

# SUMMARY OF AREA FINDINGS

## SPECIAL CHARACTER AREAS: RESIDENTIAL

### Area details

<b>Name</b>	<b>Station Road</b>
<b>SCA Overlay</b>	Station Road, Papatoetoe
<b>Survey Area Number(s)</b>	44
<b>NPS-UD priority</b>	Walkable Catchment – RTN – Papatoetoe Train Station
<b>AUP (OIP) Zone(s)</b>	Residential - Single House
<b>Area Description</b>	<p>This overlay area is of significance as an example of the housing constructed for workers employed in the administration and operation of the national railway infrastructure. Seven cottages were built on the Station Road sections under the Railway Housing Scheme, prefabricated, and transported via rail from the Frankton factory in circa 1928. As the Railway Housing Scheme was terminated and the factory closed in 1929, these cottages represent some of the final residences that were produced.</p> <p>This small cluster represents a significant portion of the prototypes within just the small grouping. Six of the cottages are based on the pattern No. 2 Class B dwelling, Architectural Branch No. 296 demonstrating examples of A, B, C and D roof and porch prototypes. 11 Station Road is based on prototype A.B 326. The dwellings are small, simple, box-like structures, all single-storey. Sheds are often located at the rear, with outhouses constructed as skillion structures off the main form. The dwellings at 11, 15, 17 and 19 Station Road generally retain a high level of integrity. The dwellings at 1, 5 and 9 Station Road have a lower degree of integrity, due to modifications to window joinery and cladding.</p> <p>The cottages have a consistent street setback, and they are set out equidistant from each other. There is minimal garden landscaping or tree cover, consistent with their original use as workers' rental accommodation. The rear of the properties is also visually open to the adjoining rail line, despite some fencing, creating relatively high visibility to passers-by and train users. Although 9 Station Road has been subdivided and a dwelling constructed within the back yard, later development is not highly perceivable from the streetscape and the original subdivision pattern remains intact overall.</p> <p>The streetscape of the overlay area is somewhat reflective of the increased interest in town planning and Garden Suburb concepts developed around the turn of the 20th century, which promoted the benefits of space, sunlight, and vegetation. The street has footpaths set within grass berms, and houses are set out to actively address the street, with very little street planting.</p>



### Key survey data

<b>Survey date(s)</b>	August 2021		
<b>Level of survey</b>	Field survey	NA	
	Desk top survey	100%	
<b>Number of properties</b>	8		
<b>Individual property scores</b>	<b>Score</b>	<b>Number of properties</b>	<b>Percentage<sup>1</sup></b>
	6	1	14%
	5	3	43%
	4	3	43%
	3	0	0%
	2	0	0%
	1	0	0%
	0	0	0%
	Rear/vacant	1	NA

<sup>1</sup> Rear and vacant properties are excluded from the percentage calculations. Percentages are rounded to the nearest whole number.



**Overall findings**

The Station Road SCA is **not of high-quality special character value**. An area of high quality is determined to be one that has 75% or more individual properties scoring either 5 or 6. This area has 57% of individual properties scoring either 5 or 6.

**Recommendation**

The Station Road SCA survey data shows that there are sub-areas of high-quality special character and / or potential areas of historic heritage value. Further work will be undertaken to confirm the values of the areas that are identified in the table below.

Sub-areas of high-quality Special Character	Flag: Potential Historic Heritage Area <sup>2</sup>
NA	Station Road Railway Cottages (former)

<sup>2</sup> At this stage, only flags for potential historic heritage areas are being considered.

### Historic heritage and high-quality Special Character

Number of places currently scheduled	0 (marked ★ on maps)
Number of places included in the HNZPT List/ Rārangī Kōrero	0 (marked ★ on maps)
Flag: Potential Historic Heritage Area	1 (marked <span style="color: green;">■</span> )
Sub-area of high-quality Special Character	0 (marked <span style="color: yellow;">■</span> )



Report dated: 19 January 2022

**Appendix 1: Index map**



*Figure 1: The blue line is the walkable catchment of the Papatoetoe Train Station*

