visual continuity of the streetscape, while retention of the structural frame (concrete beams and corbeled columns) accentuates the linear nature of the new pedestrian axis and creates a colonnaded walkway through to the public park space beyond.

While the effects of the proposal on the Hawkes Bay Farmers' Co-operative Garage building itself are clearly more than minor, these effects are deemed to be mitigated to varying degrees by:

- the strengthening and retention of the façade,
- strengthening designed to correspond to the existing structural rhythm and have minimal visual impact on the facade
- the 'ghost' frame, which reflects the original 1925 façade
- creation of a separate title for the façade to remain in HDC ownership and facilitate future maintenance
- development of an urban park, providing social and physical benefits to citizens
- development of pedestrian and visual access between Queen and Heretaunga Streets
- incorporation of a number of original steel barrel vault trusses into the park
- introduction of decorative elements which reference the heritage story of the building
- re-use of demolition materials (bricks) into park elements
- enabling the heritage of the building and its occupancies to be recognised and celebrated
- development of inner city medium density living, with associated benefits of 24/7 occupancy

- architectural style of the new building is contemporary but respects the character of adjacent heritage buildings regarding: size and disposition of openings, bulk, scale and articulation, building materials.
- new building is differentiated from the retained façade by the 6m wide setback, and a slightly higher parapet level
- fenestration, cornice, bulk, scale, proportion of window/wall of the new building reflect the neighbouring IMS Building (Former Hawkes Bay Farmers' Building 1929), providing a consistent urban setting for the heritage façade.

Likewise, the effects of the proposal on 223 Heretaunga Street are also more than minor. These effects are deemed to be mitigated by:

- the reduction of earthquake risk
- the heritage value of the streetscape is maintained
- public amenity created by the cross-block connection
- opportunity to express cultural and historic themes.

Clearly, partial demolition -of the Hawkes Bay Farmers' Co-operative Garage building in particular- represents a loss of heritage amenity in the Central Character Precinct and does not comply with the intent of Heritage New Zealand information sheets 14 and 17. However, given the significant base cost of the essential seismic upgrading of the buildings, the impact on heritage values and limitations on spatial amenity which would result from the combination of structural interventions with the existing structural grid and the need for prioritisation of resources, full retention and re-purposing of the buildings was not a feasible option. Façade retention maintains the heritage character of the streetscapes and the new building is 'designed in a manner that is sympathetic to the significance and character of the area', while the introduction of inner-city living and urban greenspace enhances the vitality, public safety and amenity of the area.

In balance, the positive effects of the proposal are considered to outweigh the negative impacts of the loss of heritage fabric.

RECOMMENDATIONS

The report makes the following recommendations:



A photographic record should be made of the Hawkes Bay Farmers' Co-operative Garage building before work begins, with copies retained on the HDC file. In particular, the steel barrel vault trusses, curved roof form, exposed concrete structural frame, brick infill panels, fuel inlet valves and evidence of former service pits etc (visible in the floor slab), evidence of former mezzanine floor (as indicated by plans and column remnants), roof ventilators and the expressed beam-and-column structure.

Likewise for 223 Heretaunga Street (including the brick extension of 1928).

Photos should include close-up details, showing scale (similar to the example shown to left).

- Strengthening of the retained façade be designed to correspond to the existing structural rhythm and have minimal visual impact on the façade. Members at parapet level should follow the curved form of the parapet. Final details subject to approval.
- Design of the 'ghost' frame reflects the original 1925 façade. Horizontal elements to align with original parapet and mid-floor structural frame. Final details subject to approval, including: member dimensions; detail of junctions and connections; detail design of screen elements.
- Architectural style of the new building is contemporary but respects the character of adjacent heritage buildings regarding: size and disposition of openings, bulk, scale and articulation, building materials, depth of window reveals, width of columns.
- Plastered walls of the new apartment building to have a simple cornice in keeping with detailing of adjacent heritage buildings (ie not simply a metal cap flashing).
- Brick cladding elements to be unpainted.
- The new building is differentiated from the retained façade by a 6m wide setback.
- Final installation details of re-used trusses subject to approval, including: dimensions of new members (eg posts and beams), detail of junctions and connections.
- Interpretative material relating to the architectural and social history of the site be incorporated into the design of the new park, including the design rationale for the 'ghost' frame. (The purpose of this frame, and its asymmetry, may seem unusual to contemporary viewers.)
- Paving pattern representative of the traditional pre-1867 footpaths through the wetlands, as opposed to an orthogonal design.
- New glazed canopy to 223 Heretaunga Street to align with the veranda height of adjacent buildings and match the projection of the existing veranda. Support frame to fit within the depth of the existing veranda fascia; new fascia to reflect materials and design motifs of the project (see Fig 15).

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Author

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APPENDICES

Appendix A: 1934 plan

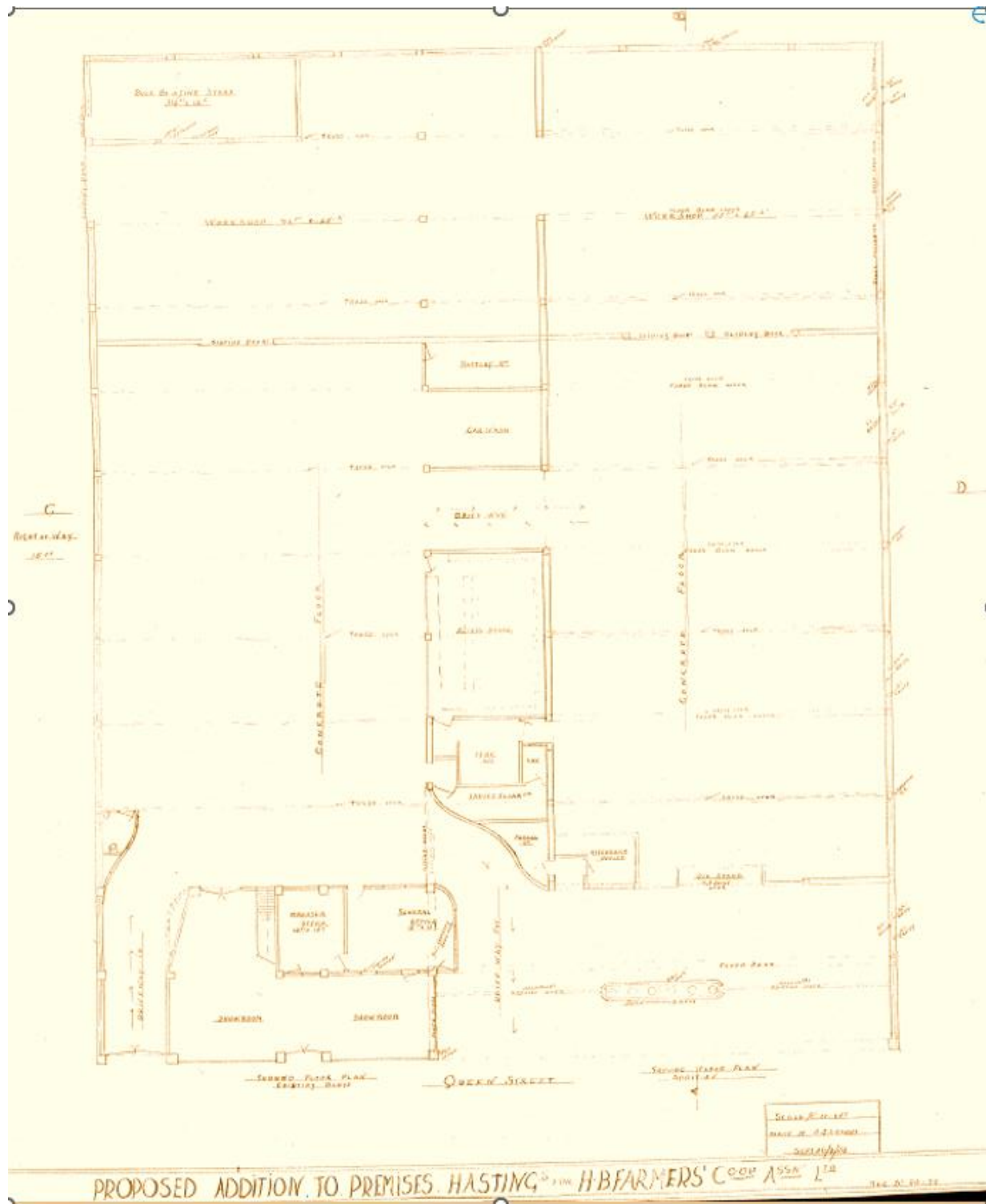
Appendix B: 'Heretaunga & Environs Prior to 1867'

