

SUMMARY OF AREA FINDINGS

SPECIAL CHARACTER AREAS: RESIDENTIAL

Area details

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



Key survey data

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

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



Overall findings

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

Recommendation

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

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

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

Historic heritage and high-quality Special Character

Number of places currently scheduled	0 (marked ★ on maps)
Number of places included in the HNZPT List/ Rārangī Kōrero	0 (marked ★ on maps)
Flag: Potential Historic Heritage Area	1 (marked )
Sub-area of high-quality Special Character	0 (marked )



Report dated: 19 January 2022

Appendix 1: Index map



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