

Historic Heritage Evaluation

Upland Village Historic Heritage Area

Parts of Remuera Road, Upland Road and Minto Road, Remuera



**Prepared by The Heritage Studio Limited, on behalf of Auckland Council
Heritage Unit**

August 2019

Final v.2

Acknowledgements:

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Cover image: 586-592 and 594-600 Remuera Road (The Heritage Studio Ltd. (THS), 2017).

1.0 Purpose

The purpose of this document is to consider the Upland Village commercial area against the criteria for evaluation of historic heritage in the Auckland Unitary Plan (**AUP**).

The document has been prepared by Carolyn O’Neil of The Heritage Studio Ltd. on the specific instructions of our client, Auckland Council. It is solely for the use of Auckland Council for the purpose it is intended in accordance with the agreed scope of work. All photographs in the document were taken by The Heritage Studio Ltd. in December 2017, unless noted otherwise.

2.0 Identification

Area Name	Upland Village.
Boundary Description	The evaluation considers the commercial area between 586 and 618 Remuera Road (northern side) and 539 and 595 Remuera Road (southern side), together with parts of Upland Road and Minto Road.
NZTM grid reference(s)	NZTM: X coordinate 1761471.87 and Y coordinate 5916863.21. ¹
Auckland Unitary Plan zone(s)	Business – Neighbourhood Centre Zone Residential – Terrace Housing and Apartment Buildings Zone.
Additional controls within area	Overlays: Regionally Significant Volcanic Viewshafts and Height Sensitive Areas Overlay (Mount Wellington – W26); Regionally Significant Volcanic Viewshafts Overlay Contours. Controls: Macroinvertebrate Community Index. Designations: Council carpark, 539 Remuera Road (ID: 1631); Electricity works – substation, 2-4 Minto Road (ID: 8816).
Existing scheduled place(s) within the area	McLaren Service Station (Former), 586-592 Remuera Road ID: 01828, Category B (within area). Residence, 4 Upland Road ID: 01894, Category B (adjacent to area).
Heritage New Zealand Pouhere Taonga (HNZPT) listing and covenant details within the area	McLaren Garage (Former), 586-592 Remuera Road List no. 7656, Historic Place Category 1, Date entered: 30 June 2006. No HNZPT covenant.
Pre-1900 site(s) (HNZPT Section 6) within the area	Unknown. It is possible that some of the sites within the area are associated with human activity before 1900 but these are not recorded as archaeological sites and have not been assessed to determine archaeological values.

¹ These coordinates were captured from the centre of the area.

Cultural Heritage Inventory (CHI) reference(s)	18614 (McLaren Service Station (former)).
New Zealand Archaeological Association (NZAA) site record number(s)	None.

3.0 Constraints

This evaluation is based on the availability of information provided or able to be sourced at the time of the assessment. Research was undertaken to an extent that enables the area to be evaluated against the criteria but is not exhaustive. It is important to note that additional research may yield new information about the area and the places within it.

Site visits were conducted from the public realm during December 2017, where only building exteriors were viewed. The interiors of the buildings were not accessed or considered as part of this evaluation.

This evaluation does not include an assessment of archaeological values or an assessment of the importance of the area to Mana Whenua. Furthermore, it does not include a structural assessment or condition report; any comments on the structural integrity or the condition of buildings are based on visual observations only.

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4.0 Historical summary

*Refer to **Appendix 1** for a more comprehensive, fully referenced and illustrated historical background.*

The land upon which Upland Village developed formed parts of original allotments 189 and 145, Section 16, and part of Allotment 24, Section 12 of the Suburbs of Auckland. During the nineteenth century, it was an area of open countryside, with nearby land set out as a native reserve. By the 1870s, several farms had been established locally and used principally for growing potatoes and wheat. Whilst the area maintained its rural character into the early decades of the twentieth century, Remuera's rapid progress and growth, particularly after the advent of the first electric tram in 1904, began to edge its way eastwards. In 1906, the tramline extended to Greenlane Road, improving accessibility to that part of the district and prompting the subdivision of land close by. One such example was the subdivision of 50 acres of farmland (part of allotments 23 and 24) in 1909 by the Mains family. Advertised as the 'Mainston Estate', the property was subdivided by John and William Mains into 60 lots, ranging in size from half an acre to 15 acres, and resulted in the creation of Minto Street (later Road). Three years later, Allotment 145 was subdivided into several lots by the Abbott family, and by this time the neighbouring native reserve had been subdivided into the extensive 'Lucerne Estate', which comprised 215 residential lots.

The eventual arrival of the electric tramline at Mountain (Upland) Road in 1913 marked the emergence of residential and commercial development in the area and a simultaneous increase in population. It's arrival, however, had been a protracted one, due largely to a

several-year dispute between the Remuera Road Board and Auckland Electric Tramways Company about their obligations to extend the service. In 1909, Remuera residents petitioned the Road Board to enter into negotiations with the Company to bring about the extension of the tramline, and in 1912, the matter was finally resolved and a new agreement met. By January 1913, the tram tracks between Greenlane Road and Mountain Road had been laid and on May 1913, the service officially commenced operation. Such improvements to infrastructure reinforced confidence in the growth of the area, and by the time Remuera was amalgamated with Auckland City Council in 1915, the first shop in Upland Village had been built.

During the 1910s, a small number of individuals owned the land that would become Upland Village. The land at that time was either in residential use or remained empty. In 1912, Allotment 145 was still in the ownership of Samuel Litton Abbott, who subsequently subdivided the property into several lots (comprising 610-616 Remuera Road). That same year, engineer, James William Stone and medical practitioner Alan Cameron Owen respectively acquired Lot 29 and Lot 30 of the Mainston Estate (539-549 Remuera Road). The following year, hotel broker, Edward William Whitehead purchased lots 32 and 33 (563-597 Remuera Road and 2-4 Minto Road) and by 1914, F. W. Brookfield had acquired Allotment 189 (comprising 586-608 Remuera Road). By the end of the decade, the area's first two shops had been constructed to serve the growing local community.

The first shop established in Upland Village was that of the Auckland Meat Company Limited, a business that had been in operation since c.1906. The single-storey brick structure was built in 1915 on the eastern corner of Remuera and Minto roads (563 Remuera Road). The building remained in use as a butcher's shop until the 1980s, making it one of Upland Road's most enduring businesses. The second commercial structure to be built was Thompson's Building, a single-storey brick structure erected on the western corner of Remuera and Minto roads (part of 561 Remuera Road) in 1917 for fruiterer, A. H. Thompson.

The 1920s were prolific for Upland Village: it marked a period of sustained progress, echoing the growth and prosperity experienced across Remuera, and Auckland, during that time. Upland Village transitioned from a tram terminus with two shops to a flourishing commercial hub of purpose-built facilities and services, which bolstered development in both the neighbourhood and on the outskirts of the suburb.

Prior to the construction of shops and service buildings during the 1920s, a large number of the early lots fronting Remuera Road were subdivided by landowners that were either businessmen looking to establish premises in the area or land agents and contractors seeking profitable development opportunities. The most extensive subdivision took place in 1923 when contractor, Joseph Dudley Rayner subdivided parts of lots 32, 33 and 55 of the Mainston Estate into five building lots, one of which he retained and subdivided into a further five lots the following year (present-day 571-597 Remuera Road and 2-4 Minto Road). By the early 1920s, F. W. Brookfield had begun the subdivision of Allotment 189. The three lots fronting Remuera Road (present-day 586-608) were purchased and built upon between 1923 and 1926. Other smaller subdivisions included that of Lot 31 of the Mainston Estate to create a further lot (present-day 551-553 Remuera Road) by F. Stubbs in 1928, and the subdivision of Lot 30 into two lots by J. D. Jones (present-day 541-549 Remuera Road) in 1929.

A total of nine two-storey structures were built during the 1920s, comprising eight blocks of residential shops and one service station with associated accommodation. By the end of the decade, a total of 30 shops (some merged) existed in Upland Village. These included the Stubbs Building (present-day 561 Remuera Road) in 1922; the Brown Burcher & Letts Building (602-608 Remuera Road) in 1923; the Rayner Building 1 (571, 573 and 575 Remuera Road) in 1923; the Rayner Building 2 (579-585 Remuera Road) in 1925; Arthur Taylor's Motors (586-592 Remuera Road) in 1926; the Johnson Building (594-600 Remuera Road) in 1926; the

Coward Building (551-553 Remuera Road) in 1928; the Jones Building (541-545 Remuera Road) in 1929; and the French Building (547-549 Remuera Road) in 1929. Collectively the buildings provided an assortment of amenities and provisions to the local community including a butcher's, chemist, grocers, fruiterers, bootmakers, stationary shop, service station and confectionary shop.

By the onset of the Great Depression in late 1929, Upland Village was largely built out, with only a few empty lots remaining in the shopping centre's south-eastern block. The formerly undeveloped outer land of the suburb was quickly filling up and in 1930, the tramline was extended a mile further from the Upland Road terminus to the burgeoning settlement of Meadowbank. The key developments of the 1930s included the construction of two buildings on neighbouring sites near the corner of Remuera and Minto roads. These included the Remuera Substation (2-4 Minto Road), built in 1930 for the Auckland Electric Power Board (AEPB), and Gray's Pharmacy (565 Remuera Road), a single-storey shop designed for chemist, W. G. Gray by well-known architect, Horace L. Massey in 1938.

Another key change during the 1930s was Les McLaren's acquisition of the Arthur Taylor's Motors business in 1936, which was renamed 'McLaren's Service Station'. Les was the father of internationally prominent racing driver, Bruce McLaren who was born in the middle first-floor flat of the garage in 1937 and lived there for the first nine years of his life. Also, in 1937, a portion of original Allotment 145 (on the corner of Remuera and Upland roads), was subdivided into two lots. Lot 1 was occupied by a long-established two-storey wooden house named 'Stirling', while Lot 2 (which formed part of the garden) was acquired by dentist, George William Thomson.

In addition to a service station and pharmacy, other amenities and shops offered in Upland Village included a dairy, a dress shop, grocers, bootmakers, butchers, fruit shop, and cake shop in addition to a self-help service.

Few changes occurred in Upland Village immediately after the Second World War. There were transitions between old and new tenants, which inevitably altered the use of the shops and services on offer, but overall, the physical make-up of the shopping centre experienced little change. One new occupier was the Upland Road branch of well-known business, R & W Hellaby Limited, one of the largest butchering firms in New Zealand, who, by 1949 had taken over the use of a shop at 602-608 Remuera Road. Other new services operating by the 1940s included a clothing store, drapery, beauty shop and barbers.

The rate of change in Upland Village quickened in the 1950s and 1960s. It was a time of considerable population growth and increased construction in Auckland, but also marked the culmination of the electric tram network. During this period, alterations were carried out to a large number of buildings in the shopping centre; a corner site was subdivided; and five new structures were erected. The main changes to existing buildings at this time involved the modification or replacement of original shop fronts, the updating of signage, and/or alterations to internal layouts to accommodate new owners, alternative uses or growing businesses. In 1955, the empty site on the corner of Remuera and Upland roads was subdivided into five lots and a series of four buildings (present-day 610-618 Remuera Road) were constructed between 1959 and 1961. New businesses during this period included a hardware store (Upland Hardware Ltd.) and interior decorators ('Décor'), and it was also the time when long-standing proprietor, Willie Wong first opened his fruit shop.

