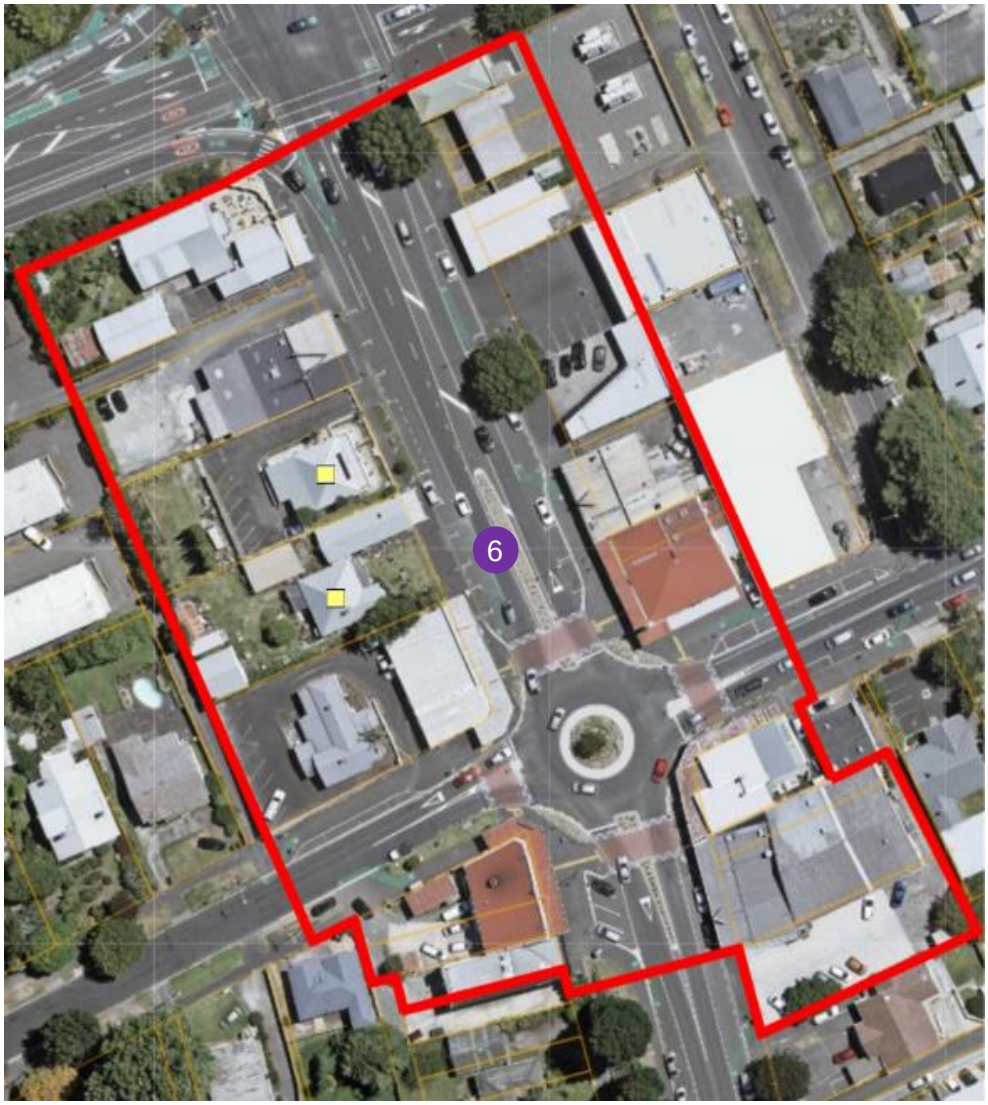
Claudelands Commercial HHA – Full Statement



Development Dates

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

City Extension

- Within the 1st extension October 1912

Background

Background (Historic, Cultural and Archaeological Qualities)

Prior to the 1864 invasion of the Waikato by colonial troops, Miropiko Pā, at River Road, in the north-west of Claudelands, was occupied by Ngāti Wairere, Ngāti Hānui and Ngāti Koura However, following the invasion they moved to Gordonton and the land was confiscated and sold by the government.

Initially the land was allocated soldier settlers, but many of them sold their land to Francis Richard Claude, as an early wealthy settler from South America. Overall Claude bought 400 ha (990 acres) and subdivided most of it in 1878.

Part of an area of existing kahikatea forest was cleared to create a racecourse, which was subsequently sold to the South Auckland Racing Club and then the Waikato A&P Association. The A&P Association had their first show on the 27th October 1892. Racing moved to the Te Rapa Racecourse in 1925.

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

The area of the subsequent Claudelands commercial centre was included in Claude's1879 'Township of Claudelands' plan, although the land to the west of Grey Street (known at the time as Heaphy Terrace) was shown as a single lot running down to River Road and the land to the east was show as subdivided into large residential sections. Subsequent subdivisions have been granted to create the lots seen across the area today, from around the turn of the 20th Century onwards, including after the area being brought into the Borough in April 1912. The Record Map Pt.Hamilton Domain, 1935, covers part of the area and shows a subdivision pattern quite similar to the layout seen today.

The street pattern created by the subsequent subdivisions remains a very clear representation of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

Figure 19 1879 'Township of Claudelands' plan (retrieved from premise.co.nz)

Figure 20 1906 plan of the subdivision of land to the west of Grey Street (at the time known as Heaphy Terrace) (retrieved from rpemise.co.nz)

Figure 21 Grey Street looking south from north of the Te Aroha intersection (Alexander Turnbull Library 1/2-007114)

Buildings and Streetscape Elements (Architectural, Scientific and Technical Qualities)

The 1920 photograph at Figure 21 illustrates the group of shops around the intersection of Grey Street with Te Aroha Street at that time. The building showing on the right (in the southwest corner of the intersection) still exists today.

