Frankton Commerce Street HHA – Full Statement

Development Dates

- From the opening of the Railway in 1877

City Extension

- Within the 2nd extension 1917

Background

Background (Historic, Cultural and Archaeological Qualities)

The history of Frankton can be traced to Major Jackson Keddell of the 4th Waikato Militia who granted 300 acres in what became the Waipa County. In 1867 he sold the land to Thomas and Mary Jolly for farmland. They named the area Frankton after their son Frank.

When the railways department was planning the route from Auckland to Wellington, the Jolly's offered them access through their farm.

The trainline opened on the 17 December 1877, when the first train arrived from Auckland. Later that day 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.

In 1902, only four houses stood in the area, but this increased to seventy in only four years. By 1910 Frankton was firmly established as a railway town, with over eighty trains arriving

per day. Frankton became more self-sufficient as the town grew and a sense of community came with the opening of local businesses.

The development of the Frankton main street area is directly linked to the significance of the railway and the associated railway yard.

The undated survey plan 'Village of Frankton adjoining Hamilton Station' shows the subdivision of a town centre area, adjacent to the station (with the current Norton Road labelled as Whata Whata Road). The 1915 subdivision plan for Lots 12 and 13 shows the existence of the Frankton Hotel and Glover's shop and dwelling along with various outbuildings

The settlement had all the components of a small town - its own school, dairy factory, stock yards, abattoir, police station, bakery, hall, hotel, picture theatre and library.

Frankton Borough Council received a petition from residents proposing an amalgamation with Hamilton Borough in 1916. The community wanted access to services, particularly Hamilton's sewerage scheme as drainage was difficult on the low-lying land. Negotiations began to ensure Frankton interests would be looked after should amalgamation occur. A poll was taken in May 1916 with a small majority of 24 securing the success of the proposal, and the amalgamation took effect in April 1917.

The grid street pattern laid out across the town centre and local area is typical of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, with streets generally meeting at right angles. Commerce Street (or Main Street as it was originally labelled on the 1915 plan) continued across the railway to provide access to Waterloo Street and areas of Frankton to the west of the railway, including Frankton Railway Village and the Railway House Factory. The area to the south of High Street is no longer part of the railway corridor and is currently being redeveloped.

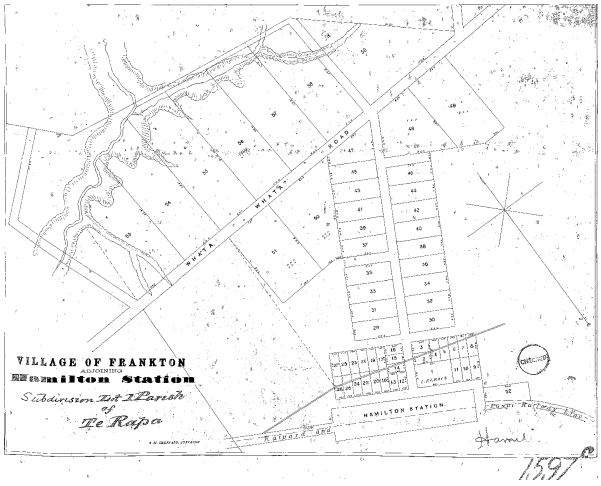

Figure 28 Undated survey plan 'Village of Frankton adjoining Hamilton Station' (retrieved from premise.co.nz)

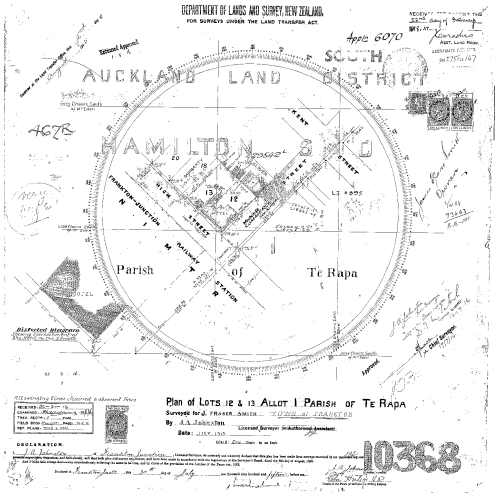

Figure 29 1915 subdivision plan for Lots 12 and 13

Figure 1 Frankton Junction around 1900 (from Hamilton City Libraries)

