

BEFORE THE HEARING PANEL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER Proposed Plan Change 9 to the
Operative Hamilton City District Plan

AND

IN THE MATTER Session 2 Historic Heritage Items

STATEMENT OF EVIDENCE OF – LYNETTE JOYCE WILLIAMS

ON BEHALF OF Alan Kellaway - Submitter # 318

DATED 18 September 2023

INTRODUCTION

1. My full name is Lynette Joyce Williams. I am an historian and museum and heritage consultant and have worked in the Waikato region for the last 26 years. My area of expertise is Waikato and Hamilton history. I was Curator of History at Waikato Museum of Art and History from 1997 to 2003 and since then have been a self-employed consultant based in Hamilton, specialising in historic heritage research; historic building/structure research; museum collections assessments and exhibition curation; editing and proofreading archaeological reports; and writing articles on historical subjects.
2. I graduated Master of Arts (MA) 2nd Class Honours in Anthropology (Archaeology) in 1980 from the University of Auckland. I have held curatorial positions in Southland Museum & Art Gallery (1980-83), Canterbury Museum (1984-89) and Waikato Museum of Art & History (1997-2003); I was manager-curator of Porirua Museum (1992-1997).
3. In 2018 I was contracted by Hamilton City Council and provided *A Thematic Review of the History of Hamilton* as a technical report in 2021; this is the first substantial report on the history of Hamilton since 1976. It forms one of the resources available for Plan Change 9.
4. My other Hamilton-related work has included researching and writing the histories of Hamilton East and Hamilton West Cemeteries as part of a conservation report for Hamilton City Council, presented in 2013; researching and writing the histories for several individual buildings or structures in Hamilton, working with conservation architects Matthews & Matthews – this work included the Latter-Day Saints Temple, the Municipal Baths, St Peter's Cathedral and central Hamilton buildings. I have researched and produced reports for the New Zealand Historic Places Trust for several Hamilton buildings and sites. I have researched and written the history of Hockin House, for the Waikato Historical Society. I have written the Maori and early European history of Hamilton to inform archaeological projects for Grantham Street and the Hamilton Club, and the Pukete to Horotiu section of Te Ara walkway.
5. I have written historic overviews of central Rotorua, Whakatane, Otahuhu and Opotiki for the Historic Places Trust, and the relevant councils, in conjunction with Matthews & Matthews; central Pukekohe for Auckland Council; the Waikato District for Waikato District Council; the Aotea-Kawhia Catchment for Waikato Regional Council and researched historic structures within each of those areas. I have researched and written the histories of the Waitangi Treaty Grounds, Musick Point Memorial Radio Station, Huntly Hotel and Waihi Railway Station. I have lectured on archaeology, Hamilton history, and local stories as seen through burials in Hamilton and Waikato cemeteries and conducted tours in local cemeteries.
6. I have lived in Hamilton from 1952 to 1972 and from 1997 to the present. I am a resident and ratepayer of Hamilton.
7. I am a member of the Professional Historians' Association of New Zealand/Aotearoa.
8. I have been engaged by Mr Alan Kellaway who has submitted to Plan Change 9 that he seeks inclusion of No 9 Weka Street Frankton as a scheduled historic item. His submission number is # 318.
9. My professional background allows me to offer particular insights to the request to define No. 9 Weka Street as a Historic Heritage Item, and these have informed this evidence. I bring relevant knowledge and experience in the area of historic heritage to these proceedings.

10. I am generally familiar with the Frankton area. I carried out a site visit to 9 Weka Street on 1 September 2023, external only, and plan to inspect the interior as soon as convenient to the owners. My assessment report on the historic heritage significance of 9 Weka Street dated 12 September 2023 is set out at **Attachment 1** to my evidence. My evidence includes peer review by heritage consultant Jane Matthews of Matthews & Matthews Architects Ltd, Auckland.

CODE OF CONDUCT

11. I am familiar with the Code of Conduct for Expert Witnesses (Environment Court Practice Note 2023) although I note this is a Council hearing, and agree to comply with this code. The evidence I will present is within my area of expertise, except where I state that I am relying on information provided by another party. I have not knowingly omitted facts or information that might alter or detract from opinions I express.

SCOPE OF EVIDENCE

12. My evidence will cover the following matters:
 - a) the history of the Frankton Railway Settlement in regards house A-209, and
 - b) heritage assessment of A-209 (9 Weka Street).
13. I have undertaken an historical study of the place which forms the basis for supporting the proposal to have 9 Weka Street scheduled as a B Ranked Historic Heritage Item under Schedule 8A.
14. My research is not a comprehensive examination at the history of the area but covers key points of the local history and specific site. There is sufficient existing historical documentation of the Frankton Railway Settlement/Village, within council and Heritage New Zealand information to identify, protect, and manage the city's historic heritage and relevantly, houses within the Heritage New Zealand historic area.
15. The railway house and site at 9 Weka Street has the potential to be protected in the District Plan as a typical example and to meet the criteria for protection.
16. Ms Jane Matthews has peer reviewed my assessment report.
17. Reviewing the proposed Plan Change 9 (PC9) provisions did not form part of my brief from Mr Kellaway. As such, I have not reviewed the District Plan objectives, policies and rules proposed within Plan Change 9 and do not comment on the updated PC9 provisions in my evidence.

