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OTAHUHU HISTORIC HERITAGE SURVEY

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### Overview Report Surger Park

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MATTHEWS & MATTHEWS ARCHITECTS LTD IN ASSOCIATION WITH LYN WILLIAMS LISA TRUTTMAN BRUCE W HAYWARD CLOUGH & ASSOCIATES LTD JP ADAM RA SKIDMORE URBAN DESIGN LTD FINAL August 2014

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### **1.0 INTRODUCTION**

### 1.1 Brief

The purpose of this study is to undertake a Historic Heritage Survey of the Ōtāhuhu study area. The aim of the study is to provide research, analysis and recommendations for historic heritage places and areas; special character; the natural landscape/geology; archaeology, landscapes of heritage interest; and, Maori heritage.

The findings from the work will be used to inform three pieces of work being carried out by Auckland Council which are:

The Auckland Council Interim Guidance on Historic Heritage Surveys, which will provide the 'template' for future surveys across Auckland;

The preparation of the Auckland Council Unitary Plan, which will include objectives and policies that will shape the future of this area, a schedule of significant Historic Heritage Places and Special Character Areas; and,

The Auckland Council Māngere-Ōtāhuhu Area Plan, which shows how the area could change over the next 30 years and help deliver the Auckland Plan.

The scope of this study is to:

1. Undertake a Historic Heritage Survey of Ōtāhuhu, to improve understanding of historic heritage in the area and make recommendations for its future management. This should meet the requirements set out in the *HHS Interim Guidance* for a Detailed (level 3) HHS<sup>1</sup>. This includes the following:

- Investigate the local history of the area based on an understanding of key themes important in the development of the area.
- Consider the area holistically including assessment of; historic heritage places and areas; archaeological sites; special character and design context; sites of significance to Māori; natural landscape including geology and open space, parks and gardens, based on research, analysis and field survey.<sup>2</sup>
- Seek to identify the heritage values associated with a place through consultation with mana whenua, local people and the community<sup>3</sup>;
- Provide an evidence base to inform relevant Auckland Council plans, policies and decisions. This includes assessing the historic heritage significance of places and areas, making use of the evaluation criteria set out in the Unitary Plan for scheduling significant Historic Heritage Places and Special Character Areas; and,
- Include recommendations that will positively influence a wide range of local 'place shaping' activities. This includes regulatory and non-regulatory tools.

2 Provide high quality and detailed feedback on the draft *HHS Interim Guidance*, including:

- Strengths;
- Weaknesses; and,
- Recommended changes to the text or illustrations.

3 Assist Auckland Council consultation with the local board, mana whenua, and the community, to raise awareness and encourage collaborative working. Including:

- Engagement with the local board, mana whenua, and the community, to identify opportunities for collaborative working; and,
- Recommended education and outreach products (e.g. local history leaflet, heritage trail, interpretation panels, workshops, online resources etc).

<sup>&</sup>lt;sup>1</sup> Level 3 HHSs require systematic documentary research, including primary research and assessment of individual places. Fieldwork is carried out on foot, based on external observation of the whole area and supplemented by more detailed inspection of potentially significant places. Level 3 HHSs are most suitable for areas that have a complex development history or where assessment of individual places is required. As a minimum, Level 3 HHSs assess the historic heritage significance of places and areas, making use of the evaluation criteria set out in the Unitary Plan for scheduling. This is to provide the evidence base for inclusion in the Unitary Plan.

<sup>&</sup>lt;sup>2</sup> The identification and evaluation of individual trees for potential scheduling was outside the scope of the study, however trees noted during field work to be noted.
<sup>3</sup> Maori history and sites of significance were investigated in tandem with this report.

#### 1.2 The Study area

The area defined in the study brief approximates that of the former Borough of Ōtāhuhu but extends to include the land west of the Main Trunk Line to the Manukau shore, Mt Richmond, and some of Māngere East. The historic overview has considered an area of interest around the study area, where relevant, to capture significant industries or facilities that impacted on the history of Ōtāhuhu. (Refer study area map, Figure 1).

#### 1.3 Methodology and Approach

The Historic Heritage Survey methodology involves a broad skills set and the work has been undertaken by an interdisciplinary team, including:

Project management: Matthews & Matthews Architects Ltd

Built heritage: Matthews & Matthews Architects Ltd, Dr Ann McEwan

Historians and researchers: Lyn Williams, Lisa Truttman

Archaeology: Clough & Associates

Māori ancestral relationships: Graeme Murdoch in consultation with Mana Whenua

Natural heritage, geology: Bruce Hayward

Landscape history: John P Adam

Urban design analysis: RA Skidmore Urban Design Ltd

The Historic Heritage Survey process has followed a logical staged approach. The Ōtāhuhu study required a Detailed (Level 3) assessment which involves broad contextual research and initial identification of places of potential interest, followed by prioritized study lists and detailed research and assessment where appropriate to evaluate the heritage significance of places that may justify specific controls and management, including for scheduling and/ or special character overlays. In general the stages of work include: **Stage 1**: Broad research, preliminary field survey work and information gathering to:

- understand the historic development of the area as a whole and understand individual places or areas in context
- enable preparation of a written thematic historic overview, with supporting historic maps and photos, summarise places already identified as being of historic heritage value
- make a preliminary identification of places or areas that may potentially be of historic heritage value that may warrant further investigation.

**Stage 2**: More detailed research and field survey work to:

 Prepare a developed study list of places and/ or areas that warrant further investigation

**Stage 3**: Detailed research, analysis and assessment of places/ areas with recommendations for statutory management where appropriate.

The process is interactive; more detailed research may lead to priorities for ongoing work being adjusted. Constraints on timeframe for the work also restrict the numbers of places that can be assessed in detail.

#### **1.4 Acknowledgements**

The assistance of the following people and organisations during the preparation of this study is gratefully acknowledged:

The Ōtāhuhu Historical Society, including Bruce and Wilma Madgwick, Ray Goodger, Allan McGuinn, Mary Crighton and Elaine Read. The Ōtāhuhu Historical Society has shared generously their expert local knowledge and archival records. Barry Haddock, Ōtāhuhu, Auckland Libraries, Ōtāhuhu Library, Bruce Ringer and Sharon Smith, South Auckland Research Centre, Auckland Council Archives. Auckland Architecture Archive, Archives New Zealand.

RC RH Historic Heritage Area Assessment Minor Road  $\Delta_{\mathbf{N}}$ Otahuhu Town Centre Major Road Parcel Boundaries Otahuhu Town Centre, Residential & Industrial Area Council 100 200 Date: 29 <sup>th</sup>October 2012 Ref Number: C66824 1:8.100 @ A2 Medium Road e: UIICFO

Figure 1: Ōtāhuhu Study area

### 1.5 Overview of report structure and component parts

This report provides an overview of the Ōtāhuhu Historic Heritage Survey. The appendices which follow in the Overview Report include input from the consultant team and include the following.

#### Appendix 1 -HISTORIC THEMATIC OVERVIEW

Appendix 1 contains a Historic thematic overview or written summary of the historic development of Ōtāhuhu area, based a on a range of themes which have influenced the historic development of the area. The thematic overview was a key step in the study. This stage of work involved broad research, including investigation of early land survey and subdivision maps, published histories and a wide range of documentary research sources.

The historic thematic overview helps to understand historic heritage places and areas in context and provides the basis for the more detailed research and investigations carried out. The thematic overview includes a range of historic images and maps as well as summary maps which show where the earliest subdivisions were in Ōtāhuhu and the dates of subdivisions for residential development. A map has also been prepared to show historic heritage places of interest.

This stage of work also involved site visits around the study area to look at places and areas that might be important in representing particular themes in the historic development of the area.

The historic thematic overview was prepared by historian Lynette Williams, in association with Matthews and Matthews Architects Ltd and Lisa Truttman.

### Appendix 2 BUILT HISTORIC HERITAGE

Appendix 2 of the study includes the built heritage component. Research and investigation of places of potential historic heritage value has been carried out in a staged approach. Based on the thematic overview and preliminary site visits, and with input from the Ōtāhuhu Historical Society, 'study lists' of places and areas that were of potential interest in relation to the historic development of Ōtāhuhu were identified. Where preliminary research highlighted values that appeared significant, priorities for more detailed investigation were developed.

Research information gathered for a wide number of places in Ōtāhuhu has been summarised onto 'preliminary information forms', so that it is readily available for future initiatives such as heritage walks and interpretive information.

Within the project timeframes, a number of places were prioritised for detailed research and assessed for potential formal management through the unitary plan, including scheduling and special character overlays.

Detailed components of work included assessment of a potential special character area in the Ōtāhuhu Town Centre, and the assessment of two residential areas of significance, as well as research and assessments of individual places of historic heritage value. Appendices in this Overview Report include:

Appendix 2.1Currently scheduled historicheritage placesAppendix 2.2Places prioritised for researchand assessmentAppendix 2.3Places of Potential interest

This work was prepared by Matthews & Matthews Architects Ltd, with assistance from with historian Lisa Truttman, and Dr Ann McEwan, Heritage Consultancy Services. RA Skidmore Urban Design Ltd provided the urban design and urban character analysis necessary as part of the consideration of special character areas.

#### Appendix 3 GEOLOGY

Appendix 3 includes an overview of the geological heritage in Ōtāhuhu. Key geological heritage features of Ōtāhuhu are its three small volcanoes that erupted through and over the sedimentary rocks within the last 100,000 years, including McLennan Hills, Mt Richmond and Mt Robertson (Sturges Park).

The report contained in Appendix 3 was prepared by Bruce W. Hayward, Geomarine Research. It provides a brief overview of Auckland volcanoes, including their eruptive styles and types of volcanic landforms. The report provides a brief history of the early study of the volcanoes in Ōtāhuhu, as well as information about McLennan Hills, Mt Richmond, and Mt Robertson, the Tamaki River, Tauranga Group sedimentary rocks and Kaawa Formation sedimentary rocks and fossils.

#### Appendix 4 ARCHAEOLOGY

Appendix 4 includes an archaeological assessment of the Ōtāhuhu (and Māngere Town Centre) study areas.

Research and targeted field investigations were carried out to understand sites recorded in the Cultural Heritage Inventory (CHI), archaeological sites recorded in the NZAA ArchSite database and any known areas of archaeological investigation.

Historic maps and survey plans were studied to identify sites or areas of potential archaeological sensitivity. The volcanic cones of Mt Richmond and Mt Robertson (Sturges Park) were likely to have been the focal points for Maori occupation, with some features surviving. A map prepared by the Ōtāhuhu Historical Society showing the sites of 19<sup>th</sup> century activities and buildings, provided a useful source, to identify sites and areas of archaeological interest.

The report in Appendix 4 was prepared by Clough & Associates Ltd.

#### Appendix 5 LANDSCAPE HISTORY

A review of the historic development of the landscape in the Ōtāhuhu area was carried out by landscape historian John Adam and is included in Appendix 5.

A range of themes have influenced the development of the landscape in the Ōtāhuhu area such as military and missionary activity, agricultural development, local governance recreation and leisure, industry, transport, surburban development as well as things like commemorative features and plantings.

The landscape history report provides an overview of some of these themes with a brief discussion of how they may have shaped development and where landscape features may remain that represent themes. The landscape history report also includes a record of some of the historic descriptions of places and landscapes in the study area. They provide an important record of agricultural and horticultural practices, contemporary descriptions, people associated with places, land management practices, legislative and planning controls that have played an important role in how landscapes have evolved.

The report includes recommendations for ongoing management and highlighted trees of interest.

Research information has been gathered for parks/ reserve/ open space in the study area. While management plans exist for some reserves, the level of research information about particular reserves is variable.

#### MAORI ANCESTRAL RELATIONSHIPS WITH MĀNGERE-ŌTĀHUHU

A separate overview report called Maori Ancestral Relationships with Māngere-Ōtāhuhu has been prepared by historian Graeme Murdoch, in consultation with Mana Whenua as part of this study. This work has considered Maori ancestral relationships with the area and identified issues and intentions important to Mana Whenua.

### 2.0 ŌTĀHUHU STUDY AREA-SUMMARY OF HISTORIC HERITAGE ISSUES

The following summary of historic heritage issues is based on the findings of the consultant team. Set out below is a discussion of key issues and recommendations related to built heritage, geology, archaeology and landscapes. The review and recommendations related to Maori heritage issues will be contained in a separate report. <sup>4</sup>

### 2.1 Built Heritage Overview and recommendations

Following is an overview of the issues identified in relation to built heritage and key recommendations to enhance understanding of historic heritage places in Ōtāhuhu as well as recommendations for management.

With input from members of the Ōtāhuhu Historical Society, research and field survey work confirms that there are a wide range of historic buildings, as well as areas, in Ōtāhuhu that are significant in representing a range of themes that have been important in the historic development of the area.

Very few places are currently scheduled in the Auckland district plan (Isthmus Section), (refer Appendix 2.1). This may lead to the impression that places in Ōtāhuhu were not considered important or did not warrant the same types of identification or management as heritage resources in other parts of Auckland.

However the Ōtāhuhu area does retain the types of places that are scheduled or managed in other parts of Auckland, for example early school buildings, churches, houses with significant associations, community buildings and commercial buildings. Places of local value are significant; they have associations with local stories, with people and organisations that have played an important role in the area, they represent how the area has developed, and contribute to the richness of the built and urban character of the area. Residential development has occurred progressively and this is reflected in the pattern of built development in Ōtāhuhu.

Existing identified special character areas include a small group of three of the railway workers houses in Nikau Road, included in the Isthmus A Overlay<sup>5</sup>, and the state housing precinct in Beatty, Baldwin and Jellico Streets, included the Isthmus B Overlay.<sup>6</sup>

Ōtāhuhu's town centre, along the Great South Road commercial mainstreet is an early commercial hub that has progressively developed. The centre has an established built character, largely defined by 1920s buildings, which reflect a significant period of development in the town centre. A small number of late 19<sup>th</sup> and early 20<sup>th</sup> century buildings remain, together with buildings that reflect the rapid development in the 1920s and another key period of development in the 1960s. These places were built to serve the everyday requirements of the local population and reflect contemporary trends in the types and styles of buildings built in commercial main streets. A number of Ōtāhuhu's commercial buildings were designed bv prominent Auckland architects and many were built by Thomas Clements, a significant Ōtāhuhu based building contractor. These places contribute to the collective character of the town centre.

Ōtāhuhu has excellent local history resources including the Ōtāhuhu Library and the Ōtāhuhu Historical Society. The Historical Society's rooms include displays of information and artefacts related to the history of the area. Extensive indexed file records have been developed over time and the expert local knowledge of the members of the historical society, many of whom are long term residents, provide an invaluable resource. The historical society have produced a published local history, together with other printed resources on the history of the area, street names, and a detailed map of sites, buildings and places of interest in the area.

Distinctive aspects of residential development in Ōtāhuhu include the 1930s Pegler Bros. bungalow houses in various locations, but with a large group in Lippiatt Road and the railway workers houses in Nikau Road and Awa Street. State housing was also developed in various parts of Ōtāhuhu. Some of the larger clusters of state housing include the Beatty, Baldwin and Jellico Streets and in Ronaki Rd, Petrie Place and Clements Street.

<sup>&</sup>lt;sup>5</sup> Planning Map J13, Auckland district plan (Isthmus Section)

<sup>&</sup>lt;sup>6</sup> Planning Map J 14, Auckland district plan (Isthmus Section)

<sup>&</sup>lt;sup>4</sup> To be confirmed.

A range of options are available to improve the management of built heritage resources in Ōtāhuhu, based on the findings of study's research. A balance needs to be struck between regulatory controls, incentives, public awareness and education. It is likely that a combination of the possible actions will be the most effective means of maintaining and celebrating the built heritage resource of the area.

Excluding natural disasters or events such as fire or vandalism, potential threats to historic heritage places in Ōtāhuhu include:

- Lack of awareness of heritage values. The very small numbers of places that have been identified as being of value may lead to the perception that other significant places are not of importance.
- Height limits potential and for intensification may provide an incentive for redevelopment. For example in the Ōtāhuhu town centre, the existing one and two storeved buildings in the Great South Road mainstreet contribute to the established character of the centre. The Auckland Unitary Plan proposes a height 24.5m (6 storeys) for Ōtāhuhu. (Section 4.4.9.15.1).The **Business** Special Character Area limits heights to 12.5m.
- The identification of earthquake prone buildings and cost implications for owners for required upgrading.
- Lack of maintenance and/ or inappropriate alterations which can erode integrity.

Key recommendations in relation to Ōtāhuhu's built heritage include:

#### **Recommendation 1: Raise Awareness**

There is an opportunity to expand the understanding and information available about significant places and important historic themes in the Ōtāhuhu area and to celebrate a broader range of places.

Development of heritage walks, interpretive signage, and heritage festival events will help to raise awareness about significant places in the area and to encourage the adaptive reuse of heritage buildings and can assist in fostering a sense of community and local identity.

Ōtāhuhu has an existing concise fold-out heritage trail brochure. An expanded heritage walk brochure, and/ or smart phone app should be developed for the town centre and surrounding areas, to highlight significant places including Mt Richmond, the Portage, Sturges Park and the location of the original Fencible settlement. The thematic overview and preliminary information gathered for a range of places in Ōtāhuhu can provide base information.

Research information gathered for a range of places in Ōtāhuhu has been collated onto Preliminary Information inventory forms. This information should be added to Council's Cultural Heritage Inventory.

Interpretive information should be developed for parks and reserves in Ōtāhuhu, similar to that provided in other former Auckland Council parks.

The extent of the Fencible settlement could be highlighted in some way or be shown on interpretive signage panels.

In combination with Maori heritage advice, appropriate interpretation and other works should be carried out to reinforce an understanding of the significance of Mt Richmond, the portage, Mt Robertson and the surrounding area.

On-site interpretation of important aspects of the town centre could include signage panels or low-tech, semi-permanent techniques which have been used in other areas, such as central Auckland. These can be easy to install, cost effective and don't disrupt paths and services. Some of these approaches include sign-writing directly onto footpaths, applying adhesive labels directly onto footpaths, or sign-writing onto elements like walls.

Heritage resources could be promoted in schools by developing an education pack for school programmes and projects.

The built heritage of the area could be celebrated by establishing Heritage Open Homes, where building owners are encouraged to open places not always accessible.

Information on local history has been incorporated into the websites of a number of local business associations in Auckland. This could be explored. Heritage walk brochures on-line provides another opportunity for the community to access available information. Copies of historic material gathered during this study should be added to the resources at the Ōtāhuhu Historical Society. Projects to scan historic photos and other information held by the society are underway and funding for ongoing work should be supported.

Recording oral histories with some of Ōtāhuhu's long term residents should be undertaken, with advice from members of the Ōtāhuhu Historical Society.

### Recommendation 2: Support owners of historic heritage buildings

Good communication and consultation with owners and the community is an important component of the process. The investigation of places for potential formal management should be communicated and discussed with building owners and the community.

Building owners are likely to have concerns about what any identification will mean, and what constraints it may impose. It would also be helpful to know what assistance might be available in the way of incentives such as funding assistance and waivers of resource consent fees.

- Council should provide information about the history and significance of places or areas to building owners. Consultation with building owners of places proposed for scheduling should be carried out.
- Council should explain what incentives are available to encourage building owners to retain and conserve historic buildings such as reduced or waived resource consent advice from heritage staff on fees. proposals. or waiving development contributions where heritage buildings are accordance with conserved in а conservation plan. Any available heritage funding assistance could also be explained.
- Guidelines could be prepared to assist property owners with appropriate maintenance and adaptive reuse of heritage buildings, similar to the North Shore City Council's 'Good Solutions Guide'.
- Recognising the work of building owners in the care of heritage places through regular newspaper articles, or on-line communications similar to Council's 'Heritage Asset of the Week' should be encouraged.
- Encourage the preparation of conservation plans, and enable the research information to be utilised.

## Recommendation 3: Statutory mechanisms to enhance the recognition and protection of heritage resources

The key options for additional statutory mechanisms include both:

- Additional scheduling in the Unitary Plan- of both individual places and historic heritage areas.
- Special Character overlay zone in Ōtāhuhu Town Centre

Further places warrant inclusion in the Unitary Plan schedule of historic heritage places. Within the timeframe available for this study, 15 places have been researched and evaluated and are recommended for inclusion in the schedule. These are listed in Appendix 2.2

Two residential areas have been identified as having significance including:

- Lippiatt Road, which incorporates a key grouping of Pegler Bros. Houses together with other bungalow era development.
- Railway housing precinct in Nikau Road and Awa Street.

A special character overlay is proposed for the Ōtāhuhu town centre.

### Recommendation 4: Further research, assessment and potential management

As one of Auckland's earliest settlements, early residential development in Ōtāhuhu is of interest, particularly in the area of the original Fencible Settlement.

The extent of this area could be highlighted in some way, for example using interpretive signage, or other appropriate method. While no Fencible cottages remain, houses associated with Fencible families do still remain.

Two Historic Heritage Areas have been identified which contain significant groups of railway workers houses and Pegler Bros. Houses. However, in other parts of Ōtāhuhu, including the area of the Fencible settlement and other early subdivisions, early housing was more dispersed. The aerial photo from 1940 on Council's GIS (partly) shows the pattern of residential development by that stage. Villa and bungalow type housing remains evident, interspersed with more recent housing. While there are small clusters of villas and bungalows including other groups of Pegler bungalows, residential character has become more varied over time. The more varied built character makes it difficult to recommend the use of special character overlays, however, early housing stock is of heritage value. For example, two houses that have been researched do have associations with the children of the original Fencible settlers. It is possible that others may have significant associations as yet unknown. Examples of early villa type housing in Ōtāhuhu are included in the list of Places of Potential Interest in Appendix 2.3.

The pre-1944 demolition control evident in the Proposed Unitary Plan applies to parts of the Ōtāhuhu area. The Mixed Housing Zone and Terrace House and Apartment zone proposed over the area of the Fencible Settlement potentially places surviving early houses at risk for redevelopment. Consideration could be given to a Built Environment overlay over parts of the area where concentrations of villa and bungalow type houses remain. (For example see Figure 10 in Archaeological Report and surviving Pegler Bros houses.

### Further research on surviving early houses in Ōtāhuhu is recommended.

## Further research on other places of potential interest in Ōtāhuhu is recommended.

Further research and evaluations could be carried out for more places of potential interest in Ōtāhuhu, when time and resources are available. (refer Appendix 2.3)

Preliminary research information has been gathered for a number of places.

### Further thematic research is recommended.

Work undertaken as part of this study highlights the need for some wider thematic research, so that places in particular parts of Auckland can be better understood in a wider context. For example:

- Undertake wider thematic research and survey of state housing in Auckland, to understand local examples in context and identify key examples that may warrant scheduling or management as an area.
- Undertake wider thematic research and survey of Auckland's railway heritage, with possible further research and investigation

into the surviving Railway Workshops in Ōtāhuhu and the railway turntable.

- Undertake wider thematic research and survey of historic school buildings.
- Undertake wider thematic research and survey of heritage related to infrastructure, such as power substations, water reservoirs and pump stations.

### 2.2 Overview and recommendations in relation to geology

The report on the geological heritage of the Ōtāhuhu study area, prepared by Bruce Hayward, identifies Ōtāhuhu's three small volcanoes, Mt Richmond, Mt Robertson and McLennan Hills as geological heritage features in the area. The report notes:

**Mt Richmond** comprises a central scoria cone complex inside a large explosion crater with partially surrounding tuff ring. Some quarrying has occurred in the scoria cones and tuff ring. The scoria cone remains still possess numerous original landform features and together with much of drained explosion crater floor are now protected within reserve. This is the highest value geological feature in Ōtāhuhu.

**Mt Robertson** also comprises a central scoria cone inside a large explosion crater that are set aside within a recreational reserve. Here the single scoria cone has been more modified with the original crater greatly enlarged to become a sports stadium and the crest of the cone flattened for more fields and carparks.

The original shape of the tuff ring, explosion crater and central scoria cone(s) of both Mt Richmond and Mt Robertson are still well enough preserved to be easily recognised and understood.

**McLennan Hills** scoria cones have been quarried away and its lava flow shield volcano built all over.

Of these, only Mt Richmond was scheduled in the Auckland District Plan (Isthmus Section) Appendices 3a and 3b containing the schedule of Archaeological and Geological Features within the Study Area, map reference is 113-07, and the principal criteria for scheduling include its Historic/ Cultural value, Scientific value and Visual value. Mt Richmond is scheduled as an archaeological and geological feature. Both Mt Richmond and Mt Robertson are identified as Outstanding Natural Features in the Unitary Plan in Appendix 3.1. (Items 111 and 112).

**Recommendations** for the management of geological features include:

• The site of McLennan Hills cones be considered for restoration.

Refer to report in Appendix 3

### 2.3 Overview and recommendations in relation to archaeology

The archaeological assessment prepared by Clough & Associates as part of this study notes that six archaeological sites have been recorded by the New Zealand Archaeological Association in the study area. These include Mt Richmond, Sturges Park, the Portage, the Catholic cemetery and two midden sites, typical of those found along coastal margins. These sites are identified in Auckland

Council's Cultural Heritage Inventory (CHI), together with other historic structures and buildings. The sites of some of these buildings may also have archaeological potential.

A plan prepared by the Ōtāhuhu Historical Society identifying the location of features in the area, both still existing and no longer remaining, was used to consider areas of possible archaeological sensitivity. These features have been mapped and Table 5 in the Archaeological Assessment lists these features and notes whether they remain or have been destroyed.