Appendix C: Heritage Elements in Redevelopment

Appendix D: Engineers report

Appendix E: HNZPT Information Sheet 14: Checklist for Façade Retention of Buildings and Information Sheet 17: Assessing Impacts on Historic Areas

Appendix F: History report (Michael Fowler)



Appendix A: 1934 plan (source HDC property file)

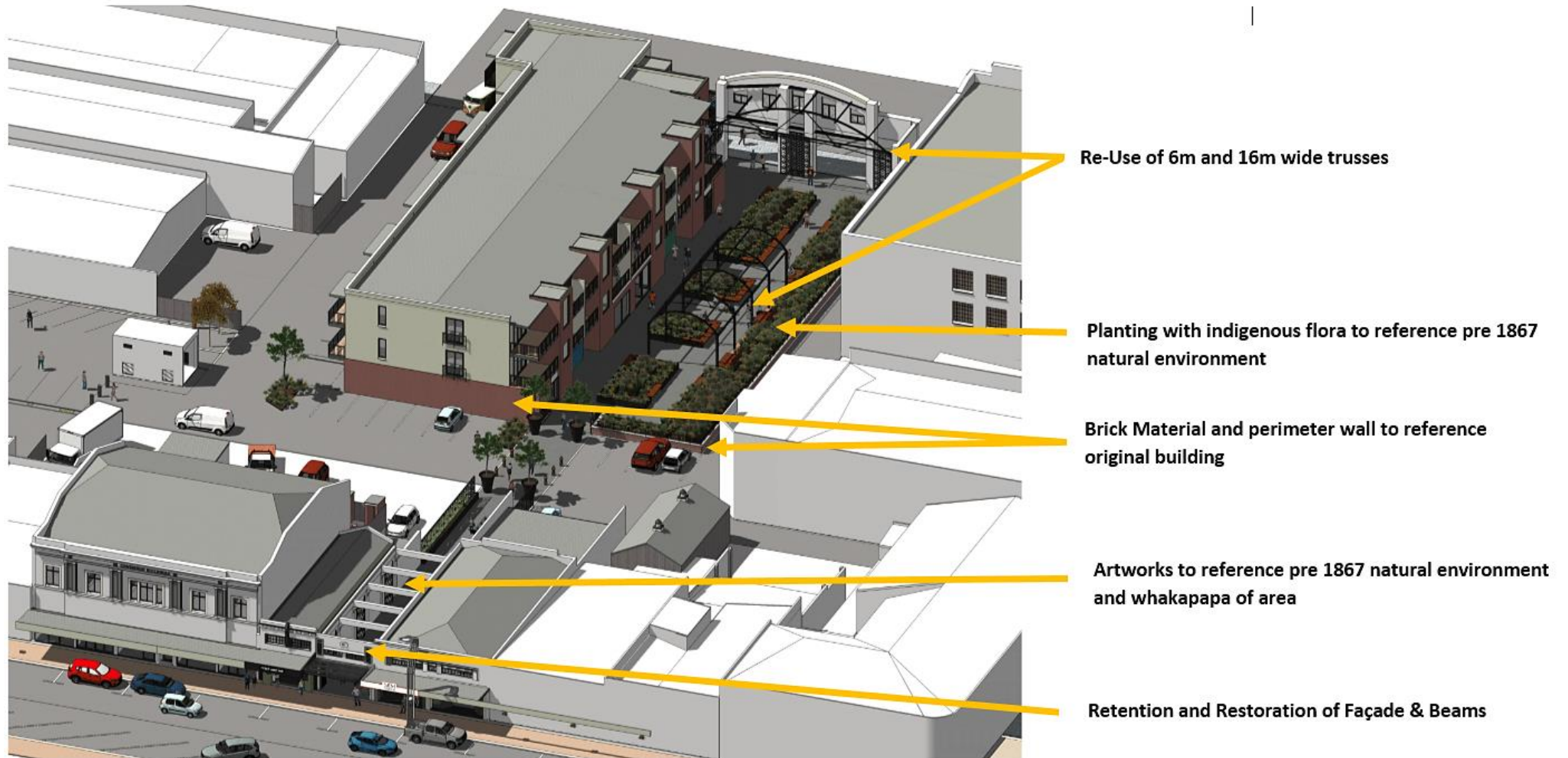


Appendix B: 'Heretaunga & Environs Prior to 1867': HE Phillips 1947 (source National Library of NZ. NZAM-C/286-F)

NOTE: HE Phillips was a Hastings architect, responsible for the post-earthquake (re)design of 223 and 219 Heretaunga Streets.

Appendix C: Heritage Elements in Redevelopment

Heritage Elements in Redevelopment





Cornice detailing

Window configuration to reference IMS building

Memory of original wing (1925)

Restoration of Building Facade

Structural Appraisal – Strata Group

Preliminary Engineering Assessment Technical Summary.

