**Whau Local Board**

**OPEN MINUTE ITEM ATTACHMENTS**

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INdian kite festival 2018

kite festival is celebrated in India on 14th January every year. It is also known as “Makar Sankranti”. It is said that on the day of Makar Sankranti, the Sun enters the sphere of Capricorn zodiac known as Makar. Further the term ‘Sankranti’ signifies the movement of the Sun from one zodiac sign into another. Thus, the auspicious day is named as Makar Sankranti, which perfectly defines the movement of the Sun to the sphere of Makara.

It is celebrated all over India but is known by different names. In Gujarat Makar Sankranti is known as Uttarayan where as in Tamil Nadu it is known as Pongal, Uzhavar Thirunal. In Haryana, Himachal Pradesh and Punjab it is named as Maghi.
HOW DID IT START IN AUCKLAND?

In 2006, Vaishnav Parivar (NZ) Inc. came with the brilliant idea of celebrating Makar Sankrant in New Zealand as ‘Indian Kite Festival’ to remind New Zealanders of Indian descent the importance and charm of this festival and to share in a fun loving day out with the families.

Without any advertisement, preparations and knowing the number of people participating, it was celebrated on Saturday 14th January 2006 at Michael Savage Memorial Park in Mission Bay. Surprisingly, more than 500 people attended and everyone enjoyed a day out on the beautiful open green fields overlooking the bay. Traditional Indian Kites were flown with some entertaining kite fights. Food stalls provided delicious Indian eateries.

Since then, VPNZ has celebrated the Indian Kite Festival every year in Auckland and the Festival has grown in popularity each year.
WHERE IS IT CELEBRATED?

Until 2009, it was held at Michael Savage Memorial Park in Mission Bay.

From 2010 to 2016, it was held at Avondale Racecourse Grounds in Avondale.

In 2017, it was held on Sunday 15th January at Eastdale Reserve, Avondale.
KITE FESTIVAL PREPARATIONS

- VPNZ starts preparations in March – April every year

- Discuss venue availability with Auckland Council Event Facilitator.

- Prepare & submit Event Permit Application.

- Import Kites & Threads from India.

- Apply for Grants/ Funding.

- Thankfully, this year received Funding of $3,250.00 from Whau Local Board

- Advertise the Event in print & social media and on radio.
Attachment A

Item 8.1

EVENT POSTER

STAGE

REST AREA FOR SENIOR CITIZENS & CHILDREN
Item 8.1

FUN RIDES FOR KIDS

FACE PAINTING & DRAWING COMPETITION
ENJOYING DELICIOUS FOOD AND CULTURAL PROGRAM
Attachment A

Item 8.1

PERFORMANCES BY KIDS
PEOPLE ENJOYING TRADITIONAL DANCES
CONCLUSION

The weather was perfect for kite flying. The Festival was very successful and more than 8000 people from various communities enjoyed kite flying, cultural programmes, drawing competitions, face painting, delicious food, fun rides and other entertainments.

VPNZ, as the organizer of the events, were very happy with the outcome. VPNZ received many messages from all over Auckland and few from Hamilton & Rotorua as well, congratulating and thanking for organizing such wonderful and very well planned event. A group from Wellington contacted VPNZ and ask for help for such event in Wellington.

VPNZ would like to thank Auckland Council, Whau Local Board, Sponsors & Supporters and Volunteers for their support. Without their support, it could not be possible to organize such a wonderful event.

VPNZ recognized following areas requiring improvements:

• Car parking: Maintenance work of existing carpark at the event site was under the way. This was found only on Friday before the event. Which resulted in short of carparks and inconvenience to public. However, Auckland Council grounds man & park people were very helpful assisting to change in setting out of the event facilities. VPNZ received many complementary phone calls for successful event. However, few of them requested for more parking facility as they couldn’t fid parking in the neighboring streets.

Anticipating Auckland Council permission, next KITE FESTIVAL is scheduled to be held on Sunday 13th January 2019 at Eastdale Reserve, Avondale.

THANK YOU ALL
Presentation to Whau Local Board
By Neighbours of the Blockhouse Bay Beach Reserve.
February 2018

Daytime – a popular safe reserve.
- Swimming, water sports, fishing, picnics.
- Events such as Music in Parks and Christmas in the Park.
- Surrounded by trees it is easy to forget the reserve is surrounded by houses.
At night it becomes a different place.
- The liquor ban is routinely disregarded.
- It is widely known as a party spot due to the secluded feel.
- Neighbours are frequently disturbed by loud car stereos, fireworks, shouting and "singing".
- There have been behavioural issues for decades and actions are required to reduce night time noise and make the area safe.
9/03/2018

The Boat Club, with a liquor ban sign
The Shelter Shed
- Used at night throughout the year.

Recommendations
- Gates to prevent vehicle access at night.
- Requires road to be incorporated into the reserve.
- Access easement for the house next to the carpark.
- Gates on the shelter shed.
Presentation to Whau Local Board

Neighbours of Blockhouse Bay Beach Reserve

February 28th 2018
Introduction

The Beach Reserve is a fantastic community asset, well used throughout the day by all ages and the site of popular events such as Music in Parks and Christmas in the Park.

However, at night it is a very different place where visitors routinely disregard the liquor ban and cause problems for neighbours. This is not a new problem; long term residents can tell of problems going back decades. We expect these negative effects will only get worse as residential intensification increases the population in the area.

The council has investigated the disorderly behaviour problem a number of times without a significant resolution and is currently working on this issue again. The purpose of this submission is to support the work currently being undertaken, to provide information on the problem and to suggest actions that we believe would be effective. We would like to see a solution that maximises the use and enjoyment of the reserve but reduces the night time behaviour that affects us.

Night time use of the reserve

Most people congregate in the car park, but on busy nights they may also set up on the beach, in the playground, in the shelter shed, and next to the boat club. The reserve has the appearance of being quite secluded as most houses are screened by trees. As it is also unguarded it has become a popular place to visit throughout the night. Unfortunately, many are deceived by the apparent seclusion, ignore the liquor ban and see the reserve as a party spot. As a result neighbours are frequently disturbed by loud car stereos, fireworks, shouting and “singing”. One neighbour reports windows rattling and walls vibrating from bass speakers turned up to maximum. The lack of sleep affects our work and our health. Other effects include rubbish, graffiti, broken glass, vandalism and even the occasional fire.