An analysis of LINZ survey plans and maps was carried out to identify possible archaeological features. Some of these early maps show features such as buildings around the town centre and in other scattered locations as well as hedges, fences and ditch and bank features. The plans show a number of buildings around the town centre as well as a small cluster of structures in Luke Street. A summary of these features is provided in Table 6 and their locations are mapped in Figure 7. While the analysis of these plans does not provide a full picture of late 19th century European dwellings and activity, they assist in highlighting areas of potential archaeological sensitivity. 19th century activity for example around the town centre may be associated with rubbish pits, wells and other sub-surface features may remain if modern development has not destroyed all sub-surface evidence.

The Archaeological assessment notes that Mt Richmond and Sturges Park were likely to have been the focal points of Maori occupation. Some intact features survive although the sites have been modified. The location of the portage is not accurately known, and there are no known archaeological remains of the portage.

**Recommendations include:** a systematic survey of the coastal margins, given that midden sites have been located such as a reasonably substantial one at the end of Convoy Lane.

Further field survey work of areas of potential archaeological interest is recommended to determine which sites may have real archaeological potential.

Refer to report in Appendix 4

## 2.4 Overview and recommendations Landscape History

The landscape history report provides an overview of some of historic themes that have influenced the development of the landscape and a discussion of where landscape features may remain that represent themes.

Record forms prepared for individual parks, and reserves have been prepared. These include a summary of the historic research and field investigations carried out. While management plans exist for some reserves, the level of research information about particular reserves is variable. These record forms provide a valuable base of information about each place.

Historic descriptions of places and landscapes in the study area have been collated into the landscape history report. They provide an agricultural record of important and practices, contemporary horticultural descriptions, people associated with places, land management practices, legislative and planning controls that have played an important role in how landscapes have evolved. This information may contribute to the development of interpretive information for parks and reserves.

Refer to report sections in Appendix 5.

## Recommendations related to landscape history:

The following general recommendations are based on research and field survey work undertaken.

#### Conservation and management plans

- A Conservation and maintenance plan could be prepared for Nixon Memorial Reserve and all Cemeteries in Ōtāhuhu as one document. It could be extended to the small Presbyterian Cemetery on Massey Road.
- A new Management Plan/Conservation plan could be prepared for four parks in Ōtāhuhu including Bedingfield [Part of old Ōtāhuhu Domain]; Sturges Park; Murphy Park and the old (1840-1920s) portion of the Seaside Park. It should include conservation policy detailing methods on how to repair and conserve stone fabric material found across all sites that needs to be wisely maintained into the future.
- Detailed measurements and recording of trees, and investigation of trees for scheduling within Sturges Park, and Mount Richmond [Domain] Volcanic Reserve should be undertaken.

### Develop interpretive information for parks and reserves

Develop interpretive information for parks and reserves throughout the study area to highlight significance for example to acknowledge geological values, Maori history, and European history, such as gifting of land by Sturges and Murphy families, as well as landscape development, planting types and ecological values. The agricultural and horticultural history, as well as economic (eg. early export of apples to Britain) and social history of parks and reserves, deserves to be interpreted for the families such as House, Lippiatt, Sturges, Robertson families, who gave lands, some not under land or town planning laws, when subdividing family estate lands as generous provisions. These gifts should be honoured to encourage future donations of lands.

### Investigate trees for possible inclusion on Unitary plan schedule

- Investigate formal tree planting on the old portion of Seaside Reserve for schedule.
- As far as possible identify all Arbor Day trees planted by local individuals across Sturges Park during 1920s to 1940s.
- Investigate trees associated with churches and school grounds, some of which may have commemorative values or be associated with phases in education history. Examples include Ōtāhuhu College which has an interesting association with agricultural education history. The Puriri tree in front of the Otāhuhu Presbyterian Church for example was previously protected under the General Tree Protection rule and its scheduling may need to be considered. There may be other examples associated with churches and schools.
- Investigate trees in Ōtāhuhu for potential for scheduling including those identified in the table contained in the landscape history report (Section 1.7).

### Appropriate management of works in and around parks

 Archaeological consents and reports should be required for all interventions that take place on parks including Sturges Park, Mt Richmond, Murphy Park, including roading about their perimeters as this is where the important old ditch and bank boundaries are likely to still be insitu.

#### Further research

- Further research is recommended on specific topics including landscapes associated with the Beatty Street state housing area; the state housing in the Ronaki Road area and 'gifted' parks and reserves.
- Other landscaped sites for potential recognition /conservation consideration – Landscape incorporating distinctive paving about Aotearoa Technical Institute at 14 Walmsley Road, Ōtāhuhu. This was formerly W. Stevenson & Sons, Civil engineers and contractors. The firm was established by Sir William

Stevenson and grew to become a substantial company, employing around 280 staff by the early 1960s.

• NZHPT Registration details for the Nixon Memorial could be amended to include the surrounding reserve.

## 2.5 Overview and recommendations related to Maori Ancestral Relationships and issues identified.

A separate overview report called Maori Ancestral Relationships with Māngere-Ōtāhuhu has been prepared by historian Graeme Murdoch, in consultation with Mana Whenua as part of this study. This work has considered Maori ancestral relationships with the area and identified issues and intentions important to Mana Whenua.

### **APPENDIX 1: HISTORIC THEMATIC OVERVIEW**

## OTAHUHU HISTORIC OVERVIEW

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IN ASSOCIATION WITH

LYN WILLIAMS August 2014



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## **OTAHUHU HISTORIC OVERVIEW**

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LYN WILLIAMS Final Issue 3– August 2014

Cover image: Map of the Borough of Otahuhu, 1929, Sir George Grey Special Collections, Auckland Libraries Map 2682

### Contents

### Otahuhu: Thematic Historical Overview

### Introduction

Otahuhu developed as a European town from 1848 when the government established there a corps of the Royal New Zealand Fencibles, 74 men and their families. These men were pensioners from the Imperial Army, selected under criteria of length of service, age, character and health, to protect the growing settlement of Auckland not only from possible attack from the south by Maori, but as part of a deliberate strategy to occupy the land with British settlers. In return for military duties the Fencibles were paid in addition to their pensions and were given a cottage and an acre of land. Otahuhu was one of four Fencible settlements in Auckland, the others being Onehunga, Panmure and Howick.

Otahuhu was chosen by the government for its strategic importance, as it had been by Maori for many generations prior to colonisation. The Otahuhu isthmus could be regarded as one of the major features of the New Zealand coastline, a narrow neck of land barely two kilometres across with the Manukau Harbour to the west and the Tamaki River arm of the Waitemata Harbour to the east, cutting off the northern Tamaki isthmus and Northland from the rest of the North Island. The neck of land was known as the portage to Maori, with strong traditions of the waka Tainui being hauled from east to west on its arrival in Aotearoa New Zealand. The area and the canoe portage were probably known to residents of the early occupation sites in the Auckland region; these include Manukau south head, Devonport and Motutapu. In later years, Mt Richmond and other hills in the vicinity of Otahuhu were modified as pa from which to defend the access routes and the portage. (An overview of Maori history and places of heritage significance in this area is being separately prepared.)

The neck of land has served also as a boundary: between iwi, with Ngati Paoa on its southern side and Ngati Whatua to the north; as the northern boundary of Fairburn's land purchase in 1843; in 1848 as the northern boundary of the Pensioner (Fencible) Settlement of Otahuhu and in 1912 as the northern boundary of Otahuhu Borough. Its geography has resulted in a closely-defined area for the Otahuhu settlement. The narrowness of the strip of land created problems for road access to areas south of Auckland, as it restricted the land available for roads and necessitated the building of bridges and causeways to cross the streams and rivers that cut into the isthmus.

Otahuhu is on several main transport routes: the traditional Maori portage across the isthmus, north-south routes from Maori walking tracks to later roads, including Great South Road and the Auckland Southern Motorway, and the North Island Main Trunk Railway. Until the motorway was built, all traffic had to pass through Otahuhu town centre, with positive and negative impacts on the town. The town's growth was largely influenced by the transport routes.

From a well-laid out town of one-acre sections and larger farm allotments Otahuhu township was added to with further subdivision of land to the west, south and east. Subdivision of the one-acre allotments allowed more intensive settlement internally as the town grew in population size and importance. The construction of railway workers' houses in the 1920s, a large number of modest bungalows built by the Pegler Bros, in the 1930s and state housing developments, begun in 1937. contributed to this intensive settlement.

The influence of neighbouring districts cannot be ignored in a study of Otahuhu developments in Mangere to the south, Mt Wellington and Sylvia Park to the northeast and industrial development to the northwest, and the large residential areas of Otara, Favona, Papatoetoe and Mangere East. Residents from other areas would come to Otahuhu for shopping and services and to work at Middlemore Hospital on Otahuhu's southern boundary; residents from Otahuhu would travel outside the borough for work at the three freezing works, the railway workshops and the power station nearby. Once known as "the garden of Auckland" for the frequency of market gardens and orchards, Otahuhu's natural and built landscape changed as more light industries, and some major industries, were established.

Otahuhu has developed from an independent borough to a suburb of the new Auckland

Council but retains its own identity. That identity has changed over the last 40-50 years as Maori and immigrants from at least 32 ethnic groups have settled in Otahuhu. Some have formed their own residential enclaves and retail and food outlets have become multi-cultural and outnumber the conventional European-origin amenities.

Of major significance to traditional history but no longer within Otahuhu is a standing stone called Te Toko Tuu Whenua, the stone pillar of Tahuhu, believed to have been removed from Otahuhu after his death and taken to the Omahu hill of Three Kings but later removed to Cornwall Park.<sup>1</sup> Mt Richmond, just outside the former borough boundary, has always been one of Otahuhu's best-known landmarks; it is believed that Tahuhu lived on Mt Richmond in the pa whose fortifications and earthworks are still visible on its slopes.

This historical overview follows the format of the North Shore Thematic History (2011), with some modifications. The area defined in the study brief approximates that of the former borough but extends to the land west of the Main Trunk Line to the Manukau shore, Mt Richmond, and some of Mangere East. The historic overview has considered an area of interest around the study area, where relevant, to capture significant industries or facilities that impacted on the history of Otahuhu.

#### Acknowledgements

The assistance of the following people and organisations during the preparation of this study is gratefully acknowledged:

The Otahuhu Historical Society, including Bruce and Wilma Madgwick, Ray Goodger, Allan McGuinn, Mary Crighton and Elaine Read. The Otahuhu Historical Society has generously shared their expert local knowledge and archival records. Bruce Ringer and Sharon Smith, South Auckland Research Centre Barry Haddock, Otahuhu Auckland Libraries Otahuhu Library Auckland Council Archives Auckland Architecture Archive



Figure 1. McLennan Hills from Mt Richmond by Cooper, 1861. Note Camp Rd, Otahuhu, and Mt Wellington in the distance. Source: Sir George Grey Special Collection Auckland City Libraries.

### 1. Land and People

### 1.1 Geology

Otahuhu is underlain by soft Pliocene and Pleistocene sedimentary rocks that form the Manukau Lowlands. These have been eroded into a series of indistinct coastal terraces during interglacial warm periods when sea level was higher than present. Within this sequence is the Kaawa Shell Bed which has a rich molluscan fossil assemblage, but these are not exposed at the surface. The Kaawa Shell Bed is of considerable significance for the Manukau Lowlands and Otahuhu area as it is a prolific aguifer that has been tapped by many wells as a source of freshwater. A well put down at the site of Waitemata Brewery, Otahuhu, was the source of one of the richest fossil finds in the Auckland area.<sup>2</sup>

Key geological heritage features of Otahuhu are its three small volcanoes that erupted through and over the sedimentary rocks within the last 100,000 years, including McLennan Hills, Mt Richmond and Mt Robertson (Sturges Park).<sup>3</sup>

The Maori name for **McLennan Hills** is Te Apunga ō Tainui which may refer to the "bowwave or prow of the Tainui canoe", or the point where the canoe landed before being portaged across from the Tamaki to Manukau Harbour<sup>4</sup>. McLennan Hills were later named after local landowner and Member of Parliament (1925-1928) Ewen Donald McLennan.

McLennan Hills Volcano consisted of four small scoria cones that erupted about 40,000 years ago in the centre of an explosion crater with surrounding tuff ring. In the early 20<sup>th</sup> century Hellaby Freezing Works drew water from a bore in McLennan Hills scoria cones and the Westfield Freezing Works were supplied from groundwater in the northwestern flows. Apart from a small quarry on the northeastern cone, the hills were untouched until 1952. In the following two decades over two million tonnes of scoria were removed and some backfilling of the pits has occurred creating the present flat surface occupied by greenhouses where the cones once stood.

**Mt Richmond** comprises a central scoria cone complex inside a large explosion crater with partially surrounding tuff ring. Some quarrying has occurred in the scoria cones and tuff ring. The scoria cone remains still possess numerous original landforms features and together with much of drained explosion crater floor are now protected within reserve.

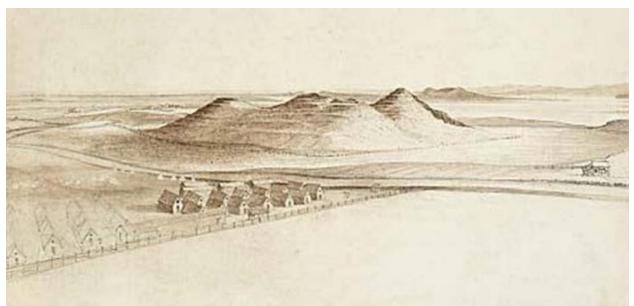


Figure 2. Sketch of Mt Richmond by John Kinder, 1861. Note Camp Rd middle left. Mangere Mountain is in the distance. Source: Auckland Public Library

Mt Richmond erupted about 32,000 years ago, blasting its way through the south-western side of the tuff ring and lava flows of McLennan Hills volcano. Mt Richmond is named after Major Richmond, a friend of Governor Sir George Grey in the 1850s. An earlier name was Mt Halswell, named after a New Zealand Company commissioner in the 1840s. Mt Richmond Domain was gazetted in 1890. The mountain was of strategic importance as it commanded the main Waitemata-Manukau canoe portage.

**Mt Robertson or Sturges Park**, in the centre of Otahuhu, is one of the less conspicuous of Auckland's volcanoes. Prior to the New Zealand Wars this locality became known as Fort Richards, after Lieutenant Richards who set up defences here in response to potential conflict between colonial settlers and iwi to the south. In 1859 Hochstetter named it after local landowner, Robert Robertson. Sturges Park was named after Alfred Sturges, the mayor of Otahuhu in the early 1900s, who donated the land to be a park in 1912. The time of eruption of Mt Robertson is currently undetermined, but it was prior to 27,000 years ago.

Mt Roberston is a classic castle and moat volcano with a simple scoria cone in the centre of an 800 metre diameter explosion crater with a 12 metre high tuff ring arc around the south and east sides. Parts of Great South and Mangere roads run along the tuff ring crest, and Otahuhu College is built on the gentle outer slopes of the tuff ring in the south. The crater was enlarged and raised by fill to form the Sturges Park Sports Stadium. The crest of the scoria cone was taken off by quarrying in the 1950s and 1960s to produce a flat playing field next to the rugby clubhouse and the wide carpark on the south side where concrete reservoirs once stood. Both the scoria cone crater and the moat between the cone and tuff ring were freshwater swamps. The swampy moat has been drained and turned into playing fields used by Otahuhu College across Māngere Rd. The scoria cone amphitheatre is used by Otahuhu Rugby Football Club in winter and Otahuhu Softball Club in summer.

(Refer to appendix report on the Geological Heritage of Otahuhu prepared by Bruce Hayward).



Figure 3. Aerial view northwards across Mt Robertson scoria cone which has been enlarged as Sturges Park stadium, 1949. Note that parts of the crest of the scoria cone on the near and far sides have since been removed to create car parking and a small field. Source: Whites Aviation

### 1.2 Natural resources

Otahuhu is situated on a narrow neck of land between the Manukau Harbour on the west and the Tamaki River, one of the reaches of the Waitemata Harbour, on the east. With extensive tidal mudflats and deeper waters on both sides, each with their abundant populations of oyster, cockle and mud snail, sharks, snapper, flounder and other fish, the area was a prime location for habitation for Maori. The volcanic cones of Mt Richmond, McLennan's Hill and Fort Richard provided rich fertile agricultural soils; the hills also provided vantage points and defensible sites. From there access across the isthmus by land or through the portage could be easily controlled.

The isthmus had ample natural fresh water supplies, with creeks running either into the Manukau, e.g. Fairburn's Creek, or the Tamaki River e.g. Otahuhu Creek. Natural fresh water springs occurred on the west side of Mt Richmond.

Several swampy areas, e.g. around the west, north and east sides of Mt Richmond, in the vicinity of Nikau Road and the heads of the many inlets draining into the Tamaki River, would have been good resources of eels, raupo, flax and cabbage trees for traditional Maori for food and technological purposes.

The landscape has been altered with small reclamations around the peninsula which comprises Seaside Park and in the lower reaches of Ann's Creek where the swampy area near the Manukau shore was drained and in-filled. Further south in the rail yards Fairburn's Creek was also drained and reclaimed. Quarrying has removed most of McLennan's Hill and parts of Mt Richmond and Fort Richard (Sturges Park). The causeways across the Tamaki River have affected tidal water flow creating silt build-up and the expansion of mangroves.

### 1.3 The people of the area

### 1.3.1 Maori

(An overview of Maori history and places of heritage significance in this area is being separately prepared.)

### 1.3.2 Maori-European contact period

The early decades of the nineteenth century saw limited contact between Maori and European at Otahuhu, although various missionary parties passed through and there were pit-sawyers at places round the Manukau Harbour during the 1830s or earlier. The earliest recorded contact between Europeans and Maori in the Otahuhu isthmus was Samuel Marsden and party in 1820, and Major Cruise on the brig Prince Regent also in 1820, but due to the transitory nature of both peoples at this time the contact was not sustained. However adoption by Maori of some European goods and produce, and to some extent, Christianity, was evident in the northern North Island by this time.<sup>5</sup> Major Cruise found Ngati Paoa in occupation at Otahuhu.6

After the Nga Puhi invasions during the 1820s local iwi vacated the Otahuhu area, which was still deserted in 1833 when Reverend Henry Williams and a group of Church Missionary Society (CMS) missionaries, including William Fairburn, travelled through. In March 1834 missionaries James Hamlin and Alfred Nesbit Brown passed through Otahuhu with 19 Maori on a journey from Waimate to the Waikato, but reported that although they climbed a hill there, not much could be seen.<sup>7</sup> They appear not to have encountered any inhabitants.

Otahuhu's significance as a strategic location is highlighted by it being the location for two important gatherings of iwi in the 1830s to negotiate peace in the wider area. In 1834 a large meeting was held at Otahuhu between Ngati Whatua, Ngati Te Ata, Ngati Tamaoho on one side, and Ngati Paoa on the other, to discuss peace.8 A further meeting was held in Otahuhu in March 1838 in conjunction with a meeting of school pupils from separate mission stations, the venue chosen as it was neutral ground.9 About 1500 people assembled and after several days of discussion, culminating in a huge feast, a general accord was reached between Te Taou, Ngati Paoa, Ngati Tamaoho, Ngati Te Ata, Ngati Mahuta and Ngati Whatua.

Potatau Te Wherowhero presided over the meeting.<sup>10</sup>

In 1836 the first mission stations were established on the Manukau. Also in 1836, CMS lay preacher William Thomas Fairburn purchased land including the Otahuhu area (refer Section 2.1). In July 1837 Fairburn established a new mission at Maraetai approximately 18 km away to the east; other Europeans lived in what is now central Auckland.

By the late 1840s Fairburn had a homestead in or near what is now Fairburn Road, possibly close to the Water Street and High Street junction.<sup>11</sup> Fairburn tendered his resignation from the CMS in December 1841, but it is not certain just when he shifted with his family from Maraetai to Otahuhu – he was visited at Otahuhu in February 1842 by Rev. William Colenso, and addressed a letter from Otahuhu in April 1842, however he was at Maraetai when visited there in May 1842 by Bishop Selwyn.<sup>12</sup>

During the 1840s more Pakeha arrived to settle in the Auckland isthmus, some settling in south Auckland. It is not known whether many Maori were living in the study area by the 1840s but in the 1850s there were several kainga in the Mangere area whose people bartered or sold fish, peaches, potatoes and melons to Pakeha there, and possibly to Otahuhu residents as well.<sup>13</sup> Nearby Onehunga was a port for Waikato Maori bringing produce for sale at Auckland, using the Te Awaroa portage between the Waikato River and Waiuku.

On May 16, 1848, the No. 6 Company of the Royal New Zealand Fencibles arrived in Auckland on board the *Ann*. The Company comprised 74 men under Lieutenant John Annesley Hickson, but one man died before the passengers of the *Ann* disembarked. Most had wives and children with them. Other deaths on the voyage reduced the number of women to 66; there were also 35 other adults and 107 children on board.<sup>14</sup> Most were of Irish descent and most of the men were labourers.<sup>15</sup>

### 1.3.3 Population changes

By the end of 1848 the Pakeha population of Otahuhu was 297 people, of whom 151 were males and 146 females; approximately half were under 21 years and none were over 45 years old.<sup>16</sup> A year later this had increased to 325 (165 males and 160 females), mostly the

result of 21 births; by this census one man was over 45 years old. Almost all the adults were married.<sup>17</sup> The censuses included the Fencibles, their families and other European settlers in the district.

By the mid 1870s Otahuhu had a population of 714 and was described in Brett's Almanac as the largest agricultural township in the Province. In 1874 Otahuhu's population was 740, of whom 384 were males. The population rose slowly with 773 people in 1878 and 834 in 1881. There were two periods of major population increases: from 1891 to 1911 when the population rose from 971 in 1891 to 2013 in 1911, and in the next decade when the population doubled again to 4122 in 1921.18 With the 1911 census result, Otahuhu was able to attain borough status, officially granted in 1912.<sup>19</sup> By 1936 the population had risen again to 5250, and by April 1963 the population of Otahuhu Borough was 8810.20

For perhaps the first 60-70 years since the arrival of the Fencibles, the population of Otahuhu was primarily British and Irish. The number of Maori in Otahuhu in this period has not been researched, but according to personal accounts there were very few Maori in the borough in the late 1940s and early 1950s.<sup>21</sup> Only one Maori family was there in the mid-1940s.<sup>22</sup> The 1910s saw the beginnings of cultural diversity in Otahuhu, with at least four Chinese market gardeners living there in 1917 and three listed as fruiterers in 1929.23 Other Chinese gardeners were based just to the north in Hillside Road and Panama Road<sup>24</sup>. Other changes noted from directories included a wider variety of Continental European names from the 1920s onwards, also at least two Indian surnames in 1960.<sup>25</sup> In the 1970s and 80s there was an influx of residents from the Pacific Islands.

Since then the population has comprised a greater number of immigrants from the Pacific and south-east Asia, creating greater diversity and a reduction in the proportion of Europeans. This is reflected in the retail centre of Otahuhu and in the school populations. In 1998 Otahuhu College's roll was made up of 57.8% Pacific Island (Samoan, Tongan, Cook Island and Niuean), 18.7% Maori, 13.9% Asians (Afghani, Chinese, Filipino, Indian, Fiji Indian, Bangladeshi, Kiribati, Vietnamese, Thai, Malaysian, Laotian, Korean, Kampuchean) and 10.2% Europeans.<sup>26</sup> For 2011, ethnic background figures for Otahuhu College were 71.2% Pasifika, 11.3% Maori, 15.4% Asian and

'Other' and 2.1% European.<sup>27</sup> In 2012 McAuley High School's roll was made of 88% who identified as Pasifika and 5% Maori.<sup>28</sup>

Cultural diversity has brought religious diversity as well, with Sikh and Islamic centres of worship as well as a range of Christian denominations (refer Section 6.2). There are churches and community services aimed specifically at Pacific Island residents, as well as speciality Pasifika food suppliers and retail outlets. The strength of the Vietnamese community is reflected in the establishment of the Vietnamese Cultural and Educational Centre for all Auckland Vietnamese in High St, Otahuhu. Otahuhu restaurants also reflect cultural diversity, with Thai, Indian, Pacifica, Chinese and Vietnamese restaurants in the town.

The economic downturn in the 1970s and 1980s led to increased unemployment and what had been a very static population changed to a more transient one, with more rental housing (refer Section 2.3).