To the north of this a number of other older shop buildings still exist, including shops attached to owners houses (including 707/711 and 731/737 Grey Street). In these instances, the dwelling is set back from the street with the residential front yard beside the shop. This arrangement is typical of the Development Period and is seen in other suburban shopping areas. These shop units present traditional style shop fronts to the street, with verandahs projecting over the street above this, and in one case a raised parapet above to increase the presence of the commercial premises. At the northern edge of the area, on the intersection of Claudelands Road is the two-storey Claudelands Road electricity sub-station building. The more recent shop buildings, illustrate the continued evolution of the area to serve the needs of its local community; the area has responded to changing needs and demands whilst remaining true to its Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) subdivision pattern.

Figure 22 Cropped 1953 aerial photo of the area (retrieved from retrolens.nz)

The area contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, and also illustrates a continued evolution to meet changing needs since that development period. The area exhibits Outstanding heritage significance. The area maintains the high level structure illustrated in Claude's subdivision plan of 1878, and the finer grained subdivision of the area which occurred in the early 20th Century. The area includes a number of original shop buildings, including both shop buildings built to the street frontage (wholly in commercial use) and shops attached to owners houses, with the dwelling is set back from the street with the residential front yard beside the shop. The association of the land with Claude brings further historic interest, as does the fact that subdivisions took place prior to the land being brought into the city, which was a response to the population growth in the area following the opening of the railway station in Claudelands in 1884 (only 7 years after the railway arrived in Frankton).

In order for the existing values of the HHA to be maintained, it is important that future development incorporate the following features:

- There is scope for the redevelopment of the former garage/petrol filling station site at 714/718 River Road.
- Buildings should be two-storey or less.
- Buildings should be built to the back edge of the footpath, except on the west side of Grey Street where existing setbacks should be continued.
- Buildings should utilise painted plaster elevations.
- Developments which span more than one existing street fronting lot should be designed to present a differently designed frontage to the street for the width of each existing lot.

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

Heritage Assessment Criteria:

a. Historic Qualities

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

The area has direct association with Francis Richard Claude, an early wealthy settler from South America. Overall, Claude bought 400 ha (990 acres) and subdivided most of it in 1878.

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

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

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

Prior to the 1864 invasion of the Waikato by colonial troops, Miropiko Pā, at River Road, in the north-west of Claudelands, was occupied by Ngāti Wairere, Ngāti Hānui and Ngāti Koura. However, following the invasion they moved to Gordonton and the land was confiscated and sold by the government.

Initially the land was allocated to soldier settlers, but many of them sold their land to Claude, who bought 400 ha (990 acres) and subdivided most of it in 1878.

Part of an area of existing kahikatea forest was cleared to create a racecourse, which was subsequently sold to the South Auckland Racing Club and then the Waikato A&P Association. The A&P Association had their first show on the 27th October 1892. Racing moved to the Te Rapa Racecourse in 1925.

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

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

Subsequent subdivisions have been granted to create the lots seen across the area today, from around the turn of the 20th Century onwards, including after the area being brought into

the Borough in April 1912. The Record Map Pt.Hamilton Domain, 1935, covers part of the area and shows a subdivision pattern quite similar to the layout seen today.

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

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

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

b. Physical/Aesthetic/Architectural Qualities

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

(i) A significant development period or activity; and/or

(ii) Distinctive or special attributes of an aesthetic or functional nature; and/or

(iii) The work of a notable architect, designer, engineer or builder.

The area includes original shop buildings at the intersection of Grey Street with Te Aroha Street and to the north of this a number of other older shop buildings, including shops attached to owners houses (including 707/711 and 731/737;Grey Street). In these instances, the dwelling is set back from the street with the residential front yard beside the shop. This arrangement is typical of the Development Period and is seen in other suburban shopping areas. These shop units present traditional style shop fronts to the street, with verandahs projecting over the street, and in one case a raised parapet above to increase the presence of the commercial premises.

At the northern edge of the area, on the intersection of Claudelands Road is the two storey Claudelands Road electricity sub-station building.

The other more recent shop buildings, illustrate the continued evolution of the area to serve the needs of its local community; the area has responded to changing needs and demands whilst remaining true to its Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) subdivision pattern.

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

The older shops incorporate verandah roofs over the footpaths.

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

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

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

The place has **high local** physical/aesthetic/architectural qualities.

c. Context Qualities

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

The place has **unassessed** context qualities.

d. Technological Qualities

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

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

e. Archaeological Qualities

The potential of the place or area to define or expand knowledge of earlier human occupation, activities or events through investigation using archaeological methods, or to provide evidence to address archaeological research questions. For example, but not limited to: The place or area is registered by Heritage New Zealand for its archaeological values, or is recorded by the New Zealand Archaeological Association Site Recording Scheme, or is an 'archaeological site' as defined by the Heritage New Zealand Pouhere Taonga Act 2014.

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

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

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

f. Cultural Qualities

The place or area is important or significant:

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

(ii) As a context for community identity or sense of place, and provides evidence of social,

cultural or historical continuity; and/or

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

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

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

g. Scientific Qualities

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

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

Summary Table of Heritage Values

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

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

Statement of Significance

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

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

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

Overall, the area contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, and also illustrates a continued evolution to meet changing needs since that development period. The area exhibits Outstanding heritage significance. The area maintains the high level structure illustrated in Claude's subdivision plan of 1878, and the finer grained subdivision of the area which occurred in the early 20th Century. The area includes a number of original shop buildings, including both shop buildings built to the street frontage (wholly in commercial use)

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