

H.C.C. - City Planning

# FRANKTON RAILWAY VILLAGE



## HOME OWNERS MANUAL

Planning & Development Group  
Hamilton City Council  
August 1989

### CROSS REFERENCES

12	

## CONTENTS

### H.C.C. - City Planning

Foreword

Locality Map

#### Design Guidelines

-	Village Site Design	+	background & general	P 1
		+	site design	P 2
		+	site accessories	P 3
-	Original House Design	+	plan options	P 5
		+	facade proportion	P 7
		+	decorative options	P 7
		+	materials	P10
-	New Dwellings			P12
-	New Accessory Buildings			P13

#### ACKNOWLEDGEMENTS:

Hamilton City Council gratefully acknowledge the input of:-

- Laura Kellaway through her thesis on Frankton Junction Settlement.
- Barry Rae Consultants for architectural input on plan options included in this document.
- Historic Places Trust, Civic Trust and the Department of Conservation, Hamilton.

## **FOREWORD**

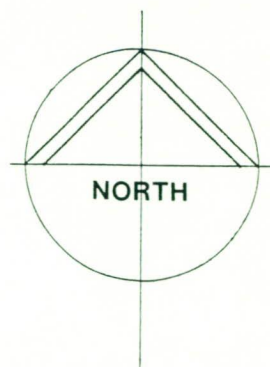
The design guidelines that have been developed for Frankton Railway Village are particular to that area in that they identify and illustrate those elements of the built environment that contribute much to the special character of the place.

It is hoped that by defining only the most influential elements of character, property owners will discover the overlap between what they appreciate most about the Frankton Village and what makes it historically significant. This in turn should form the basis of a community motivation to conserve the village.

The survival of the village's character depends on the willingness, moderation and empathy from property owners, and their design professionals, to not only embrace the essentials of that quality but to capitalise on these principles in the production of buildings contextually as good, or better than, any existing in the village.

SH.1 AUCKLAND

HAMILTON  
CITY BOUNDARY



WAIKATO RIVER

MAIN TRUNK RAILWAY LINE

FRANKTON  
RAILWAY  
VILLAGE

RAGLAN

MORRINSVILLE

SH.1  
CAMBRIDGE

SH.3  
TE AWAMUTU

FRANKTON RAILWAY VILLAGE

LOCALITY MAP : CITY OF HAMILTON

ref. 7/89





## **VILLAGE SITE DESIGN**

### **Background and General:**

In the 1920's a factory at Frankton Junction precut timber for a number of standard railway houses. The objective: to supply low cost housing for railwaymen and their families.

The factory production was unique and exceedingly economic, but for political reasons was relatively short lived.

Though the results can be seen in many New Zealand towns, Frankton Junction settlement was the largest and most idealised plan. Based on the 'Garden City' movement, it was designed to achieve a House and Garden for each family in a close community-oriented setting which included recreation facilities, reserves, shops (though never built), and a landscape plan for the whole village. Of the houses, the exterior designs were distinctly influenced by the West Coast American bungalow, though the plans changed little from the 1870's Railway House. Essentially the style included Georgian facades with bungalow period open eaves and decorative porches of limited variation.

While the physical factors of the settlement generally remain, many other factors have been eroded or destroyed over the course of time.

### **Site Design: Key Factors**

1. The linear orientation of sites to streets and overall village plan exemplifies innovative town planning of the era.
2. The larger size of sites created family-oriented living nodes in line with the 'garden suburb' ideology.
3. The regimented siting of dwellings reinforced a community equality and a visual impression of space.
4. Recreational facilities were incorporated in the village plan to further reinforce the sense of community and to buffer the village from the railway.

5. The village proximity to commercial and work facilities removed the need for vehicles and associated trappings, supportive of the working class tenancy.
6. The community orientation and cost effectiveness were indicative of the link with a single employing body.

**Guide:**

Care should be taken to retain the regimented linear street appeal of equivalent facades, heights and setbacks. Any future development should be restricted from encroaching on the 8m front yard setback and should ideally be sited no closer than 5m back from the dwelling facade to preserve the visual integrity of the streetscape.

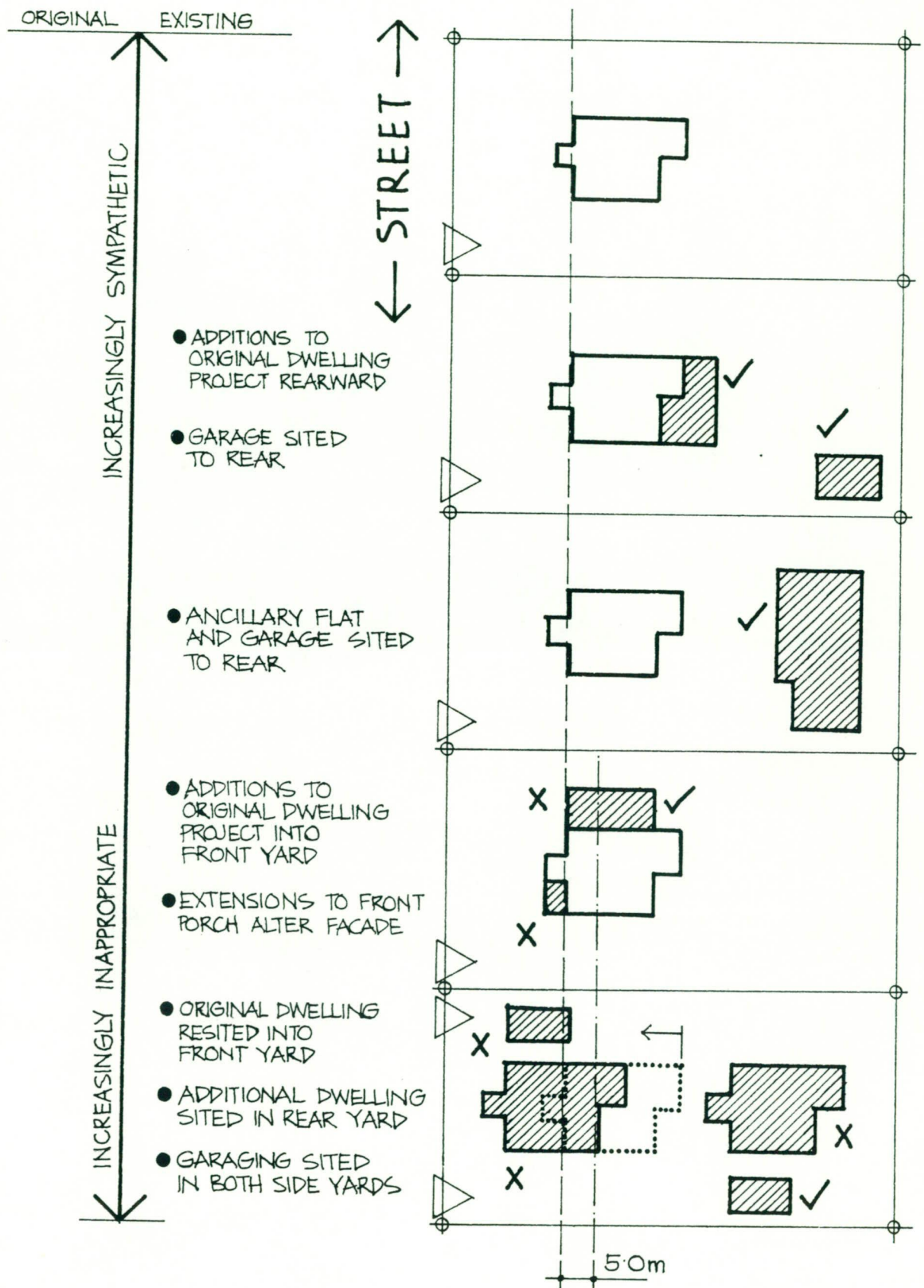
**Site Accessories:**

- Site accessories from the original village development included fences, screens, planting and paving. The variety of forms and options were not officially restricted though the available materials of the era did affect the final result.

**Guide:**

Care should be taken to ensure that fences, screens and paving look in keeping with existing houses, although no restrictions are made with regard to design on materials.





## FRANKTON RAILWAY VILLAGE GUIDE : SITE DESIGN



## **ORIGINAL HOUSE DESIGN**

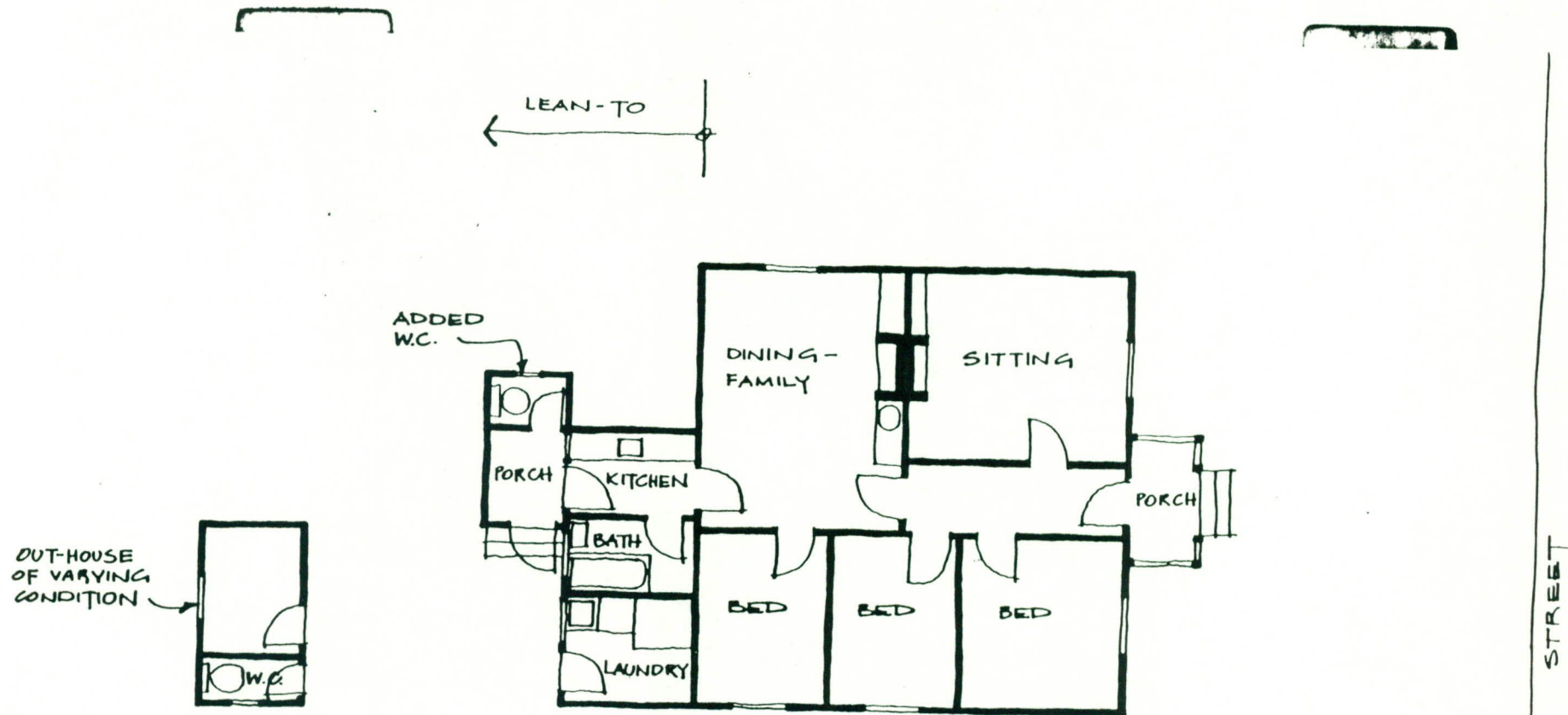
### **Plan Options:**

- The use of simple single level plan layouts, with very restricted variations, were based on a widely accepted style of the era. It incorporates a square main body to the dwelling and an attached 'lean-to' service area in the rear. Cost effectiveness was a primary factor in the lack of variation. Consistent with 'employment package' housing.