EXECUTIVE SUMMARY

18. Frankton Railway Settlement is situated in western Hamilton. It is accessed from Rifle Range Road and Massey Street and is bounded on one side by the historic House Factory complex and by Swarbrick Park on the western side. The proposed Historic Heritage Item includes the site, the house, outbuilding and fence and setting as part of the prefabricated kit-set houses made in the Frankton House Factory for New Zealand Railways department staff in the 1920s. It excludes the modern garage.
19. While there are approximately 100 houses within the proposed HHA; there are no individually scheduled prefabricated houses. The house is within the existing Heritage New Zealand

Pouhere Taonga historic area and Hamilton City Council special character zone. There is a proposed HHA under PC 9 Session 1.

20. No.9 Weka Street is a typical example of small collection of nationally significant early 20th century prefabricated kit set houses, provided by the New Zealand Railways Department, within a planned garden suburb. Both house and outbuilding are a standardised factory made design from the adjacent House Factory.
21. The assessment (appended) defines the extent of the item. It includes the house, the outbuilding, front fence and concrete shower base, and the section and its setting.
22. In my professional opinion, based on the research undertaken, the railway house at 9 Weka Street:
 - a) falls under the heritage values of: historic value, physical value, group value, technological value and cultural value. It is representative of a significant group of houses with historic heritage significance.
 - b) The house rates high under each of the values, rating high on a national level for historic, group and technological values.
 - c) It has historical significance in relation to the heritage criteria and is considered to be of value locally, regionally and nationally . It has particular significance for the development of the western area of Hamilton as it expanded into Waipa County farmland.
 - d) The house was built and occupied as part of the railways settlement in association with the Frankton Junction railway station, with a large number of employees engaged by the Railways Department. The railway employees had strong cultural associations through social, recreational, educational and religious worship activities.
 - e) The house exemplifies the technological advances in kit-set houses.

BACKGROUND

23. The history of a place is not static but changes as a city grows and matures, and as new information is unveiled the history of a place needs to be reviewed and updated.
24. I agree with the statement in Plan Change 9, Section 19.1(g) "Rapid growth over the last decade has resulted in redevelopment and intensification of both residential and business sites and in some circumstances, this has led to the loss of heritage values". I also agree with the explanation that *"A wide range of heritage values need to be protected, including buildings, structures, sites and their setting and surroundings with historical, cultural, architectural, scientific, archaeological or technological significance"*.
25. The explanatory sections of Chapter 19 discuss how historic places make a significant contribution to the sense of identity and wellbeing of the City's residents. It also discusses how Heritage resources are vulnerable to change, and once lost cannot be replaced.
26. Historic heritage places are places of significance to people on account of historical, physical (i.e. technological, archaeological, architectural) and cultural values. Historic heritage is often referred to as cultural and historic heritage or simply 'historic places'. In simple terms, a heritage place is a place with a 'story' (the heritage values) about the interaction of people with the place. The definition of 'historic heritage' provided in the Resource Management Act 1991, includes historic sites, structures, places, and areas that *"contribute to an understanding*

and appreciation of New Zealand's history and cultures" deriving from archaeological, architectural, cultural, historic, scientific, or technological values.

27. The purpose of Plan Change 9 is for the identification and protection of both historic heritage, and natural environments. The identification of historic heritage items subject to Plan Change 9 Built Heritage are of 'a matter of national significance' under s6 of the RMA. The rules and provisions proposed in Plan Change 9 are for the identification, recognition, protection and enhancement of these matters.

As part of my report, I recommend that at least one of each type of railway house in the area is considered for evaluation and protection within the District Plan for the Railway Settlement/Village, to further support a wider understanding of the specific railway house types, including both pre-fabricated and non-factory railway house examples. Prefabricated out-buildings should also be identified and protected with the proposed historic area as contributing items.

HISTORICAL STUDY FOR 9 WEKA STREET RAILWAY HOUSE

28. As the historian for the "Thematic Review of the History of Hamilton", a technical report (Draft) written for Hamilton City Council in 2022, in my view the specific histories of the Frankton railway housing are a significant part of the history of Hamilton and New Zealand railway heritage.
29. 9 Weka Street retains several original features related to the original construction and occupation of the building and merits assessment as an individual item under the District Plan Schedule 8A: Built Heritage (structures, buildings and associated sites)

CONCLUSION

30. In my view the railway house at 9 Weka Street merits inclusion in Schedule 8A of the District Plan as a B ranked heritage item.

Lynette Joyce Williams
18 September 2023

Attachment 1 – HISTORIC HERITAGE ASSESMENT OF 9 WEKA STREET

Historic Heritage Assessment of Railway House NZR A-209 9 Weka Street, Frankton

Lyn Williams
12 September 2023



House at 9 Weka Street, Frankton, in 2023.

