Te Aroha Street (east) 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 in the second decade of the 20th Century, including sites fronting Te Aroha Street, Bains Avenue, Frances Street, James Street, St Olpherts Street and St Winifreds Avenue
- 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 to 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.

The Te Aroha Street area had been included in Claude's 1878 subdivision and is included on the 1879 Town of Claudelands plan. The names of many of the north-south road shown on that plan were taken from roads in Hamilton East, as though it was intended that they would in time extend south over the intervening land and join. Subsequent subdivisions have been granted to create the lots seen across the area today, from around 1911 onwards (around the time that the area was brought into the Borough). The Record Map Pt.Hamilton Domain, 1935, shows subdivision patterns similar to the current time.

The street pattern created by the subsequent subdivisions is representative of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period:

- Streets tend to meet at right angles
- Back to back lot pattern
- A relatively high-density built environment
- Retention of green open spaces (in the wider area, including the 'racecourse' and associated forest)
- Single-storey detached villas and bungalows in an eclectic architectural style

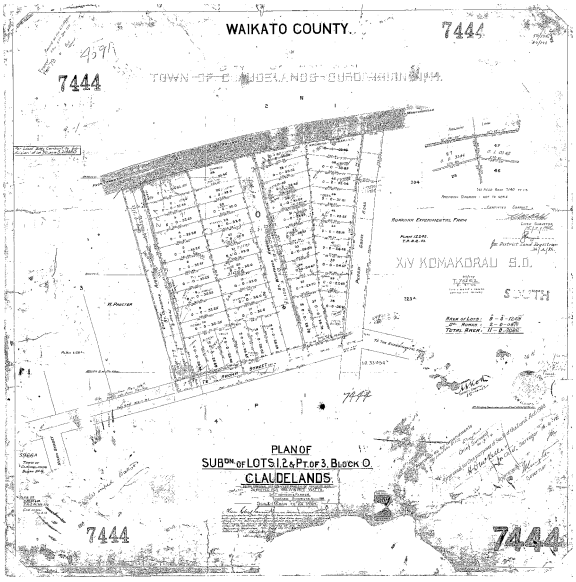

Figure 68 1911 Survey of St Winifreds Street for Winifred Watts (retrieved from premise.co.nz)

Figure 69 Claude's 1879 Town of Claudelands (retrieved from premise.co.nz)

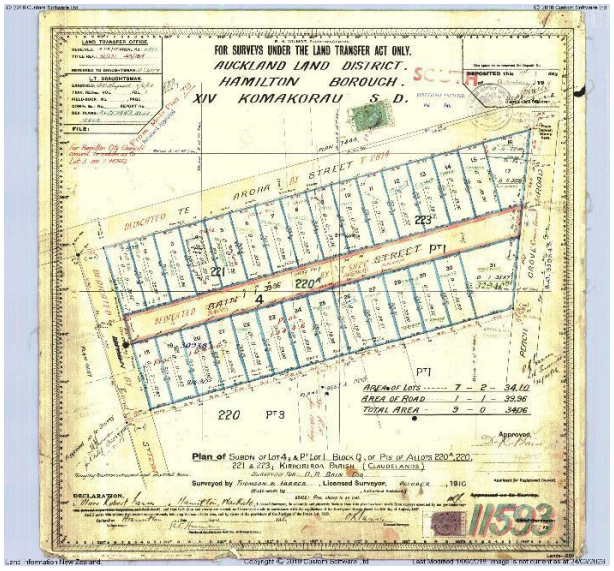

Figure 70 1916 Survey plan of Bains Avenue for D R Bain (retrieved from premise.co.nz)

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

Whilst other parts of the 'Town of Claudelands' have seen the development of flats in the 1960s and 1970s, the Te Aroha west area has been less altered.

As illustrated in the 1943 aerial photograph, which is around 30 years after the original approval of many of the subdivisions across the area, the uptake of sections in the area took place over a long period. As such, whilst single storey dwellings dominate, there are a range of styles including villas, California Bungalows and more recent styles in Huntly Brick or plaster. Whilst the styles of these vary, the regular setbacks from front and side yards provides consistency. Overall, the impression is that the buildings represent the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

Whilst many buildings in the area have open frontages, or very low fences or walls along their front boundary, a significant number have medium height fences or walls. The continuation of low (less than 1.2m) fences or walls would not have a significant impact on the heritage values of the area.

The majority of streets have regularly spaced street trees within berms; the exception being Bond Street which has a wider carriageway than other streets with no front berm on the west side of the street. The retention of these street trees contributes to the heritage values of the area.

Figure 71 1943 cropped aerial photograph of the area (retrieved from www.retrolens.nz)

The Te Aroha Street (East) 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; it exhibits Outstanding heritage significance.

The initial subdivision of the area was undertaken by Francis Richard Claude, a speculative developer, and took place prior to the land coming into the Borough and prior to the railway being extended across the River, providing connection from Auckland through to Morrinsville.