The 1970s marked an increase in the density of residential properties in the vicinity, with many of the previously generous sections subdivided into smaller lots. It was also the time when the last empty lot in the commercial centre (591 Remuera Road) was developed. Alterations continued to existing buildings, principally involving the renewal or upgrading of shop fronts and signage, internal modifications and some rear additions. Some newcomers to the

shopping centre included a fish shop and a hair salon. Despite the changes that took place during this time, the general character and continuity of the shopping centre remained largely intact. In their book, *A Fine Prospect: A History of Remuera, Meadowbank and St Johns*, historians, Jenny Carlyon and Diana Morrow attribute this to the fact that in the 1970s and 1980s, local residents were active in ensuring that proposed developments “*did not jeopardise the established character of the ‘villages’ along Remuera Road...[which] have an ambience that is small-scale and friendly.*”²

By the latter decades of the twentieth century, Upland Village, like many other local retail hubs, had experienced a shift in the use of its buildings and the amenities and services they offered. With the construction of shopping malls and the enduring popularity of larger supermarkets, the traditional butchers, bakers, grocers and chemists had begun to give way to a more diverse range of specialist stores, health services and food and drink establishments. One of the more prominent retailers introduced to Upland Village during the 1980s was Harvey Furnishings, whose local ‘empire’ extended over a number of neighbouring shops, including the two buildings at present-day 561 Remuera Road. During the mid-1980s, extensions were added to the rear of both buildings to accommodate their growing operations. Other enterprises (albeit smaller) based at the shopping centre during the last two decades of the twentieth century included a hair studio, a medical centre, art gallery, Caltex service station, retail outlet, dairy, bakery, fish shop, café and restaurants. In some, the first-floor accommodation had also been converted to accommodate other uses.

The most significant physical changes to occur at Upland Village during this time involved the removal of an existing house and extensive alterations to the substation building. In 1984, Auckland City Council acquired 539 Remuera Road for use as a public carpark, which involved the removal of the existing single-storey house that had been in place since at least the early twentieth century. A small toilet block was subsequently constructed close to the roadside boundary. In 1990, substantial alterations were carried out to the Remuera substation on Minto Road. Works involved the replacement of the building’s concrete roof following the reduction in the height of its brick walls, making the once prominent structure less conspicuous in its local context.

The evolution of Upland Village continued into the new millennium. Whilst some long-established stores remained, including the ubiquitous dairy, the increase in food and drink offerings within the centre was particularly apparent with a reasonable proportion of the buildings being utilised at one time or another as a café, restaurant or takeaway. Other new shops and services to arrive during the first decade-and-a-half of the twenty-first century included a drycleaner, liquor store, nail parlour, foodstore, and beauty shop.

By the end of 2017, Upland Village appeared to remain a prosperous shopping centre, supported by new investment and the ongoing custom from both local and transient clientele. At that time, the centre consisted of the following: a barber shop, a dairy, two liquor stores, five takeaways, a school uniform shop, a furniture store, two cafés, a pharmacy, a dental studio a foodstore, a nail parlour, a medical centre and clinic, a (former) garage, six restaurants, a bakery, two real estate offices, a podiatry clinic and a clothing store.

² Jenny Carlyon and Diana Morrow, 2011, 333.

5.0 Physical description

Refer to **Appendix 2** for a discussion of architectural styles, architectural drawings and further details on architects associated with buildings in the area, and **Appendix 3** for representative photographs.

5.1 Location

Upland Village is a retail hub located within Remuera, one of Auckland's oldest and most affluent residential suburbs. Remuera is situated approximately seven kilometres to the southeast of Auckland's CBD and is bisected by Remuera Road, a main thoroughfare that extends eastwards along the ridgeline from Newmarket to Meadowbank. The land to the north and south of the main road gradually slopes to the Orakei Basin and Hobson Bay, and the southern motorway (State Highway 1) respectively. Remuera comprises a mixture of medium density residential, commercial and mixed-use development, and is characterised by its strong collection of grand residences in mature grounds, its distinctive landforms that include maunga, ridges and valleys, and its historic commercial centres.

Upland Village lies within the eastern portion of the suburb, just over a kilometre to the east of the main Remuera shopping centre. Situated at the crossroads of Remuera, Upland and Minto roads, the area largely encompasses the neighbourhood's commercial core and is surrounded by a mixture of modern shops, traditional residences and modern apartments and town houses. The area sits on relatively level ground that gradually slopes north along Upland Road and drops more steeply to the south along Minto Road. The main street generally adopts the west-east linear structure of Remuera Road, which curves and gradually slopes to the east.

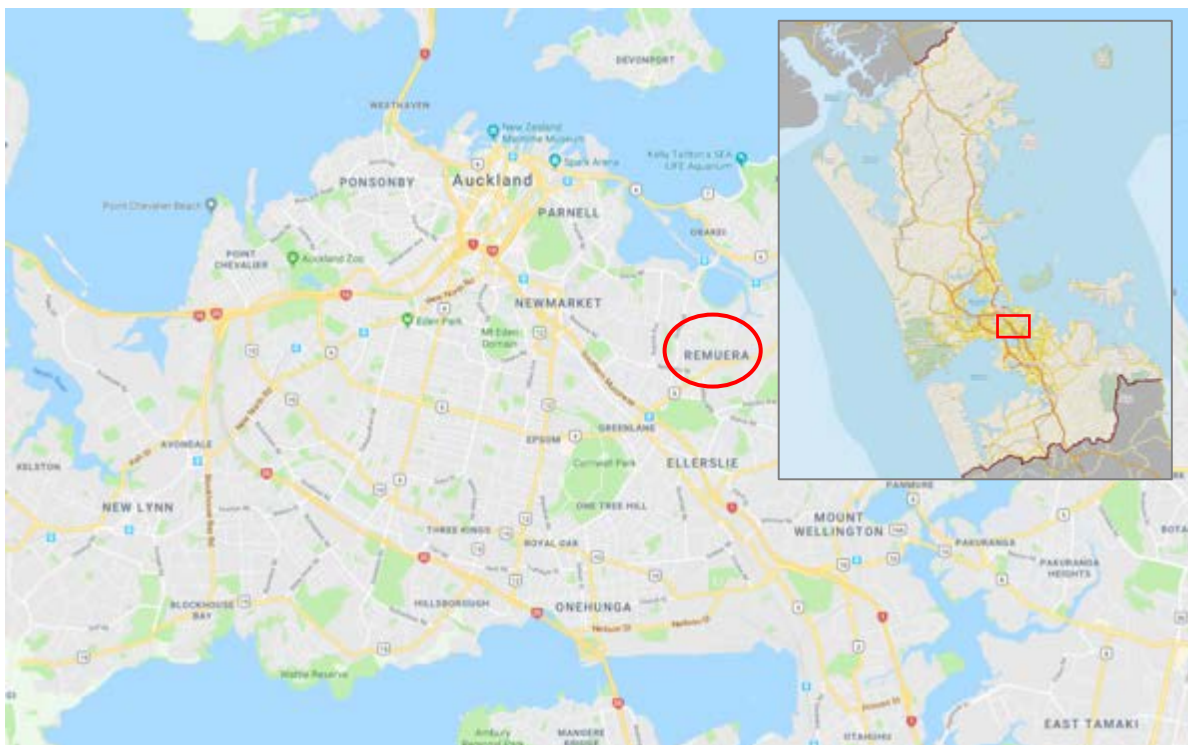


Figure 1: Map showing the location of Remuera within the Auckland isthmus, and the location of the suburb within the broader region (inset) (Auckland Council GeoMaps).



Figure 2: Maps showing the location of Upland Village within the context of the Remuera suburb (above left) and within its immediate locality (above right) (Auckland Council GeoMaps).

Upland Village is defined by its strong collection of commercial buildings that illustrate the eastern expansion of the Remuera district along the tram route during the early decades of the twentieth century, and the architectural styles and trends typical of the interwar period. Two-storey brick buildings are the most prevalent of the commercial structures in the area, interspersed with a small number of single-storey buildings. The buildings developed over a 23-year period, a relatively short space of time that reflects the surge in construction experienced during the boom years of the 1920s.

5.2 Pattern of development

The development of Upland Village was closely linked to the arrival of the electric tram in the area, which encouraged residential expansion and prompted the establishment of shops and services to support the growing local community. Prior to the commencement of commercial development, the area was still predominantly rural with a small number of residences located on and near the land now occupied by the shopping centre. The gradual subdivision of allotments and larger lots into smaller (albeit irregular) sections during the early decades of the twentieth century resulted in an underlying layout and building arrangement that remains legible today.

Following the establishment of the first two shops on the corners of Remuera and Minto roads, development occurred swiftly and simultaneously on both sides of Remuera Road. By the end of the 1920s, the majority of Upland Village was built out with blocks of residential shops and lock-ups. This was followed by the construction of two additional buildings in the 1930s.

Further construction occurred during the late 1950s, early 1960s and early 1970s when a pocket of residential land was subdivided and developed on the northeastern corner of Remuera and Upland roads, and a lot on the southeastern edge of the retail hub was built upon. This later phase of development reinforced the shopping centre's contribution to the community and illustrated the continued need for a local service centre.

5.3 Architecture and built form

Upland Village exhibits a relatively consistent range of building types and architectural styles, representative of Auckland commercial centres during the interwar period. The majority of the

buildings were established as 'residential shops', offering a range of services on the ground floor that developed to meet the needs of the growing community and with living quarters on the first floor. Some were purpose-built and/or fitted out to accommodate a particular type of service, such as the Auckland Meat Company shop (563 Remuera Road) and W. G. Gray's chemists (608, and later 565 Remuera Road). Whilst retail remains one of the key uses, a number of cafes and restaurants have been introduced into the area in recent years. Other structures include a service station (586-592 Remuera Road) and an AEPB substation (2-4 Minto Road).

The architecture, scale and construction of development within Upland Village provide a strong sense of cohesion, continuity and permanence. Designed in styles associated with the interwar period, the buildings within the area collectively reflect Upland Village's first and most important phase of development. The buildings generally represent a more modest interpretation of the designs adopted for larger, commercial buildings in urban areas. The most prevalent is the Stripped Classical style, which embraces the characteristics of classical design but adopts a more simplified approach to decorative detailing. Notable examples within the area include the two buildings on the northern side of Remuera Road (594-600 and 602-608 Remuera Road). Spanish Mission style influences are also apparent in the, particularly on the area's western edge, with the service station (586-592 Remuera Road) the most prominent example. Other influences include the Art Deco and Streamline Moderne styles, elements of which are evident in the AEPB substation building (2-4 Minto Road). Despite the general simplicity of design, a number of the buildings incorporate decorative elements and ornamental motifs, including the building's construction date.

The scale of development in Upland Village is relatively consistent. Although footprints vary in size, over two-thirds of the buildings are of two-storey construction, with a small number of single-storey structures situated on or near the Minto Road intersection. The buildings generally take the form of terraced shops, with an almost continuous line of ground-floor verandahs suspended from the principal elevations. The predominant building material is brick and/or concrete, with finishes that include painted render, painted or exposed brick, and stucco. Rear elevations, visible from the access lanes behind the shops, are generally of exposed brick. Roofs are principally clad in corrugated metal, with some examples of clay tiles. Traditional shop fronts with timber joinery, display windows and recessed entries, have given way to modern timber or aluminium replacements, while first floor fenestration appears to remain largely unchanged and generally comprises timber casements and sash windows. The scale and extent of signage varies across the area. Some recent attempts have been made to adopt a consistent approach to modern signage, which has resulted in a more organised and less cluttered appearance. With the exception of one site (561 Remuera Road), only minor changes appear to have occurred to the rear of the buildings.

A small number of well-known architects are associated with the design of buildings in Upland Village. The most prominent, Horace L. Massey, was one of the country's most successful and prolific architects during the 1920s, 30s and 40s, receiving both national and international acclaim for his work. He designed the modest single-storey building at 565 Remuera Road. Others include local architects, E. Rupert Morton and Frederick A. Browne who were responsible for the notable row of buildings on the northern side of Remuera Road. Morton designed the service station and the two-storey block of residential shops at 586-592 and 594-600 Remuera Road, while Browne designed the neighbouring block of residential shops at 602-608 Remuera Road. Some lesser known local architects include H. S. James and E. T. Hawkes, who respectively designed the two-storey buildings at 547-549 Remuera Road and 579-583 Remuera Road.

Several known contractors responsible for the construction of buildings in the HHA include S. L. Wallath (551-553 Remuera Road); C. H. Cox (561 Remuera Road); W. J. Westray (579-

585 Remuera Road); J. R. Simpson (594-600 Remuera Road); Fletcher Construction Company (602-608 Remuera Road); and Charles W. Ravenhall (2-4 Minto Road).