Night visitors assemble for a variety of reasons. Some have dinner and stay on. These are rarely a problem and usually leave by around 10pm in summer, earlier in winter. There has been a significant increase in overnight campers in the past year, reaching a maximum of 6 vehicles overnighting just before Christmas. These are often young overseas visitors and have not been a problem in terms of behaviour and noise.

Most problems start after 10pm. For some the reserve is their final destination and they drink and party at their preferred location. There are numerous signs about the liquor ban, but they are small and ignored. The Boat Club has infrequent functions at night, and though these can be noisy they are not an issue as they are well managed and always stop by midnight. The entrance to the Boat Club is sometimes a gathering point when there are no official functions.
Figure 1. Location map

The shelter shed is in use most weekends, even through winter. Noise from this area carries surprisingly well across the bay to the end of Blockhouse Bay Road. The police have more trouble controlling this area as it is some distance from the car park and the group can see the police approaching.

The most annoying visitors turn up between 1am and 6am after bars and clubs close. Already inebriated, they turn car stereos up, and continue drinking and shouting in the car park. Often there are several car loads together. They are sometimes still there when other users of the reserve arrive in the morning. At present we believe the reserve is an unsafe area at night.

Recommendations

We believe the action that will have the greatest effect is to restrict vehicle access to the reserve at night. The frontline police also support this action. It would require the southern section of Endeavour Street to be incorporated into the reserve, removing the rights of access associated with a legal road. This is a straightforward and well defined legal process that is carried out under either the Public Works Act or the Local Government Act. Gates could be installed at the start of the narrow section of road leading to the reserve. The
council should also consider fencing and gating the auxiliary car parking area as we do not want to simply shift the problem further up the road. Access to the rear entrance of 617 Blockhouse Bay Road, the house that currently has a driveway off the carpark, can be managed using an access easement.

We anticipate that even if the road is closed at night there will still be some issues when people walk into the park. Placing gates across the front of the shelter shed would remove that focal point. Other disorderly behaviour would continue to be dealt with by the police.

We believe these actions will significantly improve the amenity of the residential areas adjoining the reserve.

This submission is supported by the following neighbours of the reserve:

613 Blockhouse Bay Road – Charlie & Kay Claxton
615 Blockhouse Bay Road (?) – Lorraine Wilson
615A Blockhouse Bay Road (?) – Glenn Monin
617 Blockhouse Bay Road (?) – see notes [1]
626 Blockhouse Bay Road – Irene Alesch
628 Blockhouse Bay Road – Steve McKeating & Jen Smitheram
630 Blockhouse Bay Road – Peter Woolford & Deb Antcliff
632 Blockhouse Bay Road – Keith & Bev Miller

Notes

1. Residents of 617 Blockhouse Bay Road, which has an alternative access through the Endeavour Street car park area, have confirmed they are very affected by night-time noise. This is currently a rental property but family of the owner will be moving in in around two weeks.

2. Also adjoins Endeavour Street.
At the Heart of the Village

The Lives and Transactions at the Former 3 Guys Site, Avondale

Lisa J Truttman
January 2018

Sponsored by: the Trusts Community Foundation, and the Avondale Business Association
The story of the site in the middle of the Avondale Shopping Centre known since the 1970s as “the 3 Guys Site” (and more recently in some quarters as the “Bai Site”) begins much much further back, of course. Back to 1845, a time when a collection of farm sections known as the Parish of Titirangi, stretching from Point Chevalier, east to present day Rocket Park, and south to Blockhouse Bay, were being conveyed under Crown Grant by the government.

1845-1856: A farm down to the river

One of these farm sections, Allotment 12 of the Parish of Titirangi, stretched from a line which would later become the Great North Road, west to the Whau River, south to the boundary with Allotment 13 (around where the second and third hotels were sited, near the roundabout), and north-west, partly bounded by the lane off Great North Road which would became known as Rosebank, and partly bounded by Allotment 11 (more or less today’s Canal Road). It was 172 acres, conveyed to two timber merchants from the Hokiaha, Richard Mariner and Francis Bowyer, on 23 January 1845. This was a land exchange deal, the government prepared to grant them the title for the Avondale property, in exchange for 430 acres of timberlands they laid claim to in Northland, placing an equivalent monetary value of £430 on Allotment 12.

We don’t know much about these early owners of the property. Francis Bowyer is said to have arrived in the Hokiaha Harbour in 1827 on the Rosanna, which then continued on to Sydney. Shipments of timber began from the Hokiaha in 1822, so it isn’t hard to see what convinced Bowyer to stay there, or even why the ship stopped there on the way to the far more populous British colony of New South Wales. By 1838, Bowyer and partner Mariner were undertaking land deals with local iwi in the area, and in 1841 had a claim of 1500 acres which they had purchased from other settlers, originally part of a land deal in 1827. The government agreed in 1844 to offer a land exchange deal with the two men to partly settle their claim. Neither came anywhere near the Avondale part of their deal with Robert FitzRoy’s government. Mariner died at the Hokiaha in 1859, and Bowyer was dead, either at the Hokiaha or Bay of Islands, by 1867.

Mariner and Bowyer sold Allotment 12 to Andrew Rooney in 1850 for £43, or 10% of the “equivalent value” rather arbitrarily placed on the land by the government back in 1845. This sounds like it was a bit of a side business deal though – for Rooney, when he sold to the next owners, was able to get a mortgage out of it valued at £375.
Rooney is believed to have been Auckland’s first known shoemaker, originally from Belfast, who arrived in Auckland c.1841. According to the history of Riverhead, he had three interests: acquiring land, owning horses, and running cattle. He was a keen freemason, founder in 1842 of the Ara Lodge No. 348 I.C, and is said to have donated land in Point Chevalier to Bishop Selwyn in the Point Chevalier Highway District. He was based in Chancery Street in the city from 1842-1845, then shifted his shoemaking premises to Queen Street from 1845. He ran unsuccessfully for the office of warden of the Hundred of Auckland in 1851, but was successful in 1852 and 1853. He advertised a building for sale which was being used as a slaughter-house in Freeman’s Bay in 1847, and advertised horses for sale on view at his Queen Street stables in 1848. In our local area, he is known for being an owner of the Star Mill site in Waterview before selling it to John Thomas in 1859, and the farmland just south of the future Lunatic Asylum at Point Chevalier/Mt Albert until 1873. The last known mention of him in Auckland’s newspapers comes from 1874, when he had an accident and was thrown by a young colt just passing the Whau Hotel on his way back to his Riverhead property. He would definitely have been another absentee owner for Allotment 12.