Name: Railway House NZR A-209, 9 Weka Street

Address: 9 Weka Street, Frankton Junction, Hamilton

Additional Location Information: Frankton Junction Railway Settlement; part of Allotment 9, Te Rapa Parish.

Local Authority: Hamilton City Council

Current Legal Description: Lot 35 DPS 37472, South Auckland Land District

Proposed Extent of Scheduling:

The extent proposed for scheduling under the Hamilton City Council District Plan includes the land described as Lot 35 DPS 37472, South Auckland Land District, Certificate of Title SA40D/452, and the dwelling, the outhouse, the front fence and the base of outdoor shower thereon.

The property is 794 sqm.

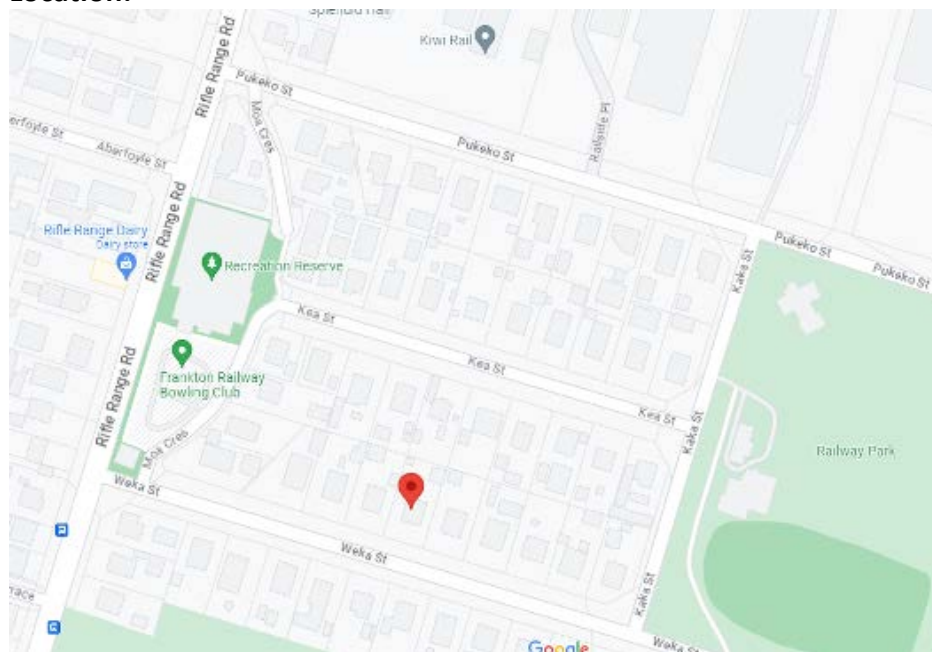
Scheduling and Listing:

The site is known as part of the Frankton Rifle Range, but is not scheduled as an archaeological site in the District Plan.

The place is within the Heritage New Zealand Pouhere Taonga listed Frankton Junction Railway Settlement Historic Area # 7014.ⁱ

The Territorial Authority has not scheduled this place in its District Plan as an individual item, however it is part of the Frankton Junction Railway Settlement Special Character Area under Chapter 5 of the Operative District Plan. The settlement has been proposed as a Historic Heritage Area in Plan Change 9, 2022.

Location:



Google Maps 2023

Date of construction: 1923

Designer: George Alexander Troup, NZ Railways Department

Builder: NZ Railways Department

Current use/Building type: Residence /Prefabricated component buildings (cottage and outhouse)

Visible materials: Prefabricated weatherboards (painted); timber double-hung windows to front and sides with timber original awning windows at rear; brick chimney with stucco finish; glazed timber front door with glazed panel above; timber porch with concrete steps; corrugated steel (roof); concrete (shower base); galvanised pipe and mesh (fencing).

History:

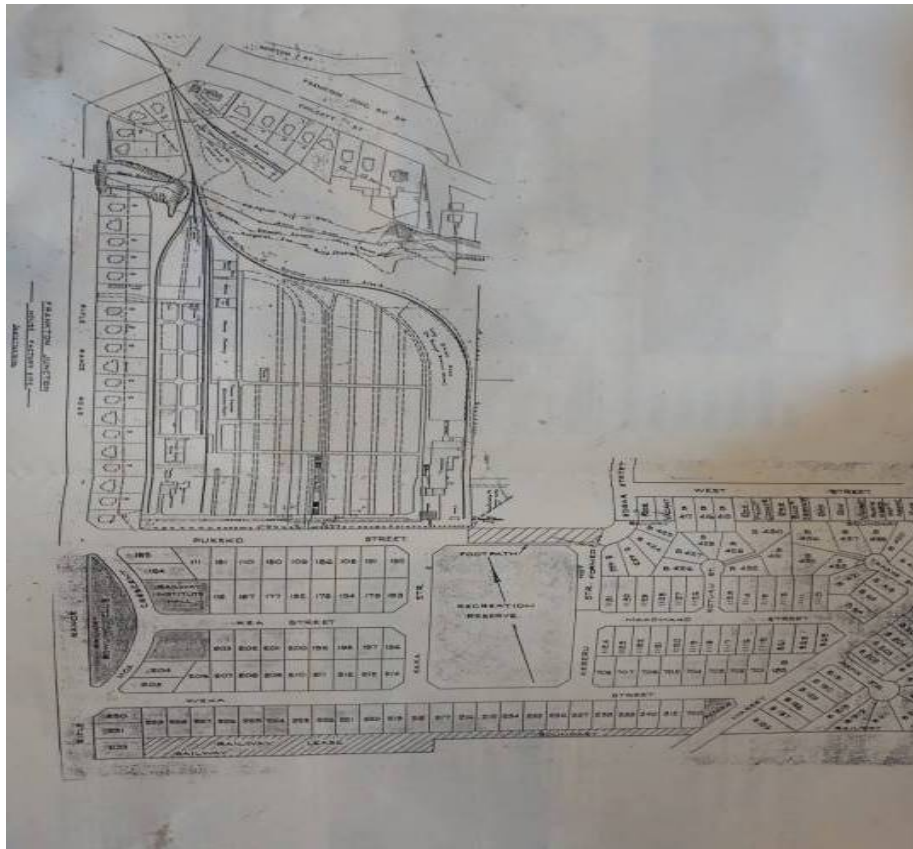
Railway house A-209 was one of many houses prefabricated in the Frankton NZR House Factory by the Railways Department in the 1920s as part of a scheme to house railway workers. The land on which the railway settlement was built was close to Frankton Junction railway station, one of the busiest in the country.

From the late nineteenth century, railways became increasingly important for transport and communications in New Zealand. The itinerant nature of railway work made the availability of readily available low-cost housing a recurring problem which escalated after World War I.ⁱⁱ The Railway Department's response was to implement its own "garden suburb housing scheme" for its employees.ⁱⁱⁱ The Railways Department was the biggest employer and landlord in a number of New Zealand towns.^{iv} Under the Minister of Railways, William Ferguson Massey, the Department decided to enter into a large-scale housing scheme to provide accommodation for permanent staff. The architectural branch of the Railways Department was established in 1919, headed by George Troup, and was responsible for designing and supervising construction of railways housing, buildings and settlements. Frankton, one of Hamilton's western suburbs, was one of ten major North Island settlements planned, surveyed and laid out by 1922^v and the largest planned railway settlement in New Zealand.

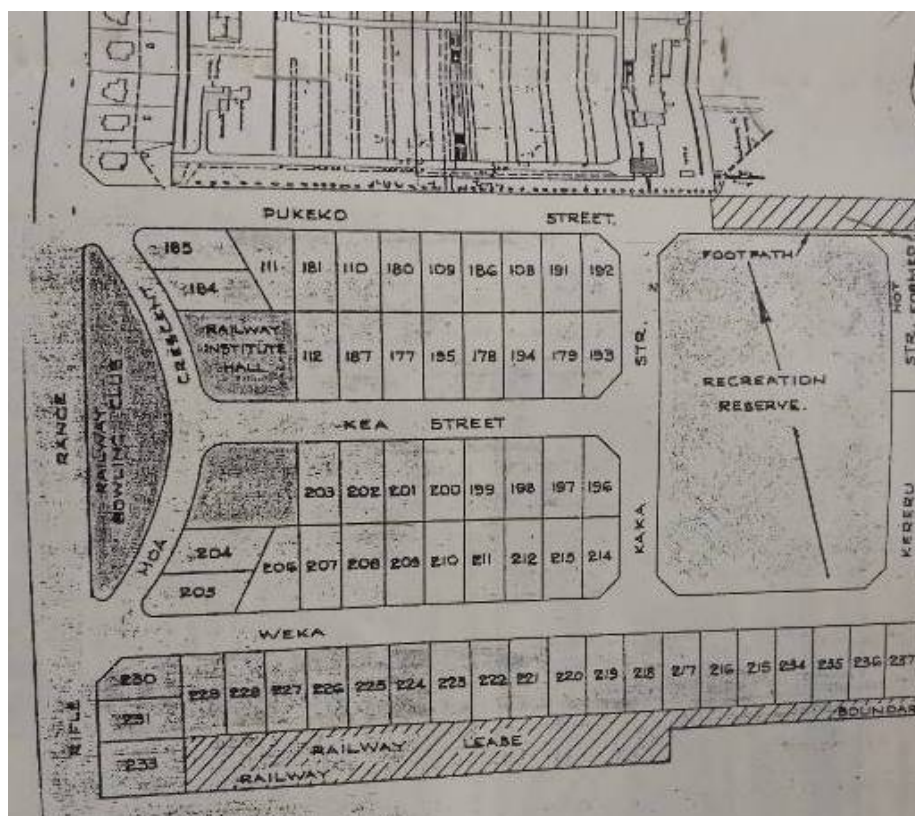
Because of its central location and the large number of railway employees in the area, Frankton Junction was chosen as the site for a factory to mass-produce kitset timber houses. The Railways Department acquired land close to the North Island Main Trunk Line (NIMT). The land had been set aside in 1893 for the Defence Department as a Rifle Range Reserve^{vi} but in 1920 it was proclaimed as land for railway purposes.^{vii} The stationmaster's house and several NZR houses were built in Chilcott Road adjacent to the railway line. The Department established a saw mill and specialist prefabrication house factory, with a siding from the North Island Main Trunk Line to provide easy rail access for freight in and out.