Building Information	
Building name / description	Ex Farmers Co-Op & Briscoes Building
Street address	206 Queen St West, Hastings
Territorial authority	Hastings City Council
No. of storeys	1-2+ story warehouse with front section having a mezzanine floor. This was historically removed.
Year of design (approx.)	Original building Approx. 1924. Significant post 1931 earthquake additions and renovations. This document covers the original 1924 building with the post 1931 buildings considered similar.
NZ Standard designed to	Not Known
Structural System including Foundations	<p>Basic Structural systems:-</p> <p><i>Transverse stability-</i> A steel truss curved roof on a mixture of URM walls and cantilever concrete columns and beams. Transverse stability Mechanism is unreliable.</p> <p><i>Longitudinal stability</i> – North elevation consists of a concrete column/beam cantilever frame. The south wall consists of a mixture of concrete cantilever frame with infill panels and self-supporting URM cavity walls.</p> <p><i>Roof plan bracing</i> – There is no roof bracing system to the steel truss system. The cladding is curved longrun roofing.</p> <p><i>Foundations</i> are assumed as a mixture of concrete tie/cantilever ground beams placed under an original 125 m unreinforced concrete slab. A 60 mm unreinforced topping slab has been placed over the original slab. There is no DPM or granular hardfill under the slab or foundations.</p> <p>Foundations to the Façade are unknown, URM load bearing walls and infill panels may have a mixture of URM and concrete foundations.</p> <p>Further details</p> <p><i>Roof:</i> Steel truss with curved 'railway rail' top chord and steel tension rods for bottom chords and webs. A hung ceiling hangs from the truss system. Curved longrun roofing follows the truss profile. Trusses are supported on a mixture of Un-Reinforced Masonry (URM) brick cavity walls and early concrete frame/capping beam.</p> <p><i>Walls:</i> Concrete frame consisting of columns and beams in some locations with URM infill panels. Some URM walls directly support the roof trusses (south wall) with no concrete frame and out-of-plane restraint. Multiple infilling of historic openings in walls are evident with brick and modern URM. Concrete columns are assumed as cantilevered with a transverse concrete beam under a ground bearing concrete slab.</p> <p>The south wall has an unrestrained URM parapet with internal gutter.</p> <p><i>Rear Façade:</i> 2+ level approx. concrete frame with Brick URM infill panels. The frame is only tied to the outer longitudinal wall concrete frame. Timber purlins only connect the façade walls to the roof and they are not directly fixed. A deep concrete parapet extends above the roof line. It is only restrained at the ends to the longitudinal walls.</p> <p><i>Front Façade:</i> 2+ level approx. concrete frame with Brick URM infill panels. The frame is only tied to the outer longitudinal wall concrete frame. Timber purlins only connect the façade walls to the roof and they are not directly fixed. There is significant window penetrations to this facade with concrete lintels. The lintels are not connected to the main concrete frame. The parapet extends above the roof line and could be concrete or URM.</p>
Key features of ground profile and identified geohazards	<p>Regional geological maps indicate the site is underlain by Holocene river deposits, comprising poorly consolidated alluvial gravel, sand and mud (HB Hazards).</p> <p>A geotechnical investigation By RDCL Hastings found the site to have a High to very High Risk of liquefaction assuming an Importance Level = 2; and minor surface expression of liquefiable material; with free-field vertical settlement in the order of ~120mm;</p> <p>Differential settlement in the order of ~50mm.</p> <p>For the anticipated level of ground deformation, the existing shallow foundations are unlikely to resist displacement so that significant damage to the structure is likely.</p>
Previous strengthening	None Known,

DRAFT

20/11/2020

Building Condition

This 1920-1930's building shows various signs of degradation from minor to severe. The following is a basic summary of building elements with visual poor to average condition.

Condition of notable building elements – 1924 original building.

DRAFT 20/11/2020

	Element	Condition	Reasons
1.	Roof & Cladding	Poor – Cladding requires replacing. Roof is not watertight.	Longrun roofing leaking and external surface is severely corroded. Building paper rotted.
		Poor to Average - Purlins aged and require upgrading.	Purlins water stained in some areas with potential degradation.
		Poor to average - Internal gutters require upgrading.	Internal gutters leaking into building
		Timber Atriums upgraded	Timber aged - Atriums require further inspection. There are signs of water ingress.
2.	Front Facade Canopy (street Canopy)	Poor – requires upgrading. In its current condition it is deemed a hazard. Requires Propping or underneath protection for public.	Not watertight & drainage system may not be effective. Historical upgrades have added additional weight. If the gutters are blocked and the internal area fills up with water the historical structural support system may not be able to support it.
3.	South wall	Poor – Mixture of concrete frame Unreinforced Masonry (URM) brick	Soft brick and mortar (shaded elevation) Severe cracking to concrete beams – some recent cracks. URM Parapet condition questionable and internal gutter leaking.
4.	West Facade (Rear)	Average	Severe cracking to parapet concrete frame connection at south wall
5.	Ground bearing slab	Average	Some water ingress/dampness may occur through slab joints at the south west corner. No DPM or granular hardfill.
6.	Internal concrete	Carbonation damage. To be determined.	Building used as vehicle show room and workshop. Internal Humidity.

Notable Severe Seismic Structural Weaknesses

	Element	Severe Structural Weakness	Potential Hazard
1.	Roof Systems	No longitudinal bracing system to brace seismic roof forces to the walls. No roof bracing to transfer or front east and west Facades roof plane seismic forces to the walls	Upper Façade instability and failure. Racking and crushing of roof and collapse of roof trusses. Heavy atrium elements inadequate support.
2.	Front east façade (street)	Inadequate concrete frame to support the upper façade structure. URM Brick upper façade with large window penetrations and unconnected concrete lintel beams. Unknown Concrete support system to the concrete support structure and lack of tying to the longitudinal walls.	Potential failure of the upper façade and parapet. Potential failure of facade
3.	West façade (rear)	Heavy wall with inadequate concrete frame. Refer to 2. above. Deep Concrete parapet is only connected to the end walls and one connection shows significant cracking. URM brick infill walls inadequate	Potential failure of facade
4.	South wall	Inadequate out of plane concrete columns and URM brick load bearing walls.	Potential failure of the URM load bearing walls and infill panels. Failure of the slender concrete cantilever columns.
5.	South wall Parapet	Unsupported tall concrete parapet	Potential failure of concrete parapet into the building and south accessway.
6.	Front Facade Canopy (street Canopy)	Heavy Canopy has no bracing back to building. Support structure unknown	Collapse of canopy into footpath.
7.	Foundations	Geotechnical investigation confirms High to very High Risk of liquefaction; and Minor surface expression of liquefiable material will occur. Liquefaction induced vertical settlement in the order of ~120mm, assuming Importance Level (IL) 2.	For the anticipated level of ground deformation, the existing shallow foundations are unlikely to resist displacement so that significant damage to the structure is likely and the potential collapse to some areas. The Concrete cantilever column system integrity is susceptible to ground deformation.

Preliminary summary of condition and seismic strength

This 1924 building structure has a number of Severe Structural Weakness that require extensive seismic strengthening to resolve. All major building elements will require new seismic resisting structural systems to fully support them and not rely on any current strength that they currently provide.

The condition of the building is generally noted as poor to average and will contribute to its seismic rating. The Severe Structural Weaknesses tabulated above would each be classified as a Critical Structural Weakness if the building was fully assessed, with the building potentially being categorised as a Very High Earthquake Prone building.

A 2020 geotechnical report confirms that the risk of seismically induced ground deformation and liquefaction will cause significant damage to this building. Any strengthening will require extensive foundation improvement to rehabilitate the building below ground level alone. This may also include complete replacement of the existing unreinforced ground bearing slab. It is worth noting the risk of seismically induced soil deformation will also have to be mitigated for any new build that would be placed on the site.

The roof is in poor condition with cladding and purlin structure requiring replacing and a roof bracing system installed.

The front and rear facades are heavy with high centre of mass and are susceptible to seismically induced failure. The front façade may have reasonable structure to canopy level, but the upper portion is susceptible to structural failure at window and parapet level.

The south wall consists of a mixture of load bearing Unreinforced Masonry and minimal concrete cantilever frame. This wall supports the roof and URM parapet and is questionable in its capacity in conjunction with the instability of the URM parapet. It is understood that this wall was repaired and straightened after the 1931 Earthquake. There is notable cracking to this elevation.

The Street canopy requires immediate attention to prop or provide public protection. It will have limited capacity to resist seismic actions but is also susceptible to gravity loads, due to its condition and lack of maintenance. The actual supporting structure is unknown and the capacity of the tension ties back to the building are unknown.

Despite any historical relevance of this building, future development would require considerable cost to strengthen or replace any structure that is to remain. One would have to carefully consider the worth to having this building completely upgraded. This also includes retaining the façades.

DRAFT

20/11/2020

Peer Review from Jon Devine jwd@spencerholmes.co.nz

Hi Megan

RE: Review of draft report on 206 Queen Street West

On the 11th November 2020 we undertook an inspection of the building at 206 Queen Street West, Hastings, and we have reviewed the draft report on the condition of the building by Richard Openshaw of Strata Group Consulting Engineers (SGL) dated 20 November 2020, and comment as follows.