# SUMMARY OF AREA FINDINGS

## SPECIAL CHARACTER AREAS: RESIDENTIAL

### Area details

<b>Name</b>	Jellicoe Street, Ōtāhuhu
<b>SCA Overlay</b>	Isthmus B
<b>Survey Area Number(s)</b>	61
<b>NPS-UD priority</b>	All other areas
<b>AUP (OIP) Zone(s)</b>	Residential – Single House
<b>Area Description</b>	<p>The boundaries of the Jellicoe Street report area cover an area of mostly 1920s and late 1930s residential development in the suburb of Ōtāhuhu. The area encompasses a complete residential subdivision DP 21812 (1927) although few houses were initially constructed. Most of the development occurred later after the area was re-subdivided in 1938 (DP38066), with the construction of State housing. Aerial imagery suggests that the construction of State housing had been completed by 1940.</p> <p>The most prevalent architectural styles are bungalows (1920s-1930s) and State houses (late 1930s-1940). There is also some later infill housing in the area, although this is not predominant.</p> <p>Lot sizes in the area are generally consistent at around 700-800m<sup>2</sup>, although there are some larger corner sites. Houses are set back from the street, with generous front yards with little or no fencing. Properties have plenty of provision for off-street car parking. Grass verges are predominant throughout the area, although there are very few with trees. Housing in this area is generally clearly visible from the public realm due to minimal vegetation both on public and private property.</p> <p>Jellicoe, Baldwin and Beatty Streets are wide streets providing a sense of space, and overall, retain their suburban feeling.</p>



## Key survey data

<b>Survey date(s)</b>	September 2021		
<b>Level of survey</b>	Field survey	NA	
	Desk top survey	100%	
<b>Number of properties</b>	82		
<b>Individual property scores</b>	<b>Score</b>	<b>Number of properties</b>	<b>Percentage<sup>1</sup></b>
	6	50	65%
	5	20	26%
	4	5	6%
	3	1	1%
	2	1	1%
	1	0	0%
	0	0	0%
	Rear/vacant	5	NA



<b>Overall findings</b>	The Jellicoe Street SCA is of <b>high-quality special character value</b> . An area of high quality is determined to be one that has 75% or more individual properties scoring either 5 or 6. This area has 91% of individual properties scoring either 5 or 6.
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<sup>1</sup> Rear and vacant properties are excluded from the percentage calculations. Percentages are rounded to the nearest whole number.

**Recommendation**

The Jellicoe Street report area is of high quality.	
No further special character work is recommended in this area at this time. <sup>2</sup>	
<b>Sub-areas of high-quality Special Character</b>	<b>Flag: Potential Historic Heritage Area</b>
NA	NA