The design of the Frankton Junction New Zealand Railways Settlement was loosely based on the "gardens suburb" ideology: it included a central square, recreation grounds, a community hall, tennis courts and bowling green, wide streets with grass berms, and included housing from the railway line to Swarbrick Park, plus an area across Massey Street opposite Frankton School. The minimum area of the house sections was a quarter-acre or fifth-acre. The houses had five or six rooms each, and although they were based on a set of standardised plans, the main cottage type were varied with its front elevations "in order to avoid monotony".^{viii}

The railway house factory became the centre of an innovative kitset housing operation, where timber was pre-cut for a range of standardised houses, which could then be transported by rail to all parts of the country. From 1923 to 1929, when it closed, the Frankton factory produced almost 1,400 prefabricated houses, as well as pre-cut timber for wagons, signals, office furniture, stockyards, sheds, huts and other buildings. The factory was working by July 1923 but oversupply and pressure from the building industry, and the advancing world wide depression, led to its closure.



1931 plan of the Frankton Junction Railway Settlement showing most of the houses, house sections, recreational grounds, sidings and factory complex (NZR Archives).



Detail of 1931 plan showing lot A-209 on Weka Street.

Railways house designs were based on a small number of standardised house designs derived from English and US house types.^{ix} The English style cottage designs were standardised, with a simple villa floor plan, and varied in dimensions, differing according to employee's rank and with variations in the detailing of front porches and roofs.^x The design of the railway houses has been described as "solid and practical" rather than being architecturally innovative.^{xi} The innovation was the prefabrication of componentry as a kitset, and use of kiln-dried native timber.^{xii}

A prefabricated outbuilding comprising a WC and a coal shed came with each house, but there are very few outbuildings surviving in the settlement in 2023. Most interiors have been modified since 1988, some are highly modified, and many have new post-NZR additions. Most sites have modern post-1988 garages. Only some historic pipe and wire mesh NZR fences remain, dating to the mid-century period.

The houses were let to railway employees at set rates relative to their wages. Each house was designated to a specific section of the railways, such as shunters. While some staff moved frequently, others remained in the same house for their working life, many moving a short distance away. House A-209 was occupied by a shunter, Mark Downes from at least 1929-36, and James Lawn, railway worker, from 1938- 1947.^{xiii}

While the houses provided good accommodation and were appreciated by tenants, families generally found it difficult in the early period to provide for their large families. As early as 1926 the tenants at A-209 were requesting an additional room in the small three bedroom house or additional outbuildings for bedrooms. It was common for several children to be in each small bedroom.



Aerial photograph of Frankton Junction looking north. Left centre is Rifle Range Road heading diagonally up to the junction with Norton and Lincoln Roads at the crossing of the North Island Main Trunk Railway. In the foreground is part of the railway settlement with Weka Street (left lower), plus Kea, Kaka, and Pukeko Streets. Rows of timber stacked to dry, and railways sawmill towards right. Zigzag roofed building amid the timber stacks is the railway house factory. Photographed by Leo White in 1930. National Library ^{xiv}

By the late 1970s government maintenance of the buildings was minimal and misuse of the houses was evident. In 1984, 40 lots between Weka Street and Pukeko Street were surveyed in preparation for the sale by the government, and Certificates of Title were generated.^{xv} In Frankton rental accommodation was sub-leased to Housing Corporation, and No. 9 Weka Street was one of several houses in the street which were provided initially for Housing Corporation.

As increasingly the railway settlement and the former factory site were at risk of loss from fire and demolition by neglect, Laura Kellaway, along with the Waikato Branch of the NZ Historic Places Trust and some community members, sought to have protection of the settlement and its significant elements from buildings to reserves. Hamilton City Council scheduled part of the settlement, but not the houses along Rifle Range Road, or the recreational grounds and buildings. The two post-1930s parts of the settlement using state house designs were not included. Housing from the railway line to Rifle Range Road was also removed. The factory sites were subdivided and a number of NZR buildings demolished. By 2023 three of the four recreational areas had been lost. The two areas of post-1930 houses which made up the railway settlement have been substantially removed, and in particular the houses near the Frankton School have all gone.



DPS 37472 surveyed September 1984.

Property A-209, 9 Weka Street

The No.9 Weka Street property was owned by Railways Department from 1920 until 1988. It was tenanted to railway workers and their families from 1923 until 1988 when it passed into private ownership; it was then legally described as Lot 35 DPS 37472. The property was sold to a private owner in May 1988, who on-sold to the current owners in October 1991.