### 1.3.4 Outstanding residents

Several Otahuhu residents have featured in the national arena. Famous Otahuhu residents include a Prime Minister (David Lange), Ministers of Parliament, clergy, school teachers, artists, business people, major contributors to the construction industry and a range of sports people (national rugby and rugby league representatives, representative sailors from Otahuhu Sailing Club and athletes)

### 2. Building the Area

### 2.1 European Settlement

In 1836, in the presence of the Reverend William Williams and Reverend Robert Maunsell, William Thomas Fairburn purchased more than 40,000 acres (16,200 ha) of land south and east from the portage, including almost all the land from the Tamaki River to the Wairoa River.<sup>29</sup> The deed was signed on 22 January 1836 by 32 chiefs, from more than one iwi.<sup>30</sup> Fairburn stated he paid £16 in cash and £312.12.6 in goods. On 12 July 1837 Fairburn returned one third of the land to Maori who had once been resident on the land – listed as Ngati

Paoa, Ngati Tama-Te-Ra, Ngati Terau, Te Akitai and Ngati Whanaunga.<sup>31</sup>

Under the terms of the Treaty of Waitangi, Fairburn had to claim for the land he had purchased. In 1842, Fairburn's claim (OLC 269A) was reduced to 3695 acres by the Lands Claim Commission who reviewed all land claimed by European settlers. Legal debate over Fairburn's land grants continued over many years and he finally received a total of 5495 acres.<sup>32</sup> A claim granted by Sir George Grey to Fairburn in 1849 for 1627 acres 1 rood 27 perches is the original title to all land in what became the Borough of Otahuhu. Fairburn retained for himself some of this land, including that around his homestead overlooking the Tamaki River. He gave large areas to two sons, John and William, but other areas were on-sold relatively quickly to new settlers in the district.<sup>33</sup>

One of these settlers was Samuel H. Andrews. who opened a general store in Otahuhu in 1847 or 1848. He in turn sold 30 acres (12.1 ha) and several buildings, including the store, to John Hall in 1848.<sup>34</sup> This parcel, situated on the west side of Great South Road near its junction with Atkinson Avenue, became known as the Hall Estate.<sup>35</sup> Other parcels were sold to Valentine Harrison (27 acres including what is now Sturges Park); Edmund Foley (68 acres to the south of Fairburn Road); and Robert Robertson (36 acres in Mangere Road-Lippiatt Road area).<sup>36</sup> William T. Fairburn's son William owned land to the south; his homestead now forms part of the club house for the Middlemore Golf Club. One of the W. Fairburns (father or son) owned several parcels of land in what are now Otara, Pakuranga and East Tamaki.<sup>37</sup> John Fairburn's land was on the western and southwestern sides of the settlement.

Many land parcels in Otahuhu still bear the legal description "Part of Fairburn's Old Land Claim 269A".

### 2.1.1 The Fencible Settlement

In January 1850 William Fairburn sold 400 acres (160 ha) to the Crown for  $\pounds 800 - a$  postdated arrangement as the government had already settled a corps of the Royal New Zealand Fencibles on this land as the Village of Otahuhu, in 1848.<sup>38</sup>

The Fencibles enlisted on the understanding they would be given one acre of town land and the right of pre-emption for the purchase of fiveacre lots adjacent to the township. The 400 acres bought from Fairburn was divided into 80 one-acre allotments and 320 acres of five-acre lots.

The first survey for the Village of Otahuhu shows the rectangular layout of the streets enclosing blocks of one-acre sections, now defined by Fairburn Road, Atkinson Avenue, Luke Street and Hutton Street, including the sections accessed from the east side of Hutton Street (see Figure 4). The survey included land to the east as far as the Tamaki River shore and bounded by Otahuhu Creek on the north side, divided into mostly five-acre parcels.<sup>39</sup>

Some of the village roads are shown continuing through the larger parcels, which are described as "Small Farms near the Village of Otahuhu". The plan shows the names of the Fencible recipients of each parcel. Lieutenant Hickson's grant was most of the land between Luke Street and the Otahuhu Creek, of which 30 acres was "available for ploughing"; a house marked on his land was presumably Hickson's house.<sup>40</sup> Also shown are government reserves and parcels set aside for churches and a cemetery.

The road layout and road names in Otahuhu today, east of Atkinson Avenue, reflect this original plan. Some descendants of original Fencible settlers still live in Otahuhu, such as Mary Crighton, aged in her 90s, who lives in Church Street and is a descendent of McAnulty and McCrory families and has lived in Otahuhu all her life. In addition the Catholic and Anglican cemeteries are where a number of Fencible settlers are buried.



Figure 4. Plan S0 678 (edited) shows the allotments and streets laid out for the Fencible settlement and small farms to the east. Only Portage Road, Fairburn Road and Panmure Road [now Atkinson Avenue] are named. The one-acre town allotments are shown in blue. Fairburn Road runs east-west across the lower part, with Great South Road diagonally on the left-hand side; Atkinson Avenue (here named Panmure Road) is on the west side of the town. "Officers House" is marked on the southern side of Otahuhu Creek (top middle).

### 2.1.2 Early subdivisions

In the triangular block of land between Atkinson Avenue and Great South Road, up to the canal reserve, subdivision and some of the main cross streets were defined by c. 1855.<sup>41</sup> A map from c. 1860-61 (Deed 32 see Figure 5) shows the area subdivided.<sup>42</sup> The small sizes of the allotments indicate the block was intended for commercial use. The roads dividing this central area were all shown at this early stage, although some of the names have since changed.

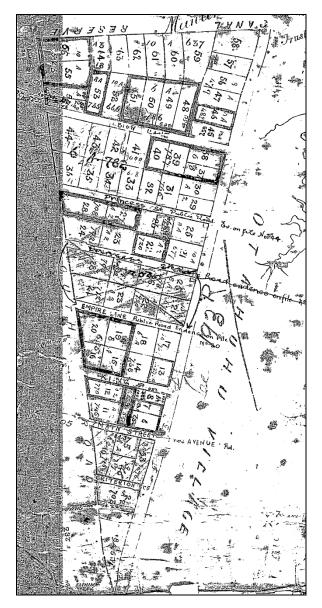


Figure 5. Part of plan Deed 32 [1860-61], showing the triangular block between the Canal Reserve (top), Great South Road (left) and Atkinson Avenue (right), with subdivision into small allotments and the roads running east-west across the block.

At about the same time, Edmund Foley advertised allotments in the Township of Otahuhu (distinct from the Fencible settlement which was called Village of Otahuhu), in the area bound by Fairburn Road, Great South Road and the Tamaki River (refer Section 2.1.3, Figure 7).<sup>43</sup> The importance of Great South Road as the main route south from the city of Auckland was stressed in the advertisement for sale of the allotments.<sup>44</sup> The allotments were suitable for residential use.

In 1860 John Fairburn advertised for sale or lease a 270-acre property known as Burnside at Otahuhu, along with a substantially-built house and farm buildings (see advertisement, Figure 6). The outcome of that sale has not been researched, nor its relationship with his later estate called Glen Grove. After John Fairburn died in April 1893, preparations were made for the sale of Glen Grove estate. A sale poster shows the area subdivided into small residential lots around green spaces, but this proposed subdivision of land between Walmsley Road and the shore of the Manukau harbour did not happen and presumably the sale did not proceed.45 John Fairburn's house was in what is now Marjorie Jayne Crescent (formerly called Clevedon Road).

### OTAHUHU.

#### FOR SALE OR LEASE,

THAT Valuable Property known as "BURN. SIDE," at present in the occupation of the proprietor, Mr J. FAIRBURN. It consists of 270 acres of the richest volcanic soil, the whole of which is in grass and subdivided into convenient paddocks each of which has a constant supply of water There is a substantially-built House on the Farm as well as Stables, Coach-house, Cow-house, Barn Sheep Wash, &c., &c.

Parties desirous of purchasing a small Farm car be accommodated with 40 or more acres For further particulars, apply to Mr. ALFRED BUCKLAND, or the Proprietor on the Farm.

*Figure 6. Daily Southern Cross*, 27 March 1860, p.2.

John Hall subdivided his 30 acres into 144 small (averaging a fifth acre) allotments, to be auctioned on 20 February 1865 in this 'old established prosperous town'.<sup>46</sup> The area involved extended from Great South Road on its east side, Fort Richard Road on the south, towards Nikau Road on the west, and Hall Avenue on the north side (see Figure 8).



Figure 7. NZ Map 4489-9, c.1861 Sir George Grey Special Collections, Auckland Libraries. (also Deed 32 [1860-61)] shows Foley's Otahuhu Township at the southern side of the village of Otahuhu. Most of the street names have been changed e.g. Niger now Ngaio, Cameron now Church, Strange now Pukeora, Mould now Nixon. Foley's wharf, Beard's [sic] wharf and the bridge over the Tamaki River are shown.

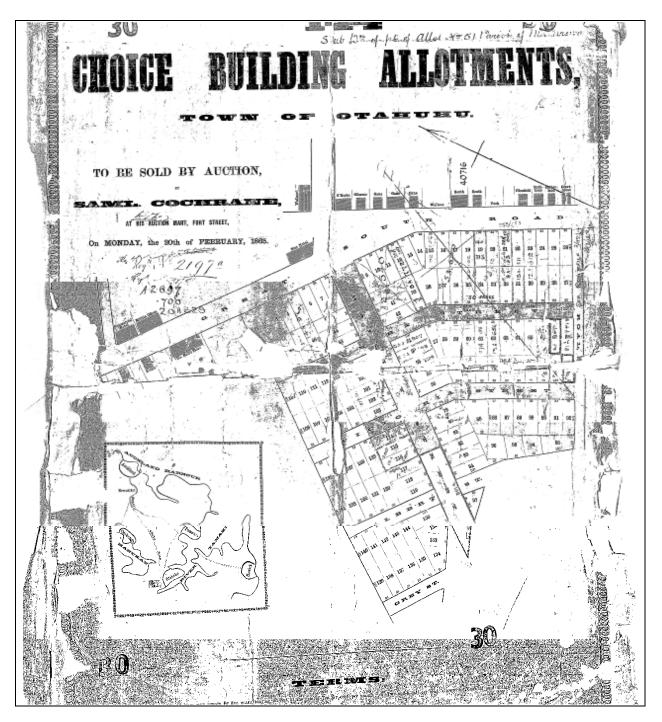
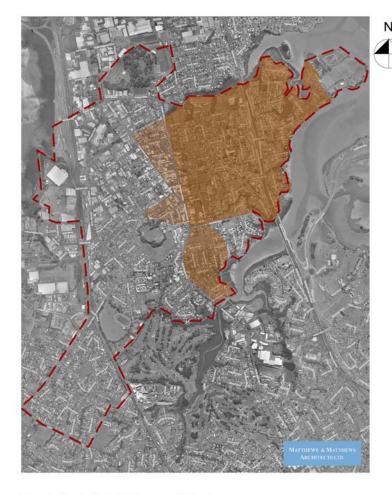


Figure 8. Plan (in two pieces) of John Hall's subdivision, with Great South Rd shown running from left to right; High St and the junction with Atkinson Ave shown top centre. The dark rectangles show buildings along the Great South Road. Deed 30 drawn c.1864



Map 1: Early Subdivisions in Otahuhu



Left: Plan of Otahuhu, 1850, showing layout of the Fencible Settlement. SO 678, LINZ. Right: NZ Map 4489-9, c.1861 Sir George Grey Special Collections, Auckland Libraries. (also Deed 32 [1860-61)] shows Foley's Otahuhu Township at the southern side of the village of Otahuhu



Left: 1865 Deed 30 a, LINZ. Right: Auckland Deed 32, c. 1860

#### Key

1 Plan for the Fencible Settlement of Otahuhu, 1850, SO 678, LINZ

2 In the triangular block of land between Atkinson Avenue and Great South Road, up to the canal reserve, subdivision and some of the main cross streets were defined by c. 1855 $_{\rm th}$ . A map from c. 1860-61 (Deed 32 see Figure 5) shows the area subdivided<sub>(4)</sub>

3 John Hall subdivided his 30 acres into 144 small (averaging a fifth acre) allotments, to be auctioned on 20 February 1865(=)

4 Foley's Otahuhu Township at the southern side of the village of Otahuhu, c.1861 NZ Map 4489-9, Sir George Grey Special Collections, Auckland Libraries

Footnotes *i*, Deeds Index 8 A 550, records transfer from Fairburn to McElroy/ McIroy, a blacksmith in Otahuhu, c.1855 and includes a site plan showing part of the central triangle of land between Great South Read and Alkinson Ave. *ii*, Deed 32 *iii*, New Zealand Herald, 14 January 1865, p.2, Deed 30 poster '144 Choice Building Allotments'

### 2.2 Commercial development



Figure 10. Great South Road, Otahuhu, c. 1908. Several children and a horseman can be seen in the street, and a horse and buggy is parked to the left. The business premises which are identifiable include the two-storey Glasgow House and Whale's tailors shop to the left; and W.H. Harrison, boot and shoe maker, and P. Diprose, saddler, to the right. South Auckland Research Centre, OTU: I, Footprints 03716. Photograph reproduced by courtesy of Otahuhu Historical Society (2.1.1.1.1).

The earliest businesses were established on Great South Road, with the first being a general store owned by Samuel H. Andrews, sold in 1848 to John Hall. Hall or his descendants ran the store for several decades. The census return for 1848 records four merchants or traders, reduced to one for the 1849 return (presumably Hall).<sup>47</sup>

Edmund Foley established the Sir George Grey Inn (later the Commercial Hotel) in 1849 on the south corner of Criterion Lane; it burnt down in 1869.<sup>48</sup> Amongst the businesses by 1856 were two shoe-makers (James Hughes and James H. Welsh), two storekeepers (James Coney and Richard Hunt), two blacksmiths (Bartholomew McIlroy and James Wallace), a tailor (Patrick Murtagh), a hotelkeeper (William Posseniski) and a butcher (James Welsh).<sup>49</sup> It is not known where each of their premises was, but it can be assumed that most were in Great South Road. In December 1856 RH Soll advertised that he had established a smith's shop adjacent to the Commercial Hotel.<sup>50</sup> By 1857 there were three hotels in Otahuhu: the Crown, the Settlers' (later the Star) and the Commercial.<sup>51</sup> The Criterion Hotel, built on the north corner of Criterion Lane, and the Star, at the junction of Great South Road and Atkinson Avenue (Foley was licensee for the Star in 1869) still remained in 1865.<sup>52</sup> The hotels were conspicuous on their corner sites. They provided accommodation for travellers on the Great South Road, as well as refreshments and liquor.

John Hall's 1865 subdivision was clearly aimed commercial development. at Marketing statements stressed that this would 'undoubtedly' be the business centre, that it was between the two arteries of the Great South Road and the proposed railway, and that the proximity of the post office, the commissariat offices, the pound and the schoolhouse illustrated its centrality.53

The newspaper advertisements stressed the opportunity to fill gaps in the type and number of tradesmen, listing only a boot maker, a store

and a smithy. The associated poster showed Hall's store, the militia offices, the Commercial and Star Hotels, the courthouse and 12 other buildings along Great South Road, mostly on the east side. It showed also a building marked 'Wallace' on the corner of High Street and Atkinson Avenue, possibly indicating the position of James Wallace's smithy.<sup>54</sup> Not all of the sections on the east side of Great South Road had buildings marked.

Reportedly, all of Hall's allotments sold at the auction, however in 1916 when Hall had some of the area re-surveyed, he was owner of several of the allotments.<sup>55</sup> It has not been established who bought the allotments and how many businesses were subsequently established on Hall's subdivision, but in the 1875 directory, occupations given for Otahuhu included veterinary surgeon, shoe maker, hotelier, draper, farrier, jeweller, two saddlers and a storekeeper (Hall).<sup>56</sup>

Businesses continued to be established along both sides of Great South Road and for short distances in the side streets and a short way up Atkinson Avenue.

In January 1889, it was announced that Watson and Murray intended to replace the old Star Hotel with a new building,<sup>57</sup> and this building was designed by R Keals & Sons, for completion by 30 June 1889.<sup>58</sup>



Figure 12. Great South Road looking northwest at the turn of the 20<sup>th</sup> century. The Criterion Hotel is on the right. Otahuhu and Districts Historical Society



Figure 13. Great South Road at the intersection of Atkinson Avenue looking south. Otahuhu and Districts Historical Society



Figure 11. Great South Road looking northeast back towards the Atkinson Avenue intersection. Otahuhu and Districts Historical Society



Figure 14. Great South Road looking northwest in the early 1900s. Note the tree stumps on the lower right and the steeple spire of Holy Trinity Church on the upper left. Otahuhu and Districts Historical Society



Figure 15. View of the Great South Road, Otahuhu, looking northward, ca 1910. The Otahuhu Methodist Church can be seen to the right. W.B. Lloyd & Co. general merchant's building is prominent further along the road. South Auckland Research Centre, OTU: I, Footprints 03694. Photograph reproduced by courtesy of Otahuhu Historical Society (3.1.4)

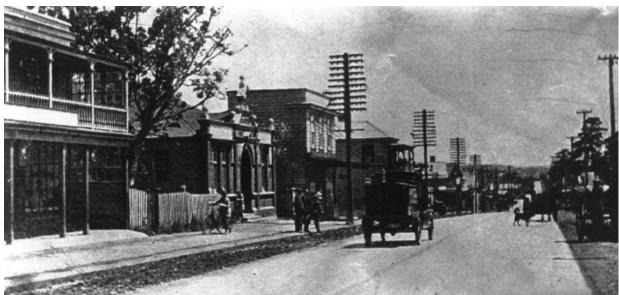


Figure 16. Great South Road looking north circa 1927. The Post Office is on the left. Otahuhu and Districts Historical Society



Figure 17. Great South Road looking south circa 1960s. Otahuhu and Districts Historical Society



Figure 18. Great South Road in 1962. Otahuhu and Districts Historical Society



Figure 19. Great South Road looking south, c. 1923. Otahuhu and Districts Historical Society

A significant period of redevelopment occurred in the town centre along Great South Road in the 1920s and 1930s, particularly along the western side. One- and two-storey masonry buildings progressively replaced the earlier timber buildings. Close to the west side of the shopping centre St Andrew's Presbyterian Church opened in 1915 in Station Road and the 1863 Anglican Holy Trinity Church in Mason Ave was relocated and replaced by a larger brick church in 1928.

Some of the most substantial buildings built at this time included the two storey Progressive Building (1927), Central Buildings (1926) and Kents Building (1929). The Gaiety theatre opened in April 1924. <sup>59</sup>

In 1925 the Otahuhu Picture Palace (later the Orpheus Picture Palace) cinema was built on the north side of Station Road and a small commercial block developed adjacent to the cinema, including a furnishers, land agent, confectioner and grocer.<sup>60</sup>

By 1929 a boarding house, later known as the Wembley Private Hotel, had been built at the end of the block, on the corner of Moa Street.<sup>61</sup>



Figure 20. Orpheus Theatre and Wembley Private Hotel, Station Road. Matthews & Matthews Architects Ltd, November 2012.

The eastern side of Great South Road was progressively redeveloped from the mid-1930s with buildings such as the National Bank on the corner of Avenue Road and the Bank of New Zealand built in 1946. Parts of the eastern side, such as the Star Paddock, remained undeveloped prior to this.<sup>62</sup>



Figure 21. Night-time shot of Knight's service station, Great South Road, Otahuhu, ca 1948. **Creator:** Sparrow Industrial Pictures Ltd, 18 Courthouse Lane, Auckland. South Auckland Research Centre, OTU: I, Footprints 03774.Photograph reproduced by courtesy of Otahuhu Historical Society (1.3.1).

The importance of Great South Road as a major Auckland thoroughfare was reflected in the erection of several service stations and car sales businesses. Knight's Service Station, on the corner of Great South Road and Alexander Street, was opened in January 1934; the lubrication bay was a later addition (see Figure 21).<sup>63</sup> The business became Highway Motors sometime after 1960 and is now Maui Vehicle Sales.

The 1950s and 1960s was another period of major expansion and development both within the town centre and its industrial perimeter. Many of the local and central governmental facilities were developed or replaced around this time including the new Post Office built in 1952, the new Otahuhu Borough Council Offices built in 1956, the new Police Station built in 1965 and the State Insurance Building designed by Gummer and Ford architects on the corner of Park Avenue, constructed in 1964. The ANZ bank on the corner of Hall Avenue was built in 1964 as well.<sup>7</sup>

During the 1950s and 60s commercial development began to extend up Atkinson Avenue from its junction with Great South Road.

Aerial photographs taken in 1962 show that the eastern side from Princes Street to Avenue Road was still residential apart from Boxes Building on the corner built in the 1950s.

In 1963 it was stated that many old houses were being demolished to make space for "large modern factories" and that for the year ended 31 March 1963, 29 building permits, plus 41 for alterations, had been issued for industrial and commercial buildings.<sup>64</sup>

Development during the 1960s included a number of new building types such as the large new Woolworth's store, and car showrooms.

By 1966, although the retail and commercial centre of Auckland was Queen Street, increasing inner-city traffic congestion was popularising the larger suburban shopping centres, such as Mount Roskill, Takapuna, Otahuhu, and Papatoetoe.<sup>65</sup>



Figure 22. Aerial view of Otahuhu's central business district, looking southward, 1967. The intersection of Great South Road and Atkinson Avenue can be seen to the upper left, with the Tamaki River visible beyond. **Creator:** White's Aviation ,Manukau Research Library, Courier collection, box 2/3. Photograph reproduced by courtesy of Fairfax Media.

Major development in the 1970s included the new council offices and library. Some main street buildings were redeveloped at this time.

Redevelopment in the 1980s and 1990s included the Transport Centre in King Street, the Westpac Bank Building in King Street, Criterion Square and the McDonald's building, the Milestone Tavern and TAB, the National Bank Building in Great South Road, and Harlech House further down Great South Road.

With nine-storeys, Harlech House was the first high-rise building in Otahuhu; it opened in 1988.

In 1991 the Otahuhu Mainstreet Programme was initiated by the Otahuhu Business Association to revitalise the Otahuhu town centre. An extensive programme of research, analysis and consultation was undertaken at this time and a programme of streetscape improvements and community initiatives were undertaken as a result to enhance the



Figure 23. Harlech House, 482 Great South Road, opened in 1988. Matthews & Matthews Architects Ltd, October 2012.

## 2.3 Residential development

Most of the first European residents of Otahuhu were housed within the Fencible settlement, but although each Fencible was allotted a parcel of town land, the promised houses had not been provided. The census return for 1848 shows there were two weatherboard and 72 raupo houses; improvements are shown in the following year, with one stone house, 40 wooden and 40 raupo houses.<sup>66</sup> In July 1848 work commenced on construction of the cojoined timber cottages. The houses designed for the Fencibles were small rectangular semidetached houses (one unit) built to straddle neighbouring allotments. Two such are shown on an 1890 survey plan, one unit facing Atkinson Avenue and another facing Princes Street.<sup>67</sup> No Fencible houses now remain in Otahuhu. However, some surviving houses in Otahuhu are associated with the descendents of the original Fencible settlers.<sup>68</sup> The house at 7 Luke Street for example was owned by Joseph and Ellen McAnulty - Joseph was a son of John and Mary McAnulty.69



Figure 24. McAnulty's home in Luke Street, at the western corner of Hutton Street, c.1900.Otahuhu Historical Society. The house no longer remains but houses existing at 7 Luke Street and 2 Hutton Street are associated with descendants of Fencible John McAnulty.



Figure 25. Villa at 7 Luke Street, built for Joseph and Ellen McAnulty. Matthews & Matthews Architects Ltd, October 2012

A relatively small number of cottages and villa type houses dating from the late 19<sup>th</sup> and early 20<sup>th</sup> century remain in various locations around Otahuhu. Some of the earliest examples include the cottage at 53 Princes Street and a one-and-a-half storey house at 9 Church Street.<sup>70</sup>

Historic photos show a number of villas were built in Clevedon Road, now known as Marjorie Jayne Crescent (Refer Figure 35).



Figure 26. Cottage at 53 Princes Street, Otahuhu. Matthews & Matthews Architects Ltd, November 2012.



Figure 27. 9 Church Street, one-and-a-half storey house. Matthews & Matthews Architects Ltd, November 2012.



Figure 28. Cottage at 5 Luke Street, Otahuhu. Matthews & Matthews Architects Ltd, November 2012.



Figure 29. The former Johnston villa at 39 Mangere Road built c. 1890. Matthews & Matthews Architects Ltd, November 2012.

A substantial plastered brick villa, owned by members of the Johnston family for over ninety years, remains at 39 Mangere Road. The former house of Mayor Alfred Sturges remains at 540 Great South Road. The Sturges home later became a private hospital, then a maternity home and is now part of a motel.



Figure 30. Former home of Otahuhu's first Mayor, Alfred Sturges, 540 Great South Road. Matthews & Matthews Architects Ltd, November 2012

Two villas at the corner of Waikare Road and Church Street were relocated in the mid 1990s from Luke Street, where they are said to have been housing people associated with the tannery there.



Figure 31. Photo in 1974 of group of villas at the end of Luke Street. Two were relocated in mid 1990s to the corner of Church Street and Waikare Road. Otahuhu Historical Society File 1.2.2.

A few substantial houses existed, some twostorey but these were rare. One example in Fairburn Road, a two-storey house belonging to Henry McFadden, burnt down in 1891.<sup>71</sup>



Figure 32. One of the grander houses in Fairburn Road, identity unknown. Otahuhu Historical Society. (The house no longer remains.)

Another weatherboard two-storey house still standing in Fairburn Road was owned by Bert or James McIndoe and later by Ivan Voykavich in 1940. Voykavich also built two semidetached apartments in Fairburn Road called Belmont and Balmain.<sup>72</sup>



Figure 33. Semi-detached apartments at 74 and 76 Fairburn Road, built by Ivan Voykavich. Matthews & Matthews Architects Ltd, November 2012.

Nurseryman, William Lippiatt's home at the corner of Walmsley Street and Lippiatt Road was another example of a reasonably substantial house. (It no longer remains.) John Fairburn's large house in Marjorie Jayne Crescent burnt down in the 1980s.



Figure 34. The Lippiatt home on the corner of Lippiatt and Walmsley Roads.(The house no longer remains.) Otahuhu Historical Society.