The next owners were James McDonald (1797-1868) and his son Alexander (1821-1890), from 1855. Originally from Paisley in Scotland, it seems that James, his wife Margaret née Dickie, and with at least their son Alexander (they had three daughters as well, according to a family tree on Ancestry, but it doesn’t look like they came here) arrived in Wellington in 1841, but soon headed up to Auckland. Alexander, according to his obituary, was a servant to Governor William Hobson, and was head butler at Government House under Sir George Grey. He then took to farming in West Tamaki, marrying Agnes Hunter there in 1849, before heading west and settling with his parents, wife, two sons (James and William; another son was born on allotment 12, Alexander) and a daughter (Margaret) on the Avondale farm by at least 1853. This means that the MacDonalds were leasing from Rooney, and may even have been there from soon after Rooney had purchased it from Mariner and Bowyer.

We know that James MacDonald, at least, ran cattle on the property (there was a 1854 court case he was involved in concerning a heifer belonging to William Edgcumbe, his neighbour at Allotment 11, and someone taking Edgcumbe’s heifer by mistake), and that the MacDonalds had at least one residence there.
1856-1860: Partition, and the Whau Township plan

When, in 1856, the MacDonalds decided to partition the farm, James received the north-western part fronting Rosebank Road and adjoining Allotment 11, while Alexander got the rest, which included all the shopping area from Elm Street through to the Avondale Town Square, and most of the present day racecourse.

Alexander MacDonald then leased his part of the property to Wakefield Street grocer Matthew Cameron, who sub-leased the property to his mother Mary Cameron for three years. Mary Cameron appears to have been wife to Richard Cameron, who left the colony in 1850 for England, and was still there in 1860. She is said to have arrived in Auckland on the Duchess of Argyle in 1842, and continued to live there near her sons Matthew and Richard, and after her husband returned to Auckland and died in 1878. Mary herself died in 1886. Meanwhile, Alexander MacDonald seems to have taken his family south to Pukekohe East, and was there with his father James during the siege of the church there in 1863 during the Waikato War.

In October 1859, Alexander MacDonald sold his part of Allotment 12, 86 acres, to a farmer named James McKenzie for £800 – and McKenzie two months later began to advertise his Whau Bridge Township sale, 238 allotments, “extending from the River Whau to the Great North Road”, with the first auction held 21 December 1859. This was potentially one of the biggest land sales in the central Avondale area in the 1850s-1860s, after the Windsor Estate and Greytown sales, but predated these others. The timing clearly shows that it was intended to take advantage of the proposed Whau Canal project, even allowing for an esplanade and landing reserves fronting the river. Two long streets would have connected the riverside with Great North Road – to the north, Princes Street, and to the south Queen Street. Seven more streets criss-crossed the subdivision: from Great North Road end these were Victoria Street, Albert Street, Middle Road, Manukau Street, and Spring Lane. None of these were formally dedicated in their original form, and only part of Princes Street survived more-or-less along the original survey.

(right) The layout of the Whau Bridge Township. From 13D.841, BAIZ A1660 23641 R 22764064, Archives New Zealand
line from 1859, as today’s Elm Street. While sites fronting Great North Road sold well, the rest did not live up to the township idea, and that may have been partly because the canal remained just a pipe dream. By around the 1870s, most of the middle and riverside parts of the Whau Bridge Township had been purchased by Charles Burke, and it reverted back to being farmland (with part becoming a brickyard site Burke leased out). The land from Great North Road to the (non-existent) Victoria Street however entered a brief but complicated land-ownership phase from 1860-1875.

1860-1875: Separate owners

This south-eastern-most part of the Whau Township subdivision was divided in that subdivision into eight parcels: 1-3, along Great North Road, and 22-26 fronting Queen Street (the southern main undedicated road).

McKenzie sold lot 1 on the Great North Road frontage, in 1860 (to David Evitt, a gunsmith in Queen Street who would have been, with his wife Ellen who had title from 1868, another absentee owner. David Evitt died February 1872), but didn’t sell Lots 2 & 3 beside it to the north until 1870, to Charles Burke (who already had most of the rest of the Whau Township land, so didn’t hang onto the parcel for long, selling it in 1872 to William Brunkard, who eventually reunited all eight parcels under one owner by 1875 (he purchased Lots 1 &2 also in 1872).

Lots 22-26 were purchased from McKenzie by Frederick Lambert Prime (1825-1916) in 1860. Prime in 1864 was Crown Grant holder for the land including the legendary Scroggy Hill near Fruitvale, but basically he purchased land for investment purposes only. He was born in Cambridgeshire, arrived in Auckland land around 1850, and entered into a grocery business partnership with John Abbott until 1867. In 1869 he became a land, estate and financial agent, and became a city councillor from 1871.
A year before, though, in 1870, he sold the Avondale property to Frederick Bacon. Little is known for certain about Bacon, but he did seem to settle down at Avondale for a while. He actively supported the district’s Prince Alfred Royal Troop of Cavalry Volunteers in 1871, and his daughter Emma and son Frederick Bacon attended the local school that year. By 1875 though, he sold his property to William Brunkard and moved on.

1875-1910: Property united

William Brunkard (c.1828-1876), son of a blacksmith, is said to have been born in Ireland. In the 1850s, he was a bombardier with the British Artillery when he married Anne Maria Middlemarch in Woolwich, Kent, in 1852. From 1861-1866, as a sergeant he was in charge of the military stores in Auckland, and was discharged in 1868. At that point, he and the family lived in a cottage in Newton. On 4 January 1870, he was attacked near the toll gate at New North Road (near the Eden Vine Hotel) by Thomas and John Lupton, knocking him to the ground and kicking him, breaking his ribs. The Luptons were fined for the offence, but poor William Brunkard went bankrupt the following year in 1871.

By October 1872, Brunkard appears to have taken up residence in Avondale. He purchased Lots 2 & 3 from Burke’s mortgagors for £36 that month, and Lot 1 from the widow Evitt in December that year for £19. With the acquisition of the other property from Bacon in 1875, Brunkard’s property stretched from Great North Road to Charles Burke’s paddocks, which would later be the racecourse site. In July 1876, Brunkard conveyed everything to his wife – and then died.