Physical Description: Single storeyed, timber-framed and timber-clad with weatherboards; standardised, prefabricated railway cottage with symmetrical street elevation, the hip roof form (Type C of Plan AB 326) variety of roof forms and entry, with one type of the range of porch designs. The design between verandah posts has been modified prior to private sale and is therefore part 'Porch C/ AB326'. The house has a double-hung sash window either side of the front panelled and glazed door with casement above. The front elevation has the traditional hoods over the windows. Side windows are double-hung, and rear windows are fixed pane by the rear door with pivoting windows in bathroom and former laundry.

The house is 90 metres square, with three bedrooms.

As part of the house form, the hip roof has a lean-to section which originally contained the inside bathroom, scullery and outdoor-accessed laundry. At some stage during the NZR period an additional room was added by extending the lean-to to the rear.

The original main house stuccoed chimney is still there. The laundry chimney and its copper bowl and brick surround were removed in the late NZR period. The house has its original NZR prefabricated outhouse of a WC and coal/wood shed, but the toilet itself has been removed.

Some original concrete paths are retained, but the wooden porch steps have been replaced with concrete.

Special to this property is that the concrete base of the original outdoor shower at the back door remains.

There are no historic NZR garages or sleeping huts.

The site has its NZR front fence of metal galvanised pipe and galvanised netting with concrete posts, and one partial side fence.

The site is undulating as a result of dumping of vehicles common to a number of NZR house sites. There are no historic plantings. The Norfolk pine in the front yard is approximately 40 years old.

Interior layout: The main rooms (the parlour, kitchen and bedrooms) are as original. Change has taken place in the service area, including loss of the fireplace mantel, coal range, and wash house components including hearth.

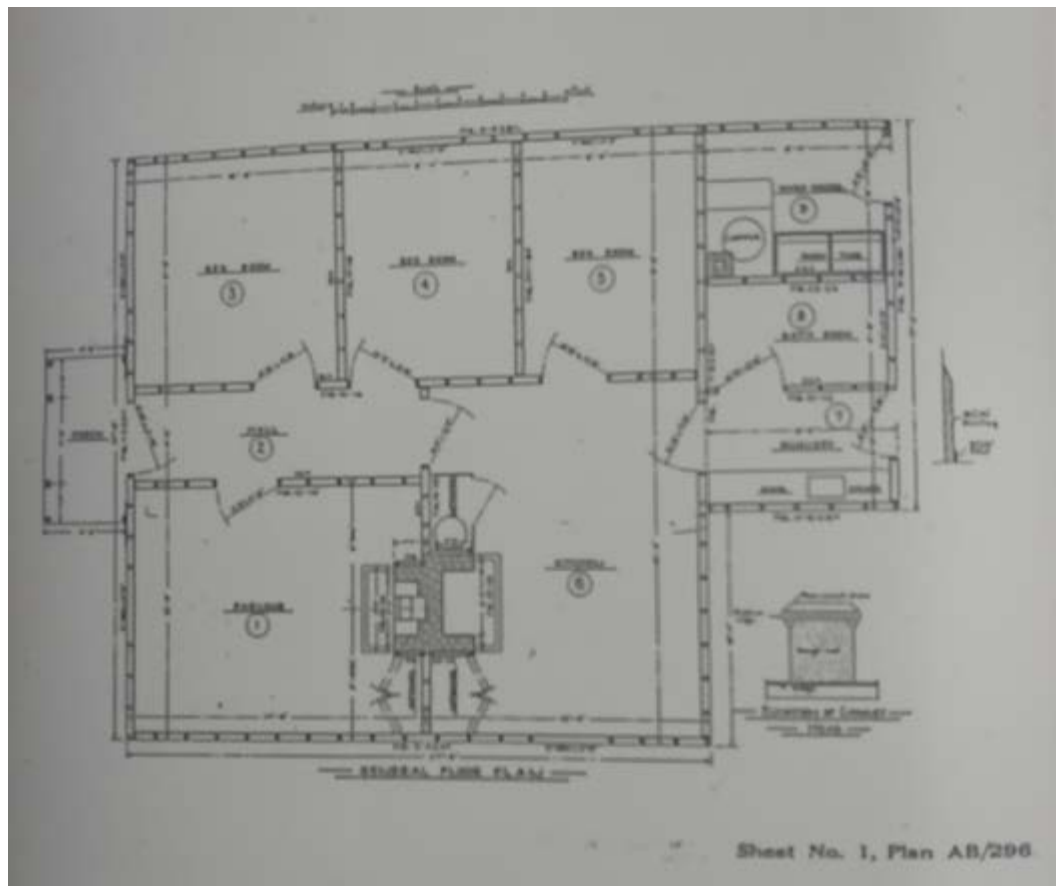
House A-209 No.9 Weka Street is a typical example of one of the first sets of factory prefabricated houses and outbuilding plan AB/296, which is the main plan type in the settlement and the plan used for the majority of the prefabricated Frankton houses. Each street, including Weka Street, retains its original houses with the pattern of Type C still clearly evident today.

While the prefabricated houses are seen to be common there has been increasing loss of both the NZR settlements and houses across New Zealand. House A-209 is now a rare example of a prefabricated Frankton NZR house related directly to the house factory. Other examples of prefabricated houses in the Frankton Settlement in Makomako Street were built after 1926 and are a different plan type.