Figure 35. A view of Clevedon Road, Otahuhu, ca 1910, taken from the corner of Station and Huia Roads, looking into Clevedon Road, now called Marjorie Jayne Crescent. Creator: Reid, Walter South Auckland Research Centre, OTU: II, Footprints 04295. Photograph reproduced by courtesy of Otahuhu Historical Society (donated by A.W. Reid and Dorothy Reid).

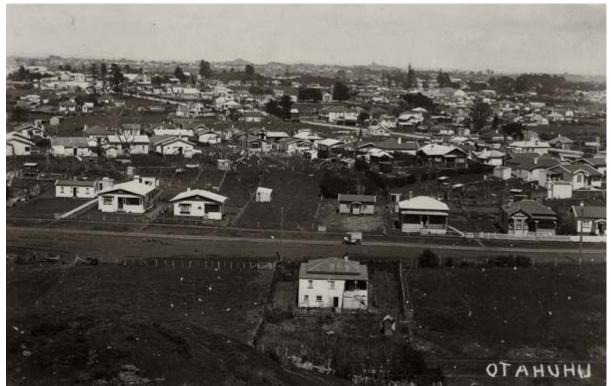


Figure 36. Panoramic view of Otahuhu, taken looking southward from Mt Richmond, ca 1925. Portage Road crosses the foreground. Creator: Winship, W.F. ('Published and protected by W.F. Winship') South Auckland Research Centre, OTU: I, Footprints 03693. Photograph reproduced by courtesy of Otahuhu Historical Society.

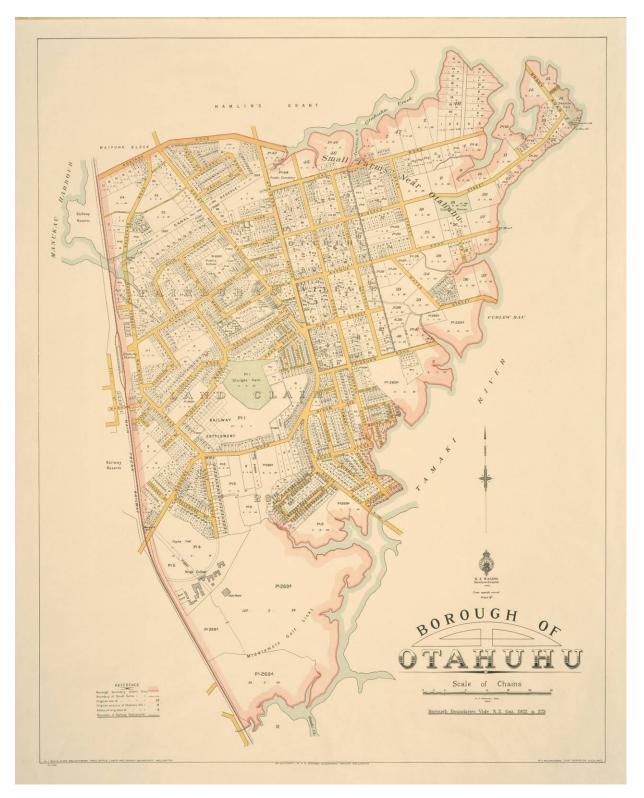
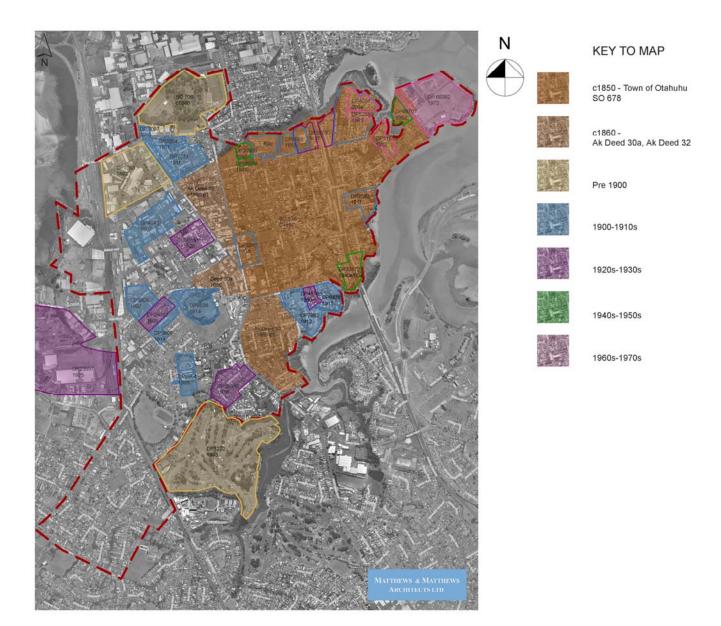


Figure 37. Map of the Borough of Otahuhu, 1929, showing the extent of residential subdivision at that stage. The Main Trunk Railway defines the western side of the borough, Portage Road and Otahuhu Creek the northern side and Tamaki River the southern and eastern. Auckland Libraries Map 2682



Map 2: Summary of Subdivisions in Otahuhu

A number of residential subdivisions occurred in the early 1900s. Station Road and Mason Avenue were shown formed in a subdivision map dating from 1900.<sup>73</sup> Huia Road and some of Moa Street were subdivided in 1907.<sup>74</sup> Land around Marjorie Jayne Crescent, formerly Clevedon Road, was subdivided in 1907, and historic photos show a number of villas built in this part of Otahuhu. Residential allotments in Hauiti Road, Hokonui Road and Pukeiti Road were formed in subdivisions dating from 1911.<sup>75</sup> Nikau Road was shown as part of a subdivision in 1914.<sup>76</sup>

One of the earlier subdivisions into ¼-acre sections was the triangle of land formed by Middlemore Road, Mangere Road and Golf Avenue in 1910.<sup>77</sup> In 1911 W. Johnstone planned a subdivision of land north of and adjacent to the Canal Reserve which encompassed Pukeiti, Hauiti and Hokonui Roads.<sup>78</sup>

In 1922 and 1924 subdivision plans were drawn for blocks bounded by Great South Road, Nixon Avenue, Ngaio Street and Church Street, into parcels a little less than <sup>1</sup>/<sub>4</sub> acre (34-38 perches).<sup>79</sup>

By 1929 there had been considerable subdivision of the one-acre allotments, some of the five-acre allotments, the land between Great South Road and Atkinson Avenue, and patches of land to the west and south as individual landowners took advantage of, and assisted, the increasing urbanisation of Otahuhu. A map of the Borough of Otahuhu from 1929 shows how the extent of residential subdivision around the town centre had expanded by that time although there were still some larger land-holdings close to the Tamaki River frontage (see Figure 37).

The number of dwellings in Otahuhu reflects this growth: in 1889 it was 180; in 1912 it was 430; in 1920, 555; in 1925, 809; in 1930, 990; and in 1938 it was  $1425.^{80}$ 

Workers housing was planned for Otahuhu under the Workers Dwelling Act as part of the Eccleston Settlement in the early 1900s, to the west and northeast of the station. The design for Workers Dwellings in Ellerslie and Otahuhu by architect WA Cumming was accepted by the Advisory Board in 1906.<sup>81</sup> However less than twenty percent of the dwelling sites were actually used. By the 1960s only six houses remained in Eccleston East, and they were subsequently all demolished for light industrial development.<sup>82</sup>

Bungalow type housing makes up the majority of Otahuhu's established housing stock. Otahuhu retains a significant number of small bungalows known as Pegler houses. At the time of the Great Depression, the Pegler Brothers began to buy sections in Otahuhu and construct modest, low-cost timber houses of reasonable quality. The construction work provided local employment as well as much needed new housing in Otahuhu.

In 1926 a residential development was begun with the survey of Lots 8, 9 and 12 of Fairburn's OLC 269A grant: this subdivision was bounded by Church Street and Waikare, Papaku and Pukeora Roads.<sup>83</sup> Many of the 39 lots were subsequently built on by Pegler Bros..



Figure 38. The first Pegler house remains at 12 Princes Street, Otahuhu. Matthews & Matthews Architects Ltd, October 2012.

In less than three years, from 1935 when the first house was built at 12 Princes Street, Otahuhu, they built 134 homes on freehold sections, to house families. Initially the houses were rented out, as nobody could afford to buy at the time; later, families applied to purchase their homes.<sup>84</sup> Many of the homes were located in Lippiatt Road, Hall Avenue, Princes Street, Hutton Street, Albion Road, Sturges Avenue, Atkinson Avenue, Ronaki Road, Hauiti Road and Mt Wellington Highway as well as a few other streets.<sup>85</sup> In the following two years they built 50 larger homes, in Hall Avenue and other areas. The Pegler houses that remain are a distinctive feature of Otahuhu's residential development.

Pegler Bros had an office in Great South Road in the block between Avenue Road and King Street.<sup>86</sup> Another distinctive feature of Otahuhu's early 20<sup>th</sup> century residential development was the housing precinct built for Railways Department staff in parts of Nikau Road and Awa Street, near Sturges Park. Tenders were called for the erection of ten cottages in 1925 and for the installation of sewers to 48 Railways houses in 1926.87 By the publication of the 1926 street directory, 18 railway workers were living in Nikau Road.<sup>88</sup> The timber houses were standard types designed by the Railways Department and used in locations around New Zealand. In 1980 twenty houses in the Nikau Road - Awa Street block were to be replaced by 34 semi-detached houses.<sup>89</sup> Some of these houses were removed in 1981 to allow for slightly more intensive residential development by Housing Corporation, however a number still remain.



Figure 39. Typical railway workers house at 54 Awa Street, Otahuhu. Matthews & Matthews Architects Ltd, October 2012.

State housing was developed in a number of locations around Otahuhu. Tenders were called for the first state housing scheme in June 1937 for 13 single houses and one two-home unit. Five different contracts were tendered to allow small builders to demonstrate their abilities.<sup>90</sup> One large area in Jellicoe, Beatty and Baldwin Streets, surveyed in 1927 on what had been Sturges' orchard, provided approximately 90 new parcels of less than 1/4 acre each.91 State houses were built in these streets in the late 1930s to early 1940s.92 By August 1938 51 houses had been built or were under construction and a further seven were to be built in Baldwin Street.93 Half of the houses in Beatty Street were constructed by Thomas Clements Builders while the other half were built by AG Grinter.94 Another area of state housing was developed in Clements Street-Ronaki Road-Petrie Place with 39 lots being subdivided in 1950.95 Some of these houses were two-storey.



Figure 40. State houses. Looking south along Clements Street, Otahuhu. Matthews & Matthews Architects Ltd, October 2012.

Another portion of Fairburn's grant was surveyed for housing in 1960, with 42 lots resulting from the subdivision; this area is now Melody Lane and Harmony Avenue beside the Southern Motorway.<sup>96</sup>

Aerial photographs show that in 1949 Atkinson Avenue was still largely residential along its eastern edge. The western side was also residential in character with large areas undeveloped from the junction with Great South Road as far as Princes Street. Beyond Princes Street it was lined with houses.

Finer-grained subdivision for residential development within the area of the original Fencible Settlement developed progressively.<sup>97</sup> Historic aerial photographs from 1940 show that by that stage residential development had occurred around much of the perimeter of the main blocks while large areas of land to the east remained in farming or horticultural use.<sup>98</sup> Even by 1959 land east of the southern motorway retained a large number of glass houses.

Changes in housing patterns from the 1960s have seen the development of more intensive housing types. A large group of pensioner houses was built in High Street, Otahuhu, the first block of 24 units built in 1962-3 and allocated before complete. The next group of 112 units was completed before the end of 1963. The Amenities Block was partly funded by a Mystery Envelope Appeal organised by Otahuhu Rotary Club. Housing Corporation was involved with the development, with Otahuhu Borough Council having oversight and control of the complex for senior citizens.99 Other intensive housing areas include the housing built by Maori agency in Albert Street, probably post-1985, and another retirement village in Great South Road.



Figure 41. 1940 aerial photo, Auckland Council GIS



Figure 42. 1959 aerial photo, Auckland Council GIS

# 3. Governance

## 3.1 Local Government

In 1848 Governor Grey issued a Crown Lands Ordinance providing for the creation of districts called 'Hundreds'. The term came from England where it was used to describe a division of counties originally said to consist of 100 families, as a basis for some form of local government. Grey proclaimed 'the Hundred of Otahuhu' on 2 November 1848, one of six Hundreds in the County of Eden. Wardens were appointed to control grazing of stock on areas of Crown-owned land – the land could be leased through grazing licences.<sup>100</sup>

On 17 February 1865 the Otahuhu Hundred ceased to exist and was replaced by the Otahuhu Highway Board, following the provisions of the Highways Act 1862. The area controlled by the Highways Board was: "All those lands which lie between the southern boundary of Mt Wellington district and the Otahuhu Creek on the north, the Tamaki River on the south-east, the east boundary of the Mangarei [sic] district on the south-west and the Manukau Harbour on the west...".<sup>101</sup> The boundaries are almost the same as the later borough, except that the borough's western boundary was the railway line not the Manukau shore. The Highway Board collected revenue from toll-gates on the Great South Road and from rates, as well as receiving some funding from government.

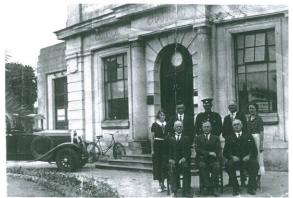


Figure 43. Otahuhu Borough Council, 1938. Staff in the photo include front row W Hughes Borough Foreman, R Wood, Town Clerk, Harry Moffitt, Pumping Engineer, and Back row; Beryl Laundy, Ted Williams, Allan Breed, traffic officer, Jock Kennedy and Jean Pankhurst. Photo at Otahuhu Historical Society

This form of local government remained until 1882 when the Otahuhu Road Board was formed. The board trustees were elected by local ratepayers. The Road Board in turn was replaced in 1912 by the Otahuhu Borough Council, proclaimed on 2 September 1912, after the population had attained the requisite size (1000 people). In that same year a loan was raised to buy the first Borough Council Chambers. These chambers served council until a new building was constructed on Great South Road, between Atkinson Ave and Fairburn Road in 1927.



Figure 44. The Otahuhu Borough Municipal Chambers opened by the Minister of Internal Affairs, Hon S W Smith on 15 September 1956. Matthews & Matthews Architects Ltd, October 2012.

The council accepted an offer to purchase that site from the Passenger Transport Company in 1944, and moved to a homestead on Princes Street awaiting completion of the new municipal chambers.<sup>102</sup>

In 1970 the council shifted again to temporary accommodation until another new building was completed in High Street in 1974.<sup>103</sup> These offices served until 1989 and became the library.



Figure 45. 1974 Otahuhu Borough Council Offices, High Street, Otahuhu. Matthews & Matthews Architects Ltd, November 2012.

Briefly from 1985 until 1989 Otahuhu Borough Council merged with Mt Wellington Borough Council as Tamaki City Council. In 1989 Tamaki amalgamated with Auckland City Council and Otahuhu became a suburb of Auckland.<sup>104</sup> It is now part of the Auckland Council and within the area of the Mangere-Otahuhu Local Board.

The Otahuhu Domain Board was formed in 1880, but its powers were delegated to the Otahuhu Road Board in 1887. It had responsibility for the management of the Otahuhu Domain, a five-acre parcel on Princes Street<sup>105</sup>

# 3.2 Parliamentary representation

Otahuhu's representation in parliament has varied over the years, depending on shifting electorate boundaries. From 1853 to 1870 Otahuhu was part of the Pensioner Settlements electorate, after which it was in the Franklin, Franklin North. Manukau. or Hauraki electorates. Representatives such as W.F. Massey were supported by urban and rural conservatives under the banner of the National Association or Reform parties, but from 1938 as Otahuhu electorate, there was a long period of representation by a Labour MP, apart from 1949-1953 when National held the seat (sometimes part of Pakuranga, Panmure or Mangere). Briefly in 1995 when in the Tamaki electorate it was again a National seat, however as part of the later electorates Maungakiekie or Manukau East, Otahuhu was again represented by Labour and remains a Labour stronghold. In broad terms, this reflects the shift in development from being part of a conservative rural area to a community with a large

proportion of manual labourers and process workers.

# 3.3 Defence

Otahuhu's position on the narrow piece of land between the two harbours has made it strategically important for centuries. Although one theory is that the portage between the two harbours was seen as common land or common access, the people in the pa on Mt Richmond and McLennan's Hill (Te Apunga-o-Tainui), plus the large settlement on Hamlin's Hill just to the north, would have had control over the portage. The portage was in much use for transporting war parties, documented in the early 1830s during a period of unrest between Ngati Whatua and Ngati Paoa.<sup>106</sup>

## 3.3.1 Fencible Village at Otahuhu

Unrest amongst the Maori in the mid-1840s led Governor Grey to request the provision of additional troops to protect European settlers. The Royal New Zealand Fencible Corps were created to provide a force of soldier settlers, to provide military defence for the colony as well as increasing the British population and the labour force. This strategy of placing militia on the land as settlers was repeated in the mid 1860s in the Waikato and Bay of Plenty.

Conditions for enlistment in the Fencibles posted throughout the British Isles as well as Australia resulted in 721 men, predominantly military pensioners, enlisting. They were formed into eight companies. It was the soldiers and families of the No. 6 Company, who were to settle in Otahuhu (refer Section 2.1.1).



Figure 46. View of military camp at Otahuhu. Sir George Grey Special Collections, Auckland Libraries, 4-1170

## 3.3.2 Camp Otahuhu (Camp Farm)

In 1859 the Government leased 400 acres of land for a military camp to the north of Otahuhu, which eventually became the main field headquarters for troops involved in the New Zealand Land Wars in Taranaki and the Waikato. Barracks, huts and rows of tents were erected to accommodate troops. It is estimated that around 10,000 men, mostly British troops plus some local militia, were stationed at Camp Otahuhu during the course of the wars. The town also became a refuge for settlers from the south who fled possible attack. Otahuhu prospered as a military garrison town.

The camp was on the north side of Otahuhu Creek in the vicinity of what is now Walters Road. A timber military blockhouse was constructed in 1860 in the vicinity of the canal reserve in an area later known as the Stockade.<sup>107</sup> It is not known when it was demolished, but is reported to have been used as a drill shed for the Otahuhu Volunteers for several years.<sup>108</sup> Samuel Mullins built a second "blockhouse", most probably for protection of his family and neighbours in the event of Maori attack. It is said to be still standing at 57 Fairburn Road.

A special meeting was held at the Commercial Hotel in Otahuhu on April 3 1860 to form a Voluntary Cavalry Corps under the leadership of Lieutenant-Colonel Nixon. Nixon was also the first Member of Parliament for Franklin County and a prominent and popular man. He died on 27 May 1864 having been wounded during a confrontation at Rangiaowhia in February. The camp was decommissioned in 1866.

The obelisk memorial, at the corner of Great South Road and Mangere Road in Otahuhu, commemorates Colonel Marmaduke George Nixon, and also Corporals Edward McHale, Horatio Alexander and Thomas Little who all died at, or as a result of, an engagement with rebel Maori at Rangiaowhia on 21-22 February 1864. It was unveiled in 1868. The Nixon memorial is one of only a handful erected during the period of the New Zealand Wars from 1843 to 1872, and the only one erected in honour of a local commander.<sup>109</sup>



Figure 47. Nixon Memorial, Great South Road. Matthews & Matthews Architects Ltd, October 2012.

### 3.3.3 WWII Camp Euart

Camp Euart was established in September 1942 on the trotting track, not far from the railway workshops. At its peak it housed 5000 American troops, almost the same number as the entire population of Otahuhu. The setting up of camps for American soldiers close to Otahuhu had a positive effect on the town, economically and socially. A service club, the Victory Club, was set up in Station Road next door to the Orpheus Theatre, and Franny Grey opened another in the Passenger Transport Company's hall in Fort Richard Road.<sup>110</sup>

Anti-tank traps, in the form of concrete barriers, were built on Great South Road as a defence measure in case of Japanese invasion. Ditches were dug along the Canal Reserve, other antitank ditches dug to protect Middlemore Hospital and Mangere airport and pillboxes erected adjacent to Favona Road and in Sturges Park.



Figure 48. An aerial view of the World War II US military camp, known as Camp Euart, and the supply depot at Mangere Crossing, 1944. Manukau Research Library, PAP: IV, Footprints 02152. Photograph reproduced by courtesy of Papatoetoe Historical Society.



Figure 49. Demolishing tank traps on the Great South Road, Otahuhu, November 194?. The photograph was taken on the Tamaki Bridge looking northward. South Auckland Research Centre, OTU: I, Footprints 03718. Photograph reproduced by courtesy of Otahuhu Historical Society.

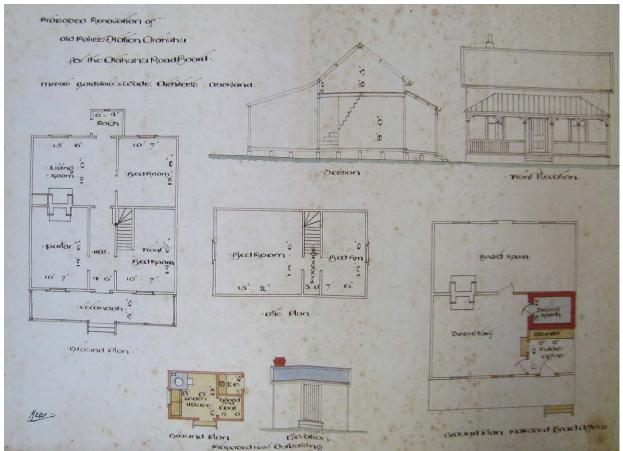


Figure 50. Original watercolour plan by Goldsbro and Wade Architects July 14 1903 for the proposed renovation of the Otahuhu Police Station. File 5.5 Otahuhu Historical Society.

# 3.4 Justice

### 3.4.1 Police

It is thought there was a police station in Otahuhu in the late 1840s.<sup>111</sup> However, the first identified policeman at Otahuhu was Constable William Negus who was recorded there in 1865 and who was involved in the investigation of the Finnegan murders which took place in a Fencible cottage at 128 Church Street. The first Otahuhu Police Station was erected in 1864 (location not confirmed but may be the 'militia offices' drawn on Hall's subdivision poster, see Figure 8) and it is thought that Constable Negus was at Otahuhu at the time the station opened but this has not been confirmed. He resigned on 24 April 1871. Constable Richard Gamble was Otahuhu's constable from 1871 until his promotion to sergeant on October 1 1876, when he transferred to Auckland. Constable Gamble was the third known constable in Otahuhu arriving in October 1876 and remaining until May 1882.<sup>112</sup>

Records for the Otahuhu Police Station in the NZ Police Station Register date from 1892.<sup>113</sup>

Constable Maxwell Walker was posted to Otahuhu on 1 July 1892. He was promoted to sergeant and posted to Auckland on 1 January 1906.<sup>114</sup>

In July 1903 architects Goldsbro and Wade prepared a design and cost estimates for proposed renovations to the 'Old Police Station Otahuhu', to adapt it for use by the Otahuhu Road Board. The plan and elevations show that the station was located in a modest two storey cottage.<sup>115</sup>

Walker's replacement in Otahuhu was Constable George Foreman who retired in Otahuhu on pension in December 1915. He was replaced by Sergeant Peter Harvey appointed on 21 March, 1916.116 At that time there were two constables and one sergeant and the police station was on the site of the Otahuhu District Court in Princes Street.<sup>117</sup> The first senior sergeant was John Daly who had been Otahuhu's sergeant from 1937 and was promoted to senior sergeant on May 17, 1939. He remained in charge of the Otahuhu station until February 1946 when he was transferred to Auckland.<sup>118</sup> Senior Sergeant John Townley

#### McGrath took charge on 16 May 1946. <sup>119</sup>



Figure 51. Former Military Officer's quarters, temporarily used as the Otahuhu Police Station from 1956 until 1965, and demolished c.1971. In 1962 it was described as the oldest building in Otahuhu, successively used as a soldiers' barracks, doctor's residence, kindergarten, Borough Office, and temporarily as the Police Station. Otahuhu Historical Society.

A building constructed in the 1850s as military officers' quarters, which later served as a military hospital, doctor's surgery, kindergarten and Plunket rooms as well as being used by the Borough Council, was used by the Otahuhu Police after 1956 when the Council moved into their new premises. It remained Otahuhu's Police Station until 1965 when a three-storey police station was opened at the corner of Great South Road and Princes Street. The old building, located approximately where the Senior Citizens hall is now in Princes Street, was demolished in c.1971.<sup>120</sup> The 1965 building soon became too small and it was renovated and re-opened in November 1995.121 Harlech House, Otahuhu's tallest building, in Great South Road was taken over by the Police in 1998. The new \$8.6 million Otahuhu Police Station was opened by Police Minister Ann Tolley on 31 May 2012.122

There had been a military prison at Otahuhu in 1865, as a prisoner escaped from it at that time.<sup>123</sup> A lockup was part of the police station-court house complex in later years.

In 1970 the two-storey vicarage in Portage Road was converted to a periodic detention centre for young people (see Figure 52) and another for adults was opened in Fort Richard Road.<sup>124</sup> Probation Services, which had been in the old court building, shifted to Station Road in 1980.



Figure 52. The vicarage in Portage Road to be converted to a periodic detention centre. South Auckland Courier, 11 February 1970, p. 3. Manukau Research Library, Courier collection, box 3/25. Footprints 00116 Photograph reproduced by permission of Fairfax Media.



Figure 53. Photo dated 1981 of police station at the corner of Great South Road and Princes Street, file 5.5 OHS



Figure 54.Otahuhu Police Station, opened in 2012. Matthews & Matthews Architects Ltd, December 2012.