5.4 Streetscape

Upland Village is a well-defined commercial core that adopts a relatively traditional, albeit smaller, main street configuration. It contains a number of building types and varied lot sizes, yet maintains a relatively dense development pattern produced by the positioning of the structures on the street edge and the design of some buildings in a modulated fashion. The prevalence of two-storey buildings and their relatively continuous parapets and verandahs reinforce this sense of enclosure, and collectively provide the area with a strong visual coherence. There is limited variation in the rhythm and setback of development, the exceptions being the service station and substation as a result of their building types and locations. The service station for example, is set back from the road to accommodate a forecourt, while the substation is slightly removed from the main shopping strip. They both, nevertheless, contribute positively to the streetscape.

The roads in Upland Village, including the main thoroughfare of Remuera Road, are of generous proportions. They are edged with basalt kerbs and tarmac footpaths inset with brick paving. A mixture of retail, cafés, restaurants, and local services enable buildings to maintain an active frontage and positive relationship with the street. Modern traffic paraphernalia, such as traffic lights and signs, together with street lamps and street furniture are evident throughout the area.

Vegetation within Upland Village is mainly concentrated at the boundaries of the area. Whilst there are no street trees or plantings along Remuera Road, the lines of established trees positioned on the residential streets of Upland and Minto roads, together with the stands of trees and hedges positioned within the mature gardens of adjacent properties provide a softening edge and backdrop to the area.

5.5 Summary of key features

- Largely intact blocks of early twentieth century (predominantly interwar) buildings that provide tangible reminders of the area's key period of development.
- Single-storey and two-storey traditional masonry buildings, exhibiting the modest examples of the architectural styles associated with the period.
- Strong horizontal emphasis and visual continuity (despite the slight curve in the road) created by the corresponding building heights, traditional parapets and verandahs. The one exception is the sub-station, which is a different building type and located just off the main Remuera Road.

5.6 Summary of changes

- Common alterations include modifications to, or wholesale replacement of traditional shop fronts. In a number of cases, this has involved the replacement of timber joinery with aluminium units, variations in the proportion of display windows and the removal of recessed entranceways. Despite the loss of historic fabric to the shop fronts, the rhythm of the openings has generally been retained.
- Varying degrees of rear additions.
- The scale and extent of shop signage has changed.
- Paint finishes have changed on many of the buildings.
- Surface materials, including footpath finishes and street furniture.

6.0 Comparative analysis

Refer to **Appendix 4** for associated photographs.

When considering Upland Village in relation to other similar or related areas within the locality or region, one of the most relevant comparisons is with other suburban commercial centres that developed along Auckland's electric tram lines during the interwar period. Another key comparison is with other secondary or small-scale early twentieth century shopping centres in Auckland. In a local context, Upland Village can be compared to the other retail hubs established in Remuera during the early decades of the twentieth century.

Established as a secondary shopping centre along a main transport route in Remuera, Upland Village's pattern of development is not unlike that of primary suburban town centres in Auckland – principally driven by population growth, land subdivision and improved transport provisions. It was the introduction and extension of the electric tram network in particular that had the most profound effect on Auckland's expansion and the requirement for shopping centres to accommodate the emerging residential suburbs. A brief analysis of the tram network reveals that the principal suburban centres associated with this theme are well represented in the AUP, with many identified as Special Character Areas – Business. However, very few exist within Auckland's eastern suburbs and only a small number of secondary centres occur along these routes (refer to Appendix 4.1).

Upland Village is one such centre. Formed following the extension of the 'eastern' tramline to Upland Road in 1913, it developed swiftly around the terminus (from 1915) and by the end of the 1920s was largely built out with a cohesive group of masonry buildings providing a range of shops and services. Upland Village was not alone in its association with the electric tram network and rapid interwar development. Comparable commercial areas that flourished during this period of marked growth and construction include the traditional town centres of Mount Albert, Balmoral, Sandringham and Point Chevalier. Whilst each share similarities in either scale, architectural influences or rate of development, each have their own distinct characteristics. It is also important to note that, unlike Upland Village, these areas represent the commercial cores of the suburbs in which they developed.

The town centres of Mount Albert and Balmoral are the larger of the four areas identified and were the earliest to develop. Located adjacent to the railway line, commercial development in Mount Albert had begun prior to the arrival of the electric tram in 1915, but, like Upland Village, grew swiftly around a crossroads during the 1920s. Its buildings, although greater in number than those at Upland Village, share similarities in architectural style, scale and form. Such characteristics are also visible in the Balmoral town centre, which, despite earlier development, also experienced its greatest progress during the 1920s following the arrival of the electric tram in 1917. The strong and cohesive group of interwar, predominantly two-storey buildings also exhibit stylistic qualities akin to Upland Village, but with some prominent individual examples of 'landmark' and corner buildings, including the notable Capitol Theatre. Some of the buildings in Balmoral town centre retain early or original shop front design and detail, a feature that is admittedly lacking in Upland Village.

The smaller town centres of Sandringham and Point Chevalier were later to develop. The extension of the electric tram to Sandringham town centre occurred in 1925, over a decade after the earliest shops were constructed, but during a period of increased growth in the area. The buildings are a mixture of single and two-storey structures that, like Upland Village, exhibit both Stripped Classical and Spanish Mission architectural influences and incorporate a purpose-built garage. The earliest portion of Point Chevalier town centre has the most compact footprint, developing on only one side of the road, yet comprises a relatively broad collection of architectural styles and building heights. Architect-designed buildings such as the classically derived ASB building and the substantial three-storey Ambassador Theatre

elevate the area's physical quality, with the other more modest structures playing a supporting role. Whilst the speed of the town centre's development during the 1920s echoes that experienced in Upland Village, it is a much smaller commercial centre and many of the buildings were already constructed by the time the electric tram arrived in Point Chevalier in 1930.

As one of a number of shopping centres formed along Remuera Road, a comparison between Upland Village and other smaller retail hubs situated along well-established thoroughfares can also be made. Although not the primary commercial areas, these smaller centres are still important for expressing the growth and development of Auckland's suburbs. In exploring such examples (refer to Appendix 4.3), it is clear that whilst similarities exist, there are distinct differences in their patterns and periods of development and in their resultant physical qualities. As a compact area that developed over a short period of time, Upland Village stands apart from other similar small-scale centres for its consistent group of relatively intact shop buildings, and exists as a notable representative example of its type.

In a local context, a final comparison can be made between Upland Village and other retail hubs that developed to service the growing population of Remuera during the early decades of the twentieth century. The suburb's earliest and principal shopping centre, which, unlike Upland Village, experienced sustained development over an extended period of time, underwent its key growth following the advent of the electric tram service to Victoria Avenue in 1904, and again in the 1920s. As the suburb's commercial core, Remuera town centre inevitably contains a greater number of structures and a broader variety of building types and service providers than Upland Village, however, pockets of redevelopment or infill buildings across the main strip have somewhat compromised the integrity and cohesiveness of the whole.

Another group of commercial buildings located at the intersection of Great South Road and Market Road share similarities in scale, age and arrangement to Upland Village. Located at the edge of the Remuera suburb, the collection of two-storey shops predominantly date from the 1920s with modern peripheral development, and are, like Upland Village, arranged around a crossroads. Although the slightly smaller centre features a number of buildings that appear good examples of early twentieth century residential shops, collectively, the area lacks the architectural diversity and range of building types evident at Upland Village. Smaller groups of shops remain at the Victoria Avenue and Walton Street intersection and at the crossroads of Upland and Benson roads. The cluster of shops on Victoria Avenue is a small, unremarkable example of modest mid-century shops that developed much later on the corner of a residential street, while the Benson Road shops comprise a mixture of interwar and modern shops that are much smaller in concentration and feature only one imposing two-storey building. Notwithstanding their association with Remuera's commercial history, few comparisons can therefore be made between these smaller centres and Upland Village.

In comparing Upland Village with these traditional town centres and smaller retail hubs, similarities in location, historical development and physical qualities are apparent in some cases. Despite its establishment as a secondary commercial centre within the suburb of Remuera, rather than the principal town centre like other examples (Mount Albert, Balmoral, Sandringham and Point Chevalier) mentioned above, Upland Village appears to be no less expressive of Auckland's important period of commercial development during the 1920s and 1930s. In fact, with its first shop built after the arrival of the electric tram, Upland Village is the only known shopping centre to develop as a direct result of the extension of the tramlines, and is one of the most intact examples along the former eastern tram route. It also represents a notable representative example of a small-scale commercial centre in the isthmus. In the Remuera context, Upland Village represents a cohesive and intact group of commercial buildings that reflect the swift development that occurred during a period of pronounced growth and prosperity in the locality.

7.0 Significance criteria

(a) Historical

The place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people or idea or early period of settlement within the nation, region or locality.

Upland Village has considerable historical value for reflecting important development patterns and representative aspects of Auckland's transport and commercial history during the interwar period – a time of marked advancement in the locality and region.

Established following the advent of the electric tram at Upland Road in 1913, Upland Village HHA has value for its intimate association with the expansion of Auckland's electric tram network and for reflecting the progressive eastward development of the Remuera suburb during the early decades of the twentieth century. It is particularly significant as the only known interwar shopping centre in the isthmus to develop in direct response to the arrival of the electric tram and location of its terminus.

Transitioning from a tram terminus to a flourishing retail hub of purpose-built facilities and services, Upland Village is particularly important for demonstrating the emergence of commercial development in the neighbourhood and for bolstering its residential progress during a time of sustained growth and prosperity. The area is also of note for representing the development pattern and formation of shopping centres along Auckland's main transport routes when communities relied on local shops rather than the large-scale supermarkets and chain stores that superseded them.

The swift growth of Upland Village is apparent in its group of buildings that collectively reflect the construction boom of the interwar period and the composition of small-scale commercial centres during that time. Of particular interest are the associations and functions of a number of these buildings, which reinforce the historical value of the area overall. The former service station and AEPB substation are especially relevant for representing advancements in motoring, infrastructure and public utilities during the early decades of the twentieth century. Built during a time of increased private car ownership, the former service station reflects the development of Auckland's early motor routes, while the substation, one of the earliest extant examples in the region, represents the rise in the domestic use of electricity and the expansion of the network across suburban Auckland. Furthermore, the service station has an intimate association with renowned motor sport personality, Bruce McLaren who played an integral part in the introduction of international motor racing to New Zealand.

Overall, Upland Village has **considerable** historical value **locally** and **regionally**.

(b) Social

The place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value.

As a centre for mercantile activity and public interaction for over 100 years, Upland Village plays a role in defining communal identity and distinctiveness within the locality and reflects the changing demographics, social attitudes and commercial trends that occurred during that time. With its collection of historic buildings of varying types and uses, the area also has the potential to demonstrate a past way of life when there was greater reliance on local shops and conveniences. However, whilst some of the local cafés have historical images of the centre on display, it is unclear whether the area is held in high public esteem or whether it is valued

by the community solely for amenity reasons. Until consultation with the local community is undertaken, the area is considered to have no greater than little social value.

Upland Village has **little** social value **locally**.

(c) Mana Whenua

The place has a strong or special association with, or is held in high esteem by, Mana Whenua for its symbolic, spiritual, commemorative, traditional or other cultural value.

An assessment of the area's value to Mana Whenua has not been undertaken as part of this evaluation.

(d) Knowledge

The place has potential to provide knowledge through scientific or scholarly study or to contribute to an understanding of the cultural or natural history of the nation, region or locality.

As a long-established shopping centre that developed following the arrival of the electric tramline, Upland Village has the potential to enhance public understanding of the important role the tram network played in the Remuera's progressive commercial and residential development. Its collection of predominantly 1920s buildings is also a tangible reminder of the area's rapid growth during the interwar period, the architectural influences of the time, and past customs of retail consumption. However, whilst there may be the opportunity to educate both local and transient visitors through on-site interpretation, the area is unlikely to provide meaningful or useful information not already available from other places or sources. As such, the area is considered to have little knowledge value.

Upland Village has **little** knowledge value **locally**.

(e) Technology

The place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials.

Built using materials and construction methods that were relatively commonplace during the early decades of the twentieth century, the buildings within Upland Village are not known to demonstrate a creative or technical accomplishment, innovation or achievement in its structure, construction, components or use of materials. As such, the area is considered to have no technology value.