ROOF C, PORCH C

The above is the form type and front elevation with the porch type. NZR Plan AB 296 (Sheet 326). This was the second design phase after the initial prototypes. It is the main factory type in plan. All components are factory produced.



Floor plan, Sheet No.1, Plan AB/296. The three bedrooms are shown across the top part of the plan, with the parlour at lower left backing onto the large kitchen with fireplace and range sharing a common chimney. The scullery opens from the kitchen, with an external door as well; the bathroom was accessed from the scullery. The wash house with copper and twin tubs is shown at top right, accessed from outdoors.



The NZR WC and coal shed to the rear of the house, on its original site.



The concrete base of the outdoor shower, situated by the tap.

Changes:

NZR period 1923 -1970s

- added additional lean-to room (bedroom) and added a door (after 1930)
- additional room modified to kitchen (1970s?) and window on side added (post-1980?)

- removed coal range
- removed lower cupboard in kitchen
- removed kitchen unit doors
- laundry copper and brick structure removed along with chimney (hearth remained)
- 1980s: damage from Housing Corporation tenants

Post-NZR 1989 - private ownership

- removed wall between bathroom and laundry, and acrylic bath. Removed rear laundry door (concrete step remains).
- Installed shower in laundry area.
- carport removed off rear elevation along with side screen wall
- new double garage built at rear
- new fencing at rear and part sides (palings and corrugated iron and new gates at mid point).

2010s

- new double garage
- replaced shower; installed claw foot bath; installed new WC and hand basin. Removed concrete laundry hearth; installed small window to side; new tile floor in bathroom and kitchen, with bathroom timber floor removed due to rot.
- Installed new kitchen units
- Scullery bench removed (upper cabinets kept)
- Original rear door and side window removed (kept)
- New wall in scullery
- New French doors to kitchen.

Level of integrity 2023

Site: retains original locations of house and outbuilding, and front NZR fence along with concrete shower base.

House externally: 100 years old. Retains original form (which includes lean-to addition added during NZR period); original main chimney, roof replaced with galvanised steel, minor changes to porch (during late NZR period). Changes to rear elevation (new French doors and removal of rear door). Original weatherboards, original double-hung windows and awning windows and front door. Generally high degree of integrity relative to other settlement houses, as most other houses have been modified.

House internally: original layout of most rooms is intact except in bathroom/laundry, and minor wall now in scullery. Original cupboards removed on one side of kitchen set and joinery doors replaced. Coal range removed. Has 1960s wall paper on scrim in living room, hall and main bedroom. Original interior doors (except 1). Generally very readable as three-bedroom cottage Plan AB/296.

Outhouse: 100 years old. Original but WC hardware has been removed.

Condition – house generally in good condition. Guttering needs replacing, chimney needs repair, repainting required at rear and repair to bathroom windows. Outhouse is in very poor condition with borer and some rot.

Significance assessment

A-209 is an excellent example of a prefabricated factory railway house, manufactured in the adjacent house factory. It is an integral part of a unique development of a garden suburb for government railway workers which included both housing and recreational facilities.

It has social values with its history of railway workers, architectural value for its construction method of early 20th century prefabrication and technical value. It is part of a nationally significant housing and industrial site, recognised with its Heritage New Zealand Historic Area status, and Hamilton City Council Special character area zone.

The national historic heritage significance of the Frankton Junction Railway Settlement and its House Factory has been recognised for over 35 years, of which A-209 is a part.

The house at 9 Weka Street is a typical example Frankton railway house and retains most of its original features, both externally and internally, including a now rare concrete shower base and an NZR prefabricated outbuilding.

The house is situated in its original context in the Frankton Junction Railway Settlement, and is one of the earliest batches of the house factory production in New Zealand.

The house, like the other houses, was the work of architect George Troup who was in charge of the Railway Department architectural office from 1919 until he retired in 1925. He designed the Dunedin railway station in 1904 plus other railway stations, and was involved in many major projects for the completion of the North Island Main Trunk Line. He was elected a fellow of the Royal Institute of British Architects in 1907.

It is one of a collection of fewer than 100 houses at Frankton Settlement, with several houses lost in the last few years.

It is recommended that the house and associated items within the defined extent be considered for scheduling as a Historic Item in the District Plan, as at least Ranking B, under the following historic heritage values.

The railway house has:

- a. Historic Qualities** - high at a national level
- b. Physical /Aesthetic/Architectural Qualities** - high
- c. Context or Group Qualities** - high at a national level
- d. Technological Qualities** -high at a national level
- e. Archaeological Qualities** - unknown
- f. Cultural/Social Qualities** – high
- g. Scientific Qualities** – none known.

Other railway houses

There are no prefabricated railway houses scheduled in the Hamilton Operative District Plan.

One railway house at Te Rapa was scheduled as the oldest Hamilton city railway house from the 1880s, however is not prefabricated and was removed without consent. The former Frankton Stationmaster's House which was built in the 1880s was relocated out of the planned settlement to Hillcrest by council. A railway house from the Frankton Settlement has been proposed on Lake Road, however is not on its original site in the Settlement and is no longer within the setting of the historic area.

