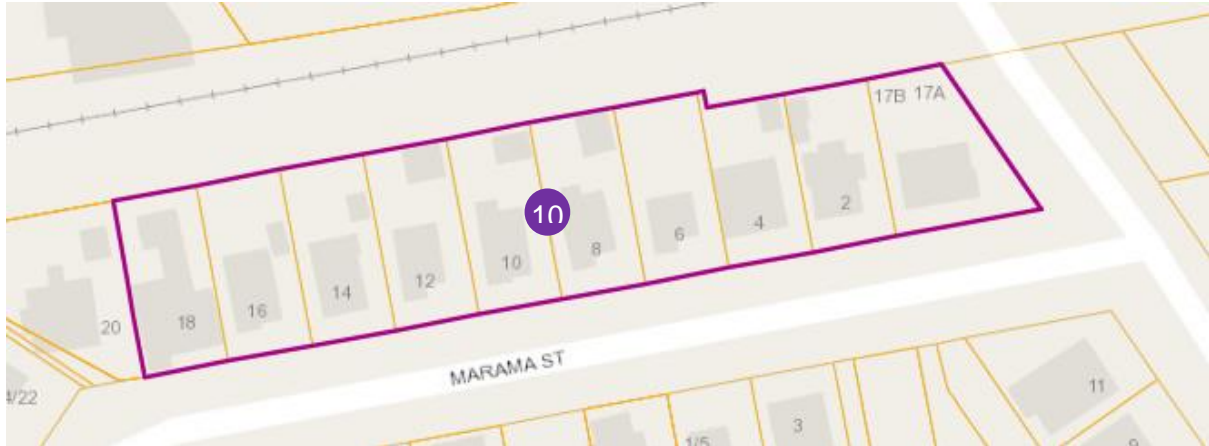


Frankton Railway Village HHA – Full Statement



Development Dates

- Factory built 1921-22
- Cottages followed construction of factory

City Extension

- Within the 2nd Extension April 1917

Background

Background (Historic, Cultural and Archaeological Qualities)

The Railways Department had provided homes for some of its workers since the 1880s.

The New Zealand Government was only in the early stages of considering social housing when the Railway Department with a burgeoning railway workforce pushed Prime Minister William Massey into running an unplanned pilot scheme, houses for railway workers. The success of the scheme was so immense that it forced it's own end within a few short years, meantime populating the countryside with small and perfectly formed homes which still stand today.

The factory was established at Frankton and was built over a short period in 1921 – 1922. Production began in 1923 and timber from the Railways Department's own forests was fashioned into prefabricated houses. The entire house would be bundled up and sent on a railcar to any corner of the North Island that there might be a railway worker, with a booklet to assist the builder at the other end. None of these houses were built in the South Island because of the greater shipping costs.

At their destination, the houses only took about three weeks to construct, the jigsaw often put together by the railway worker himself, or other unskilled labour.

To keep expenses low, houses were small and came in a number of standard designs. Most had three bedrooms, although another could be added to accommodate large families. The kitchen was the largest room and social hub of the home. It was designed so that a dining table and easy chairs could be placed around a cosy coal range.

Between 1923 and 1926 increased efficiencies saw production rise to 500 houses per year and the cost of a five-room house fall from £831 to £635. This success led to the scheme's

downfall. Timber companies threatened by state competition scuttled the scheme by convincing the government that private enterprise could build workers' houses more cheaply.

During the 1920s the Railways Department built the whole Railway Village at Frankton and another suburb in Moera, Lower Hutt. Smaller settlements were scattered along main trunk and secondary lines, including Sunshine Village, Taumarunui and Egmont Street, Ohakune, both of which are located away from the immediate route of the railway.¹

By 1926 the factory was producing more houses than it needed, and started storing them and then selling them to local authorities. Houses were also sold to private owners, so that houses can be found in locations far from any Railway; for example the dwelling at 6 Waitai Road, Waiheke Island.

By 1928 the construction industry was so envious of the railway house factory that they lobbied for it's closure.

Today the Frankton Railways Village provides a relatively unmodified example of a planned railway settlement. The area clearly incorporates design elements of the 'garden suburb' movement, fashionable at that time, and included a hall and central open space for workers.

The area is based around a grid street pattern. The majority of the area is located offline from Rifle Range Road and includes narrow carriageways and wide berms with regular street trees. Whilst Rifle Range Road is a busy through route, with a wide carriageway, the regular street trees continue in this section of the HHA, albeit that they are located within more narrow berms. The area maintains existing levels and topography.