### 3.4.2 Courts

The first regular sittings of the District Court started in  $1881.^{125}$ 

The Magistrates Court was built in 1894. In 1945 part of the old police station building was occupied by the District Court. In 1968 a start was made on the construction of a new court building next to the police station in Princes Street.<sup>126</sup> The existing court building on the site

in Princes Street was demolished and in the interim, the court was held in the second floor of the National Mortgage office building.<sup>127</sup>

The new two-storey court was opened in July 1970, with three court rooms, one of which was designed to be less formal, with no dock, to be used for domestic proceedings.<sup>128</sup> In 1994 night hearings were introduced in an effort to reduce the backlog of cases and make the court easier to attend.<sup>129</sup> In 1998 the functions of the Otahuhu District Court were spread over four buildings and the decision was made to incorporate it with the Manukau District Court.

The Otahuhu court was subsequently adapted and altered to become residential apartments.



Figure 55.The former Court. Matthews & Matthews Architects Ltd, December 2012.

In 1889 the *Observer* took the trouble to count the number of Justices of the Peace in Otahuhu and listed ten names.<sup>130</sup>

The public pound was located between Fairburn Road and Alexander Street but moved in 1916 to the corner of Fairburn Road and Hutton Street.<sup>131</sup>

# 3.5 Healthcare

### 3.5.1 Early health services

The first doctor associated with Otahuhu was Dr John T.W. Bacot, doctor, surgeon and medical officer to the Fencibles who came to New Zealand on the *Ann*. However he was based at Howick, not Otahuhu, and would have been able to offer only limited assistance to the first European settlers. From 1875 to the turn of the century Otahuhu had either one or two surgeons or doctors. Joseph Elmsley is listed as a surgeon in the 1875 to 1885 directories, Edward Erson in 1885, Edward Bewes from 1890 to1901, James Cosgrave in 1892 and Charles Rowley in 1901. Mrs John Badley was listed as a midwife in 1901.<sup>132</sup>

Dr Eric Lange (1899-1970) was a general practitioner in Otahuhu from 1931 until 1959. <sup>133</sup> He started his practice at 10 Princes Street and built a substantial house and medical practice offices immediately behind the Otahuhu war memorial in 1937.<sup>134</sup> His son, David Lange (1942-2005) was raised in the Otahuhu family home.<sup>135</sup> He became Prime Minister of New Zealand in 1984, known for championing the country's anti-nuclear policy during the mid 1980s.



Figure 56. The former home of Dr Eric Lange, near the Otahuhu memorial at 2 Piki Thompson Way. Matthews & Matthews Architects Ltd, October 2012.

Dr Sirack Torrie was a local doctor from 1950s to 70s who lived on the corner of Nixon and Sturges Avenues.



Figure 57. Former home of Dr Torrie, 5 Nixon Ave, Otahuhu. Matthews & Matthews Architects Ltd, October 2012.

The first hospital was that at Camp Otahuhu and although intended for the military it also provided health care for Otahuhu residents.<sup>136</sup>

### 3.5.2 Hospitals

In 1902 St Mary's Home was established, intended as a maternity home for young unmarried mothers. It became part of the maternity care for the general populace, the arrangement being formalised in 1940 when the Auckland Hospital Board built a maternity wing.<sup>137</sup> When St Mary's Home got new accommodation for nurses in 1926, there were at least nine on the staff.<sup>138</sup> It is situated on Great South Road and was on part of Sturges' orchard.



Figure 58. St Mary's Home, 10 Beatty Street. View towards home from Great South Road. Matthews & Matthews Architects Ltd, October 2012.

Other small hospitals and rest homes have operated from time to time. These included Miss Mary Early's private hospital, on Great South Road between Robertson's Lane and Mangere Road in 1913, possibly the same one run by Misses J.C. Lodge and Amy B. Hamilton in 1915, then by Miss Lilian Langley in 1927 and Miss E Copeland in 1929.<sup>139</sup> This may have been the 'small medical and surgical private hospital' advertised for sale in 1925.<sup>140</sup>

On the other side of Great South Road between Fairburn Road and Pratt Street (Sturges Avenue) in 1920 was the Old Ladies Home, matron Miss Ellen Sharkey.<sup>141</sup>

The two Copeland sisters ran a rest home known as the Aotea Hospital, in Great South Road, for many years from at least 1923 to 1942. In 1936 they had a chimney fire.<sup>142</sup> The hospital had been Sturges' house on a property that filled the whole block between Nixon and Alexander Streets. The hospital remained until at least 1950, though perhaps no longer run by the Copelands, then from at least 1955 to 1960 it was run as Imatra Obstetric Hospital.<sup>143</sup>

Mrs Cora Pee ran a nursing home in Fairburn Road. The first listing in street directories for Mrs Cora E. Pee, nurse, and John Pee, blacksmith, is 1903, with no address given. In 1911 the directory places Mrs and Miss Pee, registered nurses, as on Great South Road between High Street and Fairburn Road. In 1915 Mrs C. Pee's nursing home is in Fairburn Road, on the south side.



Figure 59. Mrs Pees' Nursing Home. In Fairburn Road, c. 1895. The house no longer remains. OHS (II.2)

During the influenza epidemic in 1918, the public hall was used as a hospital, with 20 beds, and the home of Constable Moss was used as a convalescent home. A committee consisting of the council and Constable Moss was formed to deal with the situation. Local doctors Rowley and McDonald cared for the patients. The authorities at Mt Wellington, Howick and other districts were asked to cooperate with Otahuhu as Otahuhu had better facilities.<sup>144</sup>

Middlemore Hospital, now one of the largest in New Zealand, was established by the Americans to treat casualties from the Pacific, on a site requisitioned by the government from the Auckland Golf Club. It had not been completed by the time the Americans withdrew. It was bought by the Auckland Hospital Board and opened in 1947 as a ten-ward, 300-bed hospital that has continued to grow. Its name is that of the middle name of one of William Thomas Fairburn's sons. Middlemore now has a staff of 4700, many of whom live in Otahuhu.

## 3.5.3 Other health services

In 1927, the Railway Department decided to form Railway Ambulance Divisions, and this particular division began as part of the Newmarket railway workshops in June that year. When the workshops were transferred to Otahuhu in 1929, the ambulance division went with them and was duly renamed Otahuhu Railway Ambulance Division. By the early 1930s, the division was able to be uniformed, and during World War II they were part of the Emergency Precautions Service.<sup>145</sup> St John's Ambulance operates at 25 Atkinson Avenue in Otahuhu.

The Otahuhu Plunket Society, now the Ethel Clements Memorial Plunket Centre, at 3 Alexander Street, Otahuhu, was built in 1955, a gift to the community from the late Thomas Clements.

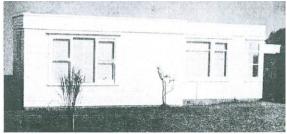


Figure 60. The Ethel Clements Memorial Plunket Centre, 3 Alexander Street, Otahuhu. Otahuhu Historical Society.

In 2011 Otahuhu College introduced a Health Science Academy for senior students to encourage Pasifika and Maori students to do extra science to enable them to undertake tertiary health education and careers in health-based professions.<sup>146</sup>

The Anglican Trust for Women and Children (ATWC) is one of Auckland's major charities. It is also one of the city's oldest, with its origins stretching back to 1858. ATWC provides emotional and practical support in the areas of parenting skills, child behaviour, relationship issues, early childhood education, abuse, neglect, family violence, separation, loss, grief, poverty and housing.<sup>147</sup>

In 1975, St Mary's Homes Trust Board was merged with the Anglican Children's Trust, so that their complementary services could be more economically provided and expanded to offer support to women in need. The name of the organisation was changed to the Anglican Trust for Women and Children.<sup>148</sup> The Trust operates from the former St Mary's Home at 10 Beatty Street in Otahuhu.



Figure 61. The Chapel at the former St Mary's Home, Otahuhu, now the Anglican Trust for Women and Children and Te Whare Ruruhau o Meri at 671 Great South Road. Matthews & Matthews Architects Ltd, October 2012.

Under the auspices of Anglican Social Services, (at 671 Great South Road, Otahuhu, and the same site as the former St Mary's Home), Te Whare Ruruhau o Meri is a large, well-established agency providing a range of services to whanau, including programmes for both Adult Protected Persons and respondents under the Domestic Violence Act 1995. They are available to receive referrals from all Auckland Courts. Although approved to provide both group and individual programmes, they work largely with individual Adult Protected Persons.<sup>149</sup> From November 1998 to October 2000, 22 Adult Protected Persons were referred through the Courts and participated in the oneto-one individual female programme.

The Otahuhu Tongan Assembly of God runs a Community & Social Services Trust.

Three IHC hostels were established in Otahuhu in 1980 under the Community Care scheme.<sup>150</sup>

# 4. Infrastructure

# 4.1 Transport

Transportation routes have been of great significance in the settlement and development of Otahuhu. The portage was of strategic importance to Maori and was one of the reasons for locating the Fencible settlement in Otahuhu in 1848. The Tamaki River was of major importance to the early settlement but with the construction of bridges, the Great South Road became the major route in the 19<sup>th</sup> and 20th centuries. As the main road south from Auckland, the Great South Road was important in relation to the earliest land subdivisions in Otahuhu and the establishment of commercial development. The opening of the North Island Main Trunk Railway line from Auckland to Mercer in 1875, and through to Wellington in 1908, was another major catalyst for development, including industrial activities close to Otahuhu. The opening of the Otahuhu section of the Auckland Southern Motorway by 1955 was another major transport connection which influenced ongoing development.

## 4.1.1 Portages

In pre-European times the portage at Otahuhu was a recognised shortcut between the Manukau and the Tamaki River arm of the Waitemata Harbour. Named Te To-Waka, tradition states that the Tainui was dragged across the portage on skids before travelling down the west coast on its final journey. The distance from Ann's Creek on the west to the Otahuhu Creek on the east is approximately 1.4 km with only a gentle gradient.<sup>151</sup> The portage was also used at times in the early nineteenth century - Major Richard A Cruise reported in 1820 that the portage was getting regular use.<sup>152</sup> A trader, Walter Brodie, claimed to have dragged a whale across the portage in just 40 minutes, some time prior to 1844.<sup>153</sup> In 1832 Charles Marshall and Mr Monteith, with six Waikato youths, crossed through the portage en route to Kawakawa Bay.154 The portage could be regarded as one of the major features of the New Zealand coastline, obviating the need for a 1000 km journey around North Cape.

A scheme to excavate a canal along the approximate route of the portage was mooted as early as 1850 and a strip of land was reserved for this purpose.<sup>155</sup>

The tide in the Manukau is full about three hours after the full tide at Tamaki - one canal scheme proposed therefore that locks would not be needed, while another suggested the tidal flow could be utilised to scour the canal to a greater depth.<sup>156</sup> However, although the canal proposal was re-visited from time to time, the canal did not eventuate. The canal reserve still remains but for much of its length it is built on for light industrial purposes.<sup>157</sup>

## 4.1.2 Water Transport

By the end of 1848 regular trips were being made by the sailing cutters Alert and Thetis between Otahuhu and Auckland, via the Tamaki River, for freight, mail and passengers.<sup>158</sup> Vessels of up to 30 tons could navigate the Tamaki River.159 At one time the Tamaki River was one of the busiest waterways in New Zealand.<sup>160</sup> Once the roads were constructed and made suitable for wheeled traffic the services were no longer required but until recently there were several privatelyowned jetties in the Tamaki River. None are known for the western side into the Manukau Harbour; however a c.1900 poster advertising the subdivision of Glen Grove shows a boat mooring site in Ann's Creek draining into the Manukau.

## TENDERS

FOR forming a JETTY from the Land belonging to the undersigned, near the Causeway at Otahuhu, to the main Channel of the Tamaki; will be received at the "Sir George Grey Inn," Otahuhu, where full particulars of the work may be obtained, until the 20th instant. EDMUND FOLEY.

13th May, 1852.

Figure 62. Daily Southern Cross, 18 May 1852, p.2



Figure 63. A view of Shroff's wharf on the Tamaki River, Otahuhu, ca 1908. Shroff's wharf was at the end of Main Road, renamed Avenue Road in 1912. It was a popular spot for swimming and boating. The rails on the decking were used for the trolley taking cargo to the barges and scows that called at the wharf. Footprints 04229. Photograph reproduced by courtesy of Otahuhu Historical Society (2.4.6).

The jetties (or wharves) include:

- Oyster Wharf, also known as Oyster Shell Wharf, named after the reef of oysters off shore from this spot; shown on SO 678 to be beside Brady's Beach on the south side of the Seaside Park peninsula. The jetty was utilised by a regular boat service to Auckland via the Tamaki River. An area to the east of the jetty was gazetted as a Public Landing Place in 1901.<sup>161</sup>
- Foley's Landing, later known as Warrington's landing and later still, Andrew and Lloyd's Landing, was on the north shore of the Tamaki River beside the Tamaki Bridge. Edmund Foley advertised for a builder to construct the jetty in May 1852.
- Baird's Landing, a jetty, was on the southern side of the Tamaki River opposite Foley's Landing and was used by Thomas Baird for loading and unloading goods. Religious services were held here. It is shown on a poster for the sale of Foley's Township of Otahuhu, 1860, as Beard's wharf. In 1948 the remains of the wharf could still be seen.<sup>162</sup>
- Shroff's Wharf, a jetty at Shroff's Beach, built for commercial and recreational use,

was named after Hermojee R. Shroff [Schroff] who farmed the area in the late 1800s. H. Shroff was an ironmonger listed in 1892 and 1901.<sup>163</sup> At the end of Avenue Road east, on a 1930 map of the borough it is the only one of the jetties still marked.<sup>164</sup>

- Map SO 678 indicates a small boat harbour on the east end of the Seaside Park peninsula, now filled in.<sup>165</sup>
- An old landing is marked on a 1913 plan as being on the small peninsula at the end of Monterey Avenue; at that time the land belonged to Mrs Jane Johnston.<sup>166</sup>
- Johnston's jetty, named after Johnston Bros general store and merchants who had a shop on Great South Road adjacent to the Methodist Church, was accessed from Fairburn Road. It burnt down in 1887<sup>167</sup>.
- Waite's wharf, Otahuhu, allotments there to be sold in 1865 by A. Buckland also grass, heifers, cows.<sup>168</sup> In 1892 the Otahuhu Road Board wrote to the Auckland Harbour Board for permission to erect "at Jerry Waite's landing in the Tamaki River a wharf to project not more than 20 ft".<sup>169</sup> Jerry Waite was an hotelier in Auckland. This may have been the same place as Foley's Landing, or

close by, as in 1865 Waite was selling Allotments 21 and 22 between Cracroft Street and the river, plus stables and hay loft and also a portion of Waite's wharf.<sup>170</sup> Waite lived at Remuera in 1866, was bankrupt in 1867 and died in 1872.<sup>171</sup> On Deed 32 a wharf is shown at the end of Tamaki Avenue but not off Allotments 21 and 22.<sup>172</sup>

## 4.1.3 Roads

The road pattern in Otahuhu is of very great historical significance within the Auckland region. Portage Road is thought to follow approximately the route of the portage used in pre-European times as a link between the Tamaki River and Manukau Harbour and is a record of this significant route.

Great South Road is one of the earliest roads in the region to have been surveyed and formed, providing a link from Auckland to pioneering rural settlements in the south. It was the starting point of commercial development in settlements along its route and was the route used by troops engaged in the land wars during the 1860s.

The surveying and construction of Great South Road commenced in 1843 to link the Town of Auckland with fertile land to the south. Settlers quickly took up farmland and by 1851 the Great South Road had been metalled as far as Otahuhu; by 1855 it was largely complete to Drury. In 1857 William Young, a hotel keeper at Drury, started a coach service to Auckland, linking settlements at Otahuhu, Papatoetoe and Papakura with Auckland.<sup>173</sup> Young sold up in 1863 and his competitors Higgins and Rogers then had a monopoly. Cobb and Company, and later, C.G Quick, ran coach services on the Great South Road, extending to Hamilton in 1868 as the road was built and improved.<sup>174</sup>

In *The Road to War - The Great South Road*, it is noted that at Mangatawhiri in 1863, Maori pulled out survey pegs for the Great South Road, correctly seeing its construction as a prelude to the invasion of the Waikato.<sup>175</sup>

It played an important role during the land wars and a series of mileposts were set out along the route from Otahuhu (where a plaque marks milepost 9) to Drury (milepost 23). AA signposting officers restored the mileposts in 1948.

Following the passing of the Turnpike Act in 1866 by the Auckland Provincial Council, toll-

gates were installed on the Great South Road, one at Newmarket junction, one on the southern side of Ann's Bridge at Otahuhu, one near Alexander Street and one at Drury. A range of charges for horse riders, vehicles and livestock was imposed but proved very unpopular and the toll-gates were abolished by legislation in 1875.<sup>176</sup>

In 1886 the footpaths in the central part of Great South Road were permanently kerbed and channelled.

In 1925 there were eight different local bodies controlling sections of Great South Road as it covered the 16<sup>3</sup>/<sub>4</sub> miles (30 km) from the city boundary to Papakura. The road was described at the time as *the worst road in the Dominion*, and was badly pot-holed and scarcely metalled. There was great debate at that time as to whether the road should be sealed with concrete or bitumen.

Otahuhu was the first of the suburban boroughs to adopt concrete for roading, with Walmsley and Mangere Roads some of the first to be concreted, in 1926, as well as major sections of the Great South Road and Panmure-Otahuhu Road.<sup>177</sup> In December 1927 the concreting was completed to the southern boundary of Papakura.<sup>178</sup>

The Great South Road Beautifying Council was formed in September 1927 at a meeting convened by George Hutchinson, Secretary of the AAA, to unify the many local efforts being made to beautify Great South Road.<sup>179</sup> Tree planting was a major activity of the organization using voluntary labour from member bodies, Rotary and Lions. The Council celebrated its 50<sup>th</sup> anniversary in 1977.

Within Otahuhu, Great South Road has always been the heart of the commercial centre. It was on Great South Road that the first businesses, including John Hall's general store, started trading. By the end of the 19<sup>th</sup> century the main road was quite intensively developed, with retail and commercial businesses extending past the junction with Atkinson Avenue.

Great South Road, Mangere Road and Atkinson Avenue, together with the Canal Reserve, were dedicated by conveyance to the Crown on 28 January 1850, although these roads had been in use for several years already.<sup>180</sup> Atkinson Ave was formerly called Panmure Road, with the name changing in 1930.<sup>181</sup>



Figure 64. Workmen and a steamroller at work on compacting the surface of the Great South Road, Otahuhu, c.1910. The photograph is taken looking south along the Great South Road. The buildings in the background include, on the left-hand side of the road and only partly visible, Johnston's store; and to the right, [Robert L.] Absolum, Horseshoer & General Smith, [Mrs Montague's house], [George Havill, the carpenter's house], and George Montague, Signwriter and Coach Painter. South Auckland Research Centre, OTU: II, Footprints 04238. Photograph reproduced by courtesy of Otahuhu Historical Society (donated by M. Dunphy).

PROGRESSIVE OTAHUHU ENDORSES CONCRETE ROADS.



Figure 65. Otahuhu was celebrated as being the first of Auckland's suburbs to utilise concrete for roading: the concreting of Mangere Rd (top) and Walmsley Rd (lower). Auckland Star, 26 January 1926



Figure 66. Auckland Star 18 June 1926 p.8

Roads within the area bounded by Atkinson Ave, Fairburn Road, Luke Street and the Tamaki shore are largely those that were designed and laid out for the establishment of the Fencible settlement in 1848. They provide tangible evidence of the planned military colonisation within Auckland and form the core of the suburban centre that has developed in Otahuhu. The earliest subdivision plan for Otahuhu, c.1850, shows the grid of streets and allotments laid out for the Fencible settlement (refer SO 678, *Figure 4*).

Streets within Otahuhu were formed progressively as settlers required access to their properties and as new subdivisions were created. Edmund Foley's subdivision on the eastern side of Great South Road created the streets from Alexander Street to Cracroft Street in 1864; John Hall's 1865 subdivision created streets around Park Avenue, Victoria Street and Queen Street (names were changed in both these areas). In 1866 the newspaper correspondent reported "we have now all over the town, roads well metalled and formed, and the streets are named also".182

Station Road, Mason Avenue and Walmsley Road were shown formed in a subdivision map dating from 1881.<sup>183</sup> Under the Otahuhu Road Board, formed in 1882, many new roads within the town were dedicated. To the north of Station Road, Huia Road and Moa Street were formed as part of a subdivision in 1907.<sup>184</sup> Land around Marjorie Jayne Crescent, formerly Clevedon Road, was subdivided in 1907, and historic photos show a number of villas built in this part of Otahuhu. Residential allotments in Hauiti Road, Hokonui Road and Pukeiti Road were formed in subdivisions dating from 1911.<sup>185</sup> Nikau Road was shown as part of a subdivision in 1914.<sup>186</sup>

Other roads that led out from Otahuhu were formed soon after the Fencible settlement was established. In December 1853 the Auckland Provincial Council discussed financing a road from Otahuhu to Howick, including a bridge.<sup>187</sup> In 1854 the road from Otahuhu to Mangere existed but was just an unformed clay track.<sup>188</sup> The junction where Mangere Road meets Great South Road was known as Waverley Junction; in recent years this intersection has been rerouted to create a more-manageable intersection.

Main Street, one of the principal streets for many years as it led to Shroff's Wharf, was renamed Avenue Road in 1912.<sup>189</sup>

Many of the street names in Otahuhu commemorate people who have played a role in the development of the area or who were involved in military campaigns.<sup>190</sup>

Throughout New Zealand, individual car ownership increased steadily from the mid 1930, apart from a decline during WWII, and it is probable that Otahuhu residents followed this trend.<sup>191</sup> Individual car ownership meant greater flexibility for people getting to their place of work or rural people getting into town for shopping and business; it also meant better road surfaces were required, and more maintenance.

The opening of the Auckland Southern Motorway meant major change to the dynamics of the settlement – not just in relieving traffic congestion and enabling a faster north-south journey through the narrow neck of land, but economic impact on small businesses along Great South Road as travellers no longer stopped en route.

The motorway passed through rural areas of Otahuhu and only a few houses were demolished to enable construction. However east-west routes in eastern Otahuhu were disrupted. The motorway was completed through to Redoubt Road, south of Papatoetoe, in 1955.<sup>192</sup> At that stage there were no on or off-ramps for Otahuhu, these were constructed in 1965-66.<sup>193</sup>



Figure 67. 'Tamaki River, Otahuhu', ca 1905, taken from the Papatoetoe side of the river looking northward towards Otahuhu. The Tamaki bridge can be seen to the left. South Auckland Research Centre, OTU: II, Footprints 04230. Photograph reproduced by courtesy of Otahuhu Historical Society (2.4.6).

### 4.1.4 Bridges

Ann's Bridge was built over Ann's Creek on Great South Road by the Fencibles soon after their arrival, to give land access for vehicles to Otahuhu from where the families had been camped. It was named after the barque *Ann* that had brought them to New Zealand.<sup>194</sup>

Tamaki Bridge over the Tamaki River on the Great South Road was begun as a causeway in 1850 by the Fencibles and on completion in 1852 was a vital link for travelling south from Otahuhu. The structure was widened in 1930-31 to cope with increasing road traffic; it was "done but not quite finished" on 7 November 1931.<sup>195</sup>

The construction of the Auckland Southern Motorway necessitated another bridge over the Tamaki River, and more recently a new road, Highbrook Drive, accesses East Tamaki from southern Otahuhu's Bairds Road with a bridge over the Otara Creek. Sutherland's dam and causeway was built across a side creek of the Tamaki River, at the end of Fairburn Road.

The creek was dammed to provide water storage for a tannery. Although the tannery closed in 1881, the causeway remained and is known as the Causeway.<sup>196</sup>



Figure 68. This photograph, taken at the time of a car accident in 1930, shows the state of the Tamaki Bridge at that time. Auckland Star 21 May 1930



Figure 69. Horses and carts belonging to S. Jenkins, Carrier, lined up on the Great South Road, Otahuhu, ca 1900. Manukau Research Library, OTA: I, 5, no. 1. Footprints 02695 Photograph reproduced by courtesy of Howick Historical Society.

### 4.1.5 Road freight and passenger services

Several Otahuhu residents established goods delivery services in the early years – these included John Hall and Mr Johnston. Johnston, whose general grocery store operated in Otahuhu from 1870 to 1912, made deliveries by horse and cart to houses in Papatoetoe and Manurewa in the days when no stores existed in those villages. He would collect eggs and homemade butter from his customers and deliver any surplus to Parnell or to the Bycroft biscuit factory.<sup>197</sup>

By 1890 farmer Frank Andrew established F. Andrew and Sons, Seed, Grain and General Merchants and Omnibus Proprietors.<sup>198</sup> From the first horse bus bought by Frank Andrew in 1892, for the service Otahuhu to Auckland, the firm of Andrew and Andrew, established in 1896 by Frank with son John W. Andrew, developed into a successful business.<sup>199</sup> Andrew and Andrew had nine horse-buses and two brakes, running with four- and five-horse teams; the buses could take 21 or 22 passengers.<sup>200</sup> The bus route was from central Auckland south to Otahuhu, Papatoetoe and East Tamaki, and ran daily.<sup>201</sup> After Frank's death in 1899 the firm split; in 1901 Andrew Bros were running the business, then by 1903 Andrew and Lloyd.<sup>202</sup> The firm expanded to take over Auckland's entire transport system, with over 100 horsebuses.<sup>203</sup> When motor transport came in, the fleet was replaced with motor buses and trucks. In 1941 Andrew and Andrew merged with another Otahuhu firm, Cripps, and St George and Pilkington of Papatoetoe.<sup>204</sup> John W. Andrew established a Ford motor dealership with outlets in Otahuhu and Auckland.