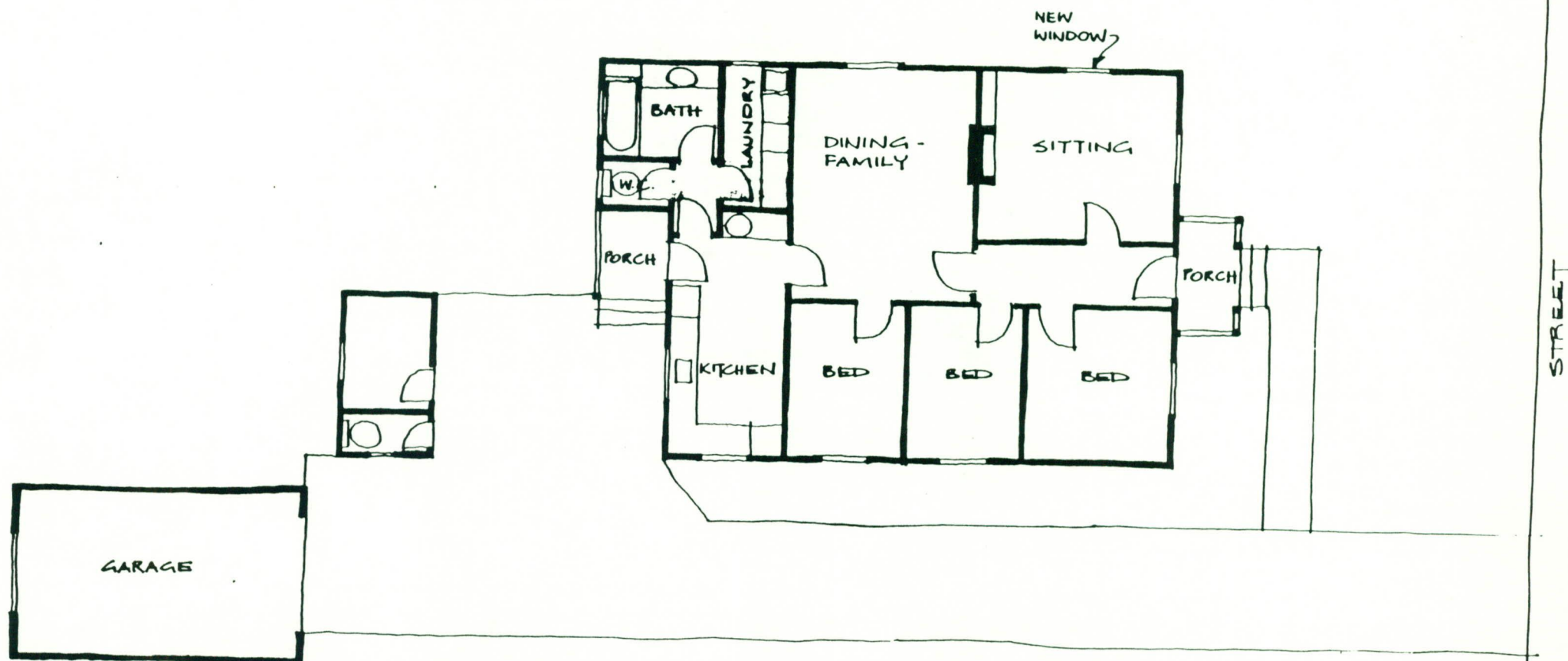
### **Guide:**

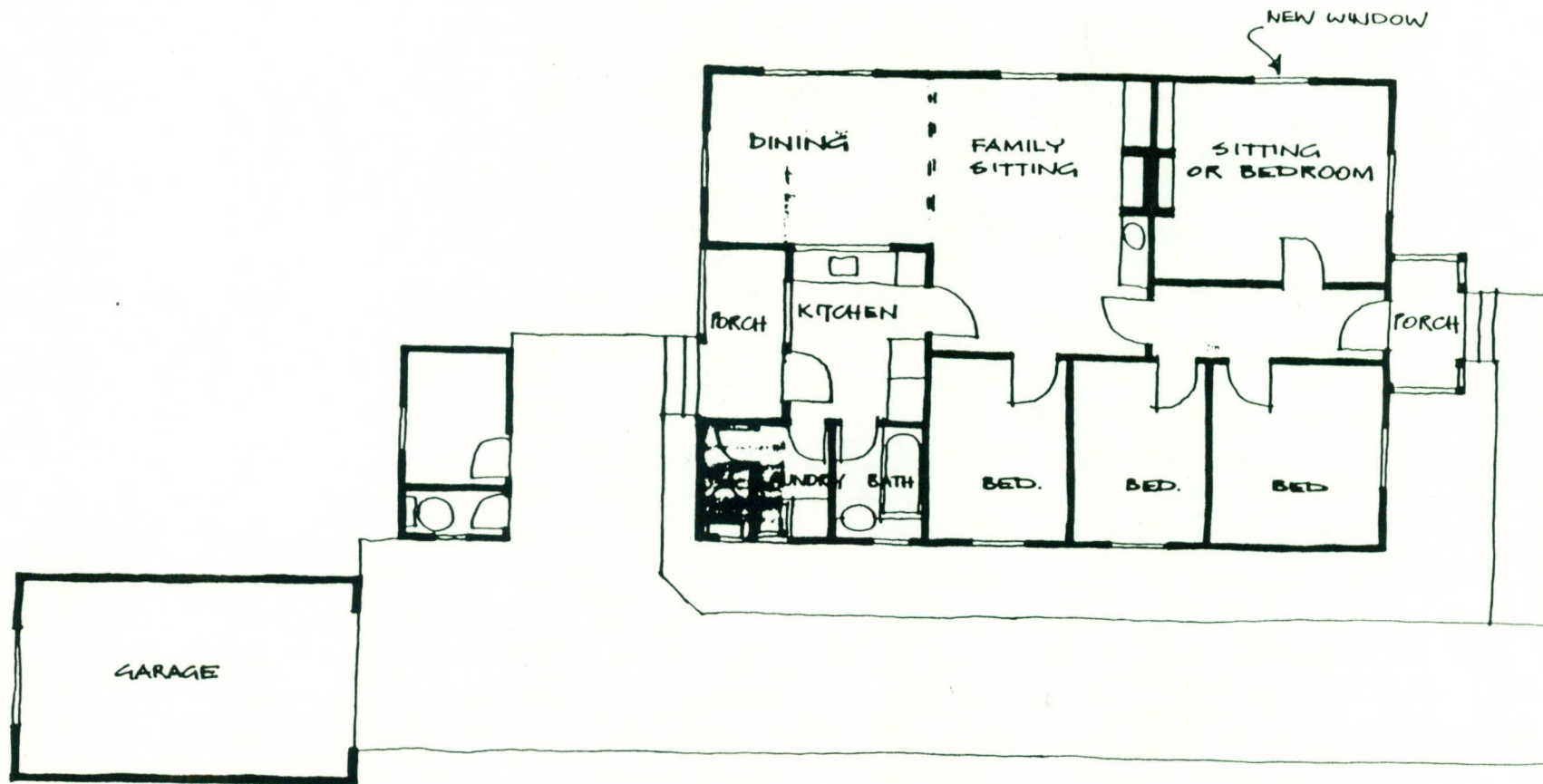
Care should be taken to retain/follow the simplistic single storey building plan principle although room layout need not keep to the same pattern.

Pages 5a - 5h show two commonly used plan layouts in original form and a variety of sympathetic additions which can be made to alter/improve their function as dwellings in the light of contemporary requirements.



FRANKTON RAILWAY HOUSING  
 TYPICAL EXISTING PLAN AB/296  
 Scale 1:100



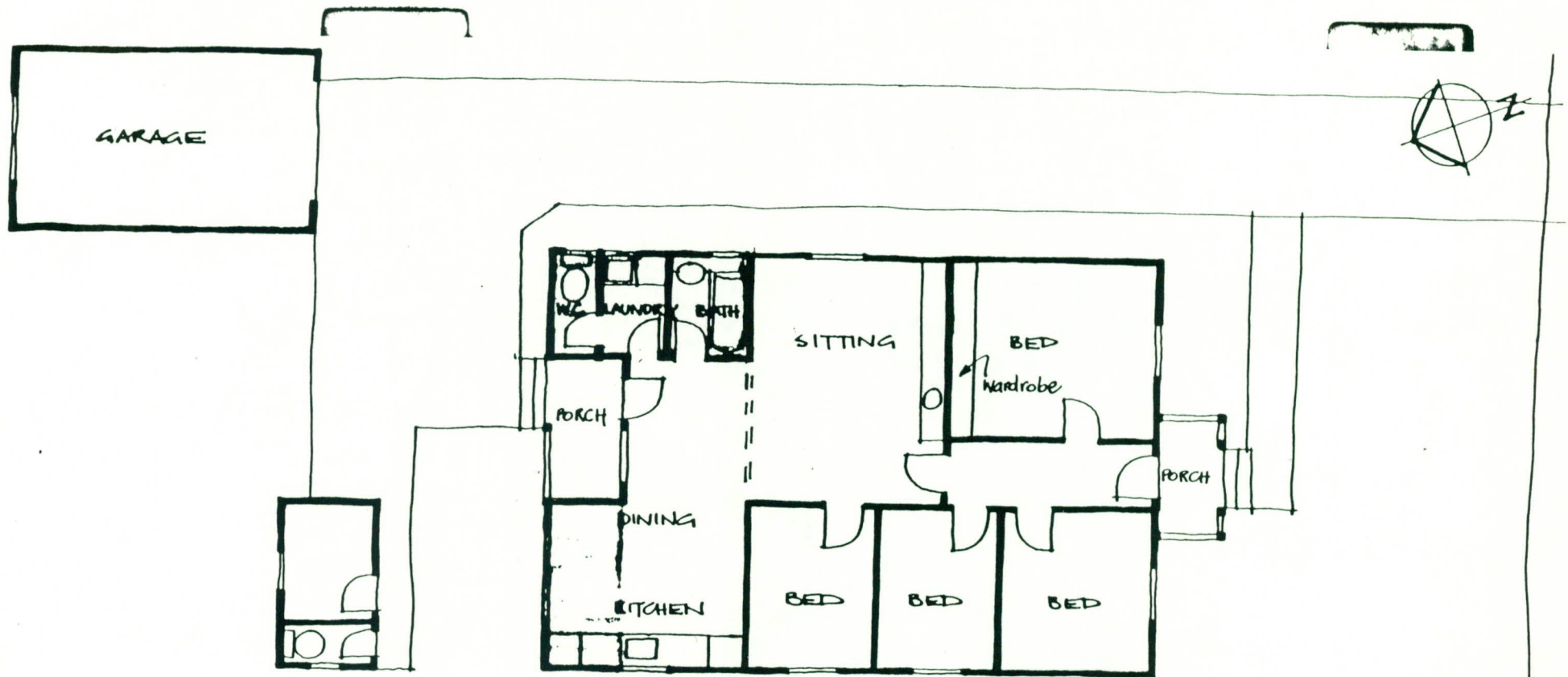


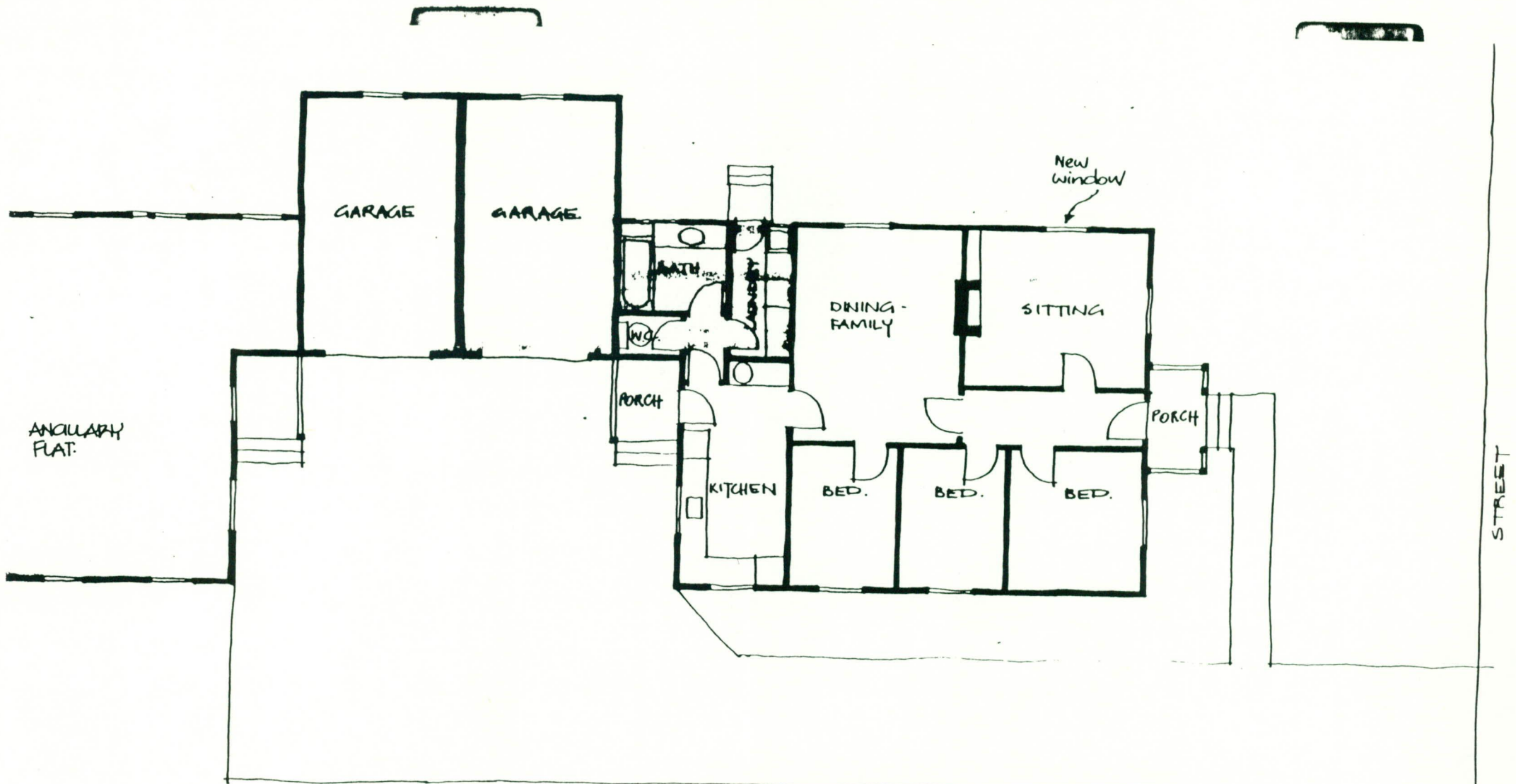
FRANKTON RAILWAY HOUSING  
ADDITIONS 2 TO PLAN AB/296  
Scale 1:100