The overall layout of the area is very complete surviving example of development in the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, consolidating the Frankton area, and consisting of:

- Streets meeting at right angles
- Back to back lot pattern
- A relatively high-density built environment
- A large green public open space at the centre of the development reflecting the influence of garden-suburb ideas
- Single-storey detached cottages.

¹ Background has been informed by <https://nzhistory.govt.nz/culture/we-call-it-home/outside-the-mainstream#:~:text=Since%20the%201880s,cosy%20coal%20range> and <https://places.nz/places/waikato/hamilton-raglan/frankton-junction-railway-house-factory-11626> .

The Railway Factory itself is an example of Industrial Architecture worth noting, the saw tooth roof being reminiscent of Victorian factories and bringing in southern light. The design allows for a clean floor, open interior. The light giving windows on the South side of the building were later copied on other factories, such as the Ford Car Factory at Seaview.

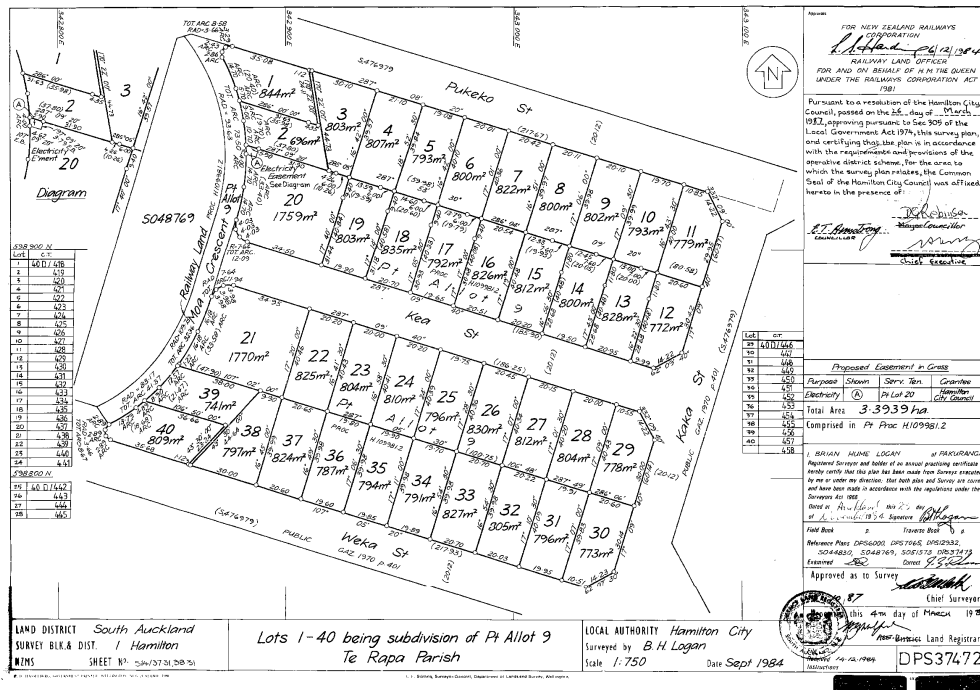


Figure 33 1984 survey plan (retrieved from premise.co.nz)

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

The single-storey railway cottages are arranged in regularly spaced lines along each side of the streets, each building showing a similar setback. The area contains a number of different design variations on the railway house, with front porch, horizontal weather boarding, and galvanised corrugated iron roofing.

The overall design of buildings is influenced by Villa and California Bungalow designs. Roof designs and porch designs, to provide similar sized building a different appearance – roofs include hipped, gabled and Dutch gable designs.

The majority of dwellings have double hung sash windows, with the upper sash divided into nine panes and the lower into two. However, there are buildings with side hung casement windows, often with both surrounds and projecting cornices over their heads.

Whilst front boundaries vary, including low wire fences, picket fences and planting/hedges (and some taller fences), there are generally views through to the frontage of the buildings.

Whilst the sizes of lots varies a little (around 800m²) and dimension. Dwellings are regularly arranged, with consistent setback, parallel to the street with generous space around them.



Figure 34 Frankton Railway Village and Railway Factory - 1930. The sawtooth factory roof is seen between piles of cut timber (Alexander Turnbull Library WA62752-G)

The Frankton Railway Village 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 Outstanding heritage significance as it is a relatively unmodified example of a planned railway settlement.