Upland Village has **no** technology value.

(f) Physical attributes

The place is a notable or representative example of a type, design or style, method of construction, craftsmanship or use of materials or the work of a notable architect, designer, engineer or builder.

Upland Village has considerable physical attributes value as a notable example of a traditional small-scale shopping centre that developed swiftly and compactly during the interwar period in Auckland. Its largely intact group of single and two-storey masonry buildings are of particular value for their strong sense of cohesion, continuity and permanence and for collectively reflecting important architectural styles and trends in commercial architecture during that time. The Stripped Classical and Spanish Mission styles are especially prevalent

in the area and, although modestly applied, demonstrate the architectural transition from Victorian excess to exotic influences and modernist restraint. Notable examples include the group of 1920s buildings in the northern portion of the area (586-608 Remuera Road), which includes an unusual example of a purpose-built Spanish Mission service station and two well-executed blocks of shops of Stripped Classical design.

Value is also gained from the association of several buildings in Upland Village with an architect who made an important contribution to the architecture of the locality. One notable architect is E. Rupert Morton (596-592 and 594-600 Remuera Road), whose design of the service station is possibly one of his most well-regarded in Auckland. Although lesser known, architect Frederick A. Browne (602-608 Remuera Road), and local architects, H. S. James (547-549 Remuera Road) and E. T. Hawkes (579-583 Remuera Road) were responsible for the design of a number of buildings in Remuera during the early decades of the twentieth century and their individual contributions to the shopping centre provide the area with a degree of architectural diversity and distinctiveness.

Whilst the buildings within Upland Village have experienced change over time, most noticeably to their shop fronts, the overall integrity of their historic form, features and fabric remains. Collectively, they create a definable geographical area that can be distinguished from its residential surroundings, ensuring the legibility of the area as a good representative example of a small-scale interwar shopping centre.

Overall, Upland Village has **considerable** physical attributes value **locally**.

(g) Aesthetic

The place is notable or distinctive for its aesthetic, visual, or landmark qualities.

Occupying a relatively prominent location along Remuera's ridgeline and on the intersection of three roads, Upland Village has moderate aesthetic value as a conspicuous landmark within the locality. Its compact urban form and cohesive group of buildings that share similarities in age and scale and collectively reflect an important period of construction in the locality, provide the area with a notable visual presence and aesthetic appeal.

Upland Village has **moderate** aesthetic value **locally**.

(h) Context

The place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting.

Upland Village has considerable context value for its individual components that when taken together form a historic townscape that has value for its cohesive built form and strong associations with a key period in Remuera's history. Its uninterrupted blocks of buildings that define the street collectively contribute to the area's sense of place and legibility as an intact retail hub in the locality and as one of only a small number of authentic interwar centres in Auckland.

Upland Village has **considerable** context value **locally**.

8.0 Statement of significance

Upland Village has considerable historical value for reflecting important development patterns and representative aspects of Auckland's transport and commercial history in the locality and region. The area is important for demonstrating the emergence of commercial development in the neighbourhood and is particularly significant as the only known interwar shopping centre in the isthmus to develop in direct response to the arrival of the electric tram and location of its terminus. Upland Village has considerable physical attributes value as a good representative example of a traditional small-scale shopping centre that developed swiftly during the interwar period in Auckland. Its largely intact group of single and two-storey masonry buildings are of particular value for their strong sense of cohesion, continuity and permanence and for collectively reflecting important architectural styles and trends in commercial architecture during that time. Value is also gained from the association of several of the buildings in the area with an architect who made an important contribution to the architecture of the locality. Occupying a relatively prominent location along Remuera's ridgeline and on the intersection of three roads, Upland Village has moderate aesthetic value as a conspicuous landmark within the locality. The area also has considerable context value as a historic townscape that has value for its cohesive built form, its strong associations with a key period in Remuera's history, and as one of only a small number of authentic interwar centres in Auckland.

The period of significance for Upland Village is 1915-1938, a 23-year period that captures its early commercial development following the extension of the electric tram to Upland Road, its most prolific period of construction during the 1920s and the erection of its last building during the interwar period.

9.0 Extent of the area

Refer to **Appendix 5** and **Appendix 6** for a detailed boundary justifications and additional maps.

- The identified extent of place (**Figure 3** and **Figure 4**) is the area that is integral to the function, meaning and relationships of the Upland Village Historic Heritage Area (**HHA**).
- The boundary of the Upland Village HHA was drawn with its historic subdivision pattern and current physical and visual qualities in mind. The development of the shopping centre occurred rapidly during the interwar period and most notably during the 1920s, which resulted in a cohesive group of buildings that share similarities in age, architectural influences and construction methods. The extent of the area is therefore based on this first and most important phase in Upland Village's history. It was a further 20 years before the area's second phase of development occurred. The buildings erected during this time fall outside the area's identified period of significance and as such are not included in the extent of the HHA.
- The proposed extent covers the full certificate of title boundaries for all properties within the HHA, including portions of the footpaths and roads. Portions of the roads have been included as a means to acknowledge their important role in the development of Upland Village around a crossroads. They also reinforce the area's important relationship with the development of Auckland's transport, particularly the expansion of the electric tram network and the increased use of motor vehicles during the early twentieth century. The inclusion of the footpaths and roads also ensure that verandahs are incorporated into the extent and the visual interconnection between buildings is maintained.

- Exclusions include the interiors of all buildings contained within the extent of the area, which were not inspected or assessed as part of this evaluation; fences and boundary walls on contributing sites built after 1938; and stand-alone accessory buildings or garages on contributing sites built after 1938.

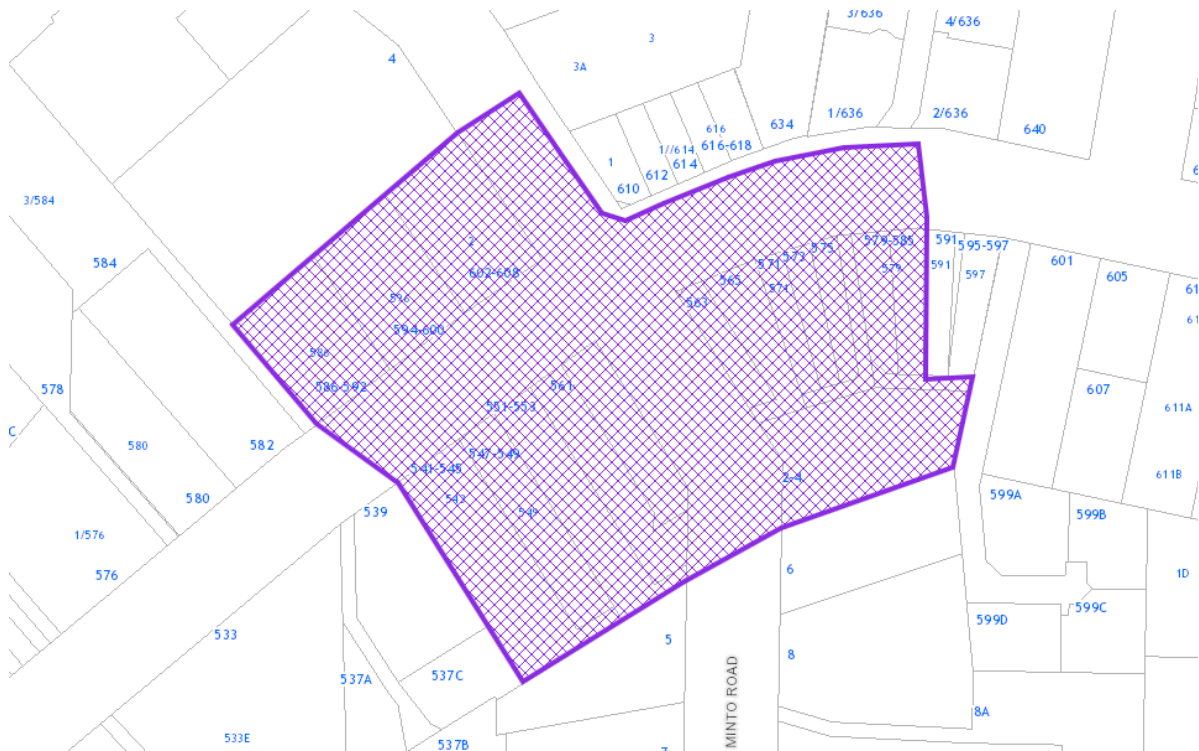


Figure 3: The extent of place of Upland Village HHA (Auckland Council GeoMaps).



Figure 4: Aerial view of the HHA with extent of place outlined (Auckland Council GeoMaps).

10.0 Recommendations

- Based on the preceding evaluation, the Upland Village HHA is shown to demonstrate *considerable* historical, physical attributes and context values, and *moderate* aesthetic value locally.
- Overall, the area is of **considerable** historic heritage significance **locally**.
- The extent of the area includes all that land shown in Section 9.0 (above), and justified in Appendix 5.

11.0 Table of Historic Heritage values

Significance Criteria (A-H)	Value* (None, Little, Moderate, Considerable, Outstanding)	Context (Local, Regional, National, International)
A- Historical	Considerable	Local, Regional
B- Social	Little	Local
C- Mana Whenua	Not known	Not known
D- Knowledge	Little	Local
E- Technology	None	N/a
F- Physical Attributes	Considerable	Local
G- Aesthetic	Moderate	Local
H- Context	Considerable	Local

*Levels of significance or value:

Outstanding: of exceptional importance and interest; retention of the identified value(s)/significance is essential.

Considerable: of great importance and interest; retention of the identified value(s)/significance is very important.

Moderate: of some importance and interest; retention of the identified value(s)/significance is desirable.

Little: of limited importance and interest.

None: no importance and interest identified.

12.0 Overall Significance

Area Name and/or Description	Upland Village Historic Heritage Area
Verified Location	The HHA incorporates parts of Remuera Road, Upland Road and Minto Road, which captures the following addresses: 541-585 (odd numbers) Remuera Road, 586-608 (even numbers) Remuera Road, and 2-4 Minto Road.
Known Heritage Values	A, F, H
Extent of Place	All that land set out in Section 9.0 of this report.
Exclusions	Interiors of all buildings contained within the extent of the area unless otherwise identified in another scheduled historic heritage place; fences and boundary walls on contributing sites built after 1938; and stand-alone accessory buildings or garages on contributing sites built after 1938.
Additional Controls for Archaeological Sites or Features	
Place of Maori Interest or Significance	
Contributing Sites/Features	These include: 541-545, 547-549, 551-553, 563, 571, 573, 575, 579-585, 586-592, 594-600 and 602-608 Remuera Road and 2-4 Minto Road.
Non-Contributing Sites/Features	561 and 565 Remuera Road.

13.0 Other matters

Whilst Upland Village HHA has a strong, albeit compact, collection of interwar buildings that reflect a key period in its history, the one noticeable area of change is the modification or replacement of traditional shop fronts and signage. If the opportunity arose, the area would greatly benefit from a heritage grant scheme, possibly in the guise of a Townscape Heritage Initiative, which focusses resources and/or creates incentives for the restoration of shop fronts and the improvement of signage across the area. There may also be the potential to provide on-site interpretation, which could enhance the shopping centre experience for locals and visitors alike.