The Brunkards did live in Avondale, though. One of their sons, John, won a prize at the Whau School in 1874. There is every possibility that they were the ones who built the first house we know of on the site, located somewhere near the carpark for the food market (originally Shoprite) at the corner of Racecourse Parade and Great North Road. A blurred image which may have been the house was taken from behind in 1898 by a NZ Graphic photographer, opposite the Avondale Primary School. After William Brunkard’s death, Anne Maria Brunkard returned to the city, practicing as a midwife and running an employment registry, and the property was sold to John Newbold in 1877.

We don’t know much about the Newbolds. John Newbold, however, seems to have been prone to inflicting violent domestic abuse upon his wife, and ended up in court at least twice for the crime, first while the couple lived in Avondale in 1877, and then again in 1878. For both instances he was fined and made to pay sureties for good behaviour, but as his moods seemed to be fuelled by alcohol, that probably did little to correct his behaviour. Mrs Newbold, and it is unfortunate that we don’t have her first name to hand, had been a hospital nurse back in England – experience and skills that were invaluable when another resident in the village tried to commit suicide one day in September 1877.

Information reached town yesterday morning, to the effect that a woman residing in a house at the Whau had made a deliberate attempt to cut her throat. It transpired that the attempt which, although evidently determined, was not successful, was made on Saturday by the woman, whose name is Alice Brown, wife of
James Brown, a labourer, who resides in a cottage nearly opposite the Whau Hotel. The woman had been drinking heavily, it appears, for some time past, and her mind was, no doubt, affected. On Saturday morning, at an early hour, she procured a common table-knife, with which she made an extensive gash across her throat. She also attempted to stab herself with a blunt pocket-knife, but as she had by this time lost a large quantity of blood, she was too weak to seriously injure herself. A neighbour named Mrs Newbold was called in. Mrs. Newbold has considerable skill, having gained experience as hospital nurse in the old country, and she promptly brought the two edges of the gash together, and sewed them in a manner which elicited the commendation of Dr Aickin who subsequently attended. Yesterday the wretched woman was brought to the Police station. Subsequently the husband laid an information against her as a lunatic, and being examined by two medical men, she was removed to the Whau Asylum. (NZ Herald, 4 September 1877)

The Newbolls’ stay in the village was short indeed, and probably why there isn’t that much information on them. A month after the incident with Alice Brown, John Newbold put the property up for sale, advertising “a substantial five-roomed house and five acres of land, subdivided into three paddocks, good well, orchard, stable, pig-sty and fowlhouse, flower and vegetable garden; has a frontage of 280 feet in the centre of the Whau township, within three minutes of Railway Station. The House is thoroughly furnished, with five cupboards and every convenience.” (Auckland Star 8 October 1877)

“Within three minutes of Railway Station” …the advertisement proclaimed. This was just over two years before the line and the first railway station was completed. It was a catchey selling point which must have worked, though; the following month, in November 1877, William Thompson advertised 2½ acres of “first class green oats” for sale at the Whau. William and Jane Thompson had moved into the Newbolls’ house in the village, formally gaining title in 1878. They were to remain for just over 20 years – but not completely without incident.
On 10 July 1878, at around 11.30 in the morning, a man named Alexander Watson entered George Thomas’ grocery store, near the corner of St Jude Street and Great North Road. Thomas’ 16-year daughter Eliza was alone in the shop at the time. Watson asked for a beer, and Eliza Thomas told him, of course, that the shop didn’t sell any. He then begged for a glass of water, which she gave him. On drinking it, Watson then asked for £5, which Eliza refused. At that point, fortunately, her mother Jane Thomas came into the store, and told Watson to be off. He asked her for the £5, and was again refused. Disturbed by Watson’s behaviour, Eliza Thomas went outside to look for assistance – at which point Watson seized a brush lying on the counter, and chased after her, shouting that he would kill her.

Eliza ran frantically for the nearest house, that of the Thompsons’ across the way and 200 yards along the road. The Thompson’s daughter, sitting in the kitchen, heard Eliza’s screams as the latter made the dash to the house. She let her in, and slammed the door shut, locking it. Watson proceeded to swear and break the Thompsons’ windows, before smashing in the glass portion of the front door, causing over £10 in damage. In answer to the question why he broke the windows, Watson simply replied, “For fun.”

Miss Thompson took off out the rear door to the house. Her mother and father had already heard Eliza Thomas’ screams from where they were working in the family’s cowshed. Watson hit William Thompson several times with the brush when Thompson demanded that he stopped smashing the windows and door. Thompson got help, and it took six men to bring Watson down and secure him. The police declared that Watson’s “extraordinary conduct” was a result of delirium tremens. When Watson was finally brought before the Supreme Court in October that year, he pleaded guilty to malicious destruction of property, and sentenced to six months with hard labour.

In September 1878, Jane Thompson and her neighbour Mary Harper engaged in what the press poetically headlined “A Row at the Whau.” Paddocks just to the north of the Thompson’s property were owned by the McLivers, with Henry and Mary Harper using them as their tenants. Jane Thompson had
Mrs McLiver’s permission to graze the Thompson cattle on these paddocks. This did not please Mary Harper one bit. On 17 September, incensed that the Thompson cows were eating her grass, she turned them out of the paddock. Jane Thompson came over, and turned them back into the paddock – and so Mary Harper let fly with her tongue. Annoyed at what she also claimed were continual insults from Mrs and Miss Thompson, calling her “Irish” (“I’ve been 26 years in the colony, your honour!”), Mary yelled and threatened to put Jane Thompson’s head between her knees and “spillicate her.” “Spillicate,” a very rare word these days, originated from the mid 18th century, made up from various bits and pieces of other words, and meant in the 19th century “to beat up violently, to destroy.”

Quite naturally, therefore, Jane Thompson told the later court hearing that she greatly feared her neighbour would cause her grievous bodily harm. Harper countered that was only because Thompson threatened to kick her first. The judge cautioned Harper to “govern her tongue”, lest he sentence her to a term in Mt Eden gaol. Harper humbly apologised, saying “that it was an infirmity peculiar to the women of the Whau. They were all mighty fine talkers!”