Figure 70. Andrew & Andrew's horse bus and livery and bait stables, Great South Road, Otahuhu, 1908. The horse bus in the photograph ran between Otahuhu and Auckland via Ellerslie and Penrose. South Auckland Research Centre, OTU: I, Footprints 03702. Photograph reproduced by courtesy of Otahuhu Historical Society (1.3.1).

In 1914 a motor bus service was established between the town centre and the railway station.<sup>205</sup> In 1923 a bus service into Auckland was established by Messrs Dunnerdale and Le Grice.<sup>206</sup>

By mid-1925 the Passenger Transport Company had been established by Percy Spencer and his son Norman B. Spencer, operating a fleet of 25 buses from their base on the corner of Hutton Street and Fairburn Road.<sup>207</sup> The PTC's distinctive orange and grey fleet of buses, which included the first diesel bus on New Zealand roads, was once an essential part of south Auckland's passenger transport service.<sup>208</sup> The company shifted to a new purpose-built complex on the corner of Fort Richard Road and Great South Road in approximately 1927; they began designing and building their own chassis in 1933. The premises were enlarged but further expansion of workshops and fleet required them to move across the road into larger premises comprising a two-storey building flanked by garages; these were under construction in 1948.<sup>209</sup> The company moved to Wiri in 1968 with the depot located on Norman Spencer Drive. The PTC was sold to the Auckland Regional Authority as a going concern though its fleet's colours were still seen around south Auckland until 1978.<sup>210</sup>

Otahuhu has a major bus interchange located between King Street and Avenue Road, in the block between Atkinson Ave and Great South Road. The Otahuhu Transport Centre was completed in 1981.<sup>211</sup>



Figure 71. Passenger Transport Company bus and driver, Otahuhu, [ca 1928]. Reference Number: 1/2-000502-G Alexander Turnbull Library



Figure 72. View of the Otahuhu railway station, ca 1909. A goods train is heading northward along the line passing the passenger train which is approaching the platform. The goods shed is to the left. South Auckland Research Centre, OTU: II, Footprints 04300. Photograph reproduced by courtesy of Otahuhu Historical Society (donated by A.W. Reid and Dorothy Reid).

### 4.1.6 Rail

A railway line from Auckland to Onehunga was opened in 1873 and with connecting road transport could be utilised by Otahuhu residents. John Fairburn donated to the government two acres of land for the railway station on the Main Trunk Line, and also land for a road through his property to access the station from Otahuhu.<sup>212</sup> The North Island Main Trunk Line was completed through to Drury by October 1874 but, although a few passenger trips were made, the service was discontinued until improvements could be made. The line was opened again, to Mercer, on 7 May 1875.213 In 1880 two mixed trains, carrying passengers and goods, ran south through Otahuhu each day plus two goods trains on weekdays. The number of trains increased dramatically, from six in 1909 and 22 in 1935 to 55 trains by 1962, of which 30 were passenger trains or railcars.

The original route for the railway line was closer to Great South Road and the town centre, with the railway station intended to be at the end of Railway Street (now called Park Avenue) as per John Hall's subdivision. The re-routed railway line, remote from the town centre, was of great concern to the community, as initially no road was built connecting the town centre to the station. Station Road was surveyed by 1881.<sup>214</sup> The service was limited, with few trains scheduled and others only stopping on request. In 1902 the *Cyclopedia* noted: "Otahuhu would undoubtedly become a suburb of Auckland, but for the fact that there is no train communication from the city after 6.20 p.m."<sup>215</sup>

In 1907 the railway station building was a weatherboard three-roomed structure with shed attached. It was destroyed by fire on 12 November 1909.

Large sidings were provided for the railway workshops and the freezing works. In the year ended March 1947 the Otahuhu railway station handled over 2.2 million head of livestock (sheep, cattle and pigs), the highest for any station in New Zealand.<sup>216</sup>

Today the station is an island platform located at the west end of Station Road, accessed from Titi and Kaka Streets. The timber signal box remains. Otahuhu station is the point where both freight and passenger trains enter and exit the main line from the Westfield locomotive depot.



Figure 73. Railway signal box and platform shelter at Otahuhu Railway Station. Matthews & Matthews Architects Ltd, October 2012.

Otahuhu is now also serviced by Westfield Station at the end of Portage Road and the Middlemore Hospital station just south of the study area.



Figure 74. View of the pedestrian footbridge leading to the Westfield Railway Station at the western end of Portage Road, Otahuhu. Matthews & Matthews Architects Ltd, October 2012.

### 4.1.7 Air services

Otahuhu is close to Auckland International Airport at Mangere. To the north-east, Pikes Point Airpark served recreational aircraft clubs on reclaimed land from landfill. The airfield operated from the early 1980s until 2005.<sup>217</sup>



Figure 75. Exterior view of the Otahuhu Post Office, Great South Road, Otahuhu, ca 1915. The two-storey building on the far side of the post office housed the shop of William Means, fruiterer and confectioner, who also sold toys. South Auckland Research Centre, OTU: II, Footprints 04237. Photograph reproduced by courtesy of Otahuhu Historical Society (5.8).

# 4.3 Communication

### 4.3.1 Post and telecommunications

The first record of a postal service to Otahuhu is a *Gazette* notice published 16 December 1848, stating that the service from Auckland was due to commence on 23 December, on Wednesdays and Saturdays.<sup>218</sup> The first postmaster was Fencible Sergeant J. McAnulty. He was succeeded by Mr R.J. Hunt in 1855.<sup>219</sup> For some years the post office was run from the hotel, John Hall's store, or Glasgow House, the business and home of Alfred Sturges. A onceweekly delivery to Mangere, the south and east was made on Hall's delivery cart, or collected and delivered by horse.

The first post office building was erected in 1898; it was a single-storey brick structure with a plastered façade which incorporated a parapet and imposing entrance. One of the first postal workers, Frank Wilson, delivered mail around the settlement on horseback and also to the station. The foundation stone for a new post office in Great South Road was laid in 1949, but the two-storey post office building was not opened until 1952. Post office facilities were provided in Middlemore Hospital, and in 1967 another post office building was opened in the Otahuhu East shopping centre in Princes St.<sup>220</sup>



Figure 76. 1952 Post Office Building, Great South Road, Otahuhu. Matthews & Matthews Architects Ltd, October 2012.

Telegraph facilities were established during the land wars, and for a while Camp Otahuhu was the northern extent for the line from General Cameron's headquarters at Pokeno. Otahuhu was an essential part of the first military telegraph line in New Zealand.<sup>221</sup> In September 1866 the Auckland Provincial Government purchased the line, and in 1867 the Telegraph Department announced that as of October 5: "The business of the Telegraph Department of Otahuhu will be conducted at the new office adjoining Mr Hall's ...".<sup>222</sup>

The need for a telephone bureau in Otahuhu was mooted in 1917.<sup>223</sup> The telephone exchange was housed in the top floor of the post office until an automated telephone exchange began operating in 1963.<sup>224</sup> This was situated on Great South Road. A parcel of land between Mangere Road and Great South Road was set aside for a telephone exchange by Proclamation 9551 on 20 January 1938.<sup>225</sup>



Figure 77. 1963 Telephone Exchange, intersection of Great South Road and Mangere Road. Matthews & Matthews Architects Ltd, October 2012.

The P&T Service Department depot at the end of Fairburn Road is now used by a Pacific Island church.

# 4.4 Utilities

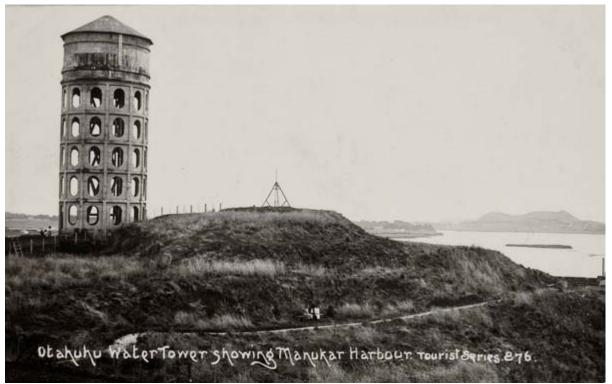


Figure 78. View of the Otahuhu water tower on Mt Richmond, looking across the Manukau Harbour towards Mangere Mountain, c. 1915. **Creator:** Frank Duncan & Co., Auckland (Tourist series, 876)South Auckland Research Centre, OTU: I, Footprints 03720. Photograph reproduced by courtesy of Otahuhu Historical Society.

## 4.4.1 Water Supply

Natural fresh water springs occurred on the west side of Mt Richmond, and were set aside "in trust for a gravel and spring reserve" in 1860 (map SO 706).<sup>226</sup> Ground water seems to have been readily available, with wells sunk by residents including William T. Fairburn at his homestead.<sup>227</sup> On the site of the 1860 stockade on the Canal Reserve between Great South Road and Atkinson Avenue were the remains of an old well, still visible in 1948.<sup>228</sup> The marketing for Hall's subdivision sale in 1865 stated that on each of the 144 building allotments pure water could be obtained at every season at a depth of just a few feet.<sup>229</sup> Alfred Sturges had a well to supply water for his house and orchard, at what is now Sturges Park.<sup>230</sup>

At a meeting of the Road Board in May 1909 F.C. Lippiatt reported that Rev. H. Mason, a water diviner, had located water on Mt Richmond.<sup>231</sup> In August that year the Board decided to sink a shaft on the hill and a pump was installed, but it was inadequate, so the following year a water tower was built and a pumping plant installed.<sup>232</sup> The Board had to raise a loan for the works, which included reticulation around the town. On 12 February 1912 Miss K. Lippiatt performed the opening ceremony for the waterworks in front of a crowd of some 300-400 people, including MP William Massey.<sup>233</sup> The works were designed by Board engineer Chenery-Suggate.<sup>234</sup> After the ceremony the water pressure was demonstrated at the school where a jet of water was thrown several metres above the top of the flagstaff.<sup>235</sup> The tower provided 40,000 gallons of water for the township and its height was 75 feet. It was a district landmark during its lifetime. In 1948 the well was still in use as a source of the town's water supply.<sup>236</sup> It was demolished in 1961 and replaced by a reservoir.<sup>237</sup> In 1962 the water supply was coupled into the Hunua pipeline which supplies water from the Hunua Ranges to Auckland.238



Figure 79. The 1961 reservoir on Mt Richmond. Matthews & Matthews Architects Ltd, November 2012.

Another major water supply came from Hellaby's and Thompson's wells on McLennan's Hill, to the east of Mt Richmond.<sup>239</sup>

#### 4.4.2 Drainage, sewerage and rubbish

Plans for sewerage and water systems were prepared in 1909, but took some years to complete and did not cover the whole borough. However as more rural areas were subdivided and became residential, the systems had to expand as well.

Some houses were still serviced only by a night cart for sewerage collection up until 1953. The night cart's load was emptied into one of two holding tanks, one situated at the end of Cracroft Street and one at the north end of the Otahuhu Creek. The sludge was emptied into the sea at high tide. A council employee, the turncock, would let swimmers at the end of Clements Street know he was about to release the sewerage.<sup>240</sup>

After 50 years in planning and construction the sewerage reticulation system was completed in the mid-1950s. The Otara pumping station and another in Luke Street pumped sewerage to the Auckland Metropolitan Drainage Board's new plant at Mangere. In September 1962 a third pumping station was being built in Saleyards Road.<sup>241</sup> The sewer pipe across the Tamaki River to Otara became a popular but dangerous pedestrian shortcut.<sup>242</sup>

The Otahuhu Borough Council's municipal refuse incinerator was photographed smoking like a chimney in December 1965. The imported incinerator, which was officially opened in August 1965, caused constant smoke problems, and broke down irrecoverably within a year. The chimney was demolished in 1976.<sup>243</sup>

For many years Seaside Park was the rubbish dump; when full it was landscaped with some reclamation around the shore. It has since won an award.



Figure 80. 'Will they blow up the ladies' loo?', Otahuhu, 1982. This photograph of the art-deco style Centennial Rest Room in Mason Avenue, Otahuhu, at the time it was first being considered for demolition, was published in the Manukau Courier, 1 October 1982, p. 17. The building gained a short reprieve, but was finally demolished in 1986. Manukau Research Library, Courier collection, box 16/38. Footprints 00480 Photograph reproduced by permission of Fairfax Media.

#### 4.4.3 Power

From January 1908 the Auckland Gas Company supplied coal gas to Otahuhu by pipeline from Greenlane.<sup>244</sup> Gas street lighting was installed in central streets in 1908 and replaced by electric light in 1926. The first domestic lighting, lit by gas, was in the home of Dr Peter McDonald, in approximately 1913-14.<sup>245</sup> In 1937 the demand for gas was so high that a gasometer was built, situated on the west side of Great South Road between Huia and Portage Roads. The gasometer was in service until it was demolished in about 1970.<sup>246</sup> The Auckland Gas Co. Ltd had showrooms in Hall Avenue in 1948.<sup>247</sup>



Figure 81. 'Laying gas pipes along Great South Road, Otahuhu.' Workmen digging trenches and laying gas pipes on the Great South Road, Otahuhu, early in 1908. The Otahuhu Public Hall is at right. **Creator:** Reid, Walter (?) South Auckland Research Centre, OTU: I, Footprints 03700.Photograph reproduced by courtesy of Otahuhu Historical Society, 5.2.1 (donated by Mrs Rose Short, nee Newlyn).

Standards for electric street lighting were being erected in 1926 by the Auckland Electric Power Board.<sup>248</sup>

In 1952 an electric power sub-station was erected on a 58-acre site in Baird's Road. The Otahuhu Sub-station was designed to convert power from a 220,000 volt current from the Waikato River hydroelectric power stations.<sup>249</sup>

A gas-fuelled power station built in the Baird's Road area was commissioned between 1968 and 1970. Known as Otahuhu A, it was the first large generating station to be built in Australia and New Zealand to use gas turbine generating plant. Many of the workers on the site came from Otahuhu. The turbines were powered by fuel oil, but in 1971 one turbine was altered to utilise natural gas from the Kapuni pipe line.<sup>250</sup> Two additional turbines were added in 1977-78 to the original four.<sup>251</sup> A weir was built across an arm of the Tamaki River to hold back water for the gas power station. In 1992 the Otahuhu A power station was re-opened and returned to full operation to help boost electricity supplies at a time of national power shortage.<sup>252</sup>

In 2000 another gas-fired power station was opened, called Otahuhu B. Only three of the power station chimneys remain.

#### 4.4.4 Fire service

In December 1913 a volunteer fire brigade was formed from about 20 residents in an attempt to fight a major fire in a two-storey building occupied by the draper Nash, dental rooms and a small flat. The fire-fighting equipment was inadequate, consisting of a single hose.<sup>253</sup> Four months later the town of 2000 people still did not have a fire brigade or any equipment.<sup>254</sup> However a fire brigade must have been formed in late 1914-early 1915 as in July 1915, at a concert held in aid of the fire brigade, the secretary of the NZ Fire Brigades' Association presented the council with uniforms and gear for the use of the brigade.<sup>255</sup>

A fire bell was erected on the Triangle at the junction of Atkinson Avenue and Great South Road. The bell was transferred from Albert Street in Auckland and hung on a substantial 9metre high wooden structure on New Year's Eve 1916.<sup>256</sup> The construction was undertaken by the Otahuhu Volunteer Fire Brigade with other volunteer assistance. The bell tower was removed in 1927.<sup>257</sup> The Brigade received an annual subsidy from the Borough Council, being £50 in 1921.<sup>258</sup>

The current fire station in Albion Road was built between 1950 and 1955.<sup>259</sup>



Figure 82. Funeral procession at the Otahuhu Fire Station, 1971. Manukau Research Library, Courier collection, box 4/13. Footprints 00139 Photograph reproduced by permission of Fairfax Media.

# 5. Work

Otahuhu's first years as a European settlement were essentially as a rural area with a few services and shops. The large influx of troops at Camp Otahuhu from 1860 created a boom for tradesmen and merchants, especially the hoteliers, but with the removal of troops at the end of the Waikato wars the Otahuhu business community suffered a sharp recession. Agriculture provided the basis for the gradual growth in the local economy and expansion of the services available but gradually industries were developed such that by the end of the nineteenth century Otahuhu "began to emerge as the principal industrial town in Auckland".<sup>260</sup>

In the first decades of the 20<sup>th</sup> century Otahuhu continued to expand with an increasing number of industries moving south from Auckland. This industrial expansion provided a greater range of work opportunities. Major industries such as the railways workshops and the three freezing works provided employment for the growing population. The proportion of people working as farmers dropped dramatically. Middlemore Hospital also provided employment when it was established after World War II.

During World War II industries in Otahuhu were kept extremely busy supplying meat, butter,

leather and wool. The meat processing industry, which was the single largest industry at Otahuhu, led the way in taking advantage of the post-war boom, however other longestablished industries such as Taniwha Products, Kempthorne Prosser and Company, Bycrofts and the Lee and Arlington Tanneries, were operating successfully also.

The expansion of the commercial precinct with several banks and a wide range of retail outlets meant that for a long time Otahuhu was the main place to shop in south Auckland. The development of malls in neighbouring suburbs in the 1970s onwards took much trade away; recessions saw the closure of some of the major industries.

# 5.1 Occupational changes

The first censuses of the European population of Otahuhu showed a breakdown of occupations for 1848 (1849 figures are shown in brackets): professional and official 1 (2); farmers 1 (1), merchants and traders 4 (1), mechanics and artificers 19 (25), farm servants 13 (18), domestic servants (18 (19), all others plus boatmen etc 17 (14). The census does not show that the Fencible settlers were engaged in constructing roads and bridges for the first few years, while trying to establish vegetable gardens and their homesteads.

The first general store was that of Samuel Andrews, bought by John Hall in 1848 and run by him and his successors for several decades. According to jury lists, amongst the businesses by 1856 were two shoe makers (James Hughes James H. Welsh), two additional and storekeepers (James Coney and Richard Hunt), two blacksmiths (Bartholomew McIlroy and James Wallace), a tailor (Patrick Murtagh), a carter (Alex McCombie), four carpenters (Thomas Quail, Hugh McMullen, Hugh and Alex McKenzie) and a butcher (James Welsh). <sup>261</sup> William Posseniski was listed as a hotelkeeper and other men described themselves as settler or farmer, with a few overseers and clerks.<sup>262</sup> In December 1856 R.H. Soll advertised that he had established a smith's shop adjacent to the Commercial Hotel.263

In the 1875 directory, occupations given included a veterinary surgeon, shoe maker, hotelier, draper, teacher, farrier, surgeon, jeweller, two saddlers, storekeeper and a nurseryman (Edward Plumley).<sup>264</sup> In 1880 a policeman and postmaster had been added.

In 1885 most of those listed, apart from those mentioned above, classified themselves as farmers; there were two surgeons.<sup>265</sup> In 1890 the list was much more diverse, including a soap maker, foreman at the Acid works, chemist, cabinetmaker and undertaker, insurance agent, wheelwrights, fruiterers and produce merchants, butchers, a tinsmith and many other tradesmen, also a solicitor, doctor, accountant and the architect John Mitchell. In 1904 occupations included five nurserymen and one fruit grower, also a poultry farmer and a fisherman. By 1913 the directories show several men listed as working as factory hands, slaughtermen, soap works and acid works, an indication of the expansion of industries in Otahuhu.

In 1961, the census breakdown by occupations for a total of 2585 males and 1177 females was:

professional, technical and related: males 119, females 200 administration, executive and managerial: males 122, females 6 clerical: males 196, females 256 working proprietors wholesale and retail trade: males 137, females 126 famers, fishermen, hunters, logging and related: males 92, females 18 miners, quarrymen and related: males 7, females 0 workers in transport & communications: males 221, females 25 craftsmen, process production workers & labourers: males 1576, females 346 service, sport and recreation: males 99, females 197 non-classified: males 14, females 3 armed forces: males 5, females 0.266

From this it can be seen that 61% of males and 29% of females were in the craftsmen, process and production workers and labourers categories. The 16% of females in the service and recreation sector were probably mostly hospital workers. Not all were residents, as workers were brought in from neighbouring areas to work at Otahuhu factories.

## 5.1.2 Farming

In 1840 William Fairburn wrote that he had stocked a portion of his land with cattle<sup>267</sup> and in 1842 when he retired from Maraetai and came to live with his family at the property in Fairburn Road, he is said to have reared one of the first flocks of sheep in the country.<sup>268</sup> He also grew wheat and had a well-established orchard by 1849 when he advertised some of his farm for lease.<sup>269</sup>

**POR A TERM OF YEARS, that well** known FARM at OTAHUHU, belonging to Mr. W. T. FAIRBURN. There are Fifty Acres under cultivation, with an Orchard in full bearing; from two to five hundred acres may be added at the option of the Lessee. For particulars, enquire of Mr. J. CONEY, High Street, Auckland, or on the premises.

Otahuhu, January 20th, 1849. Figure 83. New Zealander, 17 March 1849, Page 4

For the first few decades, the area around the small township remained rural in character, with some large farms of over 200 acres. The main crop was grass, some for grazing but primarily to sell as hay. Otahuhu became the chief supplier of hay and chaff to Auckland.<sup>270</sup>

In early 1881 the Auckland Stud Company shifted to Sylvia Park, just to the north of the Otahuhu boundary, at a time the stud farm was becoming known for its horse breeding.<sup>271</sup> The 1883 directory listed it as Major J. Walmsley's Stud and Pedigree Stock Co. at Sylvia Park; Major Walmsley was the manager. 272 Sylvia Park was famous for racehorse Martini-Henry who won the Melbourne Cup in 1882 and the mare Sylvia whose son Carbine, one of New Zealand's greatest racehorses who won the Melbourne Cup in 1890. The company was liquidated in 1890 after Major Walmsley's death.<sup>273</sup> The name Sylvia Park is from the large country house built here in the late 19th century. It was the country residence of Sir Maurice O'Rourke, one of the first Speakers of the House. Sir Maurice used the land primarily for horse breeding. The house was demolished in the 1960s; some of the land was given over to industrial use and some became part of the Mount Richmond public domain.

Saleyards were operated by John Hall by 1861 and Styak and Hunter operated a weekly cattle sale in Otahuhu from at least 1863. <sup>274</sup> One set of yards was situated on the west side of Great South Road, north of the junction with Atkinson Avenue.<sup>275</sup>

In December 1909 extensive saleyards were opened in Saleyards Road, near the Westfield railway station and adjacent to new abattoirs for Auckland.<sup>276</sup> The yards could accommodate 2000 cattle and a large number of sheep. A feature was the large shelter shed. The saleyards closed down in 1978.

The Otahuhu Agricultural Association was formed by 1859.<sup>277</sup> The Auckland Agricultural and Pastoral Association chose Otahuhu as the venue for its shows from 1858. Cattle shows were another feature from at least 1866.<sup>278</sup>

## 5.1.2 Horticulture

From at least 1875 Otahuhu became established as a commercial growing area for plant nurseries and market gardens. In 1890 Henry McFadden listed himself as an orchardist and gardener and in 1894 there were seven listed fruit growers and one nurseryman. In 1904 there were five nurserymen and one fruit grower. 279 Amongst them was Alfred Sturges who had an extensive orchard on Great South Road. William and Thomas Lippiatt were nurserymen (Lippiatt & Sons) in 1901 and by 1916 Frederick Lippiatt was running their business. Robert Todd was engaged in fruit growing in Luke Street from 1919.280

In 1917 there were at least four Chinese market gardeners in Water Street, Otahuhu: Wong Shing, James Dong Hoo Ching, Wong She Puy and Joe Yee Mos.<sup>281</sup> In the early 1930s Hoy Lee had a garden in Water Street, and in 1939 Wong Lit was gardening on ten acres and Lee Yuen on five acres in Water Street.<sup>282</sup> Sun Tung Hing had a small garden in Walmsley Road (date unknown) and close to Otahuhu in Panama Road and Hillside Road there were four other Chinese market gardens during the 1930s.<sup>283</sup>

One of the nurseries was in Fairburn Rd, in 1911 owned by McIndoe and by 1940 owned by I.G. and A.R.M. Voykovich [Vojkovich]. There were glasshouses, including one for grapes, and a packing shed behind and fruit trees in an area by the road. In 1934 and 36 directories, on Fairburn Road between Hutton Street and the end, were Bert and James McIndoe and Osborne Hopkins, orchardists, and Hopkin Bros. nurserymen. In 1937 and 1939 directories Fairburn Road also had Ivan Voykovich vinery. From the 1940s there were several glasshouses and market gardens in the Luke Street East-Convoy Lane-Princes Street East area and some still remain.

According to Sedal: "It is believed, although it is difficult to authenticate, the first commercially grown crop of tomatoes in New Zealand was grown in Otahuhu" and still in 1982 Otahuhu produced a large proportion of the tomato crop for the Auckland area.<sup>284</sup> Sedal also states that Sturges was the first to grow passionfruit commercially in Auckland Province.<sup>285</sup>

# 5.2 Industry

By 1870 a small number of industries were established including a cart manufacturing business on the corner of High Street and Atkinson Road, a brickworks at the end of Avenue Road and a tannery at the foot of Fairburn Road.