Author
The Heritage Studio
Carolyn O’Neil, Heritage Consultant

Reviewer
Auckland Council
Cara Francesco, Principal Specialist Built Heritage

Date
August 2019

Date
May 2018

Appendices

Appendix 1: Historical background

- 1.1 Historic maps and plans
- 1.2 Series of Deposit Plans
- 1.3 Historic aerial photographs
- 1.4 Supplementary information: individual places

Appendix 2: Physical description

- 2.1 Location maps
- 2.2 Auckland Unitary Plan maps
- 2.3 Architectural discussion
- 2.4 Date of buildings in Upland Village HHA
- 2.5 Architects
- 2.6 Original architectural drawings

Appendix 3: Streetscape photographs

Appendix 4: Comparative analysis

- 4.1 Brief study of Auckland's tram network, its routes and associated commercial centres
- 4.2 Interwar suburban centres
- 4.3 Examples of other secondary/small-scale shopping centres

Appendix 5: HHA boundary justification

Appendix 6: Contributing and non-contributing sites/features

- 6.1 Table of contributing and non-contributing sites
- 6.2 Map of contributing and non-contributing sites

Appendix 1: Historical background

Early history: Tamaki-makau-rau and Remuera

Long before the arrival of European settlers, *Remuera*³ and surrounding lands were a valued part of Tāmaki-makau-rau. Whilst Māori settlement on the isthmus is thought to have begun some centuries prior to 1400 AD, it was during this time of population increase that the tops of nearby volcanic cones were transformed into pā, and low-lying areas cultivated.⁴ The Remuera (present-day Mt Hobson) cone, for example, was terraced for habitation, agriculture and defence.⁵ Tāmaki-makau-rau was generally divided into hapū territories, and with its wealth of volcanic cones, cultivated land, bush, and abundant food sources, the highly desirable isthmus inevitably attracted outside tribes, making it “a melting pot of resident people and incomers alike”.⁶

By 1700, Wai-o-Hua were the dominant group on the isthmus, occupying numerous pā including Remuera⁷ and nearby Maunga-rāhiri⁸ (later Little Rangitoto in Upland Road) pā.⁹ However, inter-tribal friction and conflict led to their eventual downfall, and in 1750, they were faced with sustained attacks from Ngāti Whātua.¹⁰ Following Wai-o-Hua's defeat, other conflicts ensued between Ngāti Pāoa, the residents of the southeast of the isthmus, and Ngāti Whātua.¹¹ Following a few decades of relative peace and stability in Tāmaki-makau-rau, the acquisition of muskets by Ngā Puhī in 1820 completely unbalanced tribal power when they attacked Ngāti Whātua from the north, to devastating effect.¹² After the musket wars, inter-tribal relationships across the North Island were altered irrevocably and the traditional Māori way of life on Tāmaki-makau-rau began to change.¹³ By the time Europeans arrived, the isthmus was largely uninhabited.

First land purchases

In May 1840, prior to Governor William Hobson formally founding the settlement of Auckland and before the acquisition of Māori land by the Crown, a young John Logan Campbell visited the Waitematā with the intention of purchasing land from Ngāti Whātua. He was particularly captivated by the beauty of present-day Remuera, however, his attempt to acquire land on its northern slopes failed.¹⁴ Later that year, Ngāti Whātua leader, Te Kawau offered 3,000 acres of land to Governor Hobson for the establishment of the town of Auckland, and in 1841, the Crown acquired the Kohimarama Block, located to the east of Remuera, from Ngāti Pāoa.¹⁵

It was not until 1844, following a great feast held by Waikato iwi at Remuera, that Māori land in the area first became available. Purchased under Governor Robert FitzRoy's 10-shilling pre-emption waivers during 1844 and 1845, large blocks of Remuera land to the south of the newly established Tāmaki (later Remuera) Road were swiftly acquired by early settlers and investors.¹⁶ Some of these shrewd individuals included James Dilworth, George Graham,

³ The Maori name, *Remuera* came from two words: *remu* meaning hem or edge, and *wera* meaning burnt.

⁴ Jenny Carlyon and Diana Morrow, *A Fine Prospect: A History of Remuera, Meadowbank and St Johns*, Auckland, Random House, 2011, 21.

⁵ *Ibid.*

⁶ R. C. J. Stone, *From Tamaki-Makau-Rau to Auckland*, Auckland, Auckland University press, 2002, 10.

⁷ Remuera pa (Mt Hobson) was originally name Ohinerau (the place of Hinerau).

⁸ Maunga-rahiri pa (Little Rangitoto or Rangitoto-iti) was located atop a volcanic cone, near present-day Little Rangitoto Reserve at the lower end of Upland Road.

⁹ Jenny Carlyon and Diana Morrow, 2011, 21-2.

¹⁰ *Ibid.*, 22.

¹¹ *Ibid.*

¹² *Ibid.*, 25.

¹³ *Ibid.*, 21.

¹⁴ *Ibid.*, 8 and 26.

¹⁵ Remuera Heritage, *Remuera Heritage Walk: St Aidans to Mount Hobson*, 2006.

¹⁶ *Ibid.*, 35-5 and 46.

David and Robert Graham, and Joseph Newman, many of whom arrived in New Zealand from the Britain during the 1840s and 50s.¹⁷



Figure 5: An artist's (Joseph Jenner Merrett) impression of the Great Feast at Remuera in 1844. Remuera (Mt Hobson) is in the centre, and it is possible that the view was taken from Maunga-rahiri (Little Rangitoto). (Merrett, Joseph Jenner, 1816-1854, "Native feast held at Remuera, Auckland, New Zealand. May 11 1844." ourheritage.ac.nz | OUR Heritage, accessed December 22, 2017, <http://otago.ourheritage.ac.nz/items/show/5520>)

Between 1847 and 1855, the Crown had purchased the remaining Remuera land to the north of Tāmaki Road from Ngāti Whātua. The first public auction, in 1848, included the Te Tiki blocks (land between Newmarket and Bassett Road). Surveyed as Section 14, the land comprised four to six acre lots that sold well in excess of the reserve.¹⁸ Fierce competition resulted in high purchase prices, which continued during the subsequent public auctions that included the Ōhinerau blocks (1852-3) and those lots of the Pukapuka blocks (1855-6) not already set aside as native reserves. These areas were collectively surveyed as Section 16 and covered the majority of the northern slopes of present-day Remuera and part of Meadowbank.¹⁹

Early landowners, subdivisions and settlement

Remuera land continued to be highly desirable, and was eagerly purchased by settlers and speculators when it became available. The spectacular scenery and relatively close proximity to Auckland made Remuera an ideal location for Auckland's most prosperous residents. Successful merchants and businessmen, professionals, distinguished farmers and influential landowners all made Remuera home. Its rural landscape dotted with country cottages was soon interspersed with grand houses in park-like settings.²⁰

One illustrious landowner was Robert Graham, who, following his arrival in New Zealand in the early 1840s, established a partnership with his brother, David Graham, as traders and merchants.²¹ By the end of the decade, Robert had acquired around 565 acres of land at the Great South Road/Panmure Road junction upon which he built his residence 'Ellerslie'²² (1853) and established a sports ground, amusement park and zoo – a playground for Remuera's growing population.²³ Meanwhile, David Graham's imposing residence, 'The

¹⁷ Ibid., 46-52.

¹⁸ Jenny Carlyon and Diana Morrow, 2011, 38 and 54; Winifred Macdonald, *Recollections: A Sketch History of Early Remuera 1870-1914*, Auckland, Milnes, 1983, 5-6.

¹⁹ Jenny Carlyon and Diana Morrow, 2011, 38 and 54; Winifred Macdonald, 1983, 6.

²⁰ Jenny Carlyon and Diana Morrow, 2011, 8-9 and 46.

²¹ Ibid., 49.

²² 'Ellerslie House', later known as 'Mainston Manor', still stands at 4 Mainston Road and is scheduled as a Category A historic heritage place (#02487) in the AUP.

²³ Ibid., 50-1.

Tower' (1855), was erected on 12 acres of farmland on Tamaki (Remuera) Road, linked to his brother's farm by a track that would become Ladies Mile.²⁴

The Graham brothers' residences were two of around 30 households established in Remuera by 1866, many of which were home to some of the most influential and prosperous individuals in the country.²⁵ By this time, the fledgling settlement of Remuera had two churches (St Marks Anglican Church (1847) and a Methodist Church (1859)); a highway district board (1863); and several small Church and private 'dame' schools.²⁶ In 1873, Remuera became a stop on the Auckland-Onehunga railway line but was still a rural settlement, with fewer than 500 residents and around 270 inhabited homes.²⁷



Figure 6: Panoramic view looking northeast over rural Remuera from Remuera-Mt Hobson in c.1880s, showing a mixture of country cottages and grand houses (Sir George Grey Special Collections, Auckland Libraries, 4-325).

By the mid-1880s there had been a surge of activity in Remuera land sales and auctions, generating considerable profits for landowners. It was a period of large-scale subdivision of farmland into smaller residential lots, many of which were touted as “*splendid*” and “*grand fashionable building sites*” with “*magnificent views*”.²⁸

In late 1885, the boom time of the early 1880s was brought to an end by the onset of a decade-long recession that put considerable pressure on speculative schemes and saw the collapse

²⁴ Ibid., 50; Winifred Macdonald, 1983, 7.

²⁵ Jenny Carlyon and Diana Morrow, 2011, 54.

²⁶ Ibid., 144, 184 and 193; Winifred Macdonald, 1983, 14.

²⁷ Winifred Macdonald, 1983, 14; Jenny Carlyon and Diana Morrow, 2011, 283.

²⁸ Sir George Grey Special Collections, Auckland Libraries, NZ Map 2675, NZ Map 4497-8 and NZ Map 4230.

of the inflated property market.²⁹ However, the new century brought with it renewed growth and prosperity. Local businesses flourished and endured, land continued to be subdivided and developed, and the district's population rose from 1,676 in 1891 to 2,186 in 1901, and by 1911, had more than doubled to 5,284.³⁰

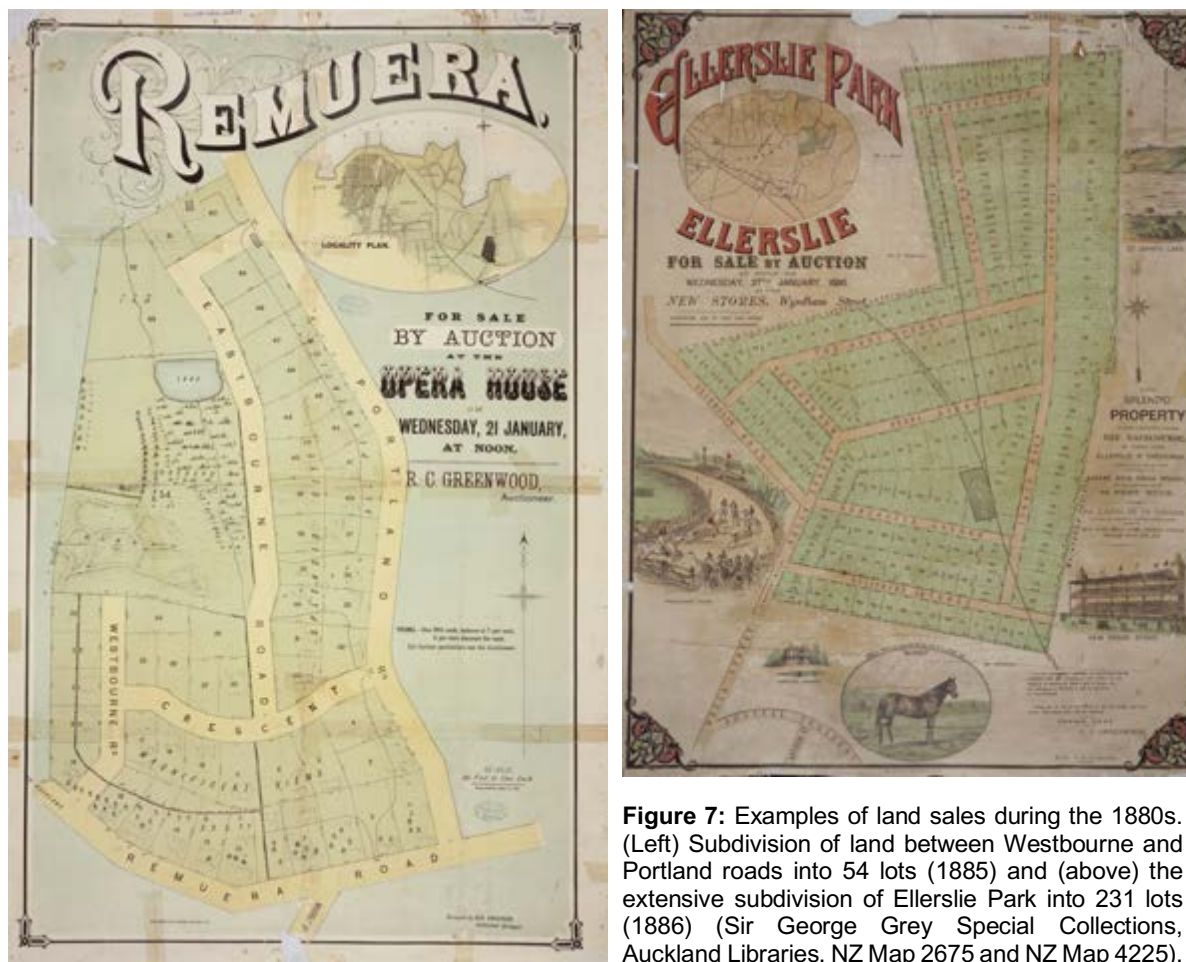


Figure 7: Examples of land sales during the 1880s. (Left) Subdivision of land between Westbourne and Portland roads into 54 lots (1885) and (above) the extensive subdivision of Ellerslie Park into 231 lots (1886) (Sir George Grey Special Collections, Auckland Libraries, NZ Map 2675 and NZ Map 4225).