“But you must be careful what you say in Court, or you will get into trouble!” His Worship admonished. Mary Harper bowed in response. He found there was no real evidence to convict Mary, so dismissed the case, ordering her to pay 12s 6d in court costs, which she promptly did, promising never to threaten her neighbour again.

In 1899, Annie Gertrude Seecombe, wife of Howard Hammerton Seecombe (of the Great Northern Brewery family of the same name) paid William Thompson £55 under equity of redemption for the whole property. This apparently included Queen and Victoria Street, as far as the Seecombes were concerned. The Seecombes married at Opunake in March 1895, and by 1897 were already living in Avondale, possibly on the Thompsons’ property. In 1899 Howard Seecombe became a member of the Avondale School Committee, becoming the committee’s secretary in 1900 and 1901.

In 1901, Annie Seecombe placed a caveat on the new title for Almira Emilie McLiver’s property immediately to the north, protesting that McLiver could not claim the defunct Queen Street between them as a frontage, with both the Thompsons and the Seecombes having included the undedicated street in their own paddocks. (The road being undedicated, it was there for the taking. The Thompsons simply got there first). After a long and painful illness, and the death of one of her infant children, Annie Seecombe died in 1902.

1910-1921: Both sides of Racecourse Parade

Frederick Leslie, a commission agent, purchased both the McLiver and Seecombe properties in 1910. Somewhere in that combined property, Leslie had loose boxes available for horse trainers to stable their animals. Trainer Harry French moved his team from Papakura to Avondale to lease Leslie’s boxes in 1911. Leslie was a racehorse owner himself, and trainer Alee Mitchell, based at Avondale and living in the old Brunkard-Thompson-Seecombe house, trained his horses.

Also in 1911, Leslie sought to subdivide the two properties for sale – and where he could easily have reinstated the old Queen Street now he owned both sides, instead he laid out a new road a bit to the north,
and named it after himself: Leslie Avenue. The Avondale Road Board, though, did not approve his subdivision, claiming the sections were too small.

In 1915, Leslie sold everything to a farmer named John Livingston in Hamilton. Mitchell remained on the site, still training his horses with the convenience of the racecourse just at the end of Leslie Avenue – but the old house caught fire in 1919 and burned down. In December 1920, everything was sold to local land agent William John Tait. In 1921, he renamed Leslie Avenue as Racecourse Parade, set aside the remnant of Victoria Street to the west as a recreation reserve and vested it to the Crown, and proceeded to re-subdivide and sell the newly laid out sections, a process that continued well into the mid 1940s.

1921-1973: Separate owners again

The following lot numbers correspond with Tait’s early 1920s subdivision. Street numbering for the block varied almost wildly over the years, differing both in the postal directories and valuation records. The numbers used here will give you an approximate idea of location.
Racecourse Parade

Lot 6

This was part of the proposed Victoria Street, a strip of land alongside Avondale Racecourse that no one seemed to know quite what to do with. It was assigned a lot number when Tait was selling off the separate sections, but noted as early as 1908 that it was simply a right of way and not sold. It was eventually taken in by Auckland City Council as part of their domain land in the Avondale area (tagged together with the Rosebank Domain), and existed as a clear space beside the Suburbs Rugby Football clubrooms in the 1950s.

Lot 7 – 26 Racecourse Parade

Conveyed to the Suburbs Football Club in 1927 (name changed to Suburbs Rugby Football Club in the early 1960s) for £210. The club transferred the land to the Council, part in 1963, and the remainder in 2011, at which point the club had removed to Sister Rene Shadbolt Park in Green Bay. As at 2017, both Lot 6 and Lot 7 have been sold into private ownership, for Occam apartments.

Lot 8, 9, 10 & 11 – approximately 16-24 Racecourse Parade

Just over two acres was purchased from Tait by David Gardner, a timber merchant from Hukapapa, in 1922. Five years later, the Avondale Timber Company Ltd appeared in the postal directories. The company
was registered in 1925, with a capital of £18,000, and with eight shareholders, four of whom were Gardner family members. The firm called for tenders for wood buildings on the site in 1926 – the two acre site was used not only for the company’s timber merchant operation, but also for worker’s residences, such as millhand and driver Samuel McBride, and shareholders Robert Sutherland and Wynfred Vincent Kelsall. The company went into liquidation in 1938.

The Kelsalls remained on Racecourse Parade, at no. 18, purchased from Gardner in 1944. Wynfred Kelsall was one of the leading lights of the Suburbs Football Club, and president 1929-1930. The property was sold to Eric Schultz in 1964, then Lynley Buildings Ltd in 1973.

No. 22 was purchased by Thomas Walter Taylor in 1943; after two further changes in ownership, the property was sold to Lynley Buildings Ltd in 1973.

What was probably the main timber yard behind the houses fronting the timber company’s Racecourse Parade property was sold to a Tahuna farmer named Thomas Slater in 1939. Most was purchased by Eric Schultz in 1964, who transferred a western piece to Suburbs Rugby Football Club in 1969. The rest was sold to Lynley Buildings in 1973.
Lot 12 – 4 Racecourse Parade


Lot 13 – 2 Racecourse Parade

Purchased from Tait by engineer Donald McConnell in 1925, it was subdivided in 1959, the rear of the section bought by Eric Schultz. Both parts were purchased by Lynley Buildings in 1973.

Lot 14 – 1901, 1907, 1917 Great North Road

A section that has had at least three different street numbers over time! Of the Great North Road sites from the Tait 1920s subdivision, only this one has remained completely separate. It was purchased as an empty section in 1923 by Kathleen Fairfield Wills Dickson, one of a number of land deals she and her mother engaged in during the 1920s, funded in part by her solicitor brother. When the Great Depression hit, though, the income from the properties couldn’t outstrip expenses, and the banks came looking for their advances. Miss Dickson voluntarily sought bankruptcy, and her portfolio (at least two other properties in Avondale, along with this one, were sold off.

This gave Bernard Clew an opportunity, in 1936, to buy the land at a reasonable price, and then have a house built there. The Clew family already had another house, on the opposite corner with Racecourse Parade, at 1899 Great North Road. Bernard Clew (1882-1939) and his wife Annie née Murphy came to New Zealand between their marriage in 1906 in New South Wales and 1911, Bernard initially working as a brickmaker. The family were living in Avondale on Great North Road, next door to Stuart’s Motor Garage, by the mid 1920s.