The building is a single level industrial building from approx. 1920s, constructed of un-reinforced masonry (URM) construction with some reinforced concrete columns and beams within the walls. The front façade is two levels, as there was a mezzanine at this end of the building which has been removed, and the concrete framing of the mezzanine provides some framed support to this front façade. The other three exterior walls are of cantilever construction. There is no cross bracing to the roof to provide any kind of diaphragm to distribute load through the building to support the walls out of plane.

The roof framing has a unusual “bow” type truss using railway irons as the curved top chord, and steel rod to form the bottom tension chord, and some diagonals. There are three bays of this roof truss, with the outside two being substantial spans and the middle span being significantly smaller. Whilst this truss style is unusual, it is not unique, with numerous examples of it throughout New Zealand from around that time.

The condition of the building is very poor. The roof and internal gutters appear to be leaking, and the ground floor slab does not appear to be waterproofed. The URM walls show the mortar is eroded in areas, and there are a number of significant cracks to the side and rear walls.

The building would be considered to be an earthquake prone building, in that the seismic strength of the building would be significantly less than 34% NBS (new building standard).

We agree with the report provided by SGL, in that strengthening and re-use of this building would be very expensive, and would require a very high level of structural intervention in the building, to the extent where the heritage values of the building will be significantly compromised.

We also share the SGL concern about the canopy to the Queen Street façade. This canopy is a significant cantilever from the façade of the building, and whilst there are tension ties to the building, these are original steel work and have a “hook” securing mechanism that is not robust. This connection under any form of vertical seismic acceleration is liable to fail, and we would consider the HDC should consider if the canopy meets the definition of a dangerous building under gravity loading should the drains be blocked and the canopy surface floods with water. We would recommend that this canopy be propped or some form of protection be provided to pedestrians on the footpath below.

Should you have any questions, please do not hesitate to contact the undersigned.

Regards

Jon Devine

Director

SpencerHolmes Limited



New Zealand
Historic Places Trust *Pouhere Taonga*

Sustainable Management of Historic Heritage Guidance

Information Sheet 14

Partial demolition of historic buildings

Principles

Best practice conservation principles require the retention of significant heritage buildings and structures in their entirety, including significant external fittings, artwork, interiors, curtilage and associated heritage objects.

Conservation practice acknowledges that later additions to an original building may have acquired significance in their own right.

The partial demolition or removal of significant heritage fabric, including façade retention proposals, is not consistent with best practice conservation principles.

With regard to the partial demolition of any pre-1900 building, the archaeological authority process under the Historic Places Act 1993 may be relevant.

A conservation plan, prepared by a heritage professional, should inform and guide any proposal that involves partial demolition.

Any part of a building or structure that will be demolished should be fully recorded and documented both prior to, and during the partial demolition process.

Checklist for assessing the proposed partial demolition of buildings

- Partial demolition should not be allowed unless it does not adversely affect the significance and integrity of the place.
- The proposed partial demolition should be limited to parts of the building (including interior) that have been identified in a conservation plan or heritage assessment as having no significance, are not contributory to the significance of the heritage place, are intrusive, or where the partial demolition reveals fabric of higher degree of significance.
- The proposed partial demolition should be limited to parts of the building that are beyond physical repair due to fire or other damage.
- Partial demolition should be informed by the concept of greater or total conservation benefit with respect to a large complex group of structures and buildings. It may be that the removal of minor parts of a building may be justified to achieve the conservation of most significant places on the entire site. All other avenues should be explored before

this option is considered (e.g. funding sources) and all decisions must be informed by a conservation plan.

Checklist for Façade Retention of Buildings (if partial demolition of the rear of the building has been allowed or has occurred)

- The new structure (behind the façade if partial demolition has occurred) should not be visible when viewed from principal viewing points identified in an urban design or heritage assessment.
- Where a façade is to be retained it should include at least one room-depth of the original structure to permit an understanding of the relationship between the original exterior and the interior functions.
- The design of the retained façade should retain the original shape, pitch, covering material and decoration of the roof.
- The retained façade should be subject to active repair and maintenance, retaining original elements and detailing.
- Where modifications to the ground floor frontage of the façade are essential to accommodate a new use, the design should harmonise with the rest of the elevation, reflecting in particular the design of any original fenestration. Modifications to the facade above ground floor level should be avoided.
- The floor levels in the new structure should match existing floor levels. Where this is impracticable care should be taken to ensure floors and/or suspended ceilings do not run horizontally across window openings on the retained facade.
- Any façade retention proposal should ensure that window spaces open into interior spaces. Views to the exterior of the new building or the sky should be avoided.
- The scale and dimensions of the interior spaces immediately behind the facade should be the original interiors, fully restored. Where this is not possible, care should be taken to ensure that interior dimensions and lighting visible from the street is of a compatible scale and form.

Source: NZHPT, *Sustainable Management of Historic Heritage Guidance Series*, Discussion Paper No.2, Assessment of Effects on the Historic Environment, 3 August 2007.

The NZHPT welcomes any feedback and comments on this information sheet.

Comments can be provided to information@historic.org.nz. (Attention: Sustainable Heritage Guidance)



Sustainable Management of Historic Heritage Guidance

Information Sheet 17

Assessing Impacts on Historic Areas

Principles

Historic areas may include registered historic areas, conservation areas and character areas and precincts.

In the urban setting, historic areas may involve significant townscapes and streetscapes. Change in these areas and landscapes needs to be carefully managed to preserve heritage values. Demolition, relocation, or inappropriate additions can undermine the collective integrity of historic areas and landscapes.

The construction of new buildings can compromise historic areas. New buildings should be designed in a manner that is sympathetic to the significance and character of the area.

In the rural setting, historic areas may include complex archaeological and cultural sites and historic landscapes associated with extractive industries (i.e. goldmining), pastoral farming, and nature conservation. Rural historic areas are threatened by a range of land use changes in the environment. Transport and land use planning needs careful consideration with protection offered by protective zones and overlays.

Proactive planning for historic areas will require the use of management plans, structure plans and master plans to guide future development and the formulation of any required plan changes.

The significance of the historic area requires adequate research, documentation and explanation. Appropriately skilled professionals such as landscape architects should be engaged to provide expert advice. Any non-contributory buildings that are of minimal heritage value or are invasive should be identified.

The archaeological authority provisions of the Historic Places Act 1993 may be relevant with regard to any earthworks in a historic area.

Maori heritage values associated with any historic area require special consideration. The documentation of these values may require a cultural heritage impact assessment.

The standards for buildings and structures relating to repair and maintenance, alterations and additions, relocation, partial demolition, demolition, surroundings and subdivision outlined in other information sheets in this series may be relevant considerations for assessing changes to a historic area.

Checklist for assessing proposed changes to a historic area

- The proposed activity should be located to avoid any damage to places of significance to Maori, historic sites or archaeological sites.
- The proposed activity should not affect the heritage significance, integrity and condition of the historic area including any significant components or building fabric of heritage value.
- The proposed activity should not affect a building, area, or item that makes a contribution towards the significance of the street, area or landscape.
- The proposed activity should be limited to affecting a building which has been identified as a non-contributory item or is intrusive within a historic area. Any demolition or removal should not create a vacant site and should be associated with the planning of a replacement structure.

Rural Subdivision

- The proposed subdivision should retain or reinforce the existing and dominant historic property boundaries in terms of size and location.
- The proposed subdivision should retain or reinforce the existing consistent rhythm and pattern of buildings, items, and areas.
- The proposed subdivision should respect the historical layout and character of the area in terms of building envelopes, frontages, building sites, roading, materials and colours.
- The proposed subdivision should have positive heritage outcomes, including the protection and conservation of historic places and areas, and the adoption of covenants and management plans.