Remuera's commercial development

Before the development of Remuera's retail centre between Norana and St Vincent avenues during the first decade of the twentieth century, there were only a small number of shops in the district with many residents relying on established stores in Newmarket and Auckland city. Remuera's first shop was reputedly Dent's grocery store, which occupied the front room of a cottage near present-day Beatrice Road in 1866.³¹ Other stores included a baker, a butcher and another grocer. Although the number of shops had increased by the 1880s, it was not until the early 1900s that businesses began to thrive along Remuera Road providing a broad range of shops and services from blacksmiths and carrier firms to butchers, bakers, grocers and chemists.³²

A key driver in Remuera's population growth and expansion during the early twentieth century was the introduction of the electric tram service to Victoria Avenue in 1904. Replacing the

²⁹ Jenny Carlyon and Diana Morrow, 2011, 72.

³⁰ *Ibid.*, 80 and 314.

³¹ *Ibid.*, 308-9.

³² *Ibid.*, 308.

earlier horse trams that had operated since 1884, the electric trams proved a great success for their provision of cheaper and quicker transport and as an important impetus in the growth of undeveloped land on the outskirts of the district.³³ The tramline was extended to Upland Road in 1913, boosting residential development and the establishment of new shops and services in the area.³⁴



Figure 8: A group of shops along Remuera Road, east of Clonbern Road, c.1910. Showing the L. J. Keys grocery store and dairy in the foreground and people waiting for an approaching tram (Sir George Grey Special Collections, Auckland Libraries, 7-A11228).

Upland Village: early allotments, owners and land use

The land upon which Upland Village stands formed parts of original allotments 189 and 145, Section 16, and part of Allotment 24, Section 12 of the Suburbs of Auckland (**Figure 9**).

Allotment 189 was one of several allotments³⁵ created following the subdivision of an area of land originally set out as a reserve (**Figure 17**) on the corner of Tamaki (later Remuera) and Cutler's³⁶ (later Mountain, then Upland) roads. In the early 1870s, the allotment was transferred from the Crown grantee (Williams) to W. L. C. Williams and it is possible that a house was constructed on the property by the end of the decade.³⁷

Allotment 145 was acquired by Crown grantee, David Bruce in the 1850s and conveyed to McKerras in 1893. Two years later, the property was transferred to Samuel Litton Abbott.³⁸

Allotment 24 formed part of the extensive 565-acre estate acquired by the aforementioned Robert Graham in the late 1840s. In 1880, his homestead and 59 acres of land was purchased by Duncan Mains, a member of an important local farming family who relocated to Remuera from Oamaru two years earlier.³⁹ The property remained in the Mains family for 30 years.

³³ Ibid., 281 and 308.

³⁴ Ibid., 308; Graham Stewart, *Always a Tram in Sight: The Electric Trams of New Zealand 1900-1964*, Wellington, Grantham House Publishing, 1996, 7.

³⁵ These included allotments 185, 186, 187, 188, 189, 190 and 191, Section 16. Refer to **Appendix 1.1, Figure 20** and **Figure 21**.

³⁶ Cutler's Road was named after the local family who ran a horse-bus business, Jenny Carlyon and Diana Morrow, 2011, 276.

³⁷ Deeds Index 8A 201, Archives New Zealand.

³⁸ Deeds Index 8A 165, Archives New Zealand.

³⁹ Deeds Index 3A 2091, Archives New Zealand; CT 31/157, LINZ records; Jenny Carlyon and Diana Morrow, 2011, 69.



Figure 9: Part of an 1892 map showing allotments 189 and 145, Section 16 and Allotment 24, Section 12, upon parts of which Upland Village was later developed along Remuera Road. The map is a portion of sheet 4 of a cadastral map of Eden County (Auckland City) (Sir George Grey Collections, Auckland Libraries, NZ Map 4658).

During the nineteenth century, present-day Upland Village was an area of open countryside, with nearby land set out as a native reserve. By the 1870s, a number of farms had been established and used principally for growing potatoes and wheat. To the north, the Keith Brothers had set up a carting and harvesting business at their property between Benson and Upland roads.⁴⁰ Whilst the area maintained its rural character into the early decades of the twentieth century, Remuera's rapid progress and growth began to edge its way eastwards.

Tramline extensions and subdivisions

Not long after the advent of the first electric tram at Victoria Avenue in 1904, requests were made for the provision of a service further east. In 1906, the tramline was extended to Greenlane Road, improving accessibility to that part of district and prompting the subdivision of land close by. One such example was the subdivision of 50 acres of farmland (part of allotments 23 and 24) in 1909 by the Mains family. Advertised as the 'Mainston Estate', the property was subdivided by John and William Mains (sons of the late Duncan Mains) into 60 lots, ranging in size from half an acre to 15 acres, and resulted in the creation of Minto Street (later Road).⁴¹ Three years later, Allotment 145 was subdivided into several lots by the Abbott family, and by this time the neighbouring native reserve had been subdivided into the extensive 'Lucerne Estate', which comprised 215 residential lots.⁴²

⁴⁰ Jenny Carlyon and Diana Morrow, 2011, 9 and 67; Winifred Macdonald, 1983, 9.

⁴¹ DP 4833, LINZ records (refer to **Appendix 1.2, Figure 28**); CT 31/157, LINZ records; Page 4 Advertisements Column 3, *New Zealand Herald*, Volume XLVI, Issue 14229, 27 November 1909, 4, [Papers Past](#).

⁴² Deeds Index 24A 398, Archives New Zealand; The Lucerne Estate, *New Zealand Herald*, Volume XLIX, Issue 15100, 17 September 1912, 8, [Papers Past](#); Subdivision plan of the Lucerne Estate from Terry Sutcliffe's collection (refer to **Appendix 1.2, Figure 42**); DP 7525, LINZ records.

The eventual arrival of the electric tramline at Mountain (Upland) Road in 1913 marked the emergence of residential and commercial development in the area and a simultaneous increase in population. Its arrival, however, had been a protracted one, due largely to a several-year dispute between the Remuera Road Board and Auckland Electric Tramways Company about their obligations to extend the service.⁴³ In 1909, Remuera residents petitioned the Road Board to enter into negotiations with the Company to bring about the extension of the tramline. The petition read:

“We, the undersigned ratepayers of the Remuera Road District, believing that the time has now arrived when the Tram Service should be Extended along the Main [Remuera] Road to the Boundary of the District, and seeing that such Extension would greatly benefit the District as a whole by opening up large areas of land for closer settlement, do hereby petition the Remuera Road Board to use its best endeavours to promote such Extension, and to enter into negotiations with the Tramway Company with the view of giving effect to the above Extension.”⁴⁴

In 1912, the matter between the Road Board and the Company was finally resolved and a new agreement met.⁴⁵ By January 1913, the tram tracks between Greenlane Road and Mountain Road had been laid and on May 1913, the service officially commenced operation.⁴⁶ Such improvements to infrastructure reinforced confidence in the growth of the area, and by the time Remuera was amalgamated with Auckland City Council in 1915, the first shop in what would become Upland Village had been built.

Upland Village: early development

During the 1910s, a small number of individuals owned the land that would become Upland Village. The land at that time was either in residential use or remained empty. In 1912, Allotment 145 was still in the ownership of Samuel Litton Abbott, who subsequently subdivided the property into several lots (comprising 610-616 Remuera Road).⁴⁷ That same year, engineer, James William Stone and medical practitioner, Alan Cameron Owen respectively acquired Lot 29 and Lot 30 of the Mainston Estate (539-549 Remuera Road).⁴⁸ The following year, hotel broker, Edward William Whitehead purchased lots 32 and 33 (563-597 Remuera Road and 2-4 Minto Road) and by 1914, F. W. Brookfield had acquired Allotment 189 (comprising 586-608 Remuera Road).⁴⁹

By the end of the decade, the area's first two shops had been constructed to serve the growing local community.

- **Auckland Meat Company Building (1915)**

The first shop established in Upland Village was that of the Auckland Meat Company Limited, a business that had been in operation since c.1906. The single-storey brick structure was built in 1915 on the eastern corner of Remuera and Minto roads (563 Remuera Road), and was initially occupied by George Sutich and later George Frederick

⁴³ Remuera Tram Dispute, *New Zealand Herald*, Volume XLVIII, Issue 147683, 31 August 1911, 4, [Papers Past](#).

⁴⁴ Terry Sutcliffe records.

⁴⁵ Remuera Tram Extension, *New Zealand Herald*, Volume XLIX, Issue 14936, 8 March 1912, 8, [Papers Past](#).

⁴⁶ Tramway Extensions, *New Zealand Herald*, Volume L, Issue 15222, 8 February 1913, 8, [Papers Past](#); Graham Stewart, 1996, 7.

⁴⁷ Deeds Index 8A 165, Archives New Zealand.

⁴⁸ CT 204/147 and CT 192/220, LINZ records.

⁴⁹ CT 205/260, LINZ records; Deeds Index 8A 201, Archives New Zealand.

Lane on behalf of the company. The building remained in use as a butchers shop until the 1980s, making it one of Upland Road's most enduring businesses.⁵⁰

- **Thompson's Building (1917)**

A single-storey brick structure was built on the western corner of Remuera and Minto roads (part of 561 Remuera Road) in 1917 for fruiterer, A. H. Thompson. The building comprised two shops and four residential rooms and was occupied by Thompson until the early 1920s.⁵¹ A brick extension to the rear of the storeroom was proposed in 1925.⁵²

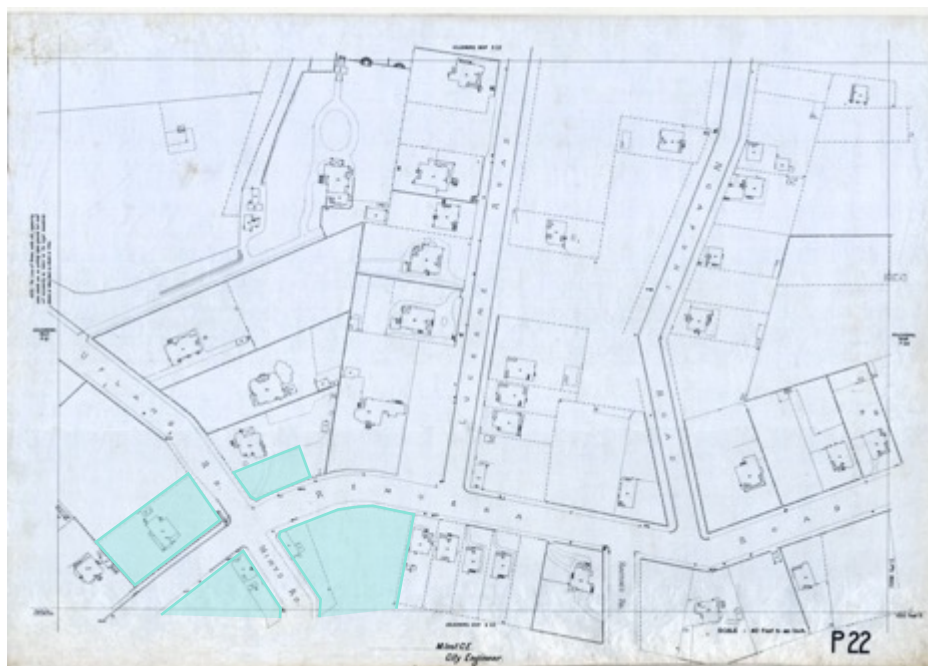


Figure 10: The map shows the lots and buildings in Upland Village (shaded) and surrounding area sometime between 1919 and 1921. Note the single-storey residence located on the site of present-day 594-600 Remuera Road, and the two new shops on the corners of Remuera and Minto roads. Note also the number of existing houses near the site of the shopping centre (City of Auckland Map, 1922-1923, ACC 001-332, P22, Auckland Council Archives).