1907 Great North Road, later site of Shoprite supermarket. Clew family photo. 1950s, from Avondale-Waterview Historical Society collection
Looking south along Great North Road, mid 1950s, from corner with Racecourse Parade. George Parish collection, courtesy Tim Parish, via Avondale-Waterview Historical Society

For a time, the house at 1917 Great North Road was rented to a coal merchant John Gerrie Forsyth and a widow, Jessie Catherine Forsyth, but the Clews family came to live there from the early 1950s. It remained with the family until 1972, with it was transferred to William Hughes Ltd – builders of the Shoprite chain of supermarkets. The building that is still there was the Shoprite store built in 1972, soon overshadowed however by the Lynley Buildings development, the 3 Guys Supermarket right next door.

**Lots 15, 16, 17**

Initially, Tait seems to have rented the three sections, in total ¼ of an acre, to a carrier named Benjamin Mason (lots 15 & 16) and Francis H and Dorothy E. M. Clifford (lot 17). Then, these were subdivided down to four sections by Tait in 1934. He needed special approval for this from Council, but it was felt that as the reduced sections were right in the middle of Avondale, it was all right (probably Auckland City Council thought they would all be shops).

**Number 1 – 1903, 1919 Great North Road**

Tait seems to have made sales agreements in a number of cases with his buyers but held off actually giving them title to the sites until the mortgage was paid in full. An example is this part of the site, purchased by Avondale barber Alfred Kirby in 1937 for £700 (according to the Council’s valuation records) but Kirby only having his name put on the title in 1949, after Tait’s death. The house here was built in 1934.

Kirby’s business at the Unity Buildings (another of Tait’s developments in central Avondale) lasted from the early 1930s through to the 1960s. He was arrested for engaging in bookmaking from the barber shop on Rosebank Road in 1933 after police raided his shop. Those in the know would come in, place a bet on a
race happening that day, up to a limit of £10, and Kirby passed it on to a bookmaker. (The police at the
time suspected that there was a ring of agents, working for someone in the central city whose name they
couldn’t discover). The name of one Victor Clarence Parsons came up during the court hearings, a butcher
in the township who had been caught by the police just two months earlier on bookmaking charges, but had
the charges against him dismissed due to lack of evidence. The constable who entered Kirby’s shop in plain
clothes to place a bet said to Kirby, “Vic Parsons sent me here to make a bet,” and Kirby replied, “Yes,
what do you want?”

Kirby denied, emphatically, that he was an agent for someone else, and denied that he’d simply taken over
Vic Parson’s business. The latter, even though he had got off, was fairly well “burned” as far as being a
bookmaker was concerned. He especially denied that he had taken bets from children (one father was said
to have remonstrated with him in the shop regarding that practice). His counsel stated that there was no evi-
dence to that effect.

Unfortunately, the magistrate didn’t believe him, and Kirby was fined £10.

Kirby’s land on Great North Road was transferred to Lynley Buildings Ltd in 1973.

Number 2 – 1905, 1925 Great North Road

In 1935, Tait sold this section to Mabel Rita Wing, wife of Dennis Edwards A Wing, for £140, and the
Wings took out a building permit that year for a £450 house. In 1945, the house and property was sold to
Duncan Shankland for £1475.

Shankland was born in Ireland in 1886, and over the course of a career that led him first to Canada then
Scotland, he trained as a mechanical engineer, before arriving in New Zealand around 1923. In 1926, he
was employed at the Armstrong Whitworth Company’s rail workshops near Waihi. By 1933 he was an
overseer for the Transport Board, based in Northland, a traffic inspector in 1934, transport licensing officer
in 1935, Main Highways inspector in 1936, left the transport division of the Public Works Department in
Whangarei for an office with the same department in Auckland in September 1936, was a district vehicles

The house and property were transferred to Miller Development Limited in 1960, and then to Eric Schultz

Number 3 – 1935 Great North Road

Lot 3 was to be conveyed to a labourer named Frank Raymond Slade in 1935-1936, but reverted back to
Tait. In 1939, Tait sold both to the Government Housing department for £240. This was the first time that
State Housing became involved with the block.

On Lot 3, the department built a wood house and rented it to James Henry Edwards from Christmas Eve,
1940. There was an agreement to sell between the department and Edwards in 1956 worth £2590, but title
finally left the Crown in 1965, to Robert William and Valerie Leonie Lucas on 8 April 1965, the same day
it was then conveyed to Eric Schultz. The site went to Lynley Buildings Ltd in August 1973.
**Number 4 – 1939 Great North Road**

Grocer Thomas Lightbody Graham was a state tenant for Lot 4 from 17 December 1940, and purchased his property in 1951 for £2345 (title formalised in 1958). The house was transferred to Eugene Bowden later that year, to Eric Schultz in 1964, and Lynley Buildings Ltd in 1973.

**Lot 18 – 1911, 1941 Great North Road**

At some point between 1921 and 1927, Tait appears to have intended selling the lot to a carpenter from Pt Chevalier named John William French. French appears as owner/occupier on the 1927 Auckland City Council valuation records, straight after amalgamation … but title for the property remained with Tait until 1944. There are no indications that French ever worked on the site (in 1927, Council noted that it was a large iron shed, with land, only), but after he died in 1929, the Public Trust Office (who executed his will) advertised a “shed, suitable as blacksmith shop or private garage” to let on Great North Road in Avondale in 1933. This may or may not have been the same structure as was on Lot 18, but directories indicate that briefly a blacksmith named T G (possibly Thomas George) Maxted appears to have been there between 1932 and 1934.

Some who went to Avondale Primary School around this time recalled a blacksmith working across the road from the school, and a pony or horse that escaped a paddock there, came across the road, and wound up on the school grounds.

Around 1939-1940, the shed was used by signwriters Huston & Brame, according to the directories, but there is little information on them.

In 1944, Tait finally transferred the property to a local waterside worker named Maxwell Francis Constable, who conveyed it a Kingsland barman named William Allen Bryant. After Bryant died, the site was transferred to Eric Schultz in 1959.

Eric Martin Schultz is the main reason why so much of the site was reunited in 1973. During the 1960s, as previously seen, he extended the property via purchases of adjoining sections, and then conveyed the lot to Lynley Buildings Ltd on 10 August 1973.