Barry Rae Consultants  
architects & planners Ltd







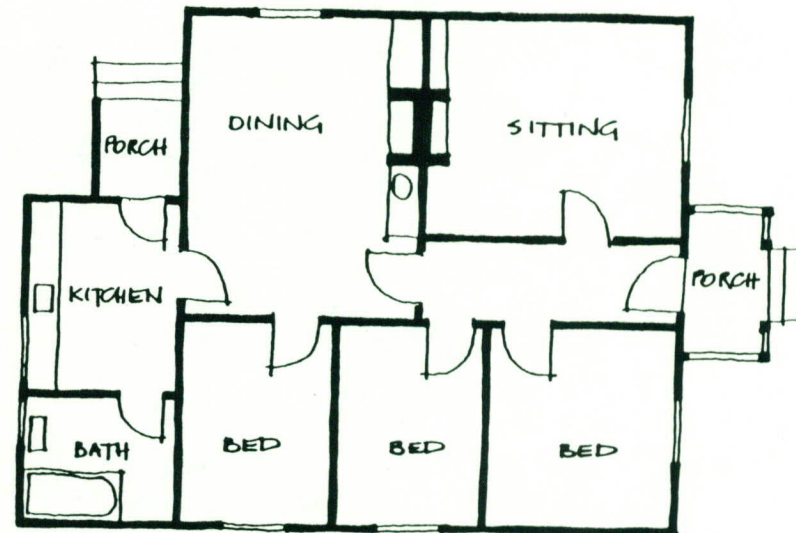
FRANKTON RAILWAY HOUSING  
 ADDITIONS 4 TO PLAN AB/296  
 Scale: 1:100



**Barry Rae Consultants**  
 architects & planners Ltd

LEAN-TO  
←

OUT-HOUSE  
OF VARYING  
CONDITION



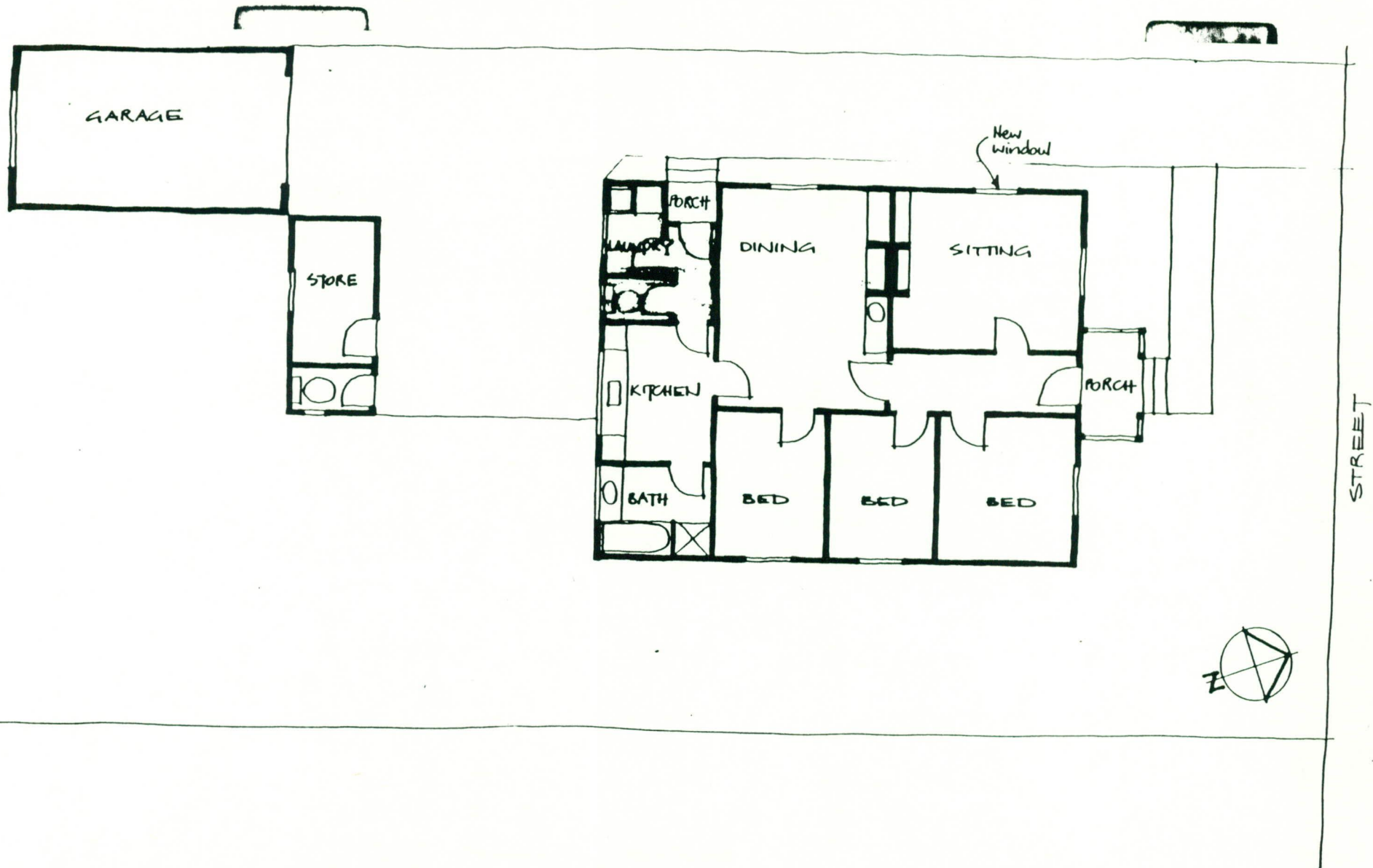
STREET

5f

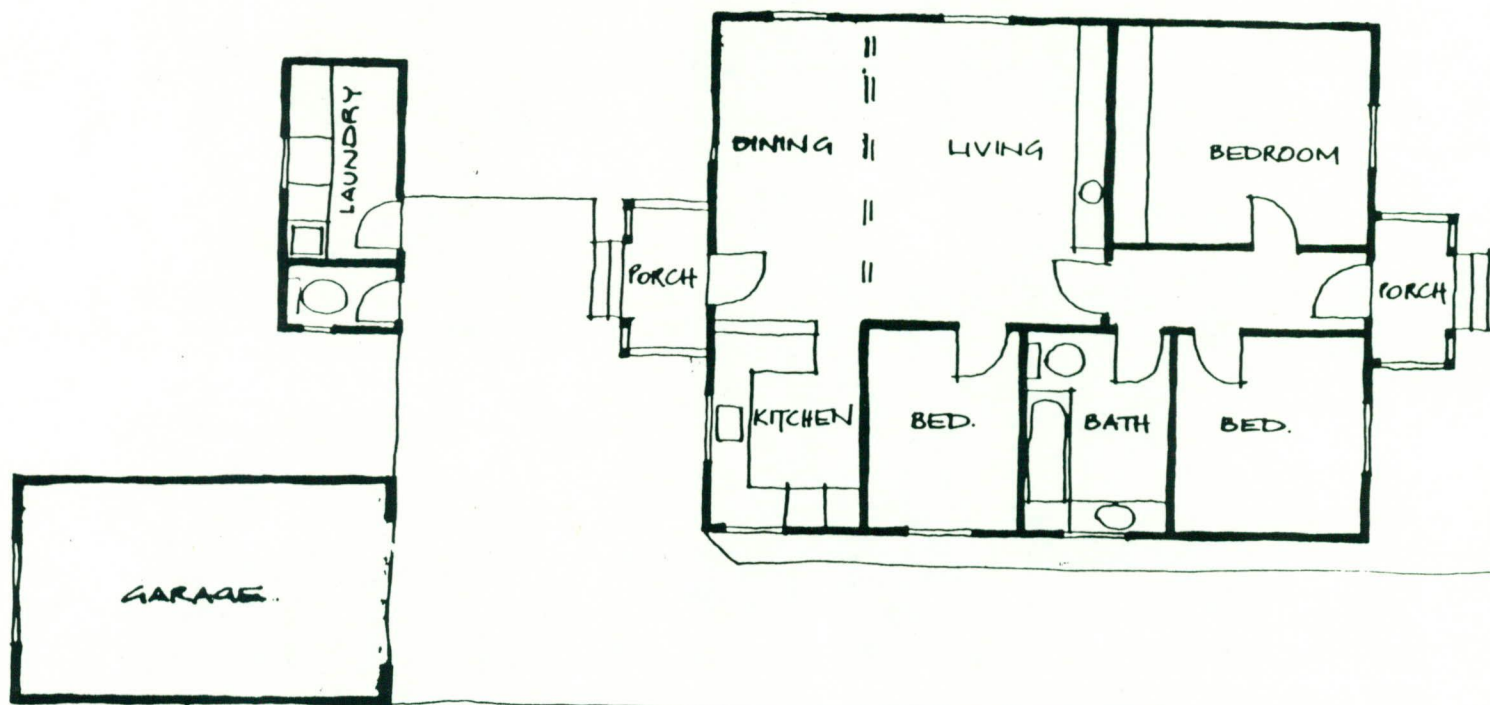
FRANKTON RAILWAY HOUSING  
TYPICAL EXISTING PLAN AB 1123  
Scale 1:100



Barry Rae Consultants  
architects & planners Ltd







STREET

5h

FRANKTON RAILWAY HOUSING  
ADDITIONS 2 TO PLAN AB 1123  
Scale 1:100

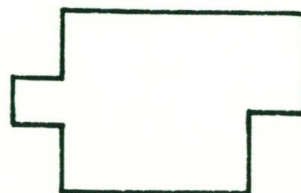


Barry Rae Consultants  
architects & planners Ltd

ORIGINAL    EXISTING

INCREASINGLY SYMPATHETIC

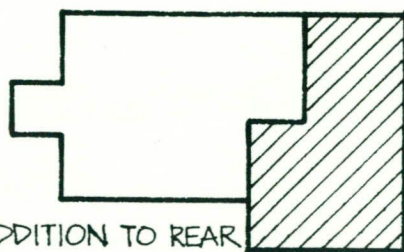
INCREASINGLY INAPPROPRIATE



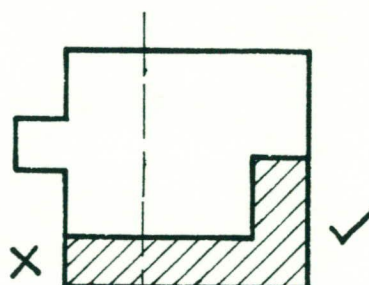
ORIGINAL



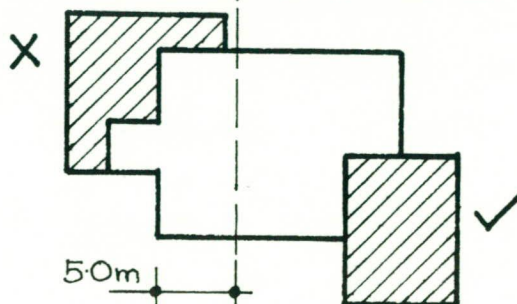
ADDITION TO REAR



ADDITION TO REAR



ADDITION TO SIDE



ADDITIONS TO FRONT  
AND REAR CORNERS

**Facade Proportion:**

- Georgian period facades are traditionally symmetrical and always simple, concentrating on fenestration (position and size of windows and doors) as the main attraction.