Meat processing works were established in the early years: one slaughterhouse was attached to Hall's Store on Great South Road and another on the site of Otahuhu College. A third slaughterhouse established by J. Fisher & Co. in c.1879 in Westfield was taken over by the New Zealand Frozen Meat and Storage Company in 1883.<sup>286</sup> They also built a threestorey building near Kings Wharf in the city from which the first shipment of frozen meat was exported to England. The company listed a slaughterhouse, manure and acid works in the 1890 directory.<sup>287</sup> After financial difficulties the business was taken over by the Auckland Freezing Company, which in turn was taken over by R. & W. Hellaby Limited. The Hellaby works, plus their subsidiaries Hellaby Peach Products Ltd and Hellaby Shortland Ltd. employed large numbers of Otahuhu people.

In 1903 the Auckland Farmers Freezing Company was formed, by farmers for their own benefit, and works established at Southdown in 1905.<sup>288</sup> Southdown was closed on 30 April 1981, with the loss of over one thousand full time jobs.<sup>289</sup> The buildings were subsequently removed or burnt down.

On 30 November 1908 the Auckland City Municipal Abattoir was shifted from Western Springs and formally opened at Westfield. It had been moved to the site because of concerns about pollution of the Waitemata; instead, the wastes were piped straight into the Manukau Harbour. The abattoirs are still there beside the railway line. Hellaby's became the Shortland Freezing Company; some of the buildings remain, in use by a freight company.<sup>290</sup>

In c.1915 W. & R. Fletcher Ltd of London established the Westfield Freezing Works on the Great South Road adjacent to the railway line, and in 1917 was making large additions to their cold storage unit.<sup>291</sup> It was described as "an establishment throbbing with all the varied processes of slaughtering, freezing, preserving, fellmongering, tallow and manure-making, bacon-curing, sausage skin making, coopering, and their many subsidiary operations, meaning as it does employment for so large a number of the city's workers".<sup>292</sup>

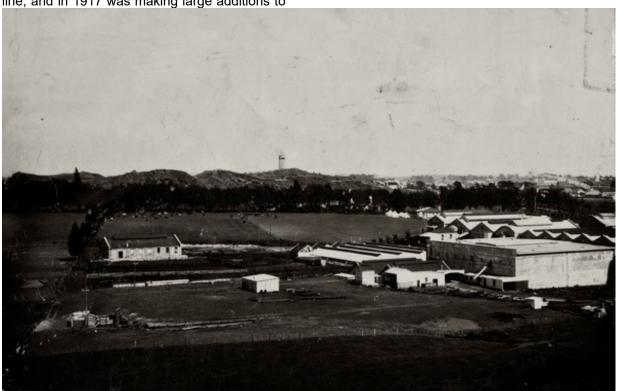


Figure 84. View of the eastern end Westfield Freezing Company's freezing works, taken from Hamlins Hill, c.1916. The Otahuhu Borough Council's water tower on Mt Richmond can be seen in the distance. South Auckland Research Centre, OTU: I, Footprints 03755.Photograph reproduced by courtesy of Otahuhu Historical Society (I.1.1).



 Figure 85. Auckland City Council's municipal abattoir at Westfield, c.1910. Mangere Mountain can be seen across the Mangere inlet in the background. South Auckland Research Centre, OTU: I, Footprints 03707. Photograph reproduced by courtesy of Otahuhu

 Historical
 Society

 (1.1.2).



Figure 86. Part of a plan drawn in 1915 to record land to be taken under the Manukau Harbour Control Act (reclaimed land shown as blue area), with Ann's Bridge at top right and Bell Avenue ("new road") at bottom. The relative locations of the factories at Westfield are shown: from north to south along Great South Road the factories are Westfield Freezing Works (no buildings shown), Auckland Meat Co. and R. & W. Hellaby Ltd, with the Union Oil, Soap and Candle Co. to the west by the railway line; south of Bell Avenue are the Westfield Railway Station and Kempthorne, Prosser & Co. DP 10904



Figure 87. Aerial photograph of the Otahuhu railway workshops, June 1929. Photograph published with the caption, 'Where railway rolling stock is made', in Auckland from the Air, Sun Newspapers, 1930, [p. 17]. **Creator:** Stewart, Frank South Auckland Research Centre, OTU: I, Footprints 03791. Photograph reproduced by courtesy of Otahuhu Historical Society (donated by Mrs E. Long).

Other significant industrial development at Otahuhu during the late 19<sup>th</sup> century included the Kempthorne Prosser and Company fertiliser and sulphuric acid works, and the Union Oil, Soap and Candle Co. (known as Taniwha Products from 1956) which moved to Bell Avenue in 1882. The Taniwha factory was closed in April 1979 and demolished in November 1995. In 1884 the New Zealand Woolscour Company opened near Ann's Bridge.

#### **Otahuhu Railway Workshops**

One of the single largest employers was the Otahuhu Railway Workshops, which opened in December 1928, employing approximately 1000 people at that time. To meet the requirements of contracts at the height of the World War II the workshops employed around 2300 people. The workshops have been described as one of New Zealand's most important industrial complexes. The workshops employed and trained a broad range of tradesmen. The workforce would typically include 250-300 apprentices and over the years thousands of tradesmen were trained for New Zealand industry. It was a community in itself as well as contributing to the life of Otahuhu town centre. The workshops were closed in 1992 following a decade of restructuring and redundancies in the 1980s.

A kiln-drying timber plant was installed at the Otahuhu (North Island) and Addington (South Island) railway workshops, at a total cost of about £20,000, for treatment of departmental supplies of New Zealand timber. In 1932 the railway workshops were constructing 25 houses for use by mass production methods, to house married relief workers.<sup>293</sup>

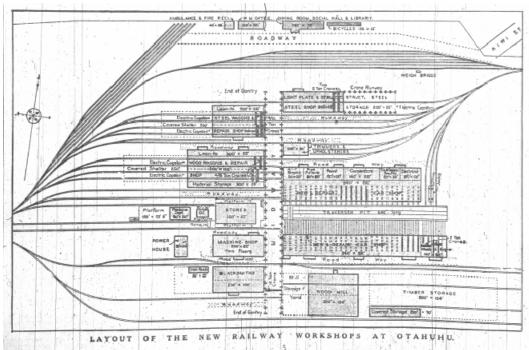


Figure 88. Layout of the railway workshops at Otahuhu shows not only the large number of specialist workshops but dining rooms, social hall and library for staff. At the southern side (lower) is the large wood mill and timber storage shed. Auckland Star 18 December 1926

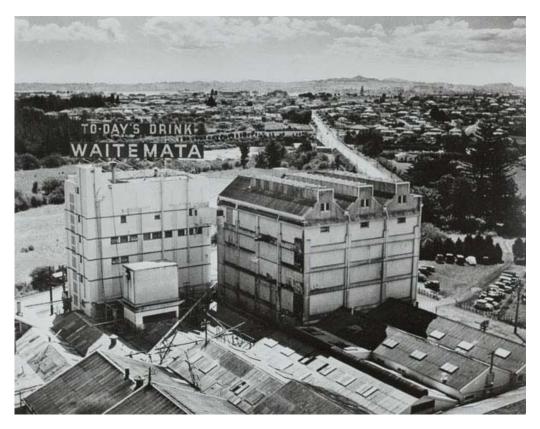


Figure 89. The Waitemata Brewery on the corner of Bairds Road and Great South Road, south of Otahuhu, c.1940. This photograph was taken from the plant smokestack and looks north across the Tamaki River towards Otahuhu. Manukau Research Library, PAP: 1, 9, no. 3 Footprints 01437 Photograph reproduced by courtesy of Papatoetoe Historical Society (donated by Nola Kendrick).

### **Dominion Breweries**

Dominion Breweries, which opened in 1930 during the Depression, started making a significant profit in the mid-1930s and commenced on a major rebuilding programme to increase production. The opening of the brewery prompted major protest from Women's Christian Temperance Union.<sup>294</sup> The brewery was owned and run by Henry J. Kelliher and C.F. Coutts. They also owned a string of hotels, branded as Waitemata hotels.<sup>295</sup>

### Construction companies

Construction companies included Pegler Brothers, Thomas Clements Ltd and Owen T. McGuinn and son Allan. The Pegler Brothers started a group housing venture in 1934, buying up cheap sections and building low-cost homes, employing qualified tradesmen friends with no other prospect of work. Owen and Allan McGuinn built several houses in Otahuhu, including two in Sturges Avenue and 22 Ngaio Street, and others in Mangere, Whangaparaoa and Bucklands Beach.

From small beginnings in 1914 with one employee, Thomas Clements Ltd had in later years approximately 280 tradesmen working for them - these included bricklayers, carpenters, plumbers tillers. painters, joiners, and plasterers, plus the firm had a glass shop with glaziers to install windows on construction projects.<sup>296</sup> Electrical work was contracted in. Clements built a number of substantial commercial buildings in the Otahuhu town centre as well as the obelisk on Maungakiekie-One Tree Hill. Black tile shop fronts in the main shopping area during the 1950s were Clements' work. Clements also built local houses e.g. some in Station Road and some of the state houses in Beatty Street. Clements undertook major projects in Matangi, Hamilton and Auckland as well as local construction of the RSA building opposite the Star Hotel, the Plunket Rooms in Alexander Street and buildings at Westfield and Hellaby's. He had a timber yard and joinery shop on Great South Road.

In 1912 William Stevenson began as a drainlayer, then started the company W. Stevenson and Sons in 1917 with his sons William A. (later Sir William) and Jim.<sup>297</sup> The civil engineering and construction firm began operation in Otahuhu from premises in Walmsley Road, still there in 1982.<sup>298</sup> The company has had major contracts such as Auckland's sewerage system, the Southern

Motorway and the redevelopment of Auckland War Memorial Museum.

One of the smaller industries was W.P. Windust, tent maker, in Great South Road. Windust made saddles, cow covers, canvas and leather work, through the late 1920s to mid-1950s; his home had been a Fencible house.<sup>299</sup> The workshop premises were demolished in 1947 to make way for the Passenger Transport Company's garage.

John W. Wallace, a machinery manufacturer by 1864, made agricultural implements and may have made the hay carts that transported hay up to Auckland or to the wharves on the Tamaki River.<sup>300</sup> His business was taken over by blacksmith Robert Absolum and the premises shifted to Great South Road by 1904.

## Other industries

Other early industries included Lowe and Fearnly brick works, situated at the end of Avenue Road. William Sutherland's tannerv. situated at the end of Fairburn Road and in operation by the 1870s, seems to have been shifted by 1883 and was still operating in Onehunga in 1948.<sup>301</sup> A later tannery, Lee and Arlington's, moved from Grey Lynn to Luke Street, producing their first leather from the factory there in the 1910s.<sup>302</sup> The firm used a variety of processes and a separate building housed chrome tanning machinery. In 1923 their hairworking factory was shifted from Grey Lynn also. The company was taken over by W. Astley & Sons Ltd in 1973; it became an American ice cream factory, then a base for Phoenix Freight Forwarding.

Industries associated with the motor trade included the Passenger Transport Company's workshops where they built bus bodies from 1933.<sup>303</sup> In 1919 brothers John and Cecil Paine established Paine Bros. (Motors) Ltd, initially repairing bicycles, running a taxi service and servicing Model T Fords. The firm undertook the overhauling of vehicles for the armed forces during WWII. During the war they started to manufacture gas producer plants for motor vehicles and became the largest makers of these in the country.<sup>304</sup> Paine Bros. acquired the General Motors franchise for Chevrolet and Oldsmobile cars; these needed fitting out, which the company did in a paddock at Mangere Crossing.<sup>305</sup> The business grew during WWII, overhauling vehicles for the Armed Forces, and by 1948 had become a major motor repair business.306



Figure 90. View of the Kempthorne Prosser Ltd fertilizer works, Bell Avenue, Westfield, c.1955. South Auckland Research Centre, OTU: I, Footprints 03736. Photograph reproduced by courtesy of Otahuhu Historical Society (1.1.3).

The Volkswagen factory was in the old bus depot, just south of the apex on the west side in Fort Richard Road. VW Motors NZ produced the first New Zealand made Volkswagen off its Otahuhu assembly line in 1954. Fiat vans were being assembled there in 1965, as well as Bradfords, Jowetts and Trekkas.<sup>307</sup>

The New Zealand Fertiliser Manufacturers' Research Association, incorporated in 1947, established laboratories situated nearby at Otara, in 1950.<sup>308</sup>

Among the bakeries was Gardiner's Bakery, which had a new brick building in Great South Road in 1914 when a fire burnt down the neighbouring wooden building.<sup>309</sup> In 1917 William Gardiner, baker, was next door to George Gardiner, confectioner.<sup>310</sup> By 1932 two Mrs Gardiners (Janie and M.C.) were confectioners in the same block.<sup>311</sup> The successful Bycrofts biscuit manufacturers, which had been established at Onehunga in the mid-1850s and their biscuit factory by 1876, were in Saleyards Road in 1960, in the premises now occupied by Weston Milling.<sup>312</sup> Robert Bycroft, the son of the founder John Bycroft, is buried in Otahuhu Cemetery.<sup>313</sup> Tuckers Bakery, set up by Harry and Gladys Tucker, supplied bread to Otahuhu from their Remuera bakery but after WWII sons Des, Ken and Fred shifted the bakery to Otahuhu.<sup>314</sup>

Some of the largest industries in Otahuhu closed around 1980 including the Otahuhu Saleyards which closed in 1978, Taniwha Products which closed in 1979, the Challenge Phosphate Company closed in 1981, and R and W Hellaby which closed the Shortland freezing works at Westfield in 1982. The Railway Workshops was another big industry in Otahuhu that began to retrench during the 1980s, finally closing in 1992.



Figure 91. View of the New Zealand Farmers' Fertilizer Company Limited fertilizer works, Otahuhu, September 1981. The factory, originally built by Wright Stephenson and Co., in 1920, was taken over by Challenge Phosphates Ltd in 1927, then by the New Zealand Farmers' Fertilizer Company, which demolished it in September 1981 to make way for a new storage and distribution facility. **Creator:** Benson, Cliff **Date:** September 1981 South Auckland Research Centre, OTU: I, Footprints 03738. Photograph reproduced by courtesy of Otahuhu Historical Society (1.1.3).



Figure 92. View of the Great South Road, Otahuhu, c.1948. This shot is taken looking southward from the vicinity of Station Road. 'Beverly Ann' Knitwear is the nearest shop to the left; C.B. Pearson & Son Drapers and Mercers is the nearest shop to the right. South Auckland Research Centre, OTU: II, Footprints 04239.Photograph reproduced by courtesy of Otahuhu Historical Society (2.1.1.7).

# 5.3 Commerce

Hall's general store had competition from W. and J. Johnston's General Store, which opened in 1870. Other early retailers included John Todd, who established a tailoring and outfitting business by 1880, joined later by his brother Robert Todd.<sup>315</sup> By the end of the 19<sup>th</sup> century a greater range of shops had been built and businesses established (see also Section 2.2).

There have been two periods of dramatic change and growth in Otahuhu in the mid 20<sup>th</sup> century. The first was in the mid 1930s with the development of new blocks of shops and new businesses in Otahuhu, and the second was the boom experienced in the 1950s and 1960s. By the mid-20<sup>th</sup> century Otahuhu was known as the best shopping centre outside downtown Auckland. Most of the shops, land agents, insurance agents and repair services were in Great South Road.

These growth spurts were related to the growth of industries in Otahuhu. During the 1960s the

Southern Motorway was constructed and new industrial areas were developed, and a large number of businesses moved head offices and branches to Otahuhu. Foodtown built their first New Zealand supermarket just south of Otahuhu in 1958, and many of the largest retail chains opened branch stores in Otahuhu during the 1960s, including Woolworth's, Shoprite, Smith and Brown, Farmers and Irvin and Stern.

The Government Life Insurance office was opened in July 1963, and construction of the State Fire and Accident Insurance Office was to begin in 1964.<sup>316</sup>

Increased cultural diversity from the 1970s brought a new demand and a new range of goods and shops to Otahuhu. "The growing Polynesian and Melanesian population has created a demand for garment material ... Shops in Otahuhu, Otara and Mangere now selling the material are finding it a challenge to constantly produce new ideas."<sup>317</sup> The majority of shops in the main retail area are now predominantly aimed at southeast Asian, Chinese and Pacifica customers.



Figure 93. Lavalava fashion statement, Otahuhu, 1989 Saturday Courier, 30 September 1989, p. 3 Manukau Research Library, Courier collection, box 43/23. Footprints 00691. Photograph reproduced by permission of Fairfax Media.

Job losses associated with the closures of several major industries had a detrimental effect on the town centre, as did increased competition from nearby shopping centres built at Mangere, Pakuranga and Otara.

# 5.4. Tourism

Otahuhu is not in itself a tourist destination, but has always provided accommodation for travellers using the Great South Road en route to or from Auckland. Its proximity to Auckland International Airport and the Southern Motorway continues this service - there are now three motels within Otahuhu, plus others in the immediate vicinity.

Hotel accommodation was available for travellers on the Great South Road from 1849 when Edmund Foley established the Sir George Grey Inn (later the Commercial Hotel). Other hotels in the 19<sup>th</sup> century were the Crown, the Settlers' (later named the Star) and the Criterion (see Section 2.2). These were all licensed to sell alcohol and provided such refreshment for locals, the military based at Camp Otahuhu or Camp Euart in their time and travellers.



Figure 94. The Star Hotel, Great South Road, Otahuhu, c.1910. Beyond the hotel to the north are the Masonic Hall, McIvor's (the funeral director), Murphy's store, and the Criterion Hotel. **Creator:** Reid, Walter South Auckland Research Centre, OTU: II, Footprints 04309. Photograph reproduced by courtesy of Otahuhu Historical Society (donated by A.W. Reid and Dorothy Reid).

Unlicensed premises were also available. Amongst these, Mrs E. Brown provided accommodation for travellers and boarders in 1864 at her Travellers' Rest boarding house.<sup>318</sup> Mrs Hedney had a boarding house in King Street in 1911, there was a 20-room boarding house in Great South Road in 1924 and by 1927 the Wembley Private Hotel was on the corner of Station Road and Moa Street.<sup>319</sup>



Figure 95. The Wembley Private Hotel, Station Road, Otahuhu, c.1927. The Orpheus Theatre, the next building in the block, opened in 1925. It was Otahuhu's second purpose-built cinema. **Creator:** Winship, W.F. ('Published and protected by W.F. Winship') South Auckland Research Centre, OTU: I, Footprints 03726. Photograph reproduced by courtesy of Otahuhu Historical Society (1.2.1).

# 6. Ways of Life

# 6.1 Religious belief

Missionaries began spreading the Christian gospel amongst Maori in the Manukau area from 1836. While there was no mission station at Otahuhu, missionaries from the Church Missionary Society (CMS) visited or passed through the area. William Thomas Fairburn was a lay missionary for the CMS, based at a station at Maraetai from 1837.

Immediately after the arrival of the Fencible Corps in 1848 grants of land were made available to the Church of England and Catholic Church for the establishment of churches and schools.<sup>320</sup> The first census, for 1848, showed there were 135 Church of England adherents, 28 Church of Scotland, 134 Church of Rome, no Weslyans, Dissenters, Jews or Owenites.<sup>321</sup> By 1855 there were four churches in Otahuhu or nearby Otara, for Church of England, Catholic, Presbyterian and Methodist adherents.

By the turn of the 20<sup>th</sup> century there was still a large proportion of Catholics, as well as Wesleyan Methodists, Baptists, and Salvation Army.<sup>322</sup> In the second half of the 20<sup>th</sup> century there was a marked decline in the number of churchgoers, however this was counteracted by an increase in the number of churches belonging to new immigrants.

The first Pakeha child to be baptised, on 6 January 1850, at the Weslyan mission station at

Ihumatao (near Mangere) was a girl from Otahuhu, Ann Eliza Gillespie.

# 6.2.1 Anglican Church

On the arrival of the pensioners the Bishop of New Zealand, George Augustus Selwyn, at once took steps for their welfare and made use of his staff of deacons and students at St. John's College to visit the settlements and to hold Sunday services, himself going whenever he had an opportunity.<sup>323</sup> He purchased five acres of land at Otahuhu for the Anglican Church.

The first church in Otahuhu was built in 1851 by the Fencible settlers, at the site on Church Street known (in 1982) as Holy Trinity Memorial Park (the Anglican cemetery). Steady growth in the district meant that a second and larger church, known as the Selwyn Church as it was Bishop Selwyn who dedicated it, was dedicated on 27 December 1863. It was erected in Mason Avenue on land donated by John Fairburn and John Grigg.<sup>324</sup> This church remained on the site until it was shifted to Mangere East in 1928 and was replaced by the current building.<sup>325</sup> The first church was shifted and served as a Sunday School until it burnt down on 12 January 1912. The Parish Hall was built in its place.

An appeal was launched in 1926 by Rev. C.B.W. Seton to raise funds for the new church, to be dedicated to the Blessed Trinity. The architect chosen was J.C. Blechynden of Hamilton<sup>326</sup>, and the builder was H. Thomas Clements. The foundation stone was laid on 19 February 1928 by Archbishop Averill and the building was completed by October that year.<sup>327</sup>

The Holy Trinity Church building is brick construction, of Gothic style, and as at 1952 consisted of a nave and aisles capable of accommodating 300 people, along with a wide chancel leading to a spacious sanctuary. The north side of the chancel (the tower base) was arranged as a chapel in 1936. By 1940, all debts arising from the building of the church had been cleared by the parish.<sup>328</sup>

The first vicarage was built in Portage Road in 1888 by Stoupe and Rowe, designed by architect John Mitchell, a resident of Otahuhu.<sup>329</sup> (It no longer remains<sup>330</sup>). A new vicarage was built in 1940 adjoining the church in Mason Avenue.<sup>331</sup>



Figure 96. Exterior view of Holy Trinity Anglican Church, Mason Avenue, Otahuhu, c.1965. **Creator:** Price, Reginald ('Reg. Price Photos, Pearson's Bldgs, Cnr. Station Road, **Otahuhu**'). South Auckland Research Centre, OTU: II, Footprints 04232. Footprints 04232 Photograph reproduced by courtesy of Otahuhu Historical Society (3.1.1).

Today Holy Trinity has a large Tongan congregation, Ofa Kihe Laumalie Ma'oni'oni.<sup>332</sup>

## 6.2.2 Catholic Church

The Otahuhu Catholic Parish began in October 1848<sup>333</sup> and the Hutton Street cemetery may have been from an early land grant to the Catholic diocese at the time of the establishment of the Fencible villages.

The first Catholic church in Otahuhu is said to have been built in 1848 by Father Antoine Garin while he served at Howick, <sup>334</sup> although the Otahuhu site itself was granted to the Roman Catholic Church later in 1851.<sup>335</sup> Father Garin had a house at Otahuhu built in the style of a Maori whare.<sup>336</sup> The Otahuhu Catholic community was administered from Howick until 1850. From 1851 to 1863 administration came from Onehunga; the first parish priest for Otahuhu was appointed in 1863.<sup>337</sup>

The old church was removed, and the foundation stone for the present church was laid 4 July 1926 and opened on 28 November that year. <sup>338</sup> Only the sanctuary and half of the

nave was completed, designed by George Edmund Tole. <sup>339</sup> The church was blessed and opened by Archbishop Redwood on 28 November 1926.<sup>340</sup> The church remained unfinished, with a temporary façade, until finally completed and blessed on 13 September 1959. <sup>341</sup> The Church of St Joseph and St Joachim is an impressive red brick structure situated in Church Street.



Figure 97. The Catholic Church of St Joseph and St Joachim in Church Street, Otahuhu. Matthews & Matthews Architects Ltd, November 2012.

### 6.2.3 Methodist Church

A Weslyan mission station was established at Ihumatao in 1847; Maori and European preachers from there held services at Otahuhu at least from 1855.<sup>342</sup> The first Methodist church at Otahuhu was built in 1854 on the corner of Fairburn Road and Church Street.<sup>343</sup> A second church was built in 1866, but was evidently poorly built.<sup>344</sup>

A third wooden church, the gothic Methodist Church on the corner of Fairburn Road and Great South Road was opened on 11 September 1881. Tenders were called for its construction by architect Edward Bartley in February 1881.<sup>345</sup> The builders were Muir and Pickett. When it opened, the church was described as "the prettiest one in the province" and cost £610 to build. It seated 250, and was provided with larges vestries, referred to as being very lofty and well lighted and ventilated.<sup>346</sup>

A new school room at the rear was erected in 1908-1909, and this was replaced by a larger building in  $1920.^{347}$  The church still remains.

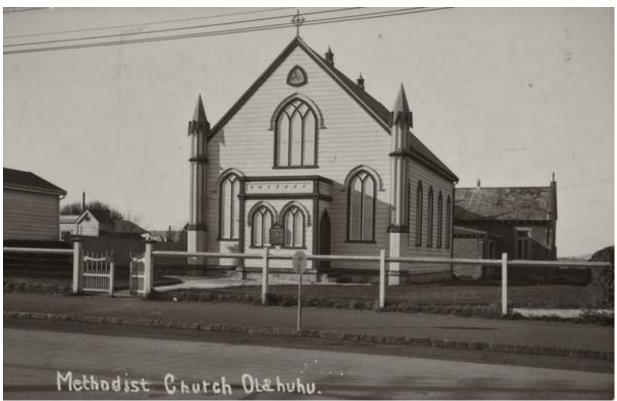


Figure 98. Otahuhu Methodist Church, viewed from the Great South Road, c.1932. **Creator:** Sefton, William John ('W.J. Sefton, Photographer, Great South Road, opposite Council Chambers, **Otahuhu**') South Auckland Research Centre, OTU: I, Footprints 03698. Photograph reproduced by courtesy of Otahuhu Historical Society (3.1.4).