The Schultz family connection with Avondale goes back to 1941, when Louis Emil Martin Schultz lived on what is now Eastdale Road, and advertised in newspapers that he was a bricklayer who built chimneys, fireplaces, did concrete paths and other repairs. Around 1944, he shifted to 4 Elm Street, still advertising the same trade – then in December that year, advertised a 5-seater Austin car for sale. In December 1945, he applied for an auctioneer’s license. By 1952, Louis, with Eric Martin Schultz, traded as Schultz Brothers from the Elm Street address and Premier Motors Limited from Albert Street in the city. In 1955, Avondale Motors Limited was incorporated, by which time the director Eric was living in Bucklands Beach, and also had Pakuranga Motors Ltd. By 1957, Louis had moved to Waitakere, and two years later, Eric Schultz started to buy up the central Avondale property.

“According to Mr Terrence Waterfield, Eric Schutz of Avondale Motors bought the first house down Racecourse Parade. He had the house knocked down, bar the garage. On opening the old garage, he found an old Willys-Knight car from before World War II.” [Willys-Knight was a make manufactured up until 1942,
when the Willys factory started to make the more famous “jeep”.) The car was up on blocks, with the wheels hung upon the garage walls. This car was later owned by the Waterfields for some time.” (From Heart of the Whau, 2003.) That would probably have been engineer Donald McConnell’s car, at 2 Racecourse Parade.

“Frequently heard from visitors to Avondale Motors Ltd is, “Gosh, I didn’t realize you had such a large selection.” Not surprising, really, because you just can’t see all the cars and light commercial vehicles from the road. “Actually, there are scores of vehicles on the two acre site, amply substantiating the company’s claim to be one of the biggest second-hand car dealers in the country. Novel twist to the firm’s growth took place about a year ago when Avondale’s name took wing to take root in Suva, Fiji. Proprietor Eric Schultz established its second branch of the firm, which has become widely known for friendliness, and above all a fair deal.” [Shopping With Anne, Western Leader, 23/8/66]
1973-1997: The Albert Gubay years

Albert Gubay was born in 1928 in Rhyl, Northern Wales, from an Irish mother and a Jewish emigrant father from Baghdad. He did national service in the Royal Navy, then commenced his business career in Rhyl in the early 1950s. He made and sold non-sugar sweets; this ended up being the foundation for Norwales Confections Ltd. An associated Norwales Developments Limited built bungalows. According to his obituary, the business struggling in the mid 1950s, and with worries as far as supporting his wife and two children were concerned, Gubay apparently made a pact with God, he said in a later interview. “Lying on my bed one Sunday afternoon, I said, ‘God, where’s the next penny going to come from? God, please help me – and whatever I make, when I pass on, half will go to you.’ And that was it: I was at peace with the world.” Most of his fortune wound up being given away, in his lifetime and after he died in early 2016, to the Roman Catholic Church.

Gubay registered Value Foods Limited in 1959 as a discount food retailer, and opened the first drive-in supermarket in Britain in 1962. By 1967, he opened up a chain of Kwik Save Discount stores, following a world trend from just after WWII. This was a formula where retailing was stripped to basics. Basic stores, basic fittings, often using adapted older buildings.

By January 1973, he left Great Britain to live in New Zealand for a time. His departure sparked an investigation by the British department of Trade and Industry, who found he contravened regulations by not notifying of share transfers to his wife – and then the tax department became involved, due to capital gains tax irregularities. This set off a series of court cases which Gubay eventually won, after an appeal to the House of Lords in 1984. His British companies, however, prospered.

Gubay claimed that he never intended staying in New Zealand, his only interest (he said) initially being the Nandina stud farm south of Pukekohe. However, a year and a half before his arrival he registered Kwik Save Discount Limited in Auckland in 1971, which underwent a change of name to 3 Guys Limited in November 1972. North Island Wholesale Groceries Limited (another Gubay firm) was registered in December 1971, and Lynley Buildings Ltd, his property and development arm just a day after NIWGL.

The origin of “3 Guys” as a name is uncertain. The press thought it was Gubay himself and two relatives, but a study in 1998 found that Gubay was fascinated with an American discount retailer named “Two Guys from Harrison.” He left New Zealand permanently in April 1974. His New Zealand companies were sold in 1984.

The first Auckland store opened in Mangere in January 1973, followed by Papatoetoe, Mt Eden, Northcote, and Glen Eden. It’s said that he wanted to open a store in Green Bay, but local opposition changed his mind and he opted for Avondale instead; his Lynley Buildings Ltd owned the Avondale land, more or less, from August 1973.

I remember in Standard 4 at Avondale Primary in 1974 when the teacher brought up that Mr Albert Gubay was going to build a supermarket in our suburb, and had us write letters of welcome to him as a class project. The supermarket here in Avondale was completed in September 1975. The development proved controversial from the start, because instead of the open-to-the-main-road view of the supermarket we had been expecting, a blank wall was to be the frontage to Great North Road right through to the building’s
demolition in 1997. Locals also wondered why a supermarket the size of Gubay’s was being built right next door to the existing Shoprite store.

Then there were the issues with Auckland City Council and the zoning of the property. When Lynley Buildings Ltd purchased the site, it was with the intention of building a full-sized supermarket as part of the standard size specifications of the chain, and extending parking over what is today the state housing units, next door to the former Suburbs Rugby Football clubrooms. However, only part of the land, nearest Great North Road, was zoned as C3, commercial use. The rest was zoned R4, residential, with restrictions in terms of parking use and capacity. The company claimed that it thought the land could be used for parking when it was purchased (perhaps because Schultz used much of this as a car lot for his business?) The Council stuck to their guns, and pointed out the zoning. So, the supermarket in Avondale was built 40 feet smaller than others in the chain, to provide more parking space at the rear. An application for a further 4800 square feet addition was also refused by the Council. The Council considered making an offer at the time to purchase the disputed land for parking purposes, but the offering price meant that idea had to be abandoned. That area, in Lynley Building’s plans as presented before later appeal hearings, was intended
for the site of a tavern, operated by the Portage Licensing Trust, as part of a broader development of the block between the supermarket and the rugby club buildings. However, the Trust found themselves unable or unwilling to commit to such a development.