The railway houses were designed around this philosophy and the proportion of walls in relation to base, windows and roof are a vital part of the implied aesthetic.

Any alterations to size and positions of these key elements will most certainly change the way it looks.

**Decoration Options:**

- There is a controlled pattern for decorative options which establishes four separate and distinctive roof and entry porch styles indicative of the bungalow period and all relating to the overall Georgian facade concept. Additional decoration is limited to simple infill and overlay timbers used predominantly on the porches.

**Guide:**

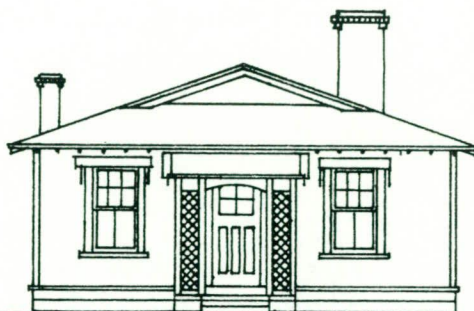
Care should be taken to make sure that any alterations to the front are in keeping with the original architectural style, especially as seen from the street. Alternative styles should be considered as inappropriate.

Generally, the facade should be protected against alterations and additions not included in the four principle styles. **(refer p8)**

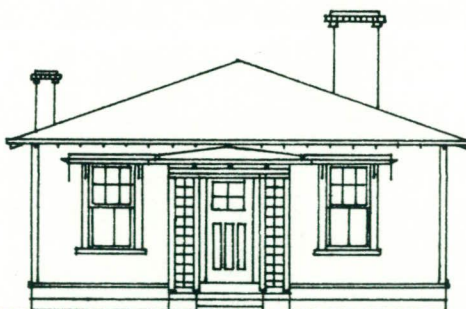
ROOF A. PORCH A.



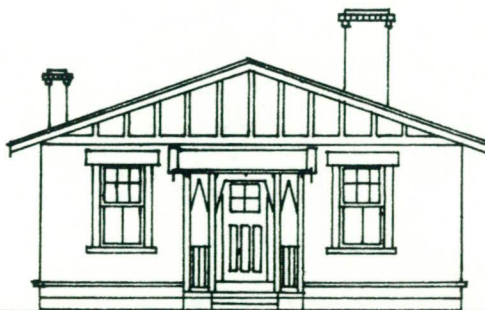
ROOF B. PORCH B.



ROOF C. PORCH C.



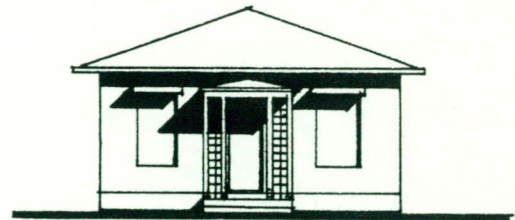
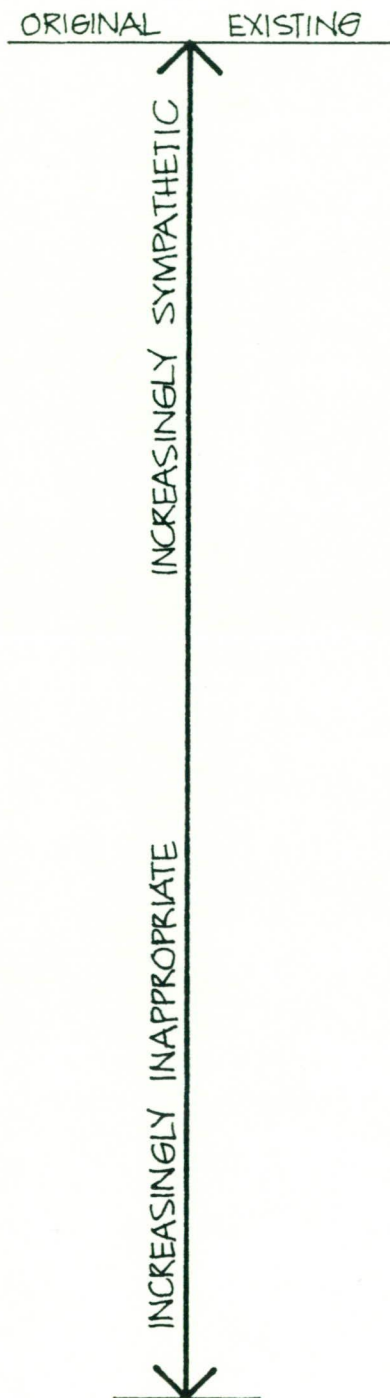
ROOF D. PORCH D.



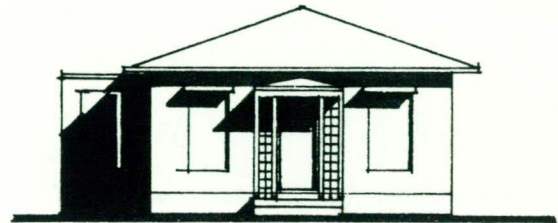
FRANKTON RAILWAY VILLAGE

TYPICAL ELEVATIONS : PLAN AB/296

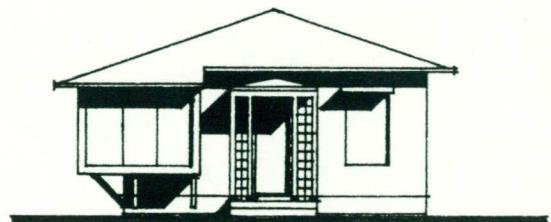




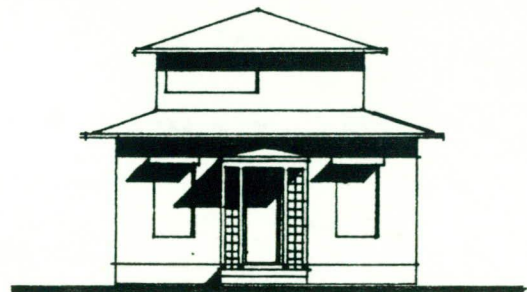
ORIGINAL



ADDITION TO SIDE / REAR



FACADE ALTERATION



SECOND STOREY ADDITION

**Materials:**

- There is a consistent use of milled timber in a variety of forms ranging through structural, joinery, cladding, lining and finishing elements both inside and out, of all dwellings. Corrugated steel roofing and some sheet materials to gables being the only exceptions.

**Guide:**

For any new construction care should be taken to keep to materials which are the same or look similar in appearance. Contemporary alternatives can be acceptable provided scale and proportion are sympathetic with existing.

**Key:**

A	=	Original
B	=	Most Acceptable Alternative
C	=	Less Acceptable Alternative
D	=	Least Appropriate

Roof	A	-	corrug steel
	B	-	alternative profiled steel
	C	-	steel tile
	D	-	concrete tile
Walls	A	-	timber weatherboard
	B	-	alternative weatherboard
	C	-	sheet cladding
	D	-	masonry
Base	A	-	horizontal board
	B	-	alternative horizontal board
	C	-	sheet cladding
	D	-	masonry
Floor	A	-	timber
	C	-	concrete

Windows	A	-	timber double hung
	B	-	timber alternative
	C	-	aluminium double hung
	D	-	aluminium alternative
Doors	A	-	timber panelled
	B	-	timber alternative
	C	-	aluminium panelled
	D	-	aluminium alternative
Facings	A	-	timber
	C	-	other
	D	-	none
Trim	A	-	timber profiled
	B	-	timber plain
	C	-	other
	D	-	none
Gables	A	-	timber weatherboard
	B	-	flatsheet battened
	C	-	flatsheet
	D	-	masonry

## **NEW DWELLINGS**

(including relocatable)

### **Guide:**

Any new dwelling to the Frankton Railway Village should strive to achieve sympathy in design, siting, nature, scale, proportion and appearance with original village dwellings.

- The facade is particularly important and should ideally replicate any of the 4 original options.
- Materials for construction and/or cladding should be selected from the sympathetic options guide on pages 10/11.
- Front yard setback to follow village standard.
  - \* 8m generally - check adjacent properties.
- Roof pitch shall fall between 12 1/2° min and 25° max.
- All buildings new or relocated shall be single storey only.
  - \* Max height 5m not including chimneys etc
- Relocation of 'Railway Houses' into the village will be encouraged while alternative style dwellings, unless suitably sympathetic will be discouraged.



### **New Accessory Buildings:**

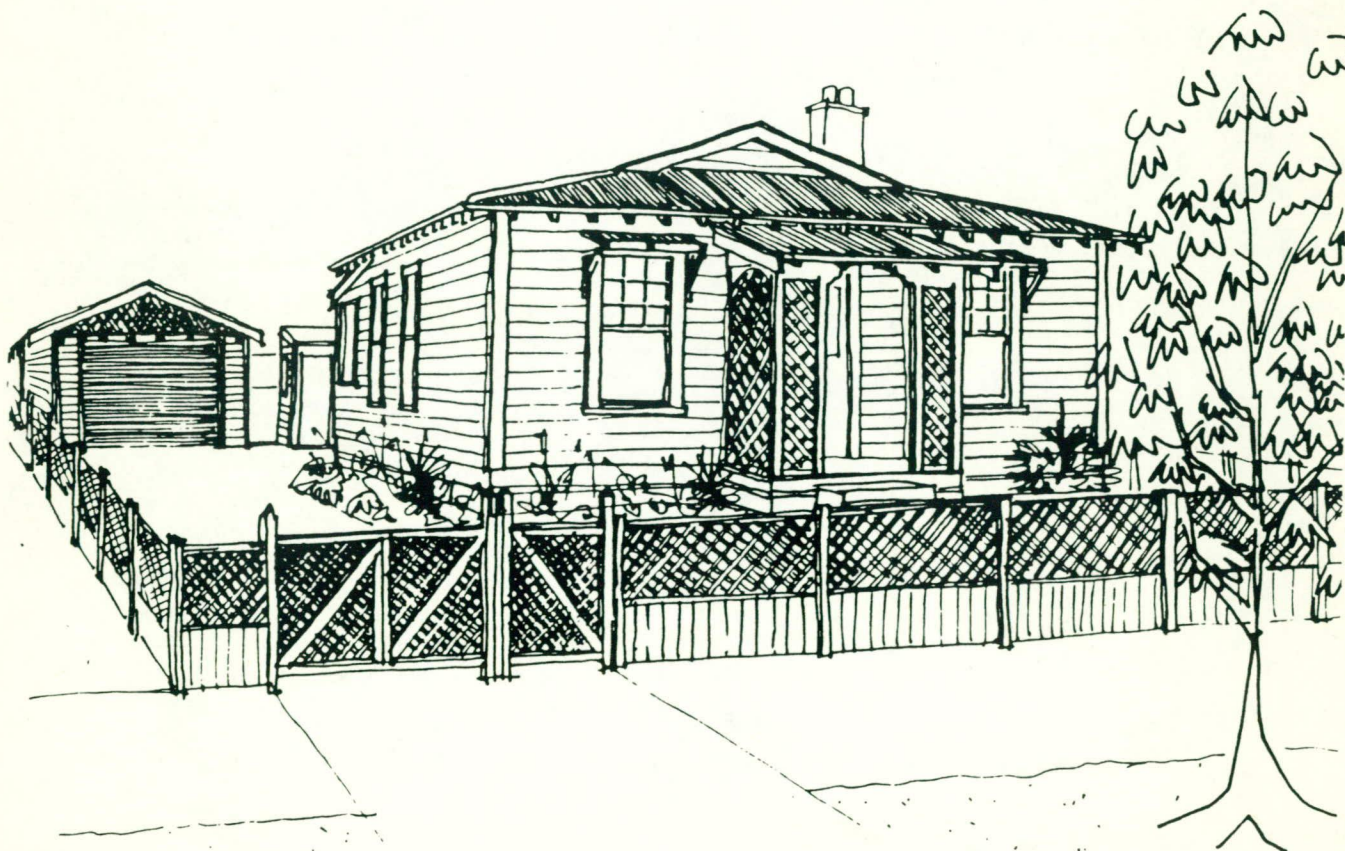
- The range of accessory buildings to the main dwelling were limited by the simple needs of the era. Few garages were required though garden and utility sheds were common. The more complex requirements of today's lifestyle can demand more suitable accessory buildings. For example: garages, carports, workshops, ancillary flats etc.

### **Guide:**

Care should be taken to follow the guidelines, when contemplating the position or design of accessory buildings, taking particular care over plan, proportion, decoration and materials. As set out in the preceding pages.

