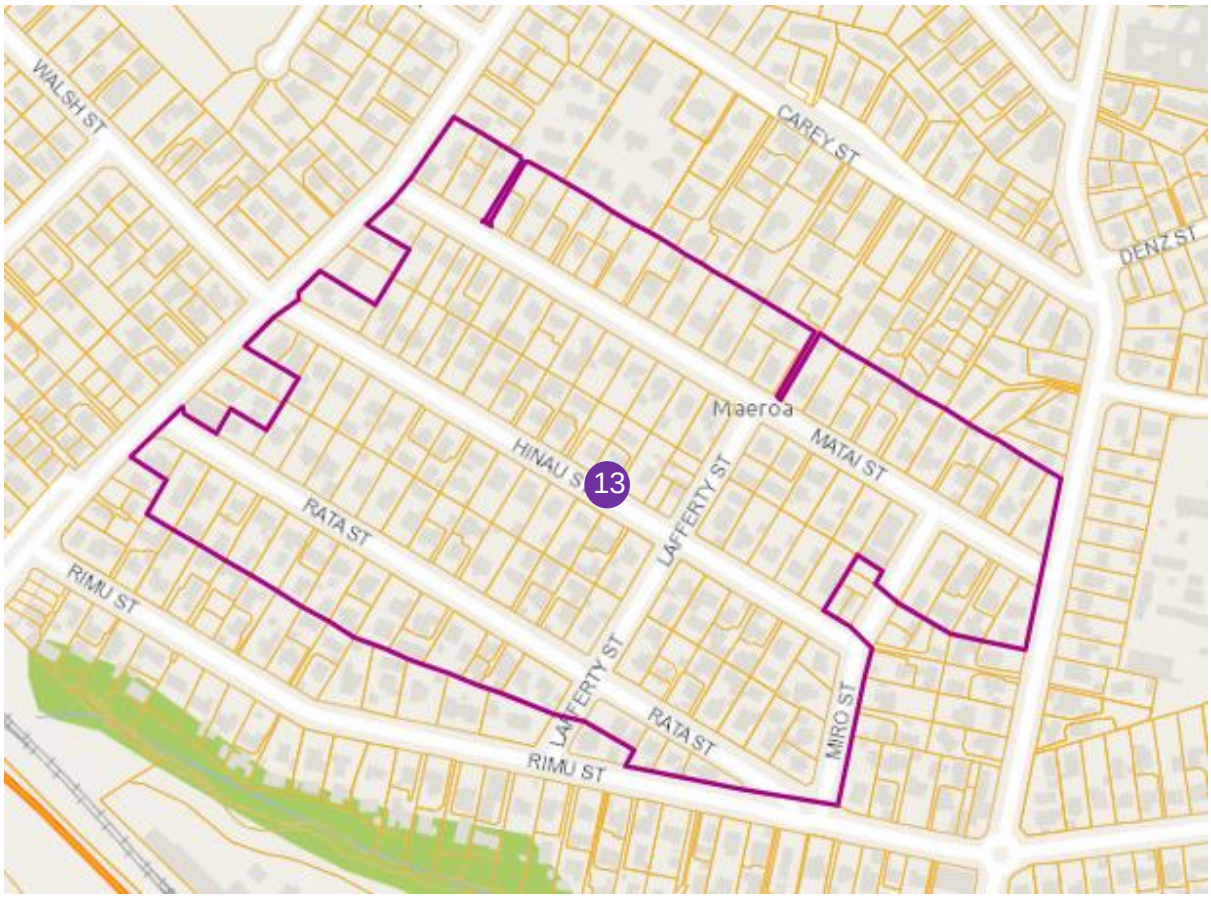
Matai, Hinau and Rata HHA – Full Statement



Development Dates

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

City Extension

- 3rd Extension April 1928

Background

Background (Historic, Cultural and Archaeological Qualities)

The development of the area, remote from the boundary of Hamilton Borough, highlights the significance of Frankton as a settlement in its own right during this period, based upon the significance of the Railway. Records show that on the day that the first train arrived from Auckland on 17 December 1877 subdivisions of land were put up for sale near the new railway line. The land was peaty and low-lying which meant it required draining. Sections were sold cheaply and most commonly to wage earners and labourers. Whilst there were only four houses in the area in 1902, by 1906 this had grown to 70. By 1910 Frankton was firmly established as a railway town, with over eighty trains arriving per day. In 1913, the

year that the subdivision of this area was drawn up, Frankton's population reached 1000 and it was proclaimed a Borough with its own council.[1]

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

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

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

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

[1] https://hamiltonlibraries.co.nz/heritage/discover-stories-and-articles/frankton-history/#:~:text=By%201910%20Frankton%20was%20firmly,borough%20with%20its%20own%20coun cil.

Figure 47 Original 1913 subdivision plan (retrieved from premise.co.nz)

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

Development in the area continued over a long period; the 1943 aerial photo (30 years after the original subdivision plan) shows a number of vacant lots, although examination of 1953 aerial photos shows that by then the lots contained a dwelling.

The majority of dwellings were constructed in the 1920s to 1940s, mainly single storey buildings in the California and English Bungalow styles as well early State House styles, all with simple plan forms.

Materials are generally consistent with weatherboard or Huntly brick elevations on some of the later buildings, under often shallow pitched corrugated steel or tiled gabled and hipped roofs.

Building setback, and the overall layout of buildings is consistent, with buildings arranged parallel to the street, with space to each side, despite the challenging topography which leads to some buildings being above or below the level of the street (with minimal change to the existing topography except to accommodate roads).

There are already a number of tall and medium height fences along street boundaries.