Lynley Buildings Ltd took their case to the Town and Country Planning Appeal Board in 1976. The board described the situation as “a little Gilbertian” because much of the disputed R4 area had already been hard-sealed by Schultz for the car yard purposes, and as at 1976 was being used by members of the public for parking anyway. It wasn’t fenced off or blocked in any way. On top of this, counsel for the Auckland City Council confirmed that, while the land off Racecourse Parade was zoned for residential use, the Council had a policy to oppose such use, until they could decide at a future date how the land should be used. The Board agreed to allow the use of the R4 zoned land for parking, provided that the area was for public use, and not just for the use of the supermarket’s customers.

However, it appears Auckland City Council still kept the zoning of the Racecourse Parade land as residential in place with the next Town Planning review in 1977. In 1979, Lynley Buildings once again appealed against the decision. They were opposed by Suburbs Rugby Football Club, and the Avondale/Waterview Residents and Ratepayers Association. The committee hearing the appeal disallowed it, citing that the Council’s residential zoning was appropriate.

By 1984, while the former Great North Road vehicular entrance to the supermarket’s carpark at the rear had been closed off for an entry off Racecourse Parade just west of the Shoprite Supermarket building (which, by then, had ceased to be a supermarket until the 21st century saw a revival of sorts as a simpler food market), nothing else had changed with the use of the land that remained residential zoned. The former vehicle entrance became a covered mini-arcade just beside the supermarket. I recall a laundry there, a furniture shop, and other uses. But the land between the sealed carpark and the rugby clubrooms was left to the weeds, the houses that once existed there, the former horse paddocks, shed and garages, long since removed in the 1970s, in the expectation of full-on commercial development. The supermarket was never able to expand to regain that lost square footage. In 1988, the property was passed on to 3 Guys Property Ltd. The supermarket and arcade continued for a while, but was finally closed on 27 June 1997. General Distributors Ltd (for Progressive Enterprises) merged with 3 Guys Property Ltd in August 1997, and the supermarket and arcade was demolished by the end of that year. The property was transferred to Morning Star Enterprises Limited (a property arm of architect and developer Arthur Mortenstern), and subdivided by a line through the old Lot 12, 4 Racecourse Parade. Everything west of the line, down to the boundary with Suburbs Rugby Football Club, was sold to Housing New Zealand in March 1998, and 36 units were built there.

The 3 Guys brand in Auckland, also taken over by Progressive Enterprises, eventually disappeared in 2003, replaced by Countdown stores.

1998 – 2018: An empty wasteland, with encumbrances

Two restrictive covenants were placed in the title for the former 3 Guys site early in 1998. A supermarket owned by 3 Guys Property Ltd in Valley Road, Mt Eden was transferred to General Distributors back in
May 1997 – and a covenant placed on the title of the Avondale land in January 1998 meant that while the land at Mt Eden was used as a supermarket, the land at Avondale could not be similarly used. In the same month, the Council placed a covenant on the title that while the Avondale supermarket site had been further subdivided into two parts, neither of these could be sold separately from each other.

Morning Star Enterprises conveyed the former Avondale 3 Guys site to Rawhiti Developments Limited in March 1998, and in turn it went to Challenge Petroleum Limited two months later. The company intended using the vacant site as a service station, a proposal that received approval from the City Council’s planning department.

However, around 40 business owners, plus the Avondale Primary School Board of Trustees took exception to the plans, and a community campaign ensued, fronted by local businessman Duncan Macdonald. The main issue was the impact on traffic in the area, and a likely increase in danger to pedestrians, especially school children. A petition was organised, and a picket staged on the Great North Road frontage. The pro-
test was covered by local press: as a result, Challenge Petroleum withdrew their resource consent application in January 1999.

In April 1999, Auckland City Council purchased the site for $1.5 million, the transfer formalised in July, to ensure public access to the parking area. By now, Macdonald was president of the Avondale Business Association, a position he holds through to the time of this writing (January 2018), and the ABA liaised with Council on concept plans to be presented to interested developers of the site. In February 2000, Auckland City Properties included ABA plans and Mainstreet Programme information in an 'Expression of interest to Tender' document for prospective developers. That September, the ABA oversaw and supplied materials for local arts group 'Wai Kauri' to paint a mural depicting the history of the Avondale area on the fence at the rear of the 3 Guys site.

It was announced that the Council had found a buyer in 2001 (at a loss of $153,650) and in 2002 the Council placed a further encumbrance on the title, ensuring that Quinnian Zhang had to provide 100 public carparks for recreational purposes, a street-level retail component on the majority of the Great North Road frontage, and to comply with certain community objectives for mixed use retail/residential for the property.

For the next 15 years though, the site remained empty, overgrown in places, and almost constantly used as a casual rubbish dumping ground. A number of clean ups were organised by the ABA. The owners prepared a number of development plans, none of which seemed to go very much further than the drawing board. One attempt in 2007 (for a development on the site of 54 residences, office, retail and café/restaurants) almost led to Council reversing their decision to amend the 100 public car park spaces encumbrance on the title to 61 spaces, with guarantees of access to the Avondale Central reserve. But negotiations appear to have broken down at the time.

Whau Arts Festivals were held there in 2014 and 2015, and in July 2017 four organisations (Avondale Neighbourhood Policing Team, Turn Your Life Around, Community Waitakere and Auckland Council’s community empowerment unit) sought to “reactivate” the site by installing two shipping containers there in an effort to create a community hub. As has happened so often with this very visible site in the heart of the township, this sparked controversy, and polarised part of the community. Eventually, after opposition from local businesses and the ABA, the containers were removed.

The private owners put the site back on the market, now known by some as the Bai site after the owner’s agents here in New Zealand, and Auckland Council’s regeneration agency Panuku purchased the site in October 2017. In November, once the sale had been formalised, Panuku reported to the Council’s Planning Committee: “The large site in the middle of the town centre (1909 - 1949 Great North Road also known as the Bai site) has been vacant since the late 1990s. This results in a lack of continuity of the town centre and a perception that the centre lacks vibrancy ... We will ... Seek good development outcomes on the central development sites (1909 – 1949 Great North Road and 1907 Great North Road) through advocacy, negotiation or acquisition.”

At the time of writing, therefore, with Auckland Council repeating what was done by Auckland City Council in 1999, with the housing development on most of the old Thompson/Secombe farmland from the 19th
Images of the former 3 Guys site from 2008-2009.
century and with the racecourse to the west increasingly under pressure to change the utilisation of its property – we wait to see just what the next chapter brings for the heart of Avondale.

2016 aerial of the site. Auckland Council website.

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