### **Primary Factors For Consideration:**

- 1 - single storey building only
- 2 - roof pitch  $12\frac{1}{2}^{\circ}$  min  $25^{\circ}$  max
- 3 - siting to rear of site only
- 4 - to use sympathetic materials



L116

2/8

**FRANKTON RAILWAY VILLAGE**

**REDEVELOPMENT PROPOSAL**

Planning Division  
Hamilton City Council  
29 November 1988

**H.C.C. - City Planning**

# CONTENTS

## 1.0 INTRODUCTION

## 2.0 DESCRIPTION

- 2.1 Location
- 2.2 Origins
- 2.3 Frankton Village Today
- 2.4 Tenure

## 3.0 THE CASE FOR RESTORATION AND MAINTENANCE ASSISTANCE

- 3.1 Restoration Requirements
- 3.2 Justification for Government Assistance

## 4.0 REDEVELOPMENT PROPOSAL

- 4.1 Objectives
- 4.2 Implementation
- 4.3 Monitoring of Evaluation

## 5.0 SUMMARY

## 6.0 RECOMMENDATIONS

## APPENDICES

Appendix 1 - Architect's Report

## CROSS REFERENCES




## **1.0 INTRODUCTION**

The Frankton Railway Village is an historic and housing asset for Hamilton City. The Village has recently become available for public purchase. Concern for the area centres around the threat that its historic character will be lost and that the area might remain in its existing run-down state, or become worse.

This report is intended to present development guidelines for Hamilton City and to be used as a report to the Minister for Housing and Conservation. It has been developed with respect to previous reports on the issue, the architect's brief (Appendix 1) and consultation with Hamilton City Council officers in various divisions. It outlines a proposal for redevelopment action which relies on both local and central government support.

## **2.0 DESCRIPTION**

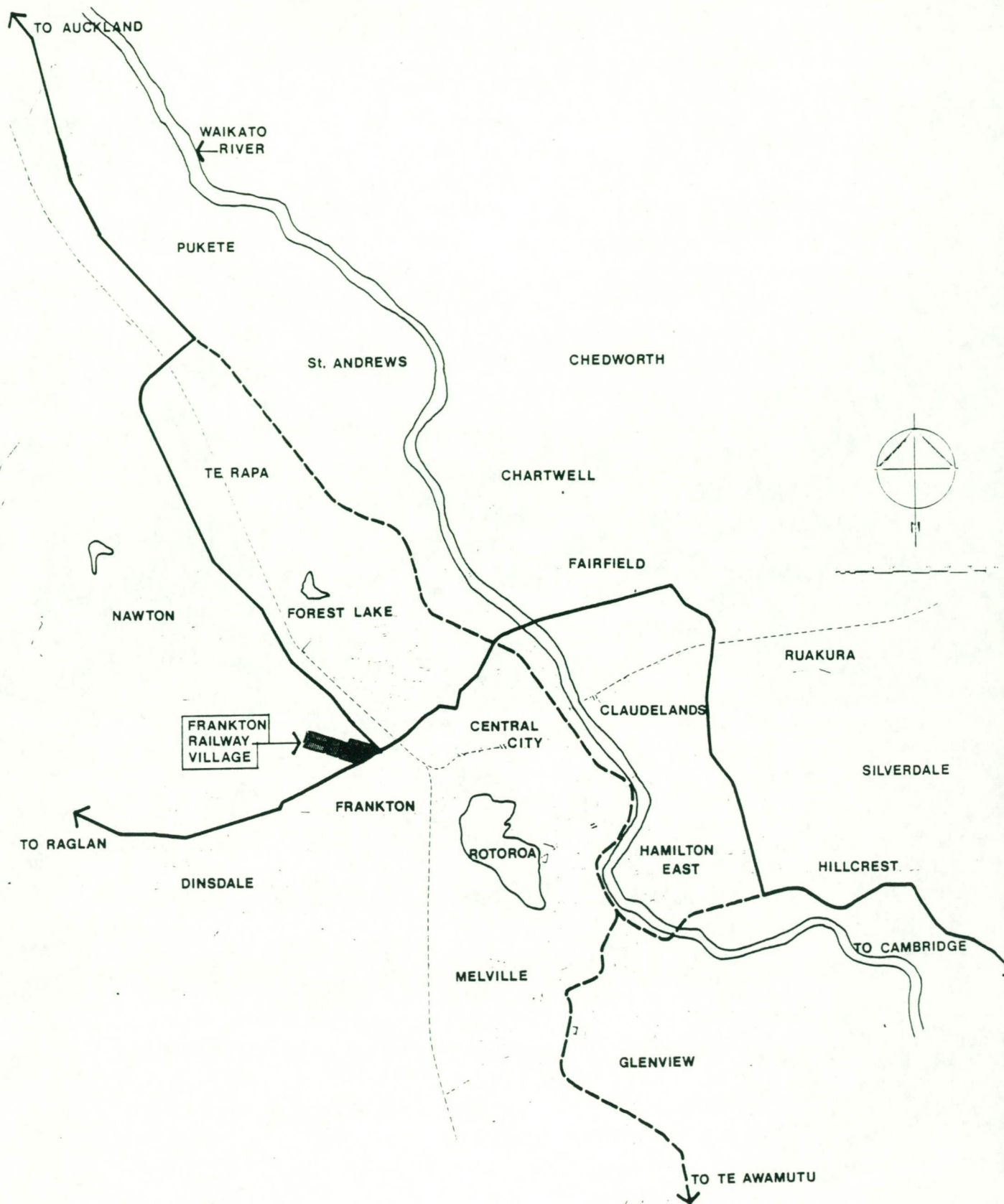
### **2.1 Location**

Positioned close to the Railway Station on Hamilton's west side, the Frankton Railway Village is also near to industrial areas and within walking distance of the Frankton Shopping Centre. The location map, overleaf, shows its position relative to local landmarks.

### **2.2 Origins**

The village was established in the early 1920's by the New Zealand Railways Department. Rapid growth in demand for rail services had created serious employee housing shortages in key railway areas, including Hamilton. Railways management responded to the problem with its own building and design programme.

The building programme was Hamilton based. A Railways operated pre-cut housing factory located in Frankton, manufactured ready-to-rise houses from native timbers. It was one of New Zealand's earliest pre-cut housing operations. Frankton Village received the first fifty houses produced, in 1920. The settlement grew to 108 Railways houses over the ensuing three years. Other progeny of the Hamilton housing factory were transported to Railway villages throughout the North Island.



---

# LOCALITY MAP

## FRANKTON RAILWAY VILLAGE : HAMILTON

---



Like other Railways settlements, the Frankton Village design emphasised environment. Effort was made to incorporate parks and trees in the area, providing a pleasant living environment. This approach reflected key elements of the Garden City movement, a major milestone in the development of town planning.

### **2.3 Frankton Village Today**

The present layout of the Frankton Railway Village is little changed from that of the 1920's. The pre-cut houses still stand on their original sites and no modern residences have been erected. The areas, originally deemed recreational, remain as open space and only the run-down state of the houses and surrounds detracts from the pleasant living environment planned by its designers.

### **2.4 Tenure**

Until 1987 the Frankton Railway Village was held in one title by the Railways Department. While under departmental ownership no major renovations were undertaken. In 1987 the land was subdivided into 101 unit titles, each house being on a separate title.

To date fifty seven of the ninety-six remaining houses have been offered for sale. Prices vary between \$45,000 and \$53,500. Currently forty-six are in private ownership. The remainder are still held by the Railways Corporation.

## **3.0 THE CASE FOR RESTORATION AND MAINTENANCE ASSISTANCE**

While the Frankton Railway Village provides adequate housing, lack of maintenance has caused the environment to become unpleasant. Sale of the houses to private purchasers opens the area to development and threatens the maintenance of its historic features. Government assistance in the restoration of the area can be justified on an economic basis.

### **3.1 Restoration Requirements**

The dilapidated state of many Frankton Railways houses emanates from lack of maintenance. No major structural work has been carried out on the houses since 1923 and there has been no maintenance or redecorating work in the past 10 years, as the Railways looked to selling off the houses. Estimated costs for

basic restoration of the houses is between \$15,000 and \$25,000. Typical requirements include :

- re-roofing
- re-tiling
- re-sashing windows
- replacement of rotten weatherboards, damaged panels, etc.
- repainting

In addition many houses are in need of internal toilet facilities, carports or garages, and fencing.

The environment in the area is not helped by poorly kept footpaths and scrappy grass verges. A general tidy up programme and tree planting exercise in the area is essential to its development.

### **3.2 Justification for Government Assistance**

Restoration and maintenance of the Frankton Railways Village will ensure the continued existence of an historic asset of value to the general public. In addition, restoration will better the living environment for the people of the village and avoid regentrification of the area.

#### **3.2.1 Historic Asset**

From a nineteen eighties perspective Railways houses are a reasonably common phenomena. In many areas their uniformity and severe lack of maintenance has caused Railway houses to be viewed with distaste. It would be easy to ignore their future community value and accept the market value as an adequate reflection of their worth.

The value of Frankton Railway Village, however, is yet to be realised. Many features of the area are of historic interest and their value, if restored and maintained, will escalate over time. Features of special note include :

- It is the largest collection of Railway houses in New Zealand, and thus the largest reminder of one of New Zealand's earliest pre-cut housing operations.



- The village is close to the site where most of the North Island's Railway houses were manufactured.
- The houses are structurally unchanged since construction and the whole area closely resembles its 1920's concept plan. It thus exemplifies the architecture, building and planning technologies of its time.
- Railway housing is indicative of a form and scale of State sector employment which has become obsolete.
- The village could be a tribute to, and reminder of, Railway's contribution to the geographic distribution and development of New Zealand's towns and alies.

The benefits of having an historic village do not accrue only to its owners, they do not accrue today and they will never accrue unless steps are taken to maintain it in close to original form. A responsibility to the community and to future generations for the preservation of the Frankton Railways Village is warranted on the basis of this feature.

### **3.2.2 Improvement of Environment**

Low cost housing is scarce in Hamilton City. What little is available is restricted to small areas of land and designs which may inhibit the expression of the owner's personal creativity. Frankton Railway Village is an alternative type of low cost housing.

The Village's location, close to industrial employment areas and the relatively low purchase price of properties in the area, makes it suitable for people on limited housing budgets. The area is particularly appealing to those who have traditionally rented here and have a personal attachment to it.

Unfortunately many village homeowners may not be financially equipped to carry out major renovations. Many accept to live in an unpleasant environment because their choices are limited. The effects of this problem are exacerbated by the need for upgrading of the footpaths and verges. The upgrading of these facilities would contribute greatly to the enhancement and restoration of the area. It is also likely to engender a pride in the Village community that encourages private restoration efforts.

## **4.0 REDEVELOPMENT PROPOSAL**

The Frankton Railway Village redevelopment proposal has been devised with reference to the architect's report (Appendix 1) and an understanding of its current and historic significance. It has been discussed with appropriate Hamilton City Council staff. The proposal presented is based on the principle of partnership between public and private interests, local and central government.

### **4.1 Objectives**

This project is aimed at restoration and preservation and the integration of this with use of the area for residential purposes. Initial action should be dedicated to achievement of the following objectives :

- 1) To enhance the living environment by development of the public space in a manner consistent with its historic character. This is to be done by :
  - tree planting to the standard outlined in the map overleaf (or as found to be practical)
  - development of grass verge areas
  - up-grading and on-going maintenance of Weka Street reserve
  - up-grading of footpaths and curbing
- 2) To encourage restoration and maintenance of private property in the area by offering financial and practical assistance. This is to include :
  - arrangement of loan finance for development of properties in a manner consistent with its historic character
  - provision for District Scheme arrangements allowing erection of a second dwelling on each property, subject to appropriate design standards
  - availability of lattice fences and garages of a design similar to that in the architect's report (Appendix 1) ready-made and at low cost
  - provision of assistance with exterior house restoration including replacement of boards and painting
  - consultancy advice on development of properties, in a manner consistent with its historic character.
- 3) To provide for development and redevelopment of the area which is consistent with the current standard of design. This is to be achieved by :
  - zoning the area for historic preservation in the District Scheme Review



- utilising the controlled-use provision to ensure new houses, additional units or renovations are in accordance with current designs.

## **4.2 Implementation**

Achievement of these objectives requires dedication and resources. Both central government and Hamilton City Council can provide assistance with this. Resources available at little extra cost to Council include :

- project co-ordination skills, design advice and town planning provisions from the Planning and Development Group
- landscaping and horticultural expertise from the Recreation and Community Services Group to implement street planting and reserve redevelopment
- administration of a New Zealand Conservation Corps (NZCC) programme directed toward planting, production of lattice fences and garages for sale to homeowners and house restoration assistance (dependent on Government approval - see Appendix 2).
- provision of tools, transport and training for the NZCC programme as required to fulfil aims.

## **5.0 SUMMARY**

Frankton Historic Village is a valuable historic and housing asset for Hamilton City. It is currently in a state of disrepair and requires restoration in a manner which complements its historic features. The redevelopment of the area needs Council input and Government funding.