The area maintains the high level structure illustrated in Claude's subdivision plan of 1878, supplemented by additional streets through subdivisions in the second decade of the 20th Century. The rectilinear grid street layouts are typical of the development period with no significant change since their original construction. Unlike other parts of the Claudelands area, there has not been the redevelopment of a large number of lots with two storey flats in the 1960s and 1970s (although there are a limited number of examples of redevelopments). There are a range of architectural styles including villas, California Bungalows and more

recent styles in Huntly Brick or plaster. Many of these buildings retain their integrity, with the retention of timber joinery/windows and architectural detail.

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

- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout, with little further subdivision and development from its establishment.
- 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 the original buildings in the area, which include Villa, California and English Bungalow styles:
    - It is important that the integrity of these styles remain when viewed from the street.
    - Any alterations and extensions should respect the design of the principal building and site as existing.
    - New accessory buildings of greater than 20m2 should respect the design of the principal building and site as existing.
    - Mainly painted horizontal timber weatherboard, with chimneys in brick or painted roughcast plaster. Whilst there are some buildings with red brick, light brown/buff brick, split block and plaster elevations in the area, these are not a dominant feature; this should therefore not be replicated.
    - Roofs coverings should be corrugated steel, with gables or hipped forms, to match the dominant roofing materials in the area.
    - Generally, windows should have timber frames with multi-pane side hung casements, bringing a vertical proportion within a large horizontal shape window.
- Driveways should remain single width. 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 be detached and located to the rear of dwellings, with single doors, so that they do not become a dominant feature in the street.
- Other accessory buildings, regardless of size, should not be forward of the original building.
- Front boundaries should have low timber picket fences or very low concrete/plaster walls. Fences or walls taller than this are not sympathetic to 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. 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, as an early wealthy settler from South America. Claude bought 400 ha (990 acres) of land within the 'Claudelands' area and subdivided most of it in 1878.

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 Te Aroha Street area had been included in Claude's 1878 subdivision and is included on the 1879 Town of Claudelands plan. The names of many of the north-south road shown on that plan were taken from roads in Hamilton East, as though it was intended that they would in time extend south over the intervening land and join. Subsequent subdivisions have been granted to create the lots seen across the area today, from around 1911 onwards (around the time that the area was brought into the Borough). The Record Map Pt.Hamilton Domain, 1935, shows subdivision patterns similar to the current time.

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:

- Streets tend to meet at right angle
- Back to back lot patterns
- A relatively high-density built environment
- Retention of green open spaces in the wider area, including the 'racecourse' and associated forest

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 overall layout and form of the area is typical of its development period, consisting of a broadly rectilinear grid of roads, with buildings arranged back to back between these.

The area includes a range of original dwellings within the area, including Villas, California Bungalows and more recent styles in brick or plaster. The regular setbacks from front and side yards provides consistency.

Overall, these buildings and street layout is a good remaining example of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

Whilst other parts of the 'Town of Claudelands' have seen the development of flats in the 1960s and 1970s, the Te Aroha west area has been less altered.

The uptake of sections was almost complete by 1943. The buildings and overall layout of the area is a good example of the development period and includes the following features:

- Single storey dwellings dominate.
- A range of styles including villas, California Bungalows and more recent styles in Huntly Brick or plaster.
- Many of these buildings retain their integrity, with the retention of timber joinery/windows and architectural detail.
- The regular setbacks from front and side yards provides consistency.
- The majority of streets have regularly spaced street trees within berms; the exception being Bond Street which has a wider carriageway than other streets with no front berm on the west side of the street. The retention of these street trees contributes to the heritage values of the area.
- Whilst many buildings in the area have open frontages, or very low fences or walls along their front boundary, a significant number have medium height fences or walls (the continuation of low, less than 1.2m, fences or walls would not have a significant impact on the heritage values of the area).

Overall, the impression is that the buildings in the area represent the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

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. The potential for information regarding earlier human occupation is therefore high.

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

The place has **high 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	Outstanding	Local
b) Physical/Aesthetic/ Architectural Qualities	High	Local
c) Context Qualities	Not assessed	
d) Technological Qualities	None	
e) Archaeological Qualities	High	Local
f) Cultural Qualities	None	
g) Scientific Qualities	None	

Statement of Significance

The initial subdivision of the area was undertaken by Francis Richard Claude, a speculative developer, and took place prior to the land coming into the Borough and prior to the railway being extended across the River, providing connection from Auckland through to Morrinsville.

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; it exhibits Outstanding heritage significance. The area maintains the high level structure illustrated in Claude's subdivision plan of 1878, supplemented by additional streets through subdivisions in the second decade of the 20th Century. The rectilinear grid street layouts are typical of the development period with no significant change since their original construction. Unlike other parts of the Claudelands area, there has not been the redevelopment of a large number of lots with two storey flats in the 1960s and 1970s (although there are a limited number of examples of redevelopments). There are a range of architectural styles including villas, California Bungalows and more recent styles in Huntly Brick or plaster. Many of these buildings retain their integrity, with the retention of timber joinery/windows and architectural detail.