Acknowledgements

The standards adopted in this information sheet were adapted from Heritage Victoria, Australia, *Guidelines for the Assessment of Heritage Planning Applications*, 2000 and were revised for the New Zealand context by the NZHPT with the assistance of the Ministry for the Environment and heritage consultants: Chris Cochran, Michael Kelly, and Karen Greig.

Source: NZHPT, *Sustainable Management of Historic Heritage Guidance Series*, Discussion Paper No.2, *Assessment of Effects on the Historic Environment*, 3 August 2007.

The NZHPT welcomes any feedback and comments on this information sheet.

Comments can be provided to information@historic.org.nz. (Attention: Sustainable Heritage Guidance)

Appendix F: Hawke's Bay Farmers' Co-op Association Garage (Fowler, 2022)

1.0 Hawke's Bay Farmers' Association

A desire for farmers in Hawke's Bay to share the profits with those who made them led to a proposal to form the Hawke's Bay Farmers' Association in January 1888. Its philosophy was:

The principle upon which this Company is formed is that the shareholders should consist of stockowners, farmers, and others interested in landed estate and its products in Hawke's Bay, whereby a large business would be secured to the Company, and the producer would receive back in the shape of the profits of the Company what is now a heavy deduction from his income paid to other institutions for conducting his business.ⁱ

Charles Bonfield Hoadley began his business of land, stock and station agents in Napier in 1874, and pioneered wool sales in 1880. The sale of Charles's business was proposed to create the new Hawke's Bay Farmers' Association.ⁱⁱ

A prospectus was issued on 1 January 1888;ⁱⁱⁱ however, this company failed to eventuate due to a lack of support. Charles sold his wool, skins, hides and tallow business to Williams & Kettle in April 1888.^{iv}

2.0 Hawke's Bay Farmers' Co-operative Association Limited

1891 brought success, when stock and station agent Mathew Miller led the second attempt to set up a farming cooperative along the same principles as in 1888. The Hawke's Bay Farmers' Co-operative Association Ltd was formed with capital of £100,000 (2021: \$22.3 million).^v

The head office would be in Tennyson Street, Napier.^{vi}

3.0 Motor car history of Queen and Market Streets and the Hawke's Bay Farmers' Co-operative Association Ltd connection

Businesses which introduced motor cars to New Zealand were typically horse-buggy and coach builders.

Alexander Jones came to New Zealand from Scotland to work for Henry Russell in Waipukurau in 1865. He went into business as a coach builder around two years later. In addition he invented and made many agricultural implements.^{vii}

He would be joined in business by his son, William, forming A Jones & Sons. William would establish in April 1896 a branch of the business on the corner of Queen and Market Streets, Hastings.^{viii}

A Jones & Sons was the first business in Hawke's Bay to import a motor vehicle – an Oldsmobile, for J Bernard Chambers of Te Mata in 1902. It was shipped from the Knowles Automobile and Motor Power Company Limited in Australia.^{ix}

The Oldsmobile arrived in November 1902, and William Jones drove it to Te Mata from Hastings. A report of the trip said it was pleasing that the horses they passed were not startled.^x

As the demand increased, A Jones & Sons imported more vehicles, and in 1908 with eight Siddeley vehicles on site it was reported that their "garage now represents an animated appearance and is worthy of inspection".^{xi}

In October 1908, Percy Sampson – possibly a son-in-law of Andrew Jones – purchased the Hastings motor car side of A Jones & Sons, setting up in Market Street.^{xii}

However, this didn't last long, and Davis and Boyd bought out Percy's business in November 1909,^{xiii} shifting in 1915 to a new site in Station Street North (now Russell Street).^{xiv}

A Jones & Sons continued in business as blacksmiths, wheelwrights and engineers on the corner of Queen and Market Streets.^{xv} This part of their business was purchased by Stubbs & Beck in 1910, continuing in the same premises.^{xvi}

3.0 Sale to Hawke's Bay Farmers' Co-operative Association Ltd

A Jones & Sons' property on the corner of Market and Queen Streets was sold in July 1912 to the Hawke's Bay Farmers' Co-operative Association Ltd (HBF).^{xvii} The manufacturing works business carried on by Stubbs & Beck in the building was also purchased, and the two men were employed by HBF.^{xviii}

HBF was well established in Hastings in the 1890s, and in 1899 they built new premises also on a corner of Queen and Market Streets, diagonally across from the site purchased from A Jones & Sons. This new building was said to have the largest floor space in Hastings and was used for seed cleaning, storage for wool, grain and produce, and a grocery.^{xix}

4.0 HBF motor vehicle dealerships

HBF was selling vehicles at least by October 1912, when they had "motor cars" on display at the Hawke's Bay A & P Show.^{xx} They were agents for Overland and Hupmobile and sold from their Napier garage "for Napier, Hastings and Hawke's Bay".^{xxi}

The Buick agency – which would be a prominent model for decades for HBF – was added in 1914, when these motor cars as well as Ariels were displayed at the Hawke's Bay A & P show.^{xxii}

5.0 HBF Garage 206 Queen Street West, 1920s to 1930s

The Council of Fire and Accident Underwriters' Association of New Zealand drew block plans of building footprints in the Hastings central business district, and Block 1 (Market and Queen Streets) was completed in April 1925. This shows that that HBF had a building, part of which was two-storied, on the corner of Market and Queen Streets (the property purchased from A Jones & Sons). This housed a retail store and offices, and a large machinery store.^{xxiii}

Next door on Queen Street West was a large warehouse. The front was occupied by engineer D W Hursthouse, and the back contained an implement store and workshop for HBF. It appears D W Hursthouse had occupied part of the building since 1919.^{xxiv}

Behind the main building was a benzine (petrol) store.^{xxv} At that time benzine came in 4 gallon (18 litres) tins.

In June 1925, HBF revealed plans to build on this site a garage at a cost of £7,800 (\$837,000), to sell and service Buick motor cars.^{xxvi}

An advertisement in July 1926 in the *Hawke's Bay Tribune* announced the "New Home of Buick Cars in Queen Street, Hastings".^{xxvii}

Upon opening their new "Handsome Building" HBF advertised the sale of benzine from bowlers (petrol pumps drawing from large underground tanks) for Big Tree, Voco and Shell. In those days most garages carried a number of brands, unlike today.

The 4 gallon benzine tin cans, which were the most common way to fill a vehicle before bowlers, were quite a hazard in a number of ways. The tins were stored and sold not only in garages, but by country stores, and stock and station agents, such as HBF – which had a storage facility for them before the garage was opened in 1926. It was not uncommon for these storage facilities to catch alight, and the cans also occasionally caught fire while carried around in vehicles. Empty cans were frequently discarded on public roads, which was not only unsightly, but could also startle horses if the sun reflected off the tins.

Shell Oil stated in early 1926 that it was "the desire of the Oil companies to eliminate tins and [their wooden storage] cases".^{xxviii}

The advertisement described the new HBF bowser set up: “The pumps are so arranged to eliminate backing and turning – DRIVE STRAIGHT IN AND OUT.” An early photo of the garage shows a labelled “IN” vehicle entrance and on the other side of the building an “OUT” vehicle exit. This indicates the bowzers were actually inside the building.^{xxix}

In between the entrance and exit were two large showroom windows, with a doorway between them.