**Historic Heritage and High-Quality Special Character**

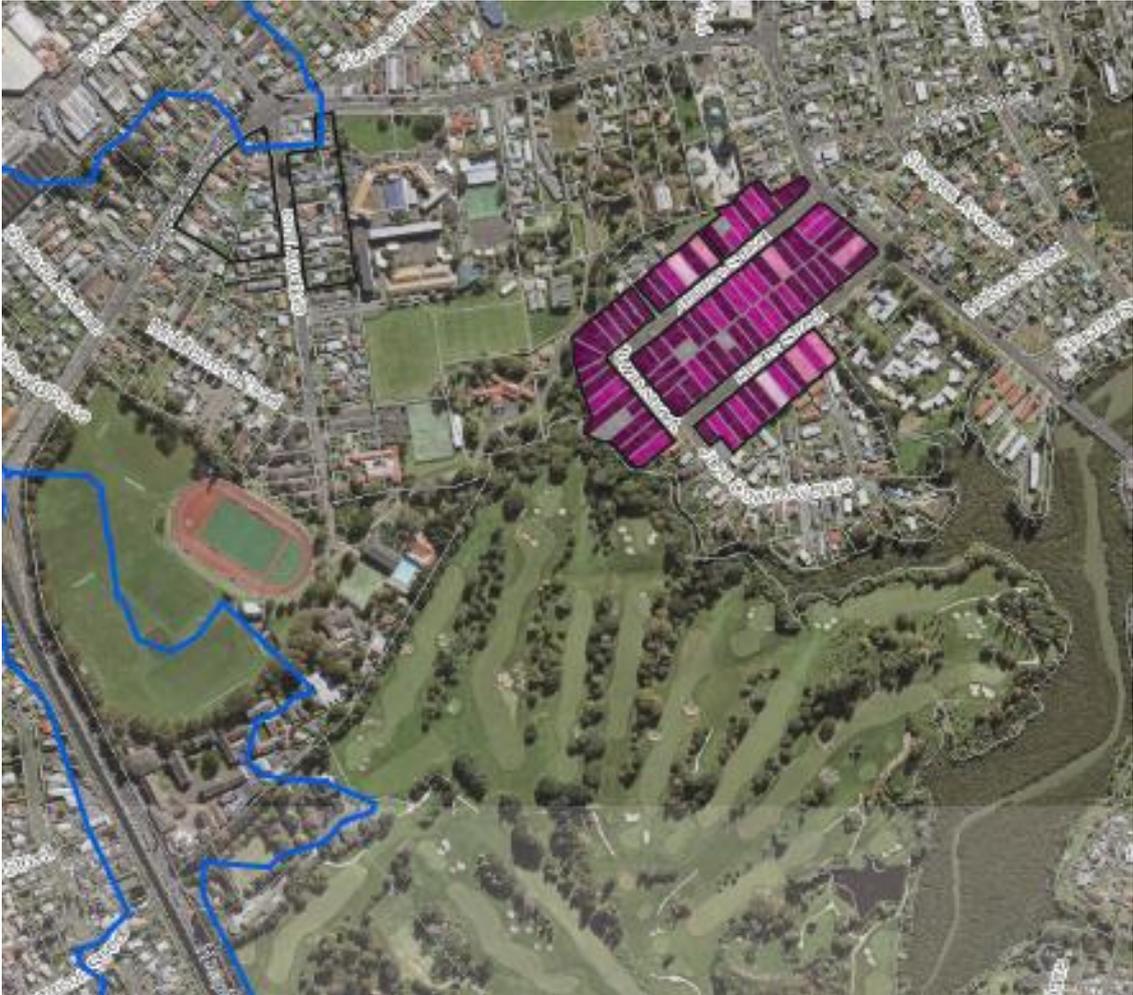
<b>Number of places currently scheduled</b>	0 (marked ★ on maps)
<b>Number of places included in the HNZPT List/ Rārangī Kōrero</b>	0 (marked ★ on maps)
<b>Potential: Historic Heritage Area</b>	NA
<b>Sub-area of High-Quality Special Character</b>	NA



**Report dated:** 6 December 2021

<sup>2</sup> High-quality special character sub-areas and potential historic heritage areas are only flagged in areas that do not meet the 75% threshold.

**Appendix 1: Index map**

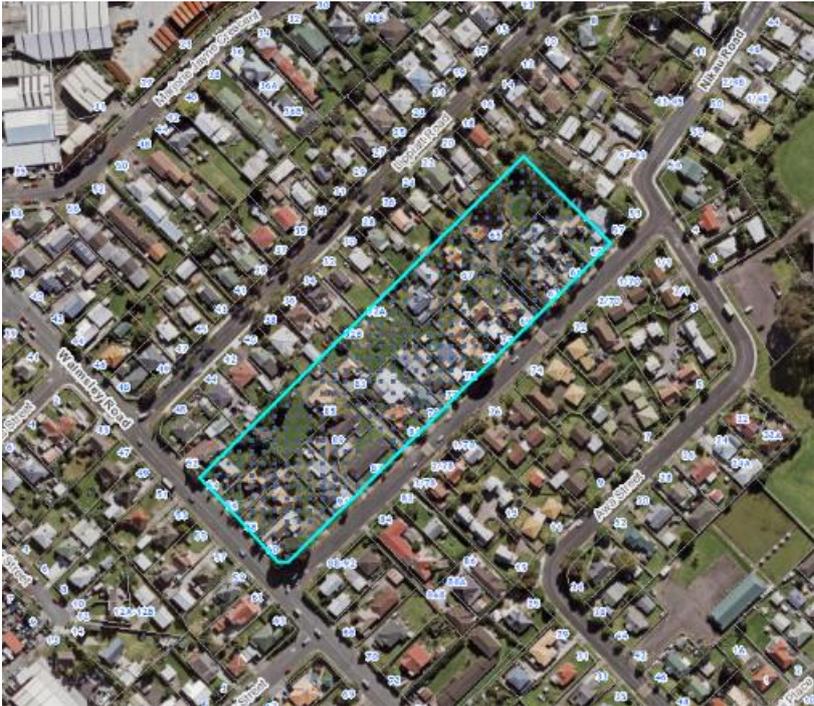


*Figure 1: The blue lines are the walkable catchments of Ōtāhuhu Train Station and Middlemore Train Station*