The area represents a significant period of New Zealand and Hamilton's history, containing both the Railway Factory and the Frankton Railway Village. The village remains very unaltered, and whilst the factory building has undergone more change, it still maintains its original shape and form.

The overall design of the area incorporates design elements of the 'garden suburb' movement, fashionable at that time, and included a hall and central open space for workers. The subdivision layout of the area is generally unaltered from when it was originally constructed. The area contains a number of different design variations on the railway house, with front porch, horizontal weather boarding, and galvanised corrugated iron roofing. These are generally in good condition with few alterations. The area illustrates the historic significance of Frankton as a Borough and the important role that Frankton and the Frankton Railway Junction have made to the history and growth of Hamilton. The development of the site for the factory and workers village was a further significant milestone.

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 the features below, any alterations and extensions should respect the features. Where an existing principal building does not

exhibit the features, any alterations and extensions should respect the design of the principal building and site as existing. All new buildings, including on rear sites, should incorporate these features. New accessory buildings of greater than 20m² on sites where the existing principal building exhibits the features should respect the design of the principal building and site as existing.

- Discourage subdivision of existing sites, as the HHA currently shows a high degree of integrity of lot size and layout from its establishment.
- Development should respect existing building setbacks. Buildings should be placed perpendicular to the street.
- Alterations or new buildings should utilise designs and materials which match the original buildings on the site:
 - Buildings should retain their existing Railway Cottage appearance, with villa and California Bungalow influences.
 - Timber horizontal weatherboard elevations.
 - Hipped, gabled and Dutch gable roofs with corrugated steel covering, and exposed rafters under projecting eaves.
 - Front door facing the street, central to the elevation, with porch roof over supported by timber posts.
 - Existing porches should be maintained and repaired. Porches on existing and new buildings should be authentic to original porch designs seen in the area, which include designs which incorporate curved brackets cut from solid board, timber trellis and various roof designs.
 - Windows should be double hung sash windows, with the upper sash divided into nine panes and the lower into two, although in some cases side hung casement windows will be acceptable, with projecting surrounds and projecting cornices over their heads.
- Whilst front boundaries vary, fences are generally low. Timber picket fences or timber and wire fences with a significant degree of transparency are acceptable as they will maintaining the historic heritage values of the area.
- Driveways should remain single width. Large areas of parking should be not provided to the front of houses, over and above the driveway which can widen to the front of garages.
- 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.
- Planting within front yards is acceptable but 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 (including where located on the carriageway side of the kerb/channel should be retained/maintained as existing.
- Alterations to the factory building should respect the overall shape, form and materials of the building 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 a direct association with New Zealand Railways; the coming of the railway to Frankton in 1877 was a significant milestone in the development of Hamilton and the Waikato. The development of the site for the factory and workers village was a further significant milestone.

The area represents a significant period of New Zealand and Hamilton's history, containing both the Railway Factory and the Frankton Railway Village.

The village remains very unaltered, and whilst the factory building has undergone more change, it still maintains its original shape and form. The area illustrates the historic significance of Frankton as a Borough and the important role that Frankton and the Frankton Railway Junction have made to the history and growth of Hamilton.

The Railways Department had provided homes for some of its workers since the 1880s.

The New Zealand Government was only in the early stages of considering social housing when the Railway Department with a burgeoning railway workforce pushed Prime Minister William Massey into running an unplanned pilot scheme, houses for railway workers. The success of the scheme was so immense that it forced it's own end within a few short years, meantime populating the countryside with small and perfectly formed homes which still stand today.

The factory was established at Frankton and was built over a short period in 1921 – 1922. Production began in 1923 and timber from the Railways Department's own forests was fashioned into prefabricated houses. The entire house would be bundled up and sent on a railcar to any corner of the North Island that there might be a railway worker, with a booklet to assist the builder at the other end. None of these houses were built in the South Island because of the greater shipping costs.

At their destination, the houses only took about three weeks to construct, the jigsaw often put together by the railway worker himself, or other unskilled labour.

To keep expenses low, houses were small and came in a number of standard designs. Most had three bedrooms, although another could be added to accommodate large families. The kitchen was the largest room and social hub of the home. It was designed so that a dining table and easy chairs could be placed around a cosy coal range.

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By 1926 the factory was producing more houses than it needed, and started storing them and then selling them to local authorities. Houses were also sold to private owners, so that

houses can be found in locations far from any Railway; for example the dwelling at 6 Waitai Road, Waiheke Island.