Figure 39 1943 Aerial photo (retrieved from www.retrolens.nz)

The Matai, Hinau and Rata Streets area contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period and exhibits High heritage significance. The development of the area, remote from the boundary of Hamilton Borough, highlights the significance of Frankton as a settlement in its own right during this period, based upon the significance of the Railway.

The area is a good example of the form of settlement pattern expected in the development period, with a rectilinear grid pattern and back-to-back lots. The majority of dwellings were constructed in the 1920s to 1940s, mainly single storey buildings in the California and English Bungalow styles, as well early State House styles, all with simple plan forms. Whilst some lots have been subdivided, this mainly consists of the formation of rear lots and does not have a significant impact on the overall morphology of the area or integrity of the area. It is of interest that at the time of subdivision the land was described as the Town of Frankton Extension No.33, and whilst the Town of Frankton was brought into the Borough in April 1917 (by way of the second extension), this land did not become part of the Borough until it was brought in as part of the 3rd extension in 1928.

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

- Where an existing dwelling displays a particular architectural style or period, any alterations and extensions should continue this. New accessory buildings of greater than 20m2 should respect the design of the principal building and site as existing.
- The further subdivision of existing sites is discouraged where this will be apparent from the street; however where new rear sites are created the access to these should be combined with the access to the frontage building to minimise their impact on the current appearance of the street.
- Development should respect existing building setbacks. Buildings can be placed parallel or perpendicular to the street.

- Alterations or new buildings should utilise designs and materials which match existing buildings in the area:
    - Late Victorian, Edwardian and during and after inter-war growth styles:
        - It is important that the integrity of these styles remain when viewed from the street.
        - Alterations should therefore reflect the design and materials of the building as existing.
    - 1950s or newer redevelopments
        - Any alterations and extensions should respect the design and materials of the principal building and site as existing.
        - Where sites are redeveloped the opportunity should be taken to utilise buildings forms/shapes and materials which better reflect the Late Victorian, Edwardian and during and after inter-war growth styles, albeit that the overall scale of the buildings may be influenced by the existing development on the site.
- Driveways, including those to rear sites should remain single width (or as close to this as possible with the use of passing spaces). On front sites, large areas of parking should be not provided to the front of buildings, over and above the driveway which can widen to the rear of buildings.
- Garages should generally be detached and to the rear of dwellings, with single doors.
- They should not be forward of the original building.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Whilst front boundaries vary, taller fences and walls have had a negative effect on the heritage values of the area. New fences and walls should therefore be no more than 1.2m high to reduce their impact on the historic heritage values of the area.
- Where retaining walls are necessary along front boundaries, they should be constructed of blockwork or concrete, and their height kept to a minimum. Timber retaining walls are not in keeping with the historic heritage values of the area.
- Planting within front yards is appropriate, particularly hedges along front boundaries.
- Care should be taken to ensure that species chosen will not grow so large that all views of the main dwelling on the site are lost; views of the dwellings contribute to the heritage values of the area.
- Existing street trees, other street planting and front berms should be retained/maintained as existing.

Heritage Assessment Criteria:

a. <u>Historic Qualities</u>

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

The area has associative value as an illustration of the importance of the Frankton area to the early history of Hamilton.

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

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

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

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

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

The place has **high local** historic qualities

b. Physical/Aesthetic/Architectural Qualities

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

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

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

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

The majority of dwellings were constructed in the 1920s to 1940s, mainly single storey buildings in the California and English Bungalow styles as well early State House styles, all with simple plan forms.

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

Development in the area continued over a long period; the 1943 aerial photo (30 years after the original subdivision plan) shows a number of vacant lots, although examination of 1953 aerial photos shows that by then the lots contained a dwelling.

The majority of dwellings were constructed in the 1920s to 1940s, mainly single storey buildings in the California and English Bungalow styles as well early State House styles, all with simple plan forms.

Materials are generally consistent with weatherboard or Huntly brick elevations on some of the later buildings, under often shallow pitched corrugated steel or tiled gabled and hipped roofs.

Building setback, and the overall layout of buildings is consistent, with buildings arranged parallel to the street, with space to each side, despite the challenging topography which leads to some buildings being above or below the level of the street (with minimal change to the existing topography except to accommodate roads).

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

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

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

The buildings are of interest in so much as they are typical houses of the period, rather than being designed by a particular known practitioner.

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

c. Context Qualities

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

The place has **unassessed** context qualities.

d. Technological Qualities

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

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

e. Archaeological Qualities

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

The area was surveyed in 1913. The potential for information regarding earlier human occupation is therefore low.

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

f. Cultural Qualities

The place or area is important or significant:

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

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

cultural or historical continuity; and/or

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

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

g. Scientific Qualities

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

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

Summary Table of Heritage Values

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

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

Statement of Significance

The development of the area, remote from the boundary of Hamilton Borough, highlights the significance of Frankton as a settlement in its own right during this period, based upon the significance of the Railway.

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

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

Overall, the area contributes to a clear understanding and appreciation of the development expected in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period and exhibits High heritage significance. The area is a good example of the form of settlement pattern expected in the development period, with a rectilinear grid pattern and back-to-back lots. The majority of dwellings were constructed in the 1920s to 1940s, mainly single storey buildings in the California and English Bungalow styles as well early State House styles, all with simple plan forms. Whilst some lots have been subdivided, this mainly consists of the formation of rear lots and does not have a significant impact on the overall morphology of the area or integrity of the area. It is of interest that at the time of subdivision the land was described as the Town of Frankton Extension No.33, and whilst the Town of Frankton was brought into the Borough in April 1917 (by way of the second extension), this land did not become part of the Borough until it was brought in as part of the 3rd extension in 1928.