# SUMMARY OF AREA FINDINGS

## SPECIAL CHARACTER AREAS: RESIDENTIAL

### Area details

<b>Name</b>	<b>Nikau Road</b>
<b>SCA Overlay</b>	Isthmus B
<b>Survey Area Number(s)</b>	A1
<b>NPS-UD priority</b>	Walkable Catchment – RTN – Ōtāhuhu Train Station All other areas
<b>AUP (OIP) Zone(s)</b>	Residential - Single House
<b>Area Description</b>	<p>The boundaries of the Nikau Road report area cover an area of 1930s residential development in the suburb of Ōtāhuhu. The properties were first subdivided as part of a housing development by Winstone Limited in 1931 (DP 24782), one of many undertaken by the Winstone Family during the 1920s and 1930s. Although Winstone housing is predominant in the area, there is also some later infill housing constructed outside of the period of significance, typically within front and back yards.</p> <p>The Winstone houses are all essentially one-storey with Arts and Crafts and/or English Cottage style houses. They are characterised by asymmetry of both their design and form and also a number of other features including: joinery in a variety of shapes, sizes and placements; gable and/or hipped roof forms clad with Marseilles tiles; a small porch or entry portico; plastered detailing, especially around windows, doors or on chimneys; and chimneys (both stuccoed and un-stuccoed) that feature prominently in the design. Most of the Winstone houses address the street, although there are several examples constructed on rear lots.</p> <p>Lot sizes in the area generally regular in shape and consistent at around 600 - 700m<sup>2</sup>. Houses are typically visible behind low fences, with some deep front yards over 15 metres. The original subdivision pattern not only included properties fronting the street but also rear lots. However, subsequent development has compromised some of the integrity of this original subdivision pattern, particularly through development within front yards. Grass verges with trees and established vegetation give the area a distinctly suburban character.</p>
	

## Key survey data

<b>Survey date(s)</b>	January 2021		
<b>Level of survey</b>	Field survey	100%	
	Desk top survey	NA	
<b>Number of properties</b>	26		
<b>Individual property scores</b>	<b>Score</b>	<b>Number of properties</b>	<b>Percentage<sup>1</sup></b>
	6	6	38%
	5	7	44%
	4	2	13%
	3	2	13%
	2	0	0%
	1	1	6%
	0	0	0%
	Rear/vacant	8	NA



<b>Overall findings</b>	The Nikau Road Special Character Area - Residential is of <b>high-quality special character value</b> . An area of high quality is determined to be one that has 75% or more individual properties scoring either 5 or 6. This area has 82% of individual properties scoring either 5 or 6.
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<sup>1</sup> Rear and vacant properties are excluded from the percentage calculations. Percentages are rounded to the nearest whole number.

## Recommendation

The Nikau Road report area is of high quality.	
No further special character work is recommended in this area at this time. <sup>2</sup>	
Sub-areas of high-quality Special Character	Flag: Potential Historic Heritage Area
NA	NA

## Historic heritage and high-quality Special Character

Number of places currently scheduled	0 (marked ★ on maps)
Number of places included in the HNZPT List/ Rārangī Kōrero	0 (marked ★ on maps)
Flag: Potential Historic Heritage Area	NA <sup>3</sup>
Sub-area of high-quality Special Character	NA <sup>4</sup>



**Report dated:** 10 January 2022

<sup>2</sup> High-quality special character sub-areas and potential historic heritage areas are only flagged in areas that do not meet the 75% threshold.

<sup>3</sup> Potential historic heritage areas are only flagged in areas that do not meet the 75% threshold.