By 1929, the HBF Garage was advertising its General Motors dealership connection, with new Buicks and Chevrolets for sale.^{xxx} General Motors was formed in the United States in 1908, at first as a holding company for Buick but later added other brands.^{xxxi} HBF also had second-hand sales of non-General Motors vehicles for sale, such as Ford and Studebaker.^{xxxii}

General Motors, then the largest manufacturer of vehicles in the world, established an assembly plant in Petone, New Zealand, during 1926^{xxxiii} for Chevrolet, Buick, Oldsmobile, Cadillac and Pontiac vehicles. Vauxhall was added in 1931.^{xxxiv} Ford was already doing car assembly in New Zealand, importing in boxes what were known as Completely Knocked Down (CKD) vehicles – premade car chassis, body and engine to be put together in their Wellington or Petone plants. General Motors would import the components “packed to the smallest economical space, and to place them upon ‘efficiency-routed’ conveyors, to be riveted, bolted, and fitted into the machine that runs from the final working stage, painted and polished, ready for the road”.^{xxxv}

Whether or not the new HBF Garage was established in response to General Motors manufacturing in New Zealand – which reduced the cost of importing cars – is not known. HBF, however, advertised that “New Zealand Assembly makes possible Lower Prices on CHEVROLET CARS”.^{xxxvi} The HBF Garage therefore competed on lower cost and high quality for their Chevrolet vehicles. However, Buicks – the top of their product range – were advertised as a premium vehicle.^{xxxvii}

Joining the HBF Garage as an apprentice on 8 April 1930 was 18-year-old Cyril Smith. He met with Ralph Douglass, the garage service manager/foreman, who offered him the job. In notes written for an HBF long-service function, he indicated his work life was not easy during this time and recalls being tormented at work: “How I stayed around during this time I never cease to understand.” With support from his fellow workers, Ray Symons, Terry McKittrick, Jimmy Mills senior, and senior apprentices Allan Roberts, Nick Lane and Nick Fahey, he survived.

Cyril reflected:

Rough as it was, it meant good grounding for the future as a mechanic. Remember these times were during the time of the Great Depression, not many jobs about and very little work, and a tendency for some of the staff to wander off to find something to occupy themselves. Those days you were only paid by the hour, no work, no pay, but eventually we moved back to full employment.^{xxxviii}

6.0 A fire and an opportunity

Since buying out the A Jones & Co building on the corner of Market and Queen Streets in 1912, HBF had used the premises for a grocery and provision store, a boot seller and ironmongery, china and crockery retail and there was the existing engineering and implement workshop.^{xxxix}

On 3 January 1929 a fire broke out at these premises – which were tinder dry, being one of Hastings’ oldest wooden and iron structures. When the fire department arrived the building was still standing and looked as if it could be saved, but before hoses could be deployed, the flames suddenly burst through the roof and destroyed the whole building very quickly.^{xl}

The cans of benzine and oil stored at the grocery, as well as gelignite and detonators, added danger to the situation, but the fire brigade managed at great peril to themselves to remove the gelignite. However, the oils exploded, blowing out the windows and injuring a fireman.^{xli}

The cause of the fire was unknown.^{xlii} Fortunately the HBF Garage was not damaged.^{xliii}

With the old building demolished by fire, plans were made to rebuild – but most controversially the HBG head office, which had been in Napier for almost 40 years, would move to this new building. The idea had been under consideration for many years.^{xliv}

The new three-storey building would be designed by one of New Zealand's eminent architects, Edmund Anscombe from Wellington. It was constructed on earthquake- and fire-resistant principles and opened in September 1930.^{xlv}

7.0 The 1931 Hawke's Bay earthquake

Apprentice Cyril Smith was in the HBF Garage workshop on 3 February 1931 at the time of the 7.8 magnitude 1931 Hawke's Bay earthquake. He recalled in 2006 what happened next:

Firstly it seemed just like an ordinary quake then it started to move up and down, not sideways as they usually did. Seeing staff rushing outside, I decided to follow, and we tried to walk down the side of the garage, but could not, so got down on our hands and knees till the worst was over.^{xlvi}

The earthquake did not overly trouble the new HBF building, and it reopened on 11 February,^{xlvii} but the garage did not escape damage.^{xlviii}

Noted in the insurance report was: "East wall badly cracked. Parapet cracked, can be reinstated."^{xlix} Woodward's Pharmacy, whose building behind the garage on Heretaunga Street West was wrecked, had painted in whitewash on the front of the garage window that they would "Open with complete stocks on Wednesday". It appears that they may have occupied part of the garage temporarily until their new shop opened in May 1931.^l

Cyril Smith reported for work the day after the earthquake, and was put to work driving emergency vehicles and assisting with the clean-up for a week.^{li}

8.0 A building extension

In November 1934 the *Hawke's Bay Tribune* recorded that HBF had been issued a building permit for a garage, bulk store and petrol station at a cost of £3,080 (\$412,000).^{lii} This would be for an extension of the existing garage at 206 Queen Street West. The roof line would be a continuation of the existing garage, with a small arch, followed by a matching arch of the existing building.

Plans of the extension show storage and offices in the middle of the building, and new petrol bowsers placed in an open area (but roofed) at the front of the extension.^{liii} The old bower area would be turned into the parts department.^{liv}

In 1936, Cyril Smith finished his five-year apprenticeship at the garage when service manager Ralph Douglass told him he "had done ok", but would "do just one more year as an improver".^{lv}

Cyril worked at the garage until retiring on 8 April 1971.^{lvi}

9.0 The 1940s and 50s

After emerging from the Great Depression, the world was faced with the calamity of World War II. Many of the staff, including Cyril Smith, served – in his case first to Wigram and then the Solomon Islands in 1944 as air force ground crew. While he was on war service, HBF made up the difference between his work salary and air force pay.^{lvii}

For those joining firms such as HBF after World War II it was the beginning of a golden era for the New Zealand economy, especially farming. There was loyalty between employees and the firm, and employment for life was a given.

In contrast to the difficulties Cyril faced in the 1930s during his apprenticeship, the 1950s intake of David Clark (1952), Peter Kidd (1954) and Peter McNab (1957) reported quite different experiences. Central to this was Cyril himself, who looked after the apprentices, as recalled by Kevin Watkins, who joined the parts department in 1967:

He was like the father of the mechanics, and he took some of these apprentice boys who had some rough edges and smoothed them off and it didn't matter what mischief or what trouble they got into, Cyril was like a dad, and always at their side. Always there to teach them – talking to guys afterwards they would say “We could never have done it without Cyril”. He was such a good guy – even tempered – never saw him lose it – all the apprentices that had Cyril I am sure would say the same that he was incredibly wonderful man and the knowledge he passed onto them.^{lviii}

In addition to the Buick and Chevrolet agencies, Land Rover and Rover were added in the 1950s, later in the decade also English brands Armstrong Siddeley, Simca and Elvis.^{lix}

When demand for wool skyrocketed and its export price tripled overnight due to the 1950 Korean War, when the United States began to stockpile wool in case the conflict worsened, it became a prosperous time for farmers.^{lx} This coincided with HBF Garage receiving Land Rovers, which were snapped up by farmers who were flush with cash.^{lxi}

Apprentice Peter Kidd remembers in the days before car transporters, climbing into a car with four or five other garage employees and driving to Wellington to pick up Land Rovers and drive them back.^{lxii}

The Land Rovers, however, weren't as well suited for New Zealand conditions as they were in England, and needed lots of maintenance – a good money spinner for the garage.^{lxiii} Peter McNab, who started as an apprentice in 1957, recalls Land Rovers were serviced frequently.^{lxiv}

Many clients preferred to deal with one mechanic, such as Sir Andrew Russell and the Fernie family, who only let Roy Small work on their vehicles. Roy, as Peter Kidd remembers, wore a tie while working. His parents, of German descent, anglicised their surname during World War I, to avoid any recriminations. Roy was so fussy he was reluctant to let any apprentices work on his clients' cars.^{lxv}

The garage had five “pits” where cars would be serviced. Timber boards were laid down and the car was driven over it, and then the boards removed. The mechanic would then climb into the pit to work on gearboxes or remove exhausts. Peter McNab recalls there wasn't much room if you were tall, and it was very cold.^{lxvi} In fact the building was cold in general, and to keep warm, the men huddled around a wood fire in a 44 gallon drum.^{lxvii}

In addition to the large workshop area, there was a lube bay – which had hoists to lift cars – a parts department, and a panel shop.^{lxviii}

9.1 No remittance licence motor vehicles, 1950 to 1972

Post-World War II the demand for new motor cars in New Zealand outstripped supply, leading to an ageing car population.