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

The two-storey 1929 Frankton Hotel, in the same location as the hotel shown on the 1915 survey, remains at the corner of Commerce Street with High Street, along with the 1923 Former Frankton Junction Supply Stores on the opposite corner at 245 Commerce Street. Other historic single-storey shop units, with tall parapets above verandas are located at Puna's Building (221–229), 205 and 212-216 Commerce Street, with other more recent shop buildings and the former Post Office occupying the remainder of the frontages from High Street to Kent Street. Apart from 217 Commerce Street, these are single- storey. The building at 217 appears modified at ground floor, but contains full width glazing at first floor, typical of the 1960s period.

A number of historic shop buildings remain on Commerce Street between Kent Street and Lake Road. However, the recent demolition and redevelopment of a significant on the west side of the street has had a negative impact on its heritage significance of this section of the street.

The section of Commerce Street from Kent Street to High Street is considered to be representative of the Late Victorian and Edwards and during and after inter-war growth (1890 to 1949) development period, as well as illustrating the continued change in the area during the Early Post War Expansions (1950 to 1980) development period.

Figure 31 1966, showing traffic moving across the railway

Frankton Commerce Street contributes to a clear understanding and appreciation of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period and exhibits Outstanding heritage significance as it continues to illustrate 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 and the Waikato.

Its grid street pattern, with back to back lots, is typical of the period and retains its integrity, as do the retained buildings which illustrate the importance of the area as an entrance to Hamilton and as a Borough and suburb in its own right. The Frankton Hotel, Former Frankton Junction Supply Stores, Puna's Building and other single-storey shop buildings with parapets, are typical of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period. The more recent shop buildings, illustrate the continued evolution of the area to serve the needs of its local community. The association of the area to the Jolly family and the coming of the railway add further historic significance to the area.

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

- Buildings should be two-storey or less.
- Buildings should be built to the back edge of the footpath.
- Buildings should utilise painted plaster elevations.
- Developments which span more than one existing street fronting lot should be designed to present a differently designed frontage to the street for the width of each existing lot.

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

Heritage Assessment Criteria:

a. Historic Qualities

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

The area is directly associated with the coming of the Railway to Hamilton, with the station opening in 1877, and with it demand for the development of the area.

The development of Frankton plays a significant place in the history of Hamilton.

The history of Frankton can be traced to Major Jackson Keddell of the 4th Waikato Militia who granted 300 acres in what became the Waipa County. In 1867 he sold the land to Thomas and Mary Jolly for farmland. They named the area Frankton after their son Frank.

When the railways department was planning the route from Auckland to Wellington, the Jolly's offered them access through their farm.

The trainline opened on the 17 December 1877, when the first train arrived from Auckland. Later that day 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. The coming on the Railway to Hamilton is very significant to the city and region, as it provided for significantly improved connections to Auckland.

In 1902, only four houses stood in the area, but this increased to seventy in only four years. By 1910 Frankton was firmly established as a railway town, with over eighty trains arriving per day. Frankton became more self-sufficient as the town grew and a sense of community came with the opening of local businesses.

The development of the Frankton main street area is directly linked to the significance of the railway and the associated railway yard.

The undated survey plan 'Village of Frankton adjoining Hamilton Station' shows the subdivision of a town centre area, adjacent to the station (with the current Norton Road labelled as Whata Whata Road). The 1915 subdivision plan for Lots 12 and 13 shows the existence of the Frankton Hotel and Glover's shop and dwelling along with various outbuildings sheds. By this time Frankton's population was over 1000 (reached in 1913) and it had been proclaimed a Borough.