<sup>4</sup> Potential high-quality special character is only flagged in areas that do not meet the 75% threshold.

**Appendix 1: Index map**



Figure 1: The blue line is the walkable catchment of the Ōtāhuhu Train Station

# SUMMARY OF AREA FINDINGS

## SPECIAL CHARACTER AREAS: RESIDENTIAL

### Area details

<b>Name</b>	<b>Golf Avenue, Ōtāhuhu</b>
<b>SCA Overlay</b>	Isthmus A
<b>Survey Area Number(s)</b>	A2
<b>NPS-UD priority</b>	Walkable Catchment – RTN – Ōtāhuhu Train Station All other areas
<b>AUP (OIP) Zone(s)</b>	Residential - Single House
<b>Area Description</b>	<p>The boundaries of the Golf Avenue report area cover an area of mostly 1910s and 1920s residential development in the suburb of Ōtāhuhu. The area encompasses the residential subdivision of DP 4866 Ōtāhuhu Extension No. 4 (1910).</p> <p>The most prevalent architectural styles are villas and transitional villas (1880s-1910s) with some bungalows (1920s-30s). There is also some later infill housing in the area, although most of this development has occurred within back yards, having little effect on streetscape character and cohesiveness.</p> <p>Lot sizes in the area are generally consistent at around 1000m<sup>2</sup>, although they vary in the properties located within the triangular area bounded by Mangere Road and Golf Avenue. Houses are generally visible behind low picket fences, hedges or later woven wire fencing, and are orientated towards the street, and positioned toward the front boundary.</p> <p>Street verges with trees are common in the Golf Avenue context, with some established vegetation also within front yards. Golf Avenue retains some of its early bluestone kerbing and is overall more suburban when compared with Mangere Road, which is more urban with no verges or street trees.</p>



## Key survey data

<b>Survey date(s)</b>	January 2021		
<b>Level of survey</b>	Field survey	100%	
	Desk top survey	NA	
<b>Number of properties</b>	36		
<b>Individual property scores</b>	<b>Score</b>	<b>Number of properties</b>	<b>Percentage<sup>1</sup></b>
	6	13	57%
	5	9	39%
	4	0	0%
	3	0	0%
	2	1	4%
	1	0	0%
	0	0	0%
	Rear/vacant	13	NA



<b>Overall findings</b>	The Golf Avenue SCA is of <b>high-quality special character value</b> . An area of high quality is determined to be one that has 75% or more individual properties scoring either 5 or 6. This area has 96% of individual properties scoring either 5 or 6.
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<sup>1</sup> Rear and vacant properties are excluded from the percentage calculations. Percentages are rounded to the nearest whole number.

**Recommendation**

The Golf Avenue report area is of high quality.  
 No further special character work is recommended in this area at this time.<sup>2</sup>

Sub-areas of high-quality Special Character	Flag: Potential Historic Heritage Area
NA	NA

**Historic Heritage and High-Quality Special Character**

Number of places currently scheduled	0 (marked ★ on maps)
Number of places included in the HNZPT List/ Rārangī Kōrero	0 (marked ★ on maps)
Potential: Historic Heritage Area	NA
Sub-area of High-Quality Special Character	NA



**Report dated:** 6 December 2021

<sup>2</sup> High-quality special character sub-areas and potential historic heritage areas are only identified in areas that do not meet the 75% threshold.