Figure 99. St Andrews Presbyterian Church, 18 Station Road, Otahuhu, opened in 1915. Matthews & Matthews Architects Ltd, November 2012.

### 6.2.4 Presbyterian Church

The earliest Presbyterian service in Otahuhu is said to have been held by the Rev John Macky on 27 August 1854 in Baird's Store near to the old Otahuhu wharf on the south side of the Tamaki River.<sup>348</sup> Rev. Macky opened the first church, close by at what is now Otara, in 1855.349 Rev Macky became the Chaplain for Presbyterian soldiers based at the military camp in Otahuhu in the 1860s.350 Until around 1909 the local Presbyterians worshipped at nearby Papatoetoe before the Otahuhu-Mangere Parish was formed as a separate charge in 1910 and fundraising began to obtain land and build a church.351 Prior to the church at 18 Station Road being built, the Presbyterian congregation held services and a Sunday School in the Masonic Hall in Otahuhu, located in Great South Road.352

The brick Presbyterian Church, named St Andrews, was designed by architect Hugh Grierson and built in Station Road. It was opened on 9 May 1915.. St Andrews was disjoined from Mangere in 1925 and held its first meeting as an independent congregation on 7 September that year. Prior to this Otahuhu and Mangere had been under the one minister and Rev. Currie had lived at the Church manse in Mangere Central, near the old Mangere School in Kirkbride Road, travelling for many years by horse to Otahuhu. He later bought his own home in Mason Avenue, a two-storey building which was later purchased from him to become the St Andrew's Manse. The manse was later relocated to a property up north, making way for Smith's City store.353

A church hall was opened early in 1924 for social functions and Sunday School classes; it was renovated in 1987.<sup>354</sup>

#### 6.2.5 Other Denominations



Figure 100. Otahuhu Baptist Church at 45 Mason Ave which was built in 1927. Matthews & Matthews Architects Ltd, November 2012.

Otahuhu Baptist Church in Mason Avenue was built in 1927; this was the second Baptist church in Otahuhu. The Baptist Church was formed in Otahuhu in 1875 with early services held in a rented room in a house in Great South Road. A section on Great South Road between Railway Street (now Park Avenue) and Mangere Road was purchased and the first church built there in 1879. The first full time Minister was Rev. F. Russell, serving from 1898-1900.<sup>355</sup>

The former Baptist Church was located on Great South Road and moved to become Kingsford Hall. <sup>356</sup>

#### Salvation Army

The Otahuhu Corps of the Salvation Army was founded in 1887 and a "very pretty" brick barracks to hold 200 people built in 1887 (see Figure 101).<sup>357</sup> The first barracks were on the east side of Atkinson Avenue, almost opposite Criterion Road.<sup>358</sup> The congregation held its last service in the old hall on 9 November 1969. New premises were built at 95-99 Church Street and opened in May 1971.<sup>359</sup>



Figure 101. Exterior view of the Salvation Army barracks or hall in Atkinson Avenue, Otahuhu, c.1910. Creator: Reid, Walter South Auckland Research Centre, OTU: II, Footprints 04321.Photograph reproduced by courtesy of Otahuhu Historical Society, donated by A.W. Reid and Dorothy Reid

The Commonwealth Covenant Church, built in 1938 on corner of Atkinson Avenue and High Street, was based there for 17 years before shifting to Papatoetoe.<sup>360</sup> It originally operated under the name of the British Israel Mission.<sup>361</sup>

Seventh Day Adventist Church was established in Otahuhu in 1959, the fourteenth to be opened in New Zealand. It is now situated at 61 Church Street.

Other churches represented in Otahuhu include several Pacific Island churches e.g. those located in Station Road, Albion Road, one in what used to be Pacific Steel on Favona Road and one in Post &Telegraph depot at the end of Fairburn Road. Denominations include Otahuhu Samoan Assembly of God, Samoan Worship Centre and Tongan Assembly of God. There is an Outreach And Church (OAC) Ministries at 560A Great South Road and Auckland City Mission. Tikanga Pasifika has a new base at Holy Trinity, Otahuhu, from which it ministers to people of many races.<sup>362</sup> Although there is no place of worship within Otahuhu for Church of Jesus Christ of Latter Day Saints followers there are several churches immediately to the south in Mangere East, Favona and Papatoetoe.

The influx of new immigrants has brought people of the Sikh and Islamic faiths to Otahuhu. The Al Farooq Cultural and Development Trust Islamic Centre is in 34 Portage Road and is one of four such centres in New Zealand. The South Auckland Mosque at 26 Mangere Road is the base for the South Auckland Muslim Association.<sup>363</sup> A Sihk temple was built in Princes Street at Otahuhu Auckland in 1986.<sup>364</sup>



Figure 102. Exterior view of the Sikh temple in Princes Street, Otahuhu, December 1990. Saturday Courier, 15 December 1990, p. 3. South Auckland Research Centre, Courier collection, box 47/64. Footprints 03393 Photograph reproduced by permission of Fairfax Media.

# 6.3 Education

There was no mission school at Otahuhu but in March 1838 missionaries from the west coast from Manukau Heads to Port Waikato, and their wives, met with Fairburn at Otahuhu with the pupils of their separate schools for examinations. Otahuhu was chosen as it was unoccupied and therefore neutral ground for the various iwi represented.<sup>365</sup>

After the Fencibles settled in Otahuhu, schools were established by the Church of England and Catholic Church. Since the public school system was introduced several primary and secondary schools and pre-schools have operated to cater for the growing population.

#### 6.3.1 Pre-school Education

Otahuhu Free Kindergarten was opened in 1928 in St Andrew's Hall, after a group of mothers banded together to get it established.<sup>366</sup> The kindergarten is now at 51A Hutton Street.

Other pre-school centres reflect the Maori and new immigrant populations. Te Rangimarie Ki Otahuhu kohanga reo has been operating since at least 1991.<sup>367</sup> A Tongan pre-school group was set up in Otahuhu in 1990 to help foster the Tongan language among youngsters and act as a support network for mothers. The Penieli (Face of God) pre-school opened on October 4 and operated at St Mary's family centre, Beatty Street. Plunket helped set up the group with the Early Childhood Development unit providing the initial funding.<sup>368</sup> In 1997 the Fort Richard Road Kindergarten was opened, for 90 students.<sup>369</sup> St Andrews Christian Pre-school currently operates from a former house at 43 Church Street and is run by St Andrew's Community Presbyterian Church.

## 6.3.2 Primary Education

The first Catholic school in Otahuhu was established in 1848, housed in a whare for some years, and a schoolroom was not built until 1862. The school, called St Joseph's, has just celebrated its 150<sup>th</sup> anniversary at Labour Weekend 2012. In 1866 three Sisters of Mercy from the Ponsonby Convent arrived to establish a convent school (St Cecilia's) and to take over the existing day school (St Joseph's). The Otahuhu Convent served the area for 95 years, being demolished in 1961. It was on the site now occupied by McAuley High School in High Street.<sup>370</sup>



Figure 103. Parents, teachers and pupils outside the Otahuhu Catholic School, c.1865. South Auckland Research Centre, OTU: I, Footprints 03710. Photograph reproduced by courtesy of Otahuhu Historical Society (5.1.2).

Otahuhu Primary School, situated in Station Road, claims to be the oldest in Otahuhu, having celebrated its 150<sup>th</sup> anniversary in 2008.371 It was originally started in the Church of England Sunday School in 1858, and became a public school when the Act came into force. The Otahuhu District School, which took over from the initial Church of England school, opened in the public hall in 1873 then moved to the church hall in 1874. In 1877 the first Otahuhu District School building was built on a site bought from John Fairburn, on the corner of Station Road and Great South Road.372 The school buildings for its successor, the Otahuhu Primary School, were opened in 1925. The roll rose from 78 pupils in 1873 to over 500 pupils with over 50 staff in 2012.373 It has bilingual units for Maori, Tongan and Samoan speakers.

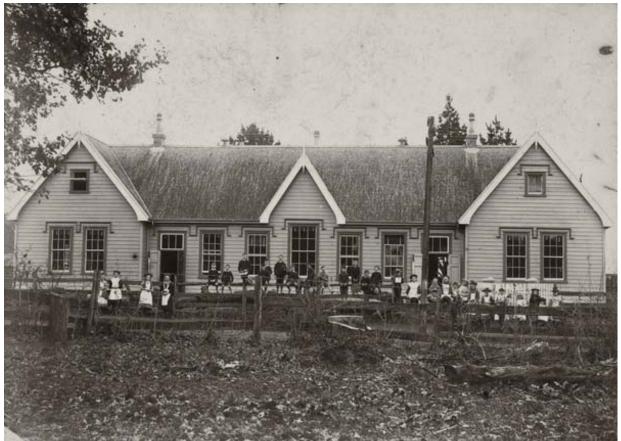


Figure 104. Otahuhu District School, c.1880, with pupils lined up in front. This was the original school building, which had been opened on the corner of Great South Road and Station Road in October 1877. South Auckland Research Centre, OTU: I, Footprints 03719.

Fairburn School was started in 1947 as Otahuhu South School, the name being changed in 1948 to Fairburn Road Primary School. During the 1960s and 70s the roll was over 500, as it included Middlemore Hospital classes.<sup>374</sup>

Panama Road School celebrated its 50<sup>th</sup> jubilee in 2012.

Mt Richmond Special School for intellectually handicapped children, in 30 Albion Road, Otahuhu, was established in 1956 and is a large day school for students aged 5-18 years who are unable to attend the government schools. They are supported by a highly skilled team of teachers, therapists, specialists such as psychologists and support staff.<sup>375</sup>

Otahuhu Intermediate School was established in 1963 to cater for Form I and II classes. It is situated in Luke Street.<sup>376</sup> Other schools just outside the study area include Wymondley Road Primary School, Panama Road School (established in 1962) and Papatoetoe Intermediate.

## 6.3.3 Secondary Education

#### **Otahuhu College**

The main block was opened to school pupils on 2 February 1931,<sup>377</sup> the architect being Auckland Education Board architect Alan Booth Miller<sup>378</sup>. Miller joined the Auckland Education Board in 1919 as a draughtsman, and was appointed as their architect in 1925. In the Auckland area he designed many of the "open air" style of school classrooms. Miller designed schools during the period of Auckland's interwar and post-war suburban expansion, until his retirement in 1955.<sup>379</sup>

The builder was Grevatt & Son. Of the original plan for a two-storey building, comprising a main block and two wings, only the main block and west wing were in the initial contract, plus a self-contained building at the rear for carpenters' and engineers' workshops. According to the *New Zealand Building Record*: "The main block is designed in free Gothic style, and differs from other school buildings in Auckland, which are mainly in the free Renaissance style. The frontage is in red brick and imitation stone, with ornamental brick facings and mullions."<sup>380</sup>

According to the *Silver Jubilee Record* in 1956, "Here was a High School for the Southern Suburbs; it was being built in 1930 in what was then 'a paddock near King's College'; it was sometimes referred to as 'the mystery school', and its status and function were to remain still in some doubt for two years after its opening."<sup>381</sup> The original name of the school was the Otahuhu Junior High School until February 1933 when the name was altered to Otahuhu Technical High School.<sup>382</sup> In 1948, it became Otahuhu College.<sup>383</sup>

Several famous personalities attended Otahuhu College, including heavyweight boxing champion David Tua, former Prime Minister David Lange, and ex-Manukau City Mayor, Sir Barry Curtis.

Te Kura o Waipuna Activity centre, part of Otahuhu College, is for students who do not fit well into mainstream education. The centre is situated on Great South Road.

## **Kings College**

King's College was founded in 1896 by Graham Bruce, who was the first Headmaster. Bruce left his position as first assistant Master at St. John's College at Tamaki to establish King's College at the site of the present King's Preparatory School in Remuera. In 1912 St. John's College was amalgamated with King's College. In May 1917 a 42-acre site at Otahuhu, part of the 'The Golf Property' was purchased.<sup>384</sup>

Architect Richardson Atkinson prepared plans for the overall layout of the school, including a tree-lined drive separating playing fields from the school buildings.<sup>385</sup> The buildings included classrooms, chapel, library, dining hall and headmaster's house, along with four twostoreyed boarding houses, arranged around a series of quadrangles.<sup>386</sup>



Figure 105. Chapel and Administration Building at Kings College. Matthews & Matthews Architects, November 2010.

## **McAuley High School**

In 1963 a new Catholic secondary school for girls was opened in Otahuhu, McAuley High School. It was named after the foundress of the Sisters of Mercy and is built on the site of the old convent.<sup>387</sup> The school buildings were designed by architect James Hackshaw, one of the Group architects. Hackshaw designed a number of Catholic colleges in the 1960s and 1970s.<sup>388</sup> In 2012 it had a roll of 690 students.<sup>389</sup>



Figure 106. McAuley High School, Church Street, Otahuhu. Matthews & Matthews Architects Ltd, November 2012.

## 6.3.5 Tertiary Education

Close by in Manukau is the Manukau Institute of Technology, attended by people from Otahuhu.



Figure 107. The PTC (Passenger Transport Company) Merrymakers Band, May 1940. South Auckland Research Centre, OTU: 1, Footprints 03995. Photograph reproduced by courtesy of Otahuhu Historical Society, 1.3.1 (donated by Clarry Smith).

# 6.4 The Arts

Otahuhu is shown to be a healthy community by the number of artistic and creative endeavours that have been in evidence over the years.

During the early 1860s there were five military bands in Otahuhu when Camp Otahuhu was occupied.<sup>390</sup> Several other bands existed over the years; these included the Railway Workers' Band, Otahuhu District Highland Pipe Band, Otahuhu Accordion Club, the PTC Merrymakers Band and the Otahuhu String Band. Bands have entertained at dances, balls, parades and social events indoors and out.

In March 1877 an exhibition was held at Otahuhu, visitors from the surrounding districts joining locals in the hall. This comprised paintings, craft work, needlework, Maori and Pacific Island artefacts, plus fresh fruit, vegetables and a rabbit. The exhibition was held over two afternoons and included a concert.<sup>391</sup> Many other such exhibitions and displays have been held over the years.

The Otahuhu Amateurs staged an operetta in 1914 in aid of the Patriotic Fund.<sup>392</sup> Otahuhu participated in the Red Cross Queen Carnival in

1918 to raise funds for patriotic support.<sup>393</sup> Many concerts have been held in either the church halls or the public hall; one such was to raise funds for the Episcopalian church, held in the public hall in 1875. <sup>394</sup> Local schools such as Otahuhu College also held an annual production.<sup>395</sup>

Individuals in Otahuhu made their mark on the Auckland or national scene: Mrs Crisp of Princes Street won a photography award in 1928<sup>396</sup>; Eric Lee-Johnson artist-photographer left a large body of paintings and photographic work, some of which is in the national collection at Te Papa Tongarewa and the Auckland Art Gallery<sup>397</sup>; poet W.E. Wills was writing in 1889<sup>398</sup>; Sydney Harbutt was secretary of the Auckland Liedertarfel, the male choir which he had joined in 1896.399 In 1968 a local group, Teen-folk, were making a name for themselves, especially on television on the 'New Faces' show - there were 14 girls and two boys in the group.400 More recently, Jeremy Leatinu'u, of Samoan-Maori ancestry, is a video performance artist. In 2012 a feature movie by Jason Taouma "Samoans Out of Space" centred around an Otahuhu family.

The secondary schools have cultural performance groups such as Otahuhu College's Niuean group – a costume worn by a member of the group that performed in Polyfest 2005 is in Te Papa's collection. Also in Te Papa's

collection is a wall hanging made by Fasi Tiresa (a member of Otahuhu, Auckland-based Falepipi He Mafola Niuean Handcraft Group Inc).



Figure 108. Otahuhu Centennial procession, 1948. A crowd lining the Great South Road admires a vintage car passing by during the Otahuhu Centennial procession, 30 October 1948. The 'ladies' that adom the car, all dressed up in their best hats and frocks, are in fact men in women's clothing. Creator: Lee-Johnson, Cyril ('Lee-Johnson Photos, Otahuhu') South Auckland Research Centre, OTU: I, Footprints 03722. Photograph reproduced by courtesy of Otahuhu Historical Society (1294/11).

# 6.5 Cinemas, Halls and Libraries

### 6.5.1 Cinemas

In 1925 two cinemas were built: the Otahuhu Picture Palace when first listed became the Orpheus Theatre within the year, and the Gaiety Theatre. The Orpheus is in a small commercial block in Station Road between Huia and Moa Streets and is being used by a Pacific Island group. The Gaiety Theatre is in Great South Road.

Both theatres were used for events other than showing films. The Gaiety Theatre was the venue for the concluding event of the Otahuhu RSA's Queen Carnival in 1944, when a programme of films was shown to invited guests.<sup>401</sup> The Gaiety was also used for electioneering addresses, one instance being in 1925, when H.E. Holland, leader of the Labour Party, addressed the audience.<sup>402</sup> The Otahuhu Benevolent Society held a concert in the Gaiety Theatre to raise funds for the poor and needy at Christmas.<sup>403</sup>

The Orpheus was the venue for such diverse events as a wrestling competition in 1930, a concert of sacred music held to raise funds for St Joseph's church in 1935 and a Patriotic Committee concert during WWII.<sup>404</sup>

### 6.5.2 Halls

The first public hall in Otahuhu, known as the Otahuhu Public Hall, opened in 1865 and was controlled by the Otahuhu Public Hall Company Limited with local residents and businessmen as shareholders.<sup>405</sup> No dividends were paid to shareholders, all moneys earned being spent on maintenance.406 Described in 1866 as "a splendid structure ... commodious and spacious ...", it stood on Great South Road. The company was sold to the Otahuhu Borough Council in December 1929 after shareholders who no longer held an interest in Otahuhu forced its liquidation.407 The hall was the hub of Otahuhu, used for public and private functions: dances, movies, theatre productions, political meetings and ceremonies and also as a hospital during the 1918 influenza epidemic.408 The wooden building burnt down on 23rd February 1943.

Otahuhu was then without a public hall until 1965 when the Borough Council purchased the Commonwealth Covenant church building on the corner of Atkinson Avenue and High Street. After renovation, it was used for a variety of social functions and was a regular venue for Friday and Saturday night dances. The hall, known as the Otahuhu Municipal Hall, was demolished in 1972.<sup>409</sup> After several years another hall was built almost on the same site; this hall, opened on 30th June 1991, was named the Otahuhu Town Hall, but the name changed in 2000 to Otahuhu Town Hall Community Centre.<sup>410</sup>



Figure 109. 'Otahuhu Parish Hall', c.1915. The Otahuhu Church of England or Anglican parish hall, Mason Avenue, Otahuhu, ca 1915. Holy Trinity church is behind. Creator: Wilson, W.T.? (Wilson photos, 3652) South Auckland Research Centre, OTU: I, Footprints 03715. Photograph reproduced by courtesy of Otahuhu Historical Society

At the railway workshops another hall was built for the workers there. It was opened on 14 August 1929.<sup>411</sup> The *Railways Magazine* heaped praise on the new facility: "The Otahuhu Social Hall has certainly given a chance for many to express themselves in thought, in dramatic utterance, or through music. Others, who prefer to have a community amusement, have this desire met by dances and socials. In short, the social factors in relation to work have been envisaged in the most modern manner by the manager, who has given no small part of his spare time to the development of what is, obviously, the antithesis of the "old shop"."<sup>412</sup>

Church halls, while primarily for the use of their congregations, were also used by the general populace for school classes, socials, political meetings and meetings of organisations.

#### 6.5.3 Libraries

The first free library available to the residents of Otahuhu would have been the book collection supplied to the Fencible settlement at Onehunga.<sup>413</sup>

Closer to home, a library was set up by Rev. B.Y. Ashwell at Camp Otahuhu in 1863. At a meeting of residents in 1878, the subscription money was raised and rules drawn up such that on 11 August 1878 the Otahuhu Public Library incorporated.414 The library began was operating from a leased room at the rear of the public hall but was destroyed along with the hall in the major fire in 1943. Until 1976 the community had no library apart from a children's library that opened on 2 March 1953. It was housed for a short time in an old dental clinic at Otahuhu School and then in the former Post Office Savings building in Hall Avenue.<sup>415</sup> In 1968 the library shifted into a new building on the same site, by which stage it had a membership of 1500 children.416 It was extended in 1975 to include books suitable for pre-schoolers. In 1976 a library for all age groups was opened in the new borough council offices block in High Street, where it remains until the new recreational complex is built. The library operates under the umbrella of Auckland Libraries.

Another library was built at the railway workshops for the benefit of staff.



Figure 110. Shroff's wharf on the Tamaki River, Otahuhu, c.1915., at the end of Avenue Road. The clubrooms of the Otahuhu Sailing Club can be glimpsed to the left, and several yachts are moored in the river. The verso of the postcard is stamped 'Real Photo Post Card/ Frank Duncan & Co./ Auckland.' **Creator:** Frank Duncan & Co., Auckland (Tourist Series, 881) South Auckland Research Centre, OTU: II, Footprints 04228.Photograph reproduced by courtesy of Otahuhu Historical Society (2.4.6).

# 6.6 Local Media

The earliest publication was the Pensioners' Gazette produced either by Dr J.T.W. Bacot, the Fencible surgeon, or Sergeant Michael Ford in 1848. Apart from the major newspapers published in Auckland there were many in the Onehunga-Manukau area, several being published in Otahuhu. These were the Advocate the Manukau (also Otahuhu Dispatch) from 1866 founding owner W.I. Donchaise; the Otahuhu Post from 1912 owned by Theophilus Wake; The Recorder from 1928 owner H.B. Moverley (later Otahuhu News 1933): and the South Auckland Courier from 1939 (later Otahuhu Courier 1946-48).417 The Franklin Times produced special supplements for Otahuhu advertisers and residents, for a while under the banner The Pukekohe and Otahuhu Times.418

# 6.7 Recreation and Sport

Otahuhu residents have enjoyed a wide variety of sports and recreational pursuits, including organised team sports. Churches and other community groups had their own sports teams, one example being the Otahuhu Methodist Church gymnastics team in 1908.

Located as it is on the Tamaki River, fishing could be enjoyed from the shore or off the jetties. The jetties were much-favoured for swimming, fishing and diving. There were diving boards at the end of Clements Street, also changing sheds. Harbour races were held at least during the 1930s. Sailing was popular, with the Otahuhu Sailing Club being formed in 1900. The club had a clubhouse at Shroff's Wharf. A few Otahuhu yachtsmen won international competitions in their classes but the sailing club is now defunct.<sup>419</sup>. The rowing club had a shed at Oyster Shell wharf, but there is now only a boat ramp.<sup>420</sup>



Figure 111. Rugby team, Otahuhu, c.1902. Members and/or supporters of the Otahuhu Warriors rugby football team posing outside the Criterion Hotel, Great South Road, Otahuhu. Photograph published in the Otahuhu centennial publication, Otahuhu: A Century of Progress, p. 51, with the caption, "Old Football Team, Just off to Play Clevedon". **Creator:** Whitmore, G.E. South Auckland Research Centre, OTU: II, Footprints 04255. Photograph reproduced by courtesy of Otahuhu Historical Society (3.3.3).

Otahuhu Leopards rugby league club celebrated its centenary in 2011. The Otahuhu Rovers Rugby League Club and school teams have produced many New Zealand representatives to play for the Kiwis, N.Z. Schoolboy Kiwis and N.Z. Maoris teams.<sup>421</sup>. The club, South Auckland's first rugby league club, was formed in May 1912.

Soccer clubs have included Otahuhu Rangers and Otahuhu United Association Football Club.

The Otahuhu Warriors rugby team was established in 1902 and the Otahuhu Rugby Football Club in 1926. The latter is affiliated with the Auckland Rugby Football Union. The club have historically been one of the most successful in Auckland history, having won the Gallaher Shield on nine occasions, most recently in 2000. Otahuhu clubs have also produced numerous Auckland and international representatives, including several All Blacks, Junior All Blacks, Maori All Blacks.,Women's All Blacks managers, selectors, referees and the coach John Hart.<sup>422</sup> Otahuhu has produced many internationalstandard athletes, including Anne Audain, Murray Jeffries, Debbie Elsmore, Kerry Rodger, Yvonne Trimmer, Sylvia Potts, Allison Roe and Robin Tait.<sup>423</sup> The Otahuhu Athletic (later Athletic and Harriers) Club, which was formed in 1934, held meetings at the Otahuhu Technical School, then Park Avenue in the 1950s, and later in Sturges Park, where it opened new clubrooms on 16 December 1966. After a long and distinguished history, the club ceased activity in 1990, revived in 1992 but closed again later in the 1990s.

Horse sports have featured strongly over the years, with the Otahuhu Trotting Club, the racecourse and TAB. The Trotting Club amalgamated with the Auckland Trotting Association which was still holding the Otahuhu Handicap in 1982.<sup>424</sup> The Pakuranga Hunt Club, started in 1872 with its first meet in 1873, had their hounds kennelled at Otahuhu in 1882 but shifted to East Tamaki in 1913.<sup>425</sup> There was once a racecourse near the Railway Workshops. The Golf Club on Great South