## **6.0 RECOMMENDATIONS**

1. That Council contributes to the redevelopment of the Frankton Railway Village by providing resources, noted in this report, as available at little extra cost.
2. That Council staff investigate and evaluate the cost and programming options for up-grading footpaths and curbing in the area.
3. That Council presents this report to the Minister of Housing and the Environment as application for the necessary assistance.

4. That Council staff investigate the feasibility of lattice fence production on a cost-recovery basis, using NZCC staff.





**Barry Rae Consultants**  
*architects & planners*      **Ltd**

36 Thackeray St  
P.O. Box 625  
Hamilton  
Telephone (071) 393-541

25 October 1988

A.E. Wilcox,  
City Planner,  
Planning & Development Group,  
Hamilton City Council,  
Private Bag,  
Hamilton.

Dear Sir,

Re: FRANKTON RAILWAY HOUSES.

Further to Preliminary Report dated 10 August 1988 we enclose here with the following illustrative material for inclusion in a submission to the Minister of Housing and Conservation:

1. Area plan showing existing development and suggested public works.
2. Typical existing house floor plans, together with plan options of possible additions and alterations.
3. Sketch of typical house showing addition of fencing and garage.
4. Photographs of existing houses, and streets.
5. Photographs of the old Social Hall.

The possible improvements are numerous and each will relate to each house owners aspirations and affordability. We have therefore not attempted to estimate the cost of all options, except to say that improvements will vary in costs from a few thousand dollars to do basic lining and decorating and repair work, to \$20,000 plus for major alterations to additions to the service areas.

Improvement loans will no doubt be related to owner's ability to pay and thus extensive up-grading work can be defined to fit each loan.

We propose all major alteration and addition work to be carried out largely in the area of the "lean-to" at the rear of each house where the existing service rooms are located. The existing character of each house, as viewed from the street, should remain unchanged.

We believe the existing character of the houses would be better enhanced if garages are located, not alongside the existing houses, but to the rear of existing houses. Garage design should be simple, picking up something of the character of the houses,

development planning • architecture • urban design • town planning

but secondary to the houses themselves.

Early photographs of the area show timber lattice-typed fences. Lattice work is a feature of some of the entry porches and we recommend new fences incorporate this material in varying ways.

Most addition and alteration options can be standardized and applicable to all of the houses. We suggest that, if an up-grading programme is implemented, standard working drawings be prepared for :

1. Fencing options.
2. Garage options.
3. Lean-to additions/alterations options.

Standard working drawings for the above could be issued, as applicable, as part of the loan package.

Costs <sup>to</sup> prepare these standard working drawings will depend on the number of options, but for budget purposes you should allow \$5,000 to \$10,000 for this work.

Each owner would, in addition, need to have prepared a site and drainage plan for permit purposes, relating the standard drawings to a particular site.

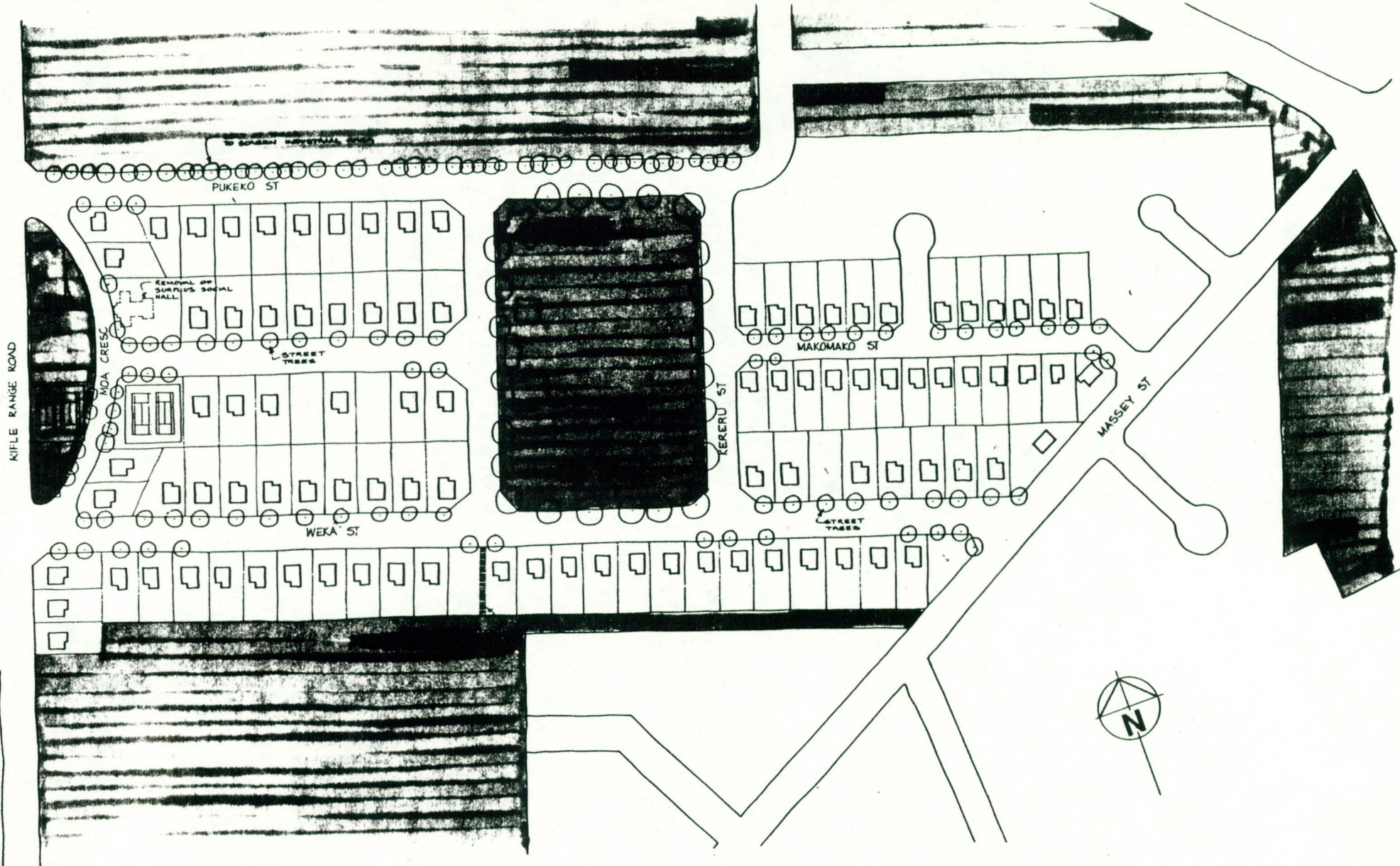
We trust the above gives you all the information you require for much of this stage to assist you in putting together a submission to the Minister.

Yours faithfully,  
BARRY RAE CONSULTANTS  
ARCHITECTS & PLANNERS

A handwritten signature in dark ink, appearing to read 'B.J. Rae', followed by a period.

B.J. RAE, FNZIA, MNZPI  
Managing Director





- EXISTING INDUSTRIAL ZONE
- EXISTING RECREATION ZONE
- EXISTING SUBDIVISION PATTERN
- EXISTING BUILDINGS
- PROPOSED TREE PLANTING