The settlement had all the components of a small town - its own school, dairy factory, stock yards, abattoir, police station, bakery, hall, hotel, picture theatre and library.

Frankton Borough Council received a petition from residents proposing an amalgamation with Hamilton Borough in 1916. The community wanted access to services, particularly Hamilton's sewerage scheme as drainage was difficult on the low-lying land.

Negotiations began to ensure Frankton interests would be looked after should amalgamation occur. A poll was taken in May 1916 with a small majority of 24 securing the success of the proposal, and the amalgamation took effect in April 1917.

The grid street pattern laid out across the town centre and local area is typical of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period, with streets generally meeting at right angles. Commerce Street (or Main Street as it was originally labelled on the 1915 plan) continued across the railway to provide access to Waterloo Street and areas of Frankton to the west of the railway, including Frankton Railway Village and the Railway House Factory. The area to the south of High Street is no longer part of the railway corridor and is currently being redeveloped.

The place has **outstanding regional** 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.

A number of buildings remain which illustrate continued development of commercial centre, which represents a series of development periods which are important to the history of Hamilton, and associated with the coming of the railway, a significant event in the history of Waikato.

There are a number of significant buildings within the area which illustrate its important role in the development of Hamilton. This includes the two storey 1929 Frankton Hotel, in the same location as the hotel shown on the 1915 survey, remains at the corner of Commerce Street with High Street, along with the 1923 Former Frankton Junction Supply Stores on the opposite corner at 245 Commerce Street.

Other historic single storey shop units, with tall parapets above verandahs are located at Puna's Building (221–229), 205 and 212-216 Commerce Street, with other more recent shop buildings and the former Post Office occupying the remainder of the frontages from High Street to Kent Street. Apart from 217 Commerce Street, these are single storey. The building at 217 appears modified at ground floor, but contains full width glazing at first floor, typical of the 1960s period.

A number of historic shop buildings remain on Commerce Street between Kent Street and Lake Road. However, the recent demolition and redevelopment of a significant on the west side of the street has had a negative impact on its heritage significance of this section of the street.

The section of Commerce Street from Kent Street to High Street is considered to be representative of the Late Victorian and Edwards and during and after inter-war growth (1890 to 1949) development period, as well as illustrating the continued change in the area during the Early Post War Expansions (1950 to 1980) development period.

The buildings are typical of their 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 of their period, rather than being designed by a particular known practitioner.

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 area is associated with the coming of the railway to Hamilton/Waikato. This was an important milestone/achievement in the history of the region.

The place has **high regional** 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.

Development of the area began in the late 19th Century. There is a known archaeological site within the local area. 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.

As the commercial centre of Frankton, being the location of former civic offices and the railway station (which was significant to the history of Hamilton and the Waikato as a whole), the area plays a significant role in the sense of place and community identity of Frankton and Hamilton.

As the commercial centre of Frankton, being the location of former civic offices and the railway station (which was significant to the history of Hamilton and the Waikato as a whole), the area has symbolic significance to the descendants of people who used it. It provides an opportunity to increase the past events of Frankton and Hamilton.

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

Statement of Significance

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 and the Waikato.

The grid street pattern laid out across the town centre and local area along with the Frankton Hotel, Former Frankton Junction Supply Stores, Puna's Building and other single storey shop buildings with parapets, are typical of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period. The more recent shop buildings, illustrate the continued evolution of the area to serve the needs of its local community.

Overall, the area contributes to a clear understanding and appreciation of the Late Victorian and Edwardian and during and after inter-war growth (1890 to 1949) development period period and exhibits Outstanding heritage significance as it continues to illustrate 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 and the Waikato. Its grid street pattern, with back to back lots, is typical of the period and retains its integrity, as do the retained buildings which illustrate the importance of the area as an entrance to Hamilton and Borough and suburb in its own right. The more recent shop buildings, illustrate the continued evolution of the area to serve the needs of its local community. The association of the area to the Jolly family and the coming of the railway add further historic significance to the area.