**Appendix 1: Index map**



Figure 1: The blue line is the walkable catchment of the Ōtāhuhu Train Station

# SUMMARY OF AREA FINDINGS

## SPECIAL CHARACTER AREAS: RESIDENTIAL

### Area details

<b>Name</b>	<b>Hill Park</b>
<b>SCA Overlay</b>	General: Hill Park
<b>Survey Area Number(s)</b>	45, 46, 47, 48, 49
<b>NPS-UD priority</b>	Walkable Catchment – RTN – Manurewa Train Station All other areas
<b>AUP (OIP) Zone(s)</b>	Residential - Single House Business - Neighbourhood Centre Zone
<b>Area Description</b>	<p>The boundary of the Hill Park Special Character overlay area includes land which was part of original subdivisions from the 1840s including land granted to James Reddy Clendon in 1842. Between the 1860s and up until around the turn of the 20<sup>th</sup> century, the area was known as Hunter’s Bush. The report area generally reflects land acquired by the Nathan family in 1910, which they later subdivided beginning in 1959 after the motorway bisected their property, making it uneconomic to farm.</p> <p>Most residential development within the area did not take place until the mid-20th century. The report area was subdivided primarily during the 1950s and 1960s following the creation of a garden subdivision around significant stands of native forest that were restored by the Nathan family, including the David Nathan Park. The area includes the full extent of at least 10 subdivisions dating from this period. Predominant architectural styles include modernist houses, mid-20th century brick and tile bungalows, Arts and Crafts influenced houses, and English Cottage style houses. This area also has a number of older buildings, some of which are historic heritage places such as the Nathan Homestead.</p> <p>The primary characteristics are lower housing density combined with large open front yards and setbacks, large lots, wide roads, and an abundance of native trees. Houses are set back from the street, with front yards highly landscaped with little or no fencing. In addition to David Nathan Park, the area also includes Orford Park to the west and Hillcrest Grove Reserve to the east. The original subdivision pattern remains largely intact, of which curvilinear streets and cul-de-sacs are common. Located next to the southern motorway, the area’s elevated hill-top landform has a strong visual presence in the wider area.</p>



## Key survey data

<b>Survey date(s)</b>	August 2021		
<b>Level of survey</b>	Field survey	NA	
	Desk top survey	100%	
<b>Number of properties</b>	769		
<b>Individual property scores</b>	<b>Score</b>	<b>Number of properties</b>	<b>Percentage<sup>1</sup></b>
	6	304	52%
	5	143	24%
	4	65	11%
	3	48	8%
	2	24	4%
	1	2	0%
	0	1	0%
	Rear/vacant	182	NA
			
<b>Overall findings</b>	<p>The Hill Park Special Character Area - Residential <b>is of high-quality special character value</b>. An area of high quality is determined to be one that has 75% or more individual properties scoring either 5 or 6. This area has 76% of individual properties scoring either 5 or 6.</p>		

<sup>1</sup> Rear and vacant properties are excluded from the percentage calculations. Percentages are rounded to the nearest whole number.

## Recommendation

The Hill Park report area is of high quality.	
No further special character work is recommended in this area at this time. <sup>2</sup>	
Sub-areas of high-quality Special Character	Flag: Potential Historic Heritage Area
NA	NA

## Historic Heritage and High-Quality Special Character

Number of places currently scheduled	2 (marked ★ on maps)
Number of places included in the HNZPT List/ Rārangī Kōrero	0 (marked ★ on maps)
Potential: Historic Heritage Area	NA <sup>3</sup>
Sub-area of High-Quality Special Character	NA <sup>4</sup>



**Report dated:** 17 January 2022

<sup>2</sup> High-quality special character sub-areas and potential historic heritage areas are only flagged in areas that do not meet the 75% threshold.

<sup>3</sup> Potential historic heritage areas are only flagged in areas that do not meet the 75% threshold.

<sup>4</sup> Potential high-quality special character is only flagged in areas that do not meet the 75% threshold.

**Appendix 1: Index map**



Figure 1: The blue line is the walkable catchment of the Manurewa Train station

## SUMMARY OF AREA FINDINGS

### SPECIAL CHARACTER AREAS: RESIDENTIAL

#### Area details

Name	SCA Overlay	Survey Area Number(s)
Onehunga West	Early Road Links	59

#### PLEASE NOTE:

The area listed above is **not** subject to Proposed Plan Change 78 (PC 78) because it is located entirely within the Auckland Light Rail Corridor. This area is not included in PC 78.

Some of the appended Summary of Area Findings Reports may indicate proposed changes to the spatial extent of these areas, however these changes will not be considered in PC 78. These reports are included for information purposes only.

Properties that are in the Light Rail Corridor continue to be subject to the provisions of the Special Character Areas Overlay within the Auckland Unitary Plan (Operative in Part).