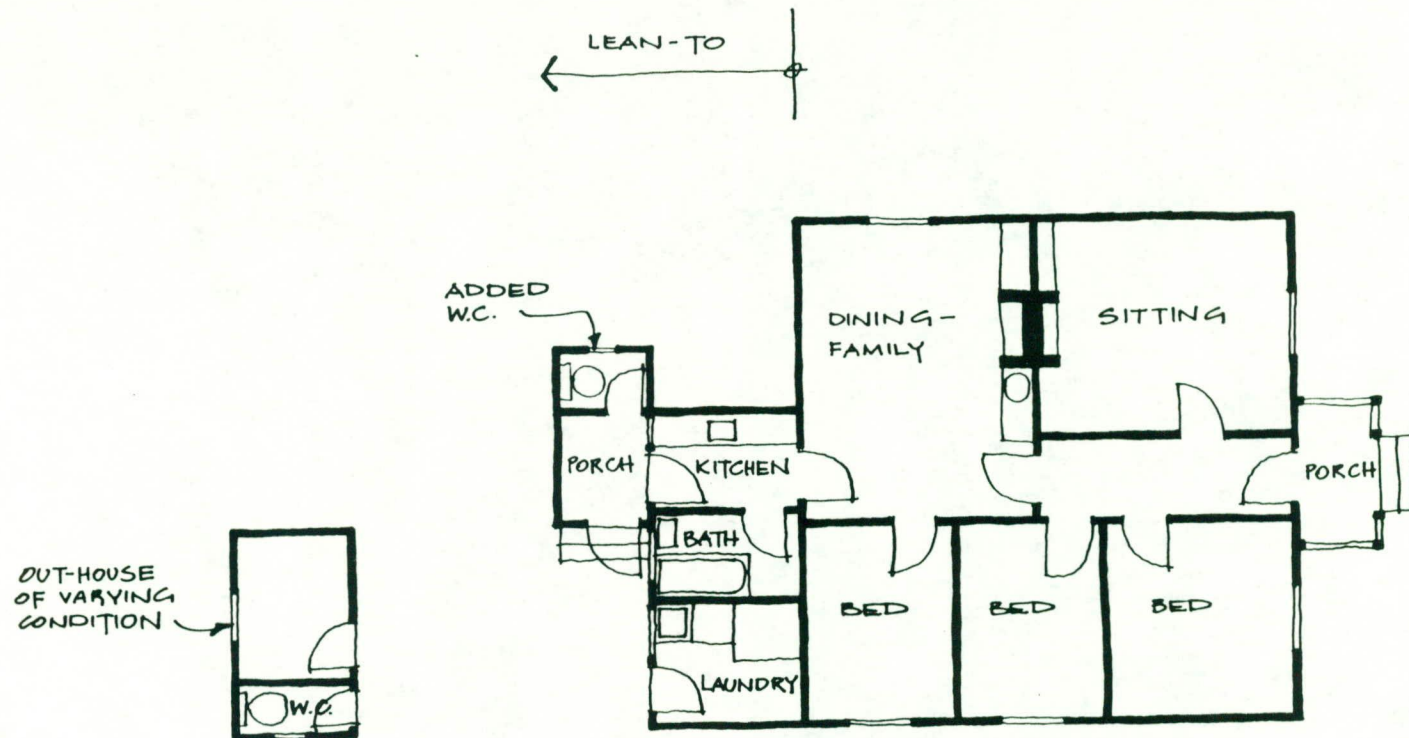
# FRANKTON RAILWAY HOUSING

0 10 20 30 40 50 METRES  
SCALE  
ACT. 1:1000



**Barry Rae Consultants**  
architects & planners Ltd

36 Thackeray St  
P.O. Box 625  
Hamilton  
Telephone (071) 393-541



FRANKTON RAILWAY HOUSING  
TYPICAL EXISTING PLAN A

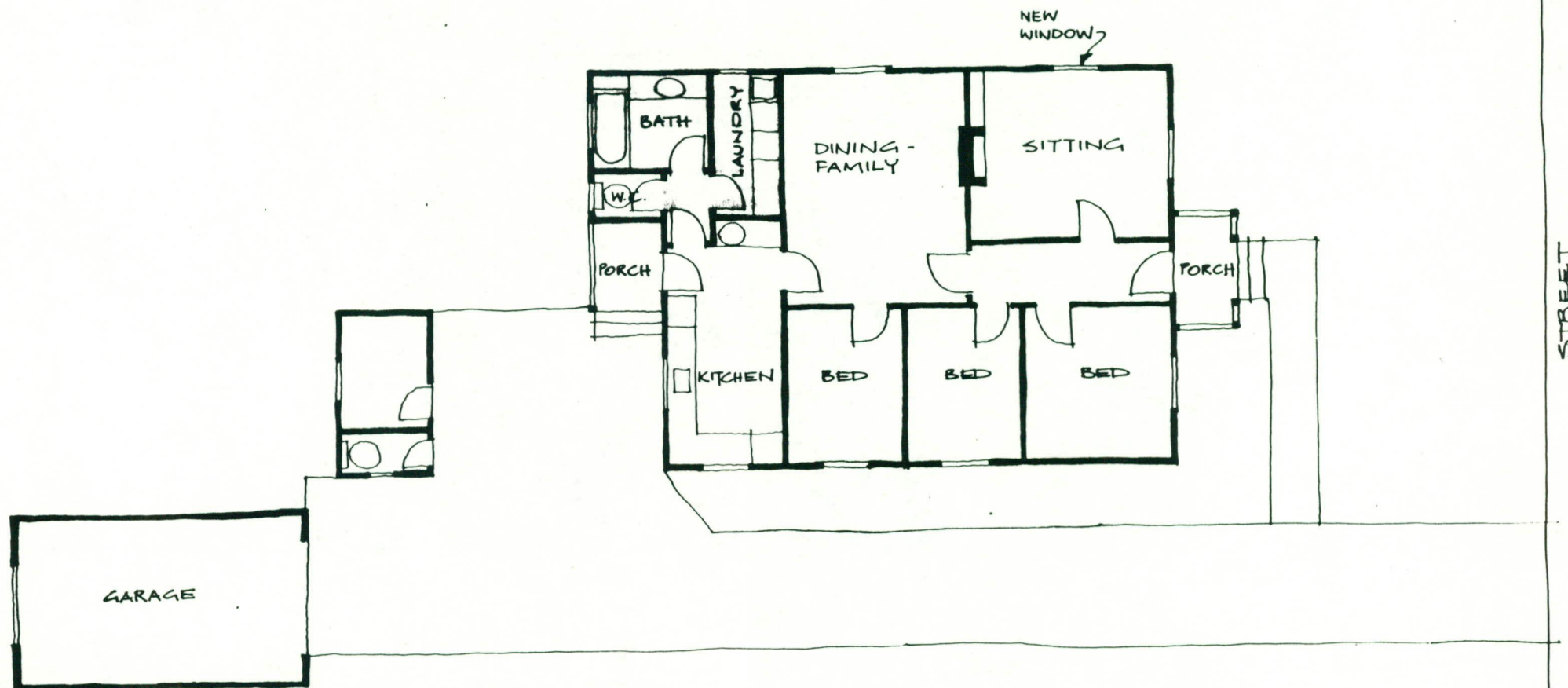
Scale 1:100  
October 1980



**Barry Rae Consultants**  
architects & planners Ltd

36 Thackeray St  
P.O. Box 625  
Hamilton  
Telephone (071) 393-541





FRANKTON RAILWAY HOUSING  
ADDITIONS 1 TO PLAN A

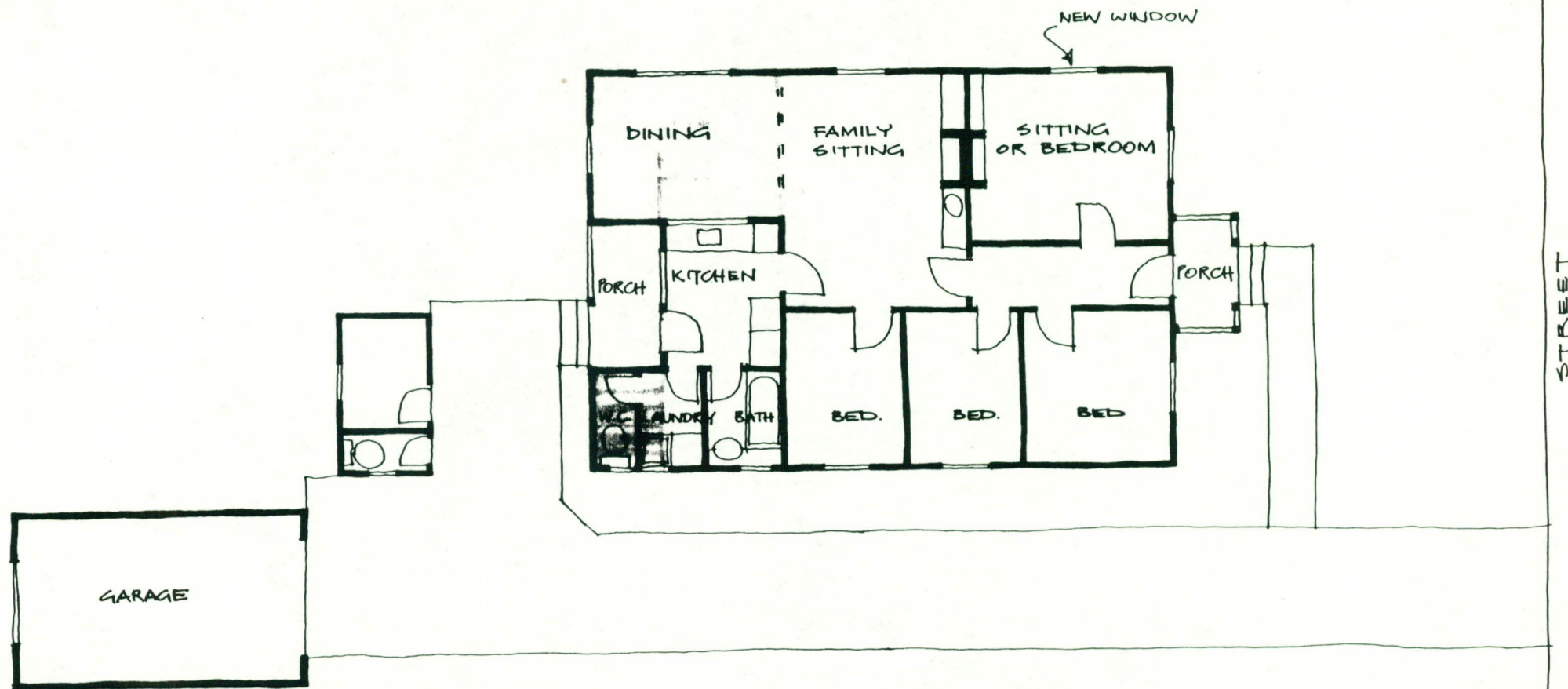
Scale 1:100  
October 1988

 AREA OF PROPOSED ADDITION



**Barry Rae Consultants**  
architects & planners Ltd

36 Thackeray St  
P.O. Box 625  
Hamilton  
Telephone (071) 393-541



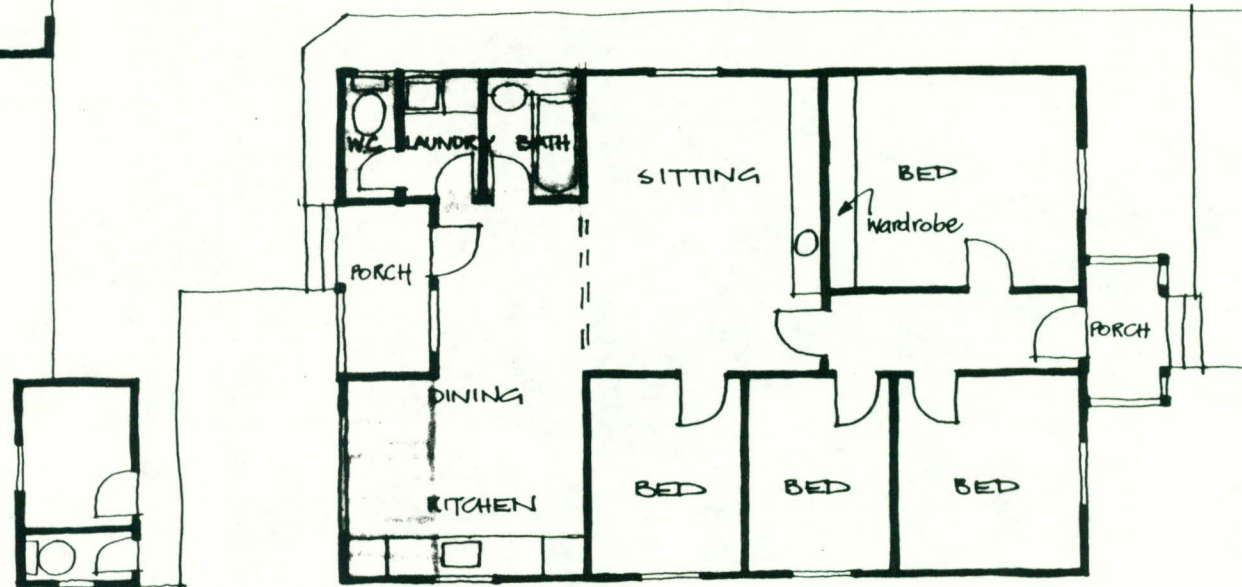
FRANKTON RAILWAY HOUSING  
ADDITIONS 2 TO PLAN A  
Scale 1:100  
October 1988

 AREA OF PROPOSED ADDITION



**Barry Rae Consultants**  
architects & planners Ltd

36 Thackeray St  
P.O. Box 625  
Hamilton  
Telephone (071) 393-541



FRANKTON RAILWAY HOUSING  
ADDITIONS 3 TO PLAN A  
Scale 1:100  
October 1980

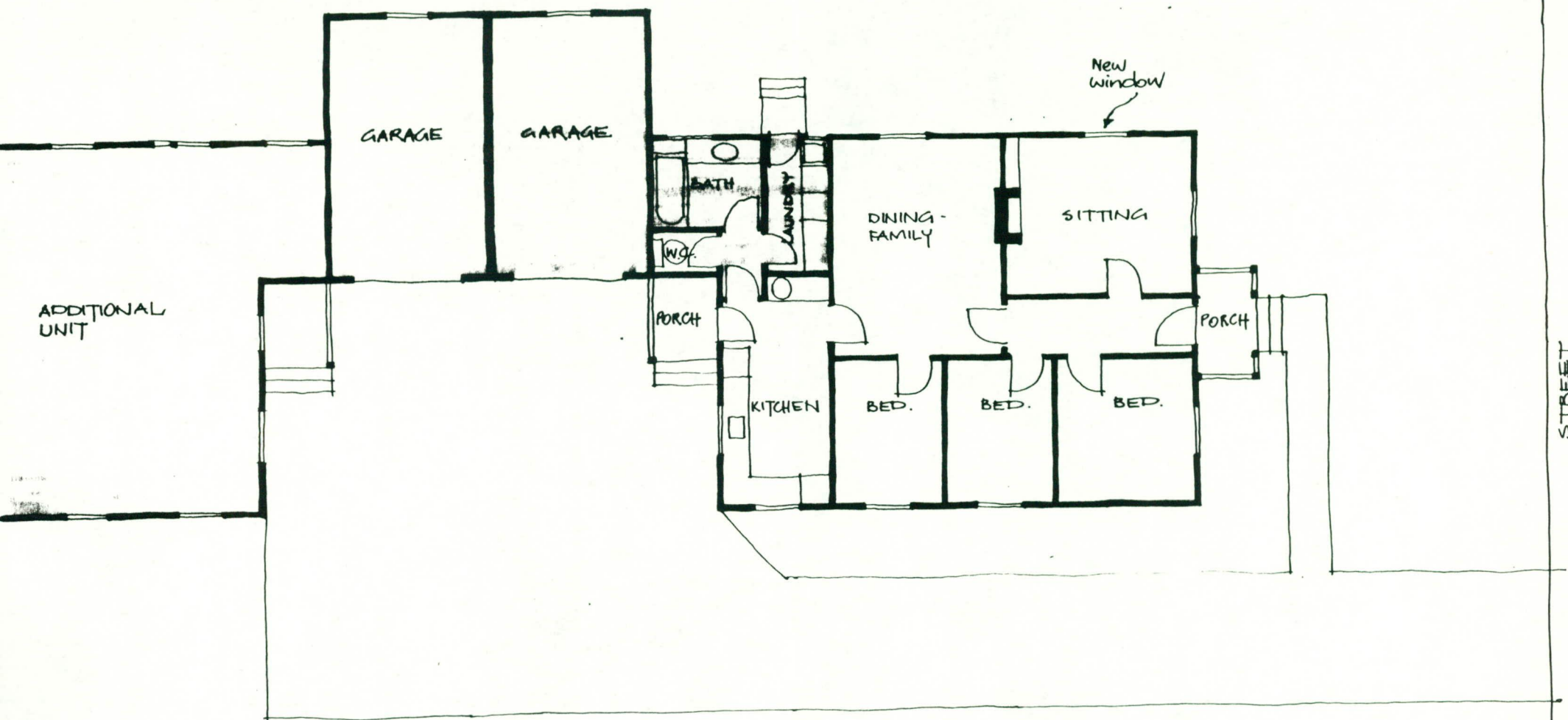
 AREA OF PROPOSED ADDITION



**Barry Rae Consultants**  
architects & planners Ltd

36 Thackeray St  
P.O. Box 625  
Hamilton  
Telephone (071) 393-541





# FRANKTON RAILWAY HOUSING ADDITIONS 4 TO PLAN A

Scale 1:100  
October 1980

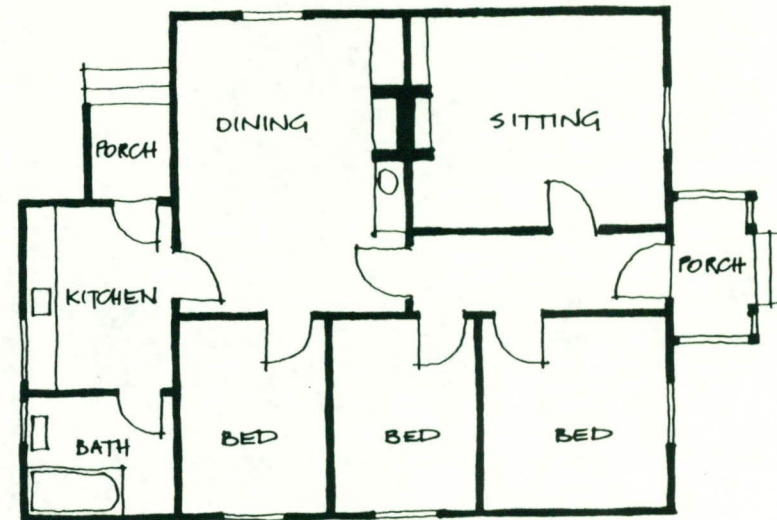
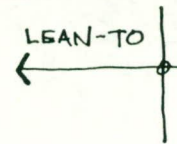
☐ AREA OF PROPOSED ADDITION