All dealers had a long waitlist for new cars, as not enough CKD vehicles – due to import licensing and overseas currency restrictions (which began before World War II) – could be assembled in the country. It was said in 1950 “... a new car remains for many aspiring owners little more than a tantalising mirage”.^{lxix}

Government restrictions on using private funds held overseas to purchase a new car also meant importing was not an option.

However, in May 1950, the New Zealand Government announced a “no remittance” scheme which meant a person holding sterling funds in London could use them to purchase and import a new overseas motor car either fully assembled or as a CKD kit sent to an assembly plant in New Zealand of their choice.^{lxx} This scheme would continue until 26 February 1972.^{lxxi}

Every CKD car ordered with overseas funds would be assembled at the General Motors plant at Petone, and then the balance of components was paid for in New Zealand. In reward for bringing in an extra CKD car to General Motors above their import licence, the dealer would be rewarded with an extra car allocation.

The scheme was designed to increase the number of cars in New Zealand, in addition to the CKD vehicles assembled here.

Most garages had a specialist no remittance salesperson, and Eric Wells performed this duty for the HBF Garage. He would visit farmers throughout Hawke's Bay who held overseas funds.^{lxxii}

Farmers were therefore in a prime position, and some held back sales of their wool in sterling currency to be used to purchase a car.

The Land Rovers brought in by farmers came fully assembled and had extras already installed such as a radio and a heater.

Garry Mulvanah, who joined the HBF hardware department in 1956, transferred to the HBF Garage in 1964 as chief clerk.

You had a list of people, mostly farmers, who could get a car with overseas funds and the more no remittance cars you could sell the more allocation you got from New Zealand-made cars. A lot of people cashed in their Australian BHP shares to buy cars so those with overseas funds were treated like gods.^{lxxiii}

The ongoing shortage of cars in New Zealand meant it was important to keep older cars going, and in the 1950s cars from the 1930s were still being reconditioned.^{lxxiv} Frequent servicing and repairs provided a brisk trade for the HBF Garage.^{lxxv}

Those lucky enough to secure a new car under the no remittance licence could go back to the dealer every 18 months and trade in the vehicle for more than what they paid it for it, and HBF could sell it for it for more again.^{lxxvi}

An unusual addition to the HBF Garage in the 1950s was a Zundapp two-stroke scooter, which Peter Kidd remembers coming into the country in crates for the mechanics to assemble. It wasn't a great success as the two-stroke motor required a mixture of petrol and oil, which most people didn't get right.^{lxxvii}

10.0 The 1960s

Stuart Cheyne joined in 1964 to become a Land Rover and used car salesman. He remembers their total allocation of new cars and station wagons from General Motors for that year was 50 vehicles – which mostly went to farmers. "Farmers really had the priority, because – well it got political at times – and we had to bend to the favour of the mercantile company [HBF] as he was told 'so-and-so was such a good client he needs to have a new car'."^{lxxviii}

Manager Bob Williamson told Stuart that they had to be aware of the problems when allocating new cars in such a way:

Bob would say to me "That next car, ring up [name withheld], but be careful as his sister is married to so-and-so, and his sister to so-and-so and they all farm in the same area." So that is exactly what would happen, you would sell a car and after a couple of weeks they would hear about the car and drift in and say "Where am I on the list? I see so-and-so got a new car – so how did he manage to get one before I did? I am sure my name has been down longer than his."^{lxxix}

The HBF Garage did not have enough room in its building to show cars, and only one could fit between the petrol pumps and parts departments. There was a used car yard behind the building^{lxxx} and around 1964 this moved to the corner of Heretaunga Street and Tomoana Road.^{lxxxi}

Stuart became manager of the HBF Garage in 1966, and Kevin Watkins joined in 1967 to work in the parts department. Above the area at the front of the garage was a mezzanine floor, where panel parts were kept. It was also home to what Kevin described as "rats half the size of cats". Assistant manager Hal Jonas had a phobia of rats, so when the parts manager Merv Smith wanted Hal to get a panel, he would plead Kevin to go up instead.^{lxxxii}

To measure how much petrol was left in the underground tank, every morning and night a reading was taken using a graduated stick which had markings for every 50 gallons. In charge of this was Norm Richards, who was meticulous with his records, and he was puzzled at times when the readings didn't match how much petrol had been taken out of the tank. It turns out the petrol was contracting and expanding in the cold and heat.^{lxxxiii}

The role of HBF Motor Division general manager was shifted in 1967 to the Napier branch in Dickens Street.^{lxxxiv}

11.0 A wholly owned subsidiary in 1970: Farmers Motors

There were plans in the late 1960s to build a new garage on the corner of Tomoana Road and Heretaunga Street West where the used car yard was, but a new set of circumstances would stop this.^{lxxxv}

General Motors, according to accounts from various employees who worked at the HBF Garage, wanted to combine their various dealers to have one dealer per town.^{lxxxvi}

In preparation for this, it appears HBF created a wholly owned subsidiary, putting the garage into a separate company.

In November 1970 the company was advertising itself as Hawke's Bay Farmers' Holden, with the HBF logo.^{lxxxvii} However, by 1 December 1970 a new entity had been formed under Holden logo, and a new name, Farmers Motors.^{lxxxviii}

11.0 Baillie Farmers Motors

Baillie Motors was established around 1936 on the corner of Hastings and Eastbourne Streets by Guy Baillie. This company in 1970 carried the General Motors Vauxhall and Bedford franchise in Waipukurau, Wairoa, Hastings and Napier.

Farmers Motors had the General Motors Holden franchise for the same locations, as well as a branch in Dannevirke with the Vauxhall and Bedford franchise.^{lxxxix}

Sir Edwin Bate, chairman of Baillie Motors Limited, then a public company, had announced in May 1970 that merger discussions were underway with HBF.^{xc}

Garry Mulvanah, who was employed at Farmers Motors, said that this period was very unsettling for the staff, but nothing was agreed upon between the two companies.^{xc}

However, the following year an announcement was made on 8 September that a merger would take place on 1 November 1971.^{xcii} Shareholders of Baillie Motors Limited would receive a bonus share for every five shares they held, and HBF was then issued half of the total capital of the new company, Baillie Farmers Motors Limited, of 1,080,000 shares of 50 cents each.^{xciii} Past employee Kevin Watkins recalls his feeling about the merger was that: "Everyone at Hawke's Bay Farmers' felt they had been shafted, but that's what General Motors wanted."^{xciv} Peter McNab chief clerk of Farmers Motors said it had been a good business up to the time of the merger.^{xcv}

On 24 November 1966, Baillie Motors had opened a new head office on the corner of Nelson and Queen Streets.^{xcvi} The employees of the former Farmers Motors would relocate to this site.^{xcvii} Baillie Motors also had a petrol and lube station on the other corner of Nelson and Queen streets, and further up Queen Street West, a truck workshop and sales depot.^{xcviii}

Baillie Motors general manager Gilbert Lloyd would be appointed in the same position for Baillie Farmers Motors Limited.^{xcix}

The fate of 206 West Queen Street and the used car yard

The former Farmers Motors building at 206 Queen Street West was never used again as a garage and the petrol pumps were removed.