If you would like a copy of this report, please email [heritage@aucklandcouncil.govt.nz](mailto:heritage@aucklandcouncil.govt.nz)

Updated: August 2022

# SUMMARY OF AREA FINDINGS

## SPECIAL CHARACTER AREAS: RESIDENTIAL

### Area details

<b>Name</b>	Onehunga East
<b>SCA Overlay</b>	Isthmus A
<b>Survey Area Number(s)</b>	60

### PLEASE NOTE:

Only part of this area is subject to Proposed Plan Change 78, as shown on the map below. Properties that are within the Auckland Light Rail Corridor (shown in white) are excluded from the plan change and continue to be subject to the provisions of the Unitary Plan (Operative in Part) Special Character Areas Overlay.

Updated: August 2022



Please note where the sub-area map in this report differs from the map in the Plan Viewer, the map in the Plan Viewer takes precedence.

# SUMMARY OF AREA FINDINGS

## SPECIAL CHARACTER AREAS: RESIDENTIAL

### Area details

<b>Name</b>	<b>Onehunga East</b>
<b>SCA Overlay</b>	Isthmus A
<b>Survey Area Number(s)</b>	60
<b>NPS-UD priority</b>	All other areas
<b>AUP (OIP) Zone(s)</b>	Residential - Single House
<b>Area Description</b>	<p>The report area includes the eastern half of the Onehunga suburb and includes some of the oldest residential subdivisions in Auckland. In 1846, Onehunga was surveyed by the Royal Engineers to lay out a site for a military settlement, with the first Fencible settlers arriving in August 1847. Most of the original road pattern survives from the Fencible settlement, and the area was re-subdivided from the 1860s onwards to allow for further housing development.</p> <p>The roading pattern is a grid layout, primarily determined by the planned Fencible settlement. As a result of the regular road pattern, most street blocks are straight and wide. Lots in the area vary in size, ranging from 250m<sup>2</sup> up to 1500m<sup>2</sup>. Northern lot sizes in the vicinity of Cardwell Street (Deeds Register O 11, 1865) are generally smaller and more consistent at around 250m<sup>2</sup> to 750m<sup>2</sup>.</p> <p>Houses in the area generally have a regular rhythm, but setbacks and positioning within the site vary according to lot size and shape. The most prevalent architectural styles include cottages (1860s-1880s), villas (1880s-1910s) and bungalows (1920s-1930s). Generally, houses from the period of significance in the area maintain a high degree of integrity.</p> <p>Individual sites are generally highly vegetated. Houses are generally visible behind low picket fences or stone walls, although some taller fencing is apparent. Streets are generally lined with bluestone kerbing and have both footpaths and street trees. Most houses have off-street car parking at the side or rear, apart from some dwellings on Cardwell Street. Overall, the area maintains a strong suburban character.</p>
	

## Key survey data

Survey date(s)	September 2021		
Level of survey	Field survey	NA	
	Desk top survey	100%	
Number of properties	108		
Individual property scores	Score	Number of properties	Percentage <sup>1</sup>
	6	67	64%
	5	23	22%
	4	4	4%
	3	3	3%
	2	5	5%
	1	1	1%
	0	1	1%
	Rear/vacant	4	NA
			
Overall findings	<p>The Onehunga East SCA is of <b>high-quality special character value</b>. An area of high quality is determined to be one that has 75% or more individual properties scoring either 5 or 6. This area has 86% of individual properties scoring either 5 or 6.</p>		

<sup>1</sup> Rear and vacant properties are excluded from the percentage calculations. Percentages are rounded to the nearest whole number.

**Recommendation**

<p>The Onehunga East report area is of high quality.</p> <p>No further special character work is recommended in this area at this time.<sup>2</sup></p>	
<b>Sub-areas of high-quality Special Character</b>	<b>Flag: Potential Historic Heritage Area</b>
NA	NA

**Historic Heritage and High-Quality Special Character**

<b>Number of places / areas currently scheduled</b>	0 (marked ★ on maps)
<b>Number of places included in the HNZPT List/ Rārangī Kōrero</b>	0 (marked ★ on maps)
<b>Potential: Historic Heritage Area</b>	NA
<b>Sub-area of High-Quality Special Character</b>	NA



**Report dated:** 8 December 2021

<sup>2</sup> High-quality special character sub-areas and potential historic heritage areas are only flagged in areas that do not meet the 75% threshold.