**Barry Rae Consultants**  
architects & planners Ltd

36 Thackeray St  
P.O. Box 625  
Hamilton  
Telephone (071) 393-541

OUT-HOUSE  
OF VARYING  
CONDITION



STREET

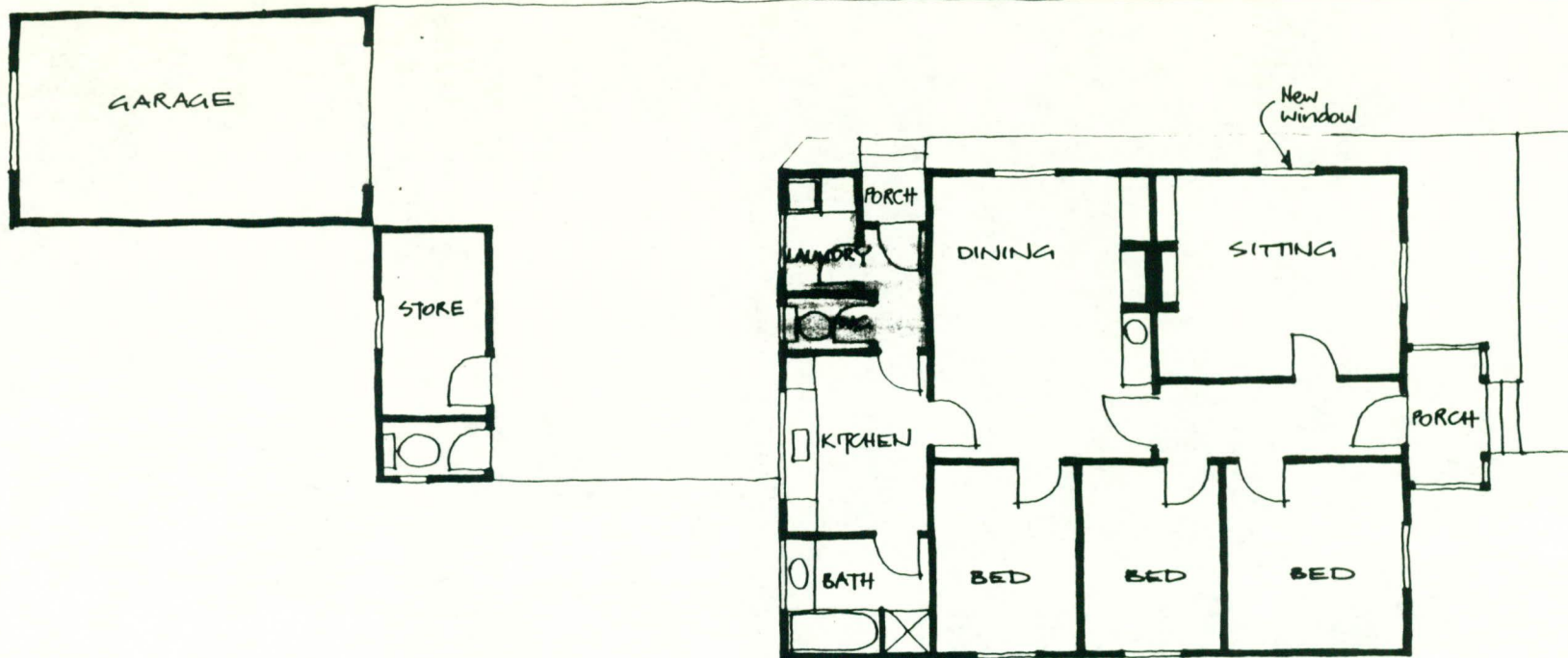
# FRANKTON RAILWAY HOUSING TYPICAL EXISTING PLAN B

Scale 1:100  
October 1980



**Barry Rae Consultants**  
architects & planners **Ltd**

36 Thackeray St  
P.O. Box 625  
Hamilton  
Telephone (071) 393-541



# FRANKTON RAILWAY HOUSING ADDITIONS 1 TO PLAN B

Scale 1:100  
October 1988

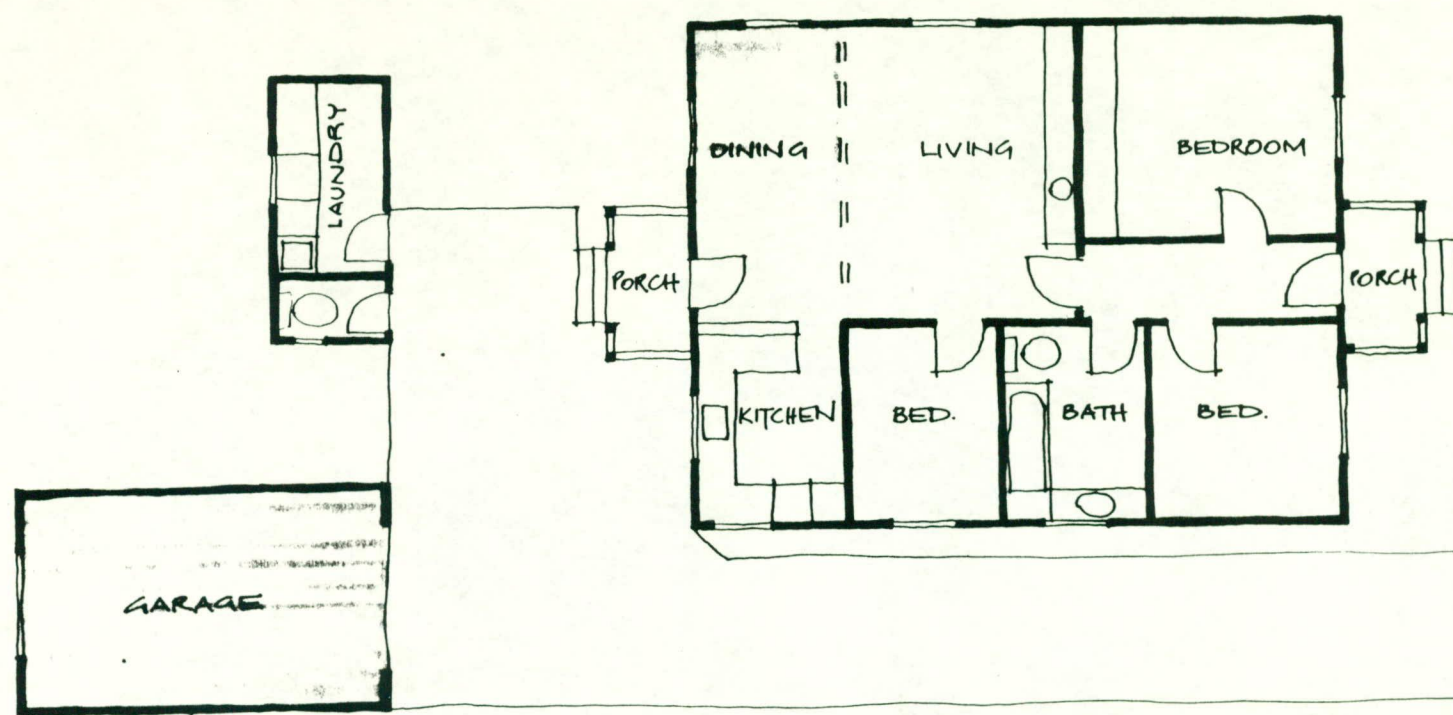
AREA OF PROPOSED ADDITION



**Barry Rae Consultants**  
architects & planners Ltd

36 Thackeray St  
P.O. Box 625  
Hamilton  
Téléphone (071) 393-541





FRANKTON RAILWAY HOUSING  
ADDITIONS 2 TO PLAN B

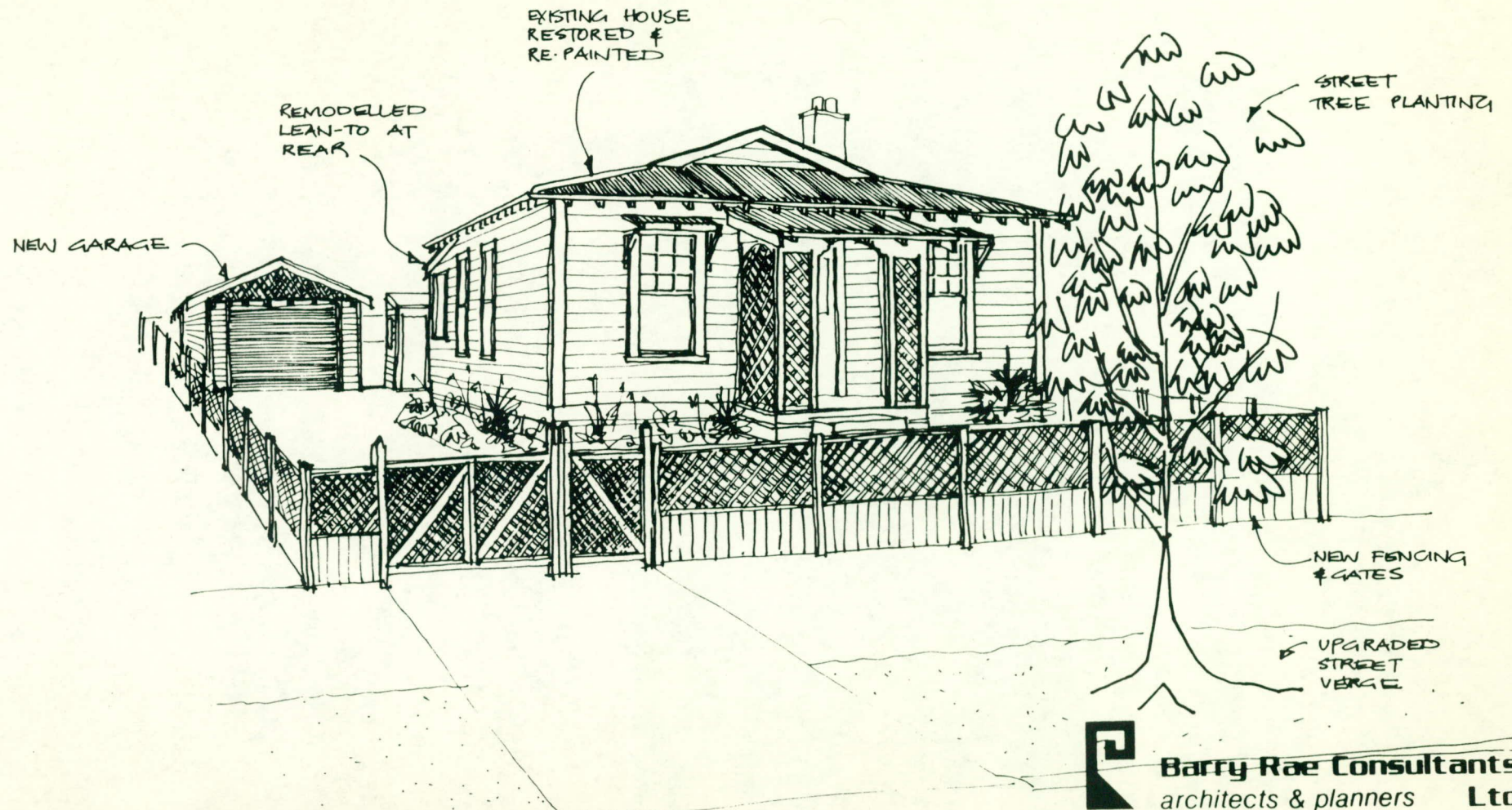
Scale 1:100  
October 1988

☐ AREA OF PROPOSED ADDITIONS



**Barry Rae Consultants**  
architects & planners Ltd

36 Thackeray St  
P.O. Box 625  
Hamilton  
Telephone (071) 393-541



FRANKTON RAILWAY HOUSING  
TYPICAL HOUSE : RESTORED & REMODELLED



**Barry Rae Consultants**  
architects & planners Ltd

36 Thackeray St  
P.O. Box 625  
Hamilton  
Telephone (071) 393-541

H.C.C. - City Planning