The used car yard was also closed on the corner of Heretaunga Street and Tomoana Road.^c

Natusch, Shattky and Co, registered architects of Napier, drew plans in 1972 to convert the original 1926 part of the garage building into a retail liquor store for HBF, and the 1934 addition was converted to 27 car parks.^{ci}

After a series of mergers HBF had ceased to exist by the 1990s, and the former garage building went into various private ownerships.^{cii}

In 1996, the car parking area was turned into another retail store for Payless Plastics, and the front of the building was altered to enclose the former petrol pump area. The former liquor store was taken over by Briscoes in the early 1990s.^{ciii}

Hastings District Council took ownership of the building in 2019 and announced a range of possible uses for the building, including commercial tenancies, covered car parking, and residential/mixed use.^{civ}

However these plans were scuttled when two subsequent engineering reports revealed the building “was significantly less than 34% of the NBS [new building standard]”. The cost of restoring the building, according to the authors of the reports, would be “very expensive”, and “would require a very high level of structural intervention in the building, to the extent where the heritage values of the building will be significantly compromised”.^{cv}

ⁱ *Daily Telegraph* (9 January 1888).

ⁱⁱ *Ibid.*

ⁱⁱⁱ *Ibid.*

^{iv} *Ibid* (27 April 1888).

^v Boyd, Mary (1984). *City of the Plains: A History of Hastings*. Victoria University Press, Wellington, p.98.

^{vi} *Hawke's Bay Herald* (11 January 1892).

^{vii} Retrieved from <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc06Cycl-t1-body1-d2-d27-d46.html> on 8 March 2022.

^{viii} *Hastings Standard* (30 April 1896).

^{ix} *Ibid* (9 September 1902).

^x *Hawke's Bay Herald* (12 November 1902).

^{xi} *Hastings Standard* (18 January 1908).

^{xii} *Waipawa Mail* (13 October 1908).

^{xiii} *Hastings Standard* (23 August 1909).

^{xiv} *Ibid* (9 November 1915).

^{xv} *Ibid* (17 February 1911).

^{xvi} *Wise's New Zealand Town Directory*, Hastings. 1910, p.452.

^{xvii} *Hastings Standard* (17 July 1912).

^{xviii} *Ibid* (3 August 1912).

^{xix} Boyd, Mary (1984). *City of the Plains: A History of Hastings*. Victoria University Press, Wellington, p.123.

^{xx} *Waipawa Mail* (19 October 1912).

^{xxi} *Hastings Standard* (4 December 1912).

^{xxii} *Waipawa Mail* (24 October 1914).

^{xxiii} The Council of Fire and Accident Underwriters' Association of New Zealand, Hastings, Block 1.

^{xxiv} *Hastings Standard* (13 June 1919).

^{xxv} The Council of Fire and Accident Underwriters' Association of New Zealand, Hastings, Block 1.

^{xxvi} Boyd, Mary (1984). *City of the Plains: A History of Hastings*. Victoria University Press, Wellington. p.243.

^{xxvii} *Hawke's Bay Tribune* (16 July 1926).

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- xxix *Hawke's Bay Tribune* (16 July 1926).
- xxx *Ibid* (6 November 1929).
- xxxi Retrieved from https://en.wikipedia.org/wiki/General_Motors on 17 March 2022.
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- xxxv *Evening Post* (20 January 1926).
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- xxxvii *Ibid* (2 November 1929).
- xxxviii Cyril Smith, speech notes (undated). Collection of Heather Pulford.
- xxxix *Manawatu Herald* (3 January 1929).
- xl *Manawatu Times* (3 January 1929).
- xli *Manawatu Herald* (3 January 1929).
- xlii *Hawke's Bay Tribune* (2 January 1929).
- xliiii *Manawatu Herald* (3 January 1929).
- xliv *Hawke's Bay Tribune* (4 July 1930).
- xlv *Ibid* (7 January 1930).
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- xlvii *Manawatu Standard* (14 February 1931).
- xlviii Fowler, M B (2007). *From Disaster to Recovery: The Hastings CBD 1931–35*. Michael Fowler Publishing Limited, Havelock North, p.12.
- xlix *Ibid*, p.9.
- ¹ *Ibid*.
- li *Ibid*, p.12.
- lii *Hawke's Bay Tribune* (1 November 1934).
- liii Crabbe, S J (20 September 1934) Architectural Plans. Proposed addition to premises Hastings for Hawke's Bay Farmers' Co-op Assn Ltd.
- liv Peter Kidd, personal communication. (28 March 2022).
- lv Cyril Smith, speech notes (undated). Collection of Heather Pulford.
- lvi *Ibid*.
- lvii *Ibid*.
- lviii Kevin Watkins, personal communication (9 March 2022).
- lix Peter Kidd, personal communication. (28 March 2022).
- lx Retrieved from <https://nzhistory.govt.nz/war/korean-war/impact> on 31 March 2022.
- lxi Peter Kidd, personal communication. (28 March 2022).
- lxii *Ibid*.
- lxiii *Ibid*.
- lxiv *Ibid*.
- lxv *Ibid*.
- lxvi *Ibid*.
- lxvii *Ibid*.
- lxviii *Ibid*.
- lxix *Otago Daily Times* (7 July 1950).
- lxx *Gisborne Herald* (29 May 1950).
- lxxi *The Hawke's Bay Herald-Tribune* (28 October 1971).
- lxxii Garry Mulvanah, personal communication (9 March 2022).
- lxxiii *Ibid*.
- lxxiv Peter Kidd, personal communication (28 March 2022).
- lxxv *Ibid*.
- lxxvi Peter McNab, personal communication (22 March 2022).
- lxxvii Peter Kidd, personal communication (28 March 2022).
- lxxviii Stuart Cheyne, personal communication (20 March 2022).
- lxxix *Ibid*.
- lxxx Heather Pulford, personal communication (17 March 2022).
- lxxxi Stuart Cheyne, personal communication (20 March 2022).
- lxxxii Kevin Watkins, personal communication (9 March 2022).

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- ^{lxxxiii} *Ibid.*
- ^{lxxxiv} Heather Pulford, personal communication (17 March 2022).
- ^{lxxxv} Peter McNab, personal communication (22 March 2022).
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- ^{lxxxvii} *Hawkes Bay Herald-Tribune* (2 November 1970).
- ^{lxxxviii} *Ibid* (3 December 1970).
- ^{lxxxix} *Press* (15 May 1970).
- ^{xc} *Ibid.*
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- ^{xcii} *Press* (9 September 1971).
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- ^{xciv} Kevin Watkins, personal communication (9 March 2022).
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- ^{xcvii} Kevin Watkins, personal communication (9 March 2022).
- ^{xcviii} *Ibid.*
- ^{xcix} *Ibid.*
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- ^{ci} Hastings District Council archives. File: Erect New premises, 1972.
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- ^{ciii} *Ibid.*
- ^{civ} Megan Gaffaney, personal communication, (5 April 2022).
- ^{cv} Megan Gaffaney, personal communication (9 February 2022).