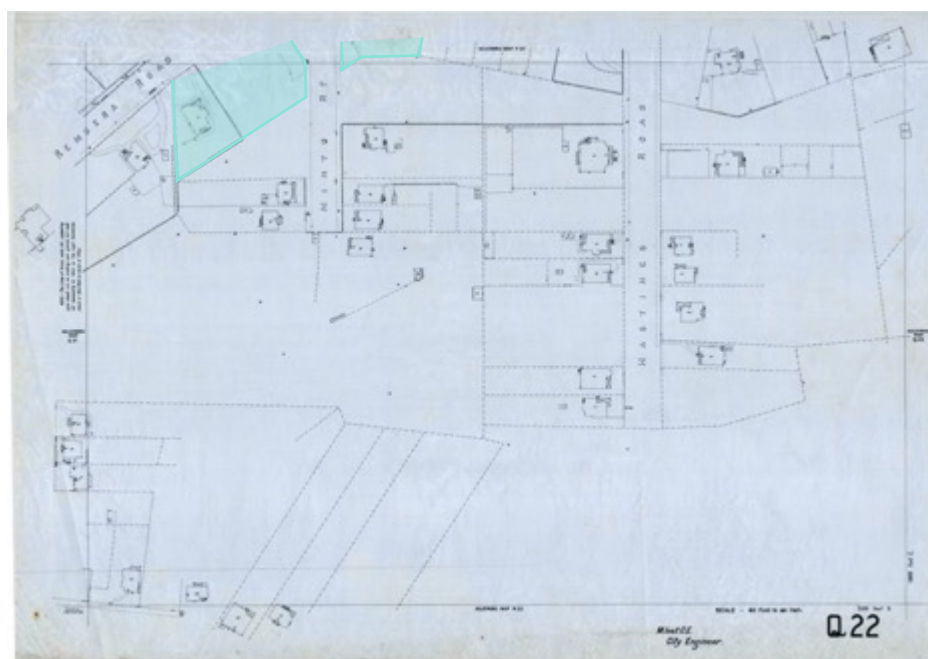


Figure 11: The map shows the remainder of the lots in Upland Village (shaded) and surrounding area sometime between 1919 and 1921. Note the single-storey residence located on present-day 539 Remuera Road (now a carpark) (City of Auckland Map, 1919-1923, ACC 001-353, Q22, Auckland Council Archives). Refer to **Appendix 1.1, Figure 22** for a close-up of both maps and a later version shown in **Figure 23** and **Figure 24**.

⁵⁰ CT 205/278 and CT 694/167, LINZ records; ACC 213 Valuations Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives; AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Record ID: 178632, Auckland Council Archives.

⁵¹ CT 266/122, LINZ records; ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

⁵² AKC 305 Building Permits 1900-1998, Record ID: 390992, Auckland Council Archives.

Upland Village: interwar growth

The 1920s were prolific for Upland Village: it marked a period of sustained progress, echoing the growth and prosperity experienced across Remuera, and Auckland, during that time. Upland Village transitioned from a tram terminus with two shops to a flourishing commercial hub of purpose-built facilities and services, which bolstered development in both the neighbourhood and on the outskirts of the suburb.

Prior to the construction of shops and service buildings during the 1920s, a large number of the early lots fronting Remuera Road were subdivided by landowners that were either businessmen looking to establish a premises in the area or land agents and contractors seeking profitable development opportunities. The most extensive subdivision took place in 1923 when contractor, Joseph Dudley Rayner subdivided parts of lots 32, 33 and 55 of the Mainston Estate into five building lots, one of which he retained and subdivided into a further five lots the following year (present-day 571-597 Remuera Road and 2-4 Minto Road).⁵³ By the early 1920s, F. W. Brookfield had begun the subdivision of Allotment 189.⁵⁴ The three lots fronting Remuera Road (present-day 586-608) were purchased and built on between 1923 and 1926.⁵⁵ Other smaller subdivisions included that of Lot 31 of the Mainston Estate to create a further lot (present-day 551-553 Remuera Road) by F. Stubbs in 1928, and the subdivision of Lot 30 into two lots by J. D. Jones (present-day 541-549 Remuera Road) in 1929.⁵⁶

A total of nine two-storey structures were built during the 1920s, comprising eight blocks of residential shops and one service station with associated accommodation. By the end of the decade, a total of 30 shops (some merged) existed in Upland Village, providing an assortment of amenities and provisions to the local community including a butchers, chemist, grocers, fruiterers, bootmakers, stationary shop and confectionary shop.⁵⁷

- **Stubbs Building (1922)**

The two-storey brick building (now part of 561 Remuera Road) was constructed in 1922 by contractor, C. H. Cox for Frederick Stubbs at a cost of £1,415. The building comprised two shops (including a lock-up shop) and a dwelling.⁵⁸ The shops were initially occupied by grocers and a stationer.⁵⁹

- **Brown Burcher & Letts Building (1923)**

In 1923, the design of a two-storey building on the western corner of Remuera and Upland roads was carried out for owners, W. T. Brown, A. V. Burcher and R. M. Letts by architect (and part owner), Frederick A. Browne at a cost of £5,825. The brick building, which comprised four shops and associated dwellings (present-day 602-608 Remuera Road) was constructed by contractors, Fletcher Construction Company. Three units were designed as shops with living accommodation on the ground floors and further rooms on the first floors, whilst the corner unit was designed as a pharmacy, with a chemist shop and dispensary on the ground floor and associated operating and meeting rooms on the first floor. The rear portion of the unit was utilised as residential space across the ground and first floors.⁶⁰ During the 1920s, the pharmacy (number 608) was occupied by chemist,

⁵³ DPs 17029 and 17923, LINZ records (refer to **Appendix 1.2, Figure 30 and 31**).

⁵⁴ Deeds Index 8A 201, Archives New Zealand.

⁵⁵ Deeds Index 8A 432 and 23A 188, Archives New Zealand; CT 449/133, LINZ records; AKC 305 Building Permits 1900-1998, Record IDs: 391062 and 391059, Auckland Council Archives; AKC 339 Building Permit and Consents Aperture cards 1908-1908, Record IS: 178632, Auckland Council Archives; Deposit Plans 19706, 19893 and 20263, LINZ records (refer to **Appendix 1.2, Figure 32, 33 and 34**).

⁵⁶ DPs 21343 and 22142, LINZ records (refer to **Appendix 1.2, Figure 35 and 37**).

⁵⁷ ACC 213 Valuation Field Sheets 1912-1997, Record IDs: 329083 and 329086, Auckland Council Archives.

⁵⁸ AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Record ID: 178632, Auckland Council Archives; Auckland Council property records: 561 Remuera Road, Remuera.

⁵⁹ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

⁶⁰ AKC 305 Building Permits 1900-1998, Record ID: 391062, Auckland Council Archives (refer to **Appendix 2.6, Figure 63**).

William G. Gray and the other shops were occupied by a dairyman (606), a confectioner (604), and a draper then fruiterer (602).⁶¹



Figure 12: The block of four shops and accommodation built on the corner of Remuera and Upland roads in 1923. The image shows the chemist shop on the corner, offering photographic supplies, with the Upland Dairy next door, a tram shelter on the corner and overhead tram lines. It was taken some time before the neighbouring shops were constructed in 1926 (Unknown photographer. (n.d.) W. Gray – chemist. Remuera Rd – Upland Rd corner. Auckland War Memorial Museum neg. C18816.).

- **Rayner Building 1 (1923)**

The design of a two-storey brick building comprising three residential shops (571, 573 and 575 Remuera Road) was undertaken for contractor, J. D. Rayner at a cost of £3,500.⁶² Later in 1923, the property was purchased by stationer, Percy Cornell Totman and subsequently occupied by a grocer and stationer.⁶³

- **Rayner Building 2 (1925)**

Two years later, the neighbouring property was also developed by J. D. Rayner. The building was designed in 1925 by architect, E. T. Hawkes and built by contractor, W. J. Westray. The two-storey brick structure consisted of three six-roomed units (579-585 Remuera Road), each containing a shop and residential accommodation.⁶⁴ During the 1920s, the building was occupied by a fish dealer, confectioner and stationer.⁶⁵

- **Arthur Taylor's Motors (1926)**

In 1926, a syndicate comprising real estate agent, Albert Burcher, architect, E. Rupert Morton, solicitor, James Bawden and contractor, Daniel Reardon acquired the property.⁶⁶ Plans for a garage and living quarters were drawn up by owner-architect, E. Rupert Morton and constructed by J. J. Reardon and Son. The two-storey brick and concrete building (586-592 Remuera Road) was designed to accommodate a garage, office and store on the ground floor and three flats on the first floor.⁶⁷ The building was first occupied by ex-navy man, Arthur Taylor who established a successful taxi and service car business on the

⁶¹ ACC 213 Valuation Field Sheets 1912-1997, Record IDs: 329083 and 329086, Auckland Council Archives.

⁶² Auckland Council property records: 573 Remuera Road, Remuera.

⁶³ CT 351/20 and CT 385/23, LINZ records; ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

⁶⁴ AKC 305 Building Permits 1900-1998, Record ID: 391042, Auckland Council Archives (refer to **Appendix 2.6, Figure 65**).

⁶⁵ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives.

⁶⁶ CT 449/133, LINZ records.

⁶⁷ AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Record ID: 178632, Auckland Council Archives (refer to **Appendix 2.6, Figure 66**); Building Permits 1254 and 1396, Building Permit and Plan Cards – First Sequence 1920-1959 (Remuera Road), Auckland City Council Archives.

premises and lived in one of the flats.⁶⁸ The other two flats were occupied by taxi drivers. Arthur Taylor's Motors was one of a number of local garage businesses operating on Remuera Road and nearby Ladies Mile, reflecting the growing presence and popularity of the motorcar during that time.⁶⁹

- **Johnson Building (1926)**

In 1926, the single-storey timber residence that occupied the site prior to the construction of the existing building was removed by new owner, N. C. Johnson.⁷⁰ Later that year, architect, E. Rupert Morton was also responsible for the design of a block of four shops and dwellings (594-600 Remuera Road). The two-storey brick and concrete structure was built by J. R. Simpson at a cost of £5,300.⁷¹ The building was initially occupied by a fruiterer (594), a grocer (596), an indent agent (598) and a bootmaker (600).⁷²

- **Coward Building (1928)**

The construction of a two-storey brick and concrete building was undertaken for land agent, Charles Coward by contractor, S. L. Wallath.⁷³ Comprising two shops and associated dwellings (551-553 Remuera Road), the property was later acquired by agent, William Levy and solicitor, James Bawden. The latter occupied the property until the early 1940s.⁷⁴

- **Jones Building (1929)**

After subdividing his property into two lots, J. D. Jones commissioned the design of a two-storey brick and concrete building that incorporated three residential shops (541-545 Remuera Road). He occupied the property until the early 1930s.⁷⁵

- **French Building (1929)**

Following the acquisition of land from neighbour, J. D. Jones, stationer, C. A. French appointed architect, H. S. James to design a two-storey brick building for the site. The building (547-549 Remuera Road) consisted of two shops, a store room, living room and kitchen on the ground floor and four bedrooms and a bathroom on the first floor. French occupied both shops until the early 1940s.⁷⁶

By the onset of the Great Depression in late 1929, Upland Village was largely built out, with only a few empty lots remaining in the shopping centre's south-eastern block. The formerly undeveloped outer land of the suburb was quickly filling up and in 1930, the tramline was extended a mile further east from the Upland Road terminus to the burgeoning settlement of Meadowbank. The key developments of the 1930s included the construction of two buildings on neighbouring sites near the corner of Remuera and Minto roads.