By 1928 the construction industry was so envious of the railway house factory that they lobbied for its closure.

The grid street pattern, with large area of public open space is typical of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period.

Tall fences to the front of building lines would have a negative impact on the heritage values of the area, but timber picket fences or timber and wire fences with a significant degree of transparency of up to

1.2m could be inserted whilst maintaining the historic heritage values of the area.

The place has **outstanding national** 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 dwellings are all Villa and California Bungalow cottages, of standard designs, which were used for all NZ Railways cottages across the North Island whilst the factory in operation.

The factory building has a saw tooth roof design, with lights bringing in southern light.

The Railway Cottages represent a nationally important aspect of the development period.

Today the Frankton Railways Village provides a relatively unmodified example of a planned railway settlement. The area clearly incorporates design elements of the 'garden suburb' movement, fashionable at that time, and included a hall and central open space for workers.

The area contains a number of different design variations on the railway house, with front porch, horizontal weather boarding, and galvanised corrugated iron roofing.

The single storey railway cottages are arranged in regularly spaced lines along each side of the streets, each building showing a similar setback.

The area contains a number of different design variations on the railway house, with front porch, horizontal weather boarding, and galvanised corrugated iron roofing.

The overall design of buildings is influenced by Villa and California Bungalow designs. Roof designs and porch designs, to provide similar sized building a different appearance – roofs include hipped, gabled and Dutch gable designs.

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- Streets meeting at right angles
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- Single storey detached cottages.

The Railway Factory itself is an example of Industrial Architecture worth noting, the saw tooth roof being reminiscent of Victorian factories and bringing in southern light. The design allows for a clean floor, open interior. The light giving windows on the South side of the building were later copied on other factories, such as the Ford Car Factory at Seaview.

An integral part of the Frankton Junction settlement was the inclusion of recreational buildings including the Railways Institute which catered for the "social, mental and health needs" of the railway families. It was probably pre-cut at the house factory and built voluntarily by railway employees including the staff of the Mill and House Factory who were responsible for most of the construction and the locomotive and railway men who did the unskilled work. Both the cottages and overall layout of the area have been altered very little since they were originally constructed; their integrity is a significant factor in their significance. Whilst the factory and its surroundings have been more altered, the overall form of the building has not and also maintains integrity.

The cottages and Institute buildings are significant in so much as they were manufactured as 'kit sets' on the site, in the factory building.

The buildings were designed by the Architectural Branch of the Railways Department, headed by George Troup. Similar designs were utilised for Railway Houses across the North Island. The standardised dwellings have made a significant contribution to the history of NZ as a whole.

The place has **outstanding national** 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 area is significant in that the factory produced complete kitset houses, which were subsequently constructed to form the workers village and in a wide variety of other locations across the whole north island.

The place has **high national** 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 development of the factory began in 1921, and the houses followed this. The potential for information regarding earlier human occupation is therefore low.

There are no archaeological records regarding the proposed HHA or local area.

The Railways Institute and the Area as a whole are included on the New Zealand Heritage List Rārangī Kōrero.

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 area was designed to provide for the social needs of the railway community, with the large area of open space being an essential element of the original design and layout of the area. The village as a whole was a focus for the railway community.

The factory and village have played an important role in the history and identity of Hamilton. Its retention is significant to this continuing.

As a planned settlement, it provides the opportunity for future generations to learn about a significant time and event in New Zealand's history.

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

Statement of Significance

The area represents a significant period of New Zealand and Hamilton's history, containing both the Railway Factory and the Frankton Railway Village. The village remains very unaltered, and whilst the factory building has undergone more change, it still maintains its original shape and form. Tall fences to the front of building lines would have a negative impact on the heritage values of the area, but timber picket fences or timber and wire fences with a significant degree of transparency of up to 1.2m could be inserted whilst maintaining the historic heritage values 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 Outstanding heritage significance as it is a relatively unmodified example of a planned railway settlement. The overall design of the area incorporates design elements of the 'garden suburb' movement, fashionable at that time, and included a hall and central open space for workers. The subdivision layout of the area is generally unaltered from when it was originally constructed. The area contains a number of different design variations on the railway house, with front porch, horizontal weather boarding, and galvanised corrugated iron roofing. These are generally in good condition with few alterations. The area illustrates the historic significance of Frankton as a Borough and the important role that Frankton and the Frankton Railway Junction have made to the history and growth of Hamilton. The development of the site for the factory and workers village was a further significant milestone.