Individual railway houses in other areas are listed with Heritage New Zealand as groups, and individual houses are scheduled in other council's district plans.

The recommendation is that A-209 be scheduled as B Ranking.

In addition the recommendation is that a small selection of each type of NZR railway house (prefabricated and non) is considered for scheduling, as representative of the range of the Settlement's houses and the design work of the New Zealand Railways Department.

Assessor: Lyn Williams

Peer Reviewed by: Jane Matthews

Dated September 2023

APPENDIX 1 Location.



Google Maps 2023 with the NZMT running diagonally across top RH corner of image and Weka Street diagonally across lower part of image.



Google Earth 2023 shows 9 Weka Street on the northern side of the road (light grey roof).

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- <https://www.heritage.org.nz/list-details/7014/Frankton%20Junction%20Railway%20Settlement%20Historic%20Area>
- ii *Auckland Star* 10 March 1920, p.4 and NZHPT Registration Report 4946 *Frankton Junction Railway House Factory*, updated 20 April 2011.
- iii Roche M, *Garden Suburbs and New Zealand Railways, 1922-1929*, p1, Paper presented to the 13th International Conference of Geographers, University of Hamburg, 2006. Railways statement, *Appendices to the Journals of the House of Representatives*, 1923, D-2, p. V
- iv Roche M, *Garden Suburbs and New Zealand Railways, 1922-1929*, p1, Paper presented to the 13th International Conference of Geographers, University of Hamburg, 2006.
- v NZHPT Registration Report 5297, *Frankton Junction New Zealand Railways Institute*, updated 20 April 2011
- vi SO 6684
- vii Gazette Notices 1920 pp.2650, 3359 and 2694
- viii *New Zealand Herald* 29 March 1921
- ix Roche M, *Garden Suburbs and New Zealand Railways, 1922-1929*, p1, Paper presented to the 13th International Conference of Geographers, University of Hamburg, 2006.
- x Ibid.
- xi Ferguson G, *Building the New Zealand Dream*, Palmerston North, Dunmore Press, 1994.
- xii L Kellaway 2023
- xiii *Wise's New Zealand Post Office Directory 1930, 1936, 1940, 1947*
- xiv WA-62752-G <https://digitalnz.org/records/23241216/frankton-junction-looking-north-waikato>
- xv DPS 37472
- xvi L Kellaway 2023

21 09 2023

**RE: PEER REVIEW OF HISTORIC HERITAGE ASSESSMENT OF RAILWAY
HOUSE AT 9 WEKA STREET, FRANKTON**

I have reviewed the Historic Heritage Assessment prepared by Lyn Williams for the Railway House at 9 Weka Street, Frankton, and concur with the recommendation for scheduling this place in Category B in the Hamilton District Plan.

The house at 9 Weka Street is one of many houses prefabricated in the Frankton NZR House Factory by the Railways Department in the 1920s as part of a scheme to house railway workers. The robust referenced research information provided in the report forms a clear basis for assessment against heritage criteria, supported by relevant historic drawings and photographs.

The Significance Assessment provides a clear understanding of why this place is considered significant in relation to the historic heritage criteria, and merits scheduling. We concur with the assessment made, which is consistent with the recognition by Heritage New Zealand Pouhere Taonga of the national historic heritage significance of the Frankton Junction Railway Settlement. The place is within the Heritage New Zealand Pouhere Taonga listed Frankton Junction Railway Settlement Historic Area # 7014.ⁱ



Jane Matthews
21 09 2023

i

[https://www.heritage.org.nz/list-
details/7014/Frankton%20Junction%20Railway%20Settlement%20Historic%20Area](https://www.heritage.org.nz/list-details/7014/Frankton%20Junction%20Railway%20Settlement%20Historic%20Area)

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HOUSE AT 9 WEKA STREET, FRANKTON**

I have reviewed the Historic Heritage Assessment prepared by Lyn Williams for the Railway House at 9 Weka Street, Frankton, and concur with the recommendation for scheduling this place in Category B in the Hamilton District Plan.

The house at 9 Weka Street is one of many houses prefabricated in the Frankton NZR House Factory by the Railways Department in the 1920s as part of a scheme to house railway workers. The robust referenced research information provided in the report forms a clear basis for assessment against heritage criteria, supported by relevant historic drawings and photographs.

The Significance Assessment provides a clear understanding of why this place is considered significant in relation to the historic heritage criteria, and merits scheduling. We concur with the assessment made, which is consistent with the recognition by Heritage New Zealand Pouhere Taonga of the national historic heritage significance of the Frankton Junction Railway Settlement. The place is within the Heritage New Zealand Pouhere Taonga listed Frankton Junction Railway Settlement Historic Area # 7014.ⁱ



Jane Matthews
21 09 2023

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[https://www.heritage.org.nz/list-
details/7014/Frankton%20Junction%20Railway%20Settlement%20Historic%20Area](https://www.heritage.org.nz/list-details/7014/Frankton%20Junction%20Railway%20Settlement%20Historic%20Area)