- **AEPB Substation (1930)**

In 1930, the Auckland Electric Power Board constructed a substation on land acquired a year earlier (2-4 Minto Road). The brick and reinforced concrete building was designed as a double-height switch-house with internal mezzanine and built by contractor Charles W. Ravenhall.⁷⁷ The building shared the site with a bungalow that was subsequently used as

⁶⁸ Jenny Carlyon and Diana Morrow, 2011, 319; Martin Jones, NZHPT (now HNZPT) Registration Proposal for McLaren Garage (Former), 586-592 Remuera Road, Remuera, 8 March 2006, 9.

⁶⁹ Martin Jones, NZHPT (now HNZPT) Registration Proposal for McLaren Garage (Former), 586-592 Remuera Road, Remuera, 8 March 2006, 9.

⁷⁰ AKC 305 Building Permits 1900-1998, Record ID: 391042, Auckland Council Archives.

⁷¹ AKC 305 Building Permits 1900-1998, Record ID: 391059, Auckland Council Archives (refer to **Appendix 2.6, Figure 67**).

⁷² ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives.

⁷³ Auckland Council property records: 457-459 Remuera Road, Remuera (filed incorrectly).

⁷⁴ Ibid.; CT 474/42, LINZ records; ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

⁷⁵ CT 192/220 and Deposit Plan 22142, LINZ records; ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

⁷⁶ Ibid.; Auckland Council property records: 547-549 Remuera Road, Remuera (refer to **Appendix 2.6, Figure 70**).

⁷⁷ CT 423/229, LINZ records; Auckland Council property records: 2-4 Minto Road, Remuera; AEPB, Series 30, S27, Substation building Remuera 1930, Auckland Council Archives.

a worker's dwelling.⁷⁸ The Remuera substation represents one of the earliest extant AEPB substations built in Auckland.

- **Gray's Pharmacy (1938)**

In 1937, chemist, William Gabriel Gray acquired part of Lot 32 of the Mainston Estate (565 Remuera Road) from the Auckland Meat Company Limited.⁷⁹ He had previously occupied the Browns Burcher and Letts Building, establishing a pharmacy in 608 Remuera Road when the shops first became available in 1923. In 1938, Gray commissioned well-known architect, Horace L. Massey to design a block of shops on his new site. The single-storey brick building comprised three lock-up shops, one of which Gray used as his pharmacy, and cost £1,900.⁸⁰



Figure 13: Looking west along Remuera Road from Upland Village, showing the linking up of the tram track from Meadowbank Road to the Remuera terminus (Auckland Star, *Another Tram Extension Nearly Completed*, Volume LXI, Issue 127, 31 May 1930, [Papers Past](#)).

Another key change during the 1930s was Les McLaren's acquisition of the Arthur Taylor's Motors business in 1936, which was renamed 'McLaren's Service Station'. Les was the father of internationally prominent racing driver, Bruce McLaren who was born in the middle first-floor flat of the garage in 1937 and lived there for the first nine years of his life.⁸¹ Les and Bruce purchased the entire property in 1959.⁸² Also, in 1937, a portion of original Allotment 145 (on the corner of Remuera and Upland roads), was subdivided into two lots. Lot 1 was occupied by a long-established two-storey wooden house named 'Stirling', while Lot 2 (which formed part of the garden) was acquired by dentist, George William Thomson.⁸³

In addition to a service station and pharmacy, other amenities and shops offered in Upland Village included a dairy, a dress shop, grocers, bootmakers, butchers, fruit shop, and cake shop in addition to a self-help service.⁸⁴

⁷⁸ AEPB, Series 66, 405 Mr SJC Gayfer 2 Minto Road, Auckland Council Archives.

⁷⁹ CT 395/40, CT 694/166 and DP 27257, LINZ records.

⁸⁰ AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Record ID: 178632, Auckland Council Archives; ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives (refer to **Appendix 2.6, Figure 72**).

⁸¹ Jenny Carlyon and Diana Morrow, 2011, 320; Martin Jones, NZHPT (now HNZPT) Registration Proposal for McLaren Garage (Former), 586-592 Remuera Road, Remuera, 8 March 2006, 9-11.

⁸² CT 449/133, LINZ records.

⁸³ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives; CT 693/164 and DP 27198, LINZ records (refer to **Appendix 1.2, Figure 38**).

⁸⁴ ACC 213 Valuation Field Sheets 1912-1997, Record IDs: 329083 and 329086, Auckland Council Archives.

Upland Village: post-war period

Few changes occurred in Upland Village immediately after the Second World War. There were transitions between old and new tenants, which inevitably altered the use of the shops and services on offer, but overall, the physical make-up of the shopping centre experienced little change. One new occupier was the Upland Road branch of well-known business, R & W Hellaby Limited, one of the largest butchering firms in New Zealand, who, by 1949 had taken over the use of a shop at 602-608 Remuera Road.⁸⁵ Other new services operating by the 1940s included a clothing store, drapery, beauty shop and barbers.⁸⁶

The rate of change in Upland Village quickened in the 1950s and 1960s. It was a time of considerable population growth and increased construction in Auckland, but also marked the culmination of the electric tram service.⁸⁷ During this period, alterations were carried out to a large number of buildings in the shopping centre; a corner site was subdivided; and five new structures were erected. The most prolific change to existing buildings at this time involved the modification or replacement of traditional shop fronts, the updating of signage, and/or alterations to internal layouts to accommodate new owners, alternative uses or growing businesses.⁸⁸ In 1955, the empty site on the corner of Remuera and Upland roads, acquired by dentist George William Thomson almost two decades earlier, was subdivided into five lots.⁸⁹ Between 1959 and 1961, a series of four buildings (present-day 610-618 Remuera Road) were constructed on the lots, one of which operated as a dental surgery and another as a T.A.B. agency.⁹⁰ In 1960, another new building was constructed on the opposite side of the road (present-day 593-597 Remuera Road) as a shop and consulting rooms for Dr David Rowlands.⁹¹ New businesses during this period included a hardware store (Upland Hardware Ltd.) and interior decorators ('Décor'), and it was also the time when long-standing proprietor, Willie Wong first opened his fruit shop.⁹²

The 1970s marked an increase in the density of residential properties in the vicinity, with many of the previously generous sections subdivided into smaller lots. It was also the time when the last empty lot in Upland Village (591 Remuera Road) was developed. The new building was constructed in 1972 for W. Thode and comprised a shop and offices.⁹³ Alterations continued to existing buildings, principally involving the renewal or upgrading of shop fronts and signage, internal modifications and some rear additions. In 1975, a block of reinforced concrete transformer and cooler bays were built alongside the Remuera substation, and the property at 539 was acquired and designated for use as a post office.⁹⁴ Some newcomers to the shopping centre included a fish shop and a hair salon.⁹⁵

Despite the changes that took place during this time, the general character and continuity of the shopping centre remained largely intact. In their book *A Fine Prospect: A History of Remuera, Meadowbank and St Johns*, historians, Jenny Carlyon and Diana Morrow, attribute this to the fact that in the 1970s and 1980s, local residents were active in ensuring that

⁸⁵ Cyclopeda Company Limited, *The Cyclopeda of New Zealand [Auckland Provincial District]: Hellaby, R. and W.*, The Cyclopeda Company, Limited, 1902, Christchurch, <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc02Cycl-t1-body1-d1-d50-d9.html>; AKC 305 Building Permits 1900-1998, Record ID: 391062, Auckland Council Archives.

⁸⁶ ACC 213 Valuation Field Sheets 1912-1997, Record IDs: 329083 and 329086, Auckland Council Archives.

⁸⁷ The last tram to journey along Remuera Road via Upland Village arrived in Meadowbank on 17 August 1956 (Jenny Carlyon and Diana Morrow, 2011, 280).

⁸⁸ Ibid.

⁸⁹ DP 43480, LINZ records (refer to **Appendix 1.2, Figure 40**).

⁹⁰ Auckland Council property records: 610, 612, 614 and 616-618 Remuera Road, Remuera.

⁹¹ Ibid., 593-597 Remuera Road, Remuera.

⁹² ACC 213 Valuation Field Sheets 1912-1997, Record IDs: 329083 and 329086, Auckland Council Archives; CT 474/42, LINZ records; Auckland Council property records: 457-459 Remuera Road, Remuera (filed incorrectly) and 551-553 Remuera Road, Remuera.

⁹³ Auckland Council property records, 591 Remuera Road, Remuera; AKC 339 Building Permit and Consents Aperture Cards 1908-1908, (Remuera Road (from 524), Record ID: 178632, Auckland Council Archives.

⁹⁴ Auckland Council property records: 2-4 Minto Road and 539 Remuera Road, Remuera; The New Zealand Gazette, No. 34, 1975, Gazette Notice 404482.1.

⁹⁵ AKC 305 Building Permits 1900-1998, Record IDs: 391042 and 391062, Auckland Council Archives.

proposed developments “*did not jeopardise the established character of the ‘villages’ along Remuera Road...[which] have an ambience that is small-scale and friendly.*”⁹⁶

Upland Village: late twentieth century and the new millennium

By the latter decades of the twentieth century, Upland Village, like many other local retail hubs, had experienced a shift in the use of its buildings and the amenities and services they offered. With the construction of shopping malls and the enduring popularity of larger supermarkets, the traditional butchers, bakers, grocers and chemists had begun to give way to a more diverse range of specialist stores, health services and food and drink establishments. One of the more prominent retailers introduced to Upland Village during the 1980s was Harvey Furnishings, whose local ‘empire’ extended over a number of neighbouring shops, including the two buildings at present-day 561 Remuera Road.⁹⁷ During the mid-1980s, extensions were added to the rear of both buildings to accommodate their growing operations.⁹⁸ Other enterprises (albeit smaller) based at the shopping centre during the last two decades of the twentieth century included a hair studio, a medical centre, art gallery, Caltex service station, retail outlet, dairy, bakery, fish shop, café and restaurants. In some cases, the first-floor accommodation had also been converted to non-residential uses.⁹⁹

The most significant physical changes to occur at Upland Village during this time involved the removal of an existing house and extensive alterations to the substation building. In 1984, Auckland City Council acquired 539 Remuera Road for use as a public carpark, which involved the removal of the existing single-storey house that had been in place since at least the early twentieth century.¹⁰⁰ A small toilet block was subsequently constructed close to the roadside boundary. In 1990, substantial alterations were carried out to the Remuera substation on Minto Road. Works involved the replacement of the building’s concrete roof following the reduction in the height of its brick walls, making the once prominent structure less conspicuous in its local context.¹⁰¹



Figure 14: View of the southwestern group of shops (545-561 Remuera Road) in Upland Village during the 1980s. At this time the shops included Beltons United Realty World, Village Bookshop and the Village Diary (Shops, Remuera Road, Haresnape, William Raymond McDonald, 1921-1991, photographer, 1980s, PH-ALB-477-5-p74-3, Auckland Museum (untraced rights holder)).

⁹⁶ Jenny Carlyon and Diana Morrow, 2011, 333.

⁹⁷ CT 1119/118, CT 266/122 and CT 694/167, LINZ records.

⁹⁸ Auckland Council property records: 561 Remuera Road, Remuera.

⁹⁹ ACC 213 Valuation Field Sheets 1912-1997, Record IDs: 329083 and 329086, Auckland Council Archives; Auckland Council property records: 541-585 and 586-608 Remuera Road, Remuera.

¹⁰⁰ CT 54D/645, LINZ records; Auckland Council property records: 539 Remuera Road; ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives.

¹⁰¹ Auckland Council property records: 2-4 Minto Road, Remuera.



Figure 15: View of part of the southeastern group of shops (563-575 Remuera Road) in Upland Village during the 1980s. At this time, uses included an antique shop and a chemist (Shops, Remuera Road, Haresnape, William Raymond McDonald, 1921-1991, photographer, 1980s, PH-ALB-477-5-p74-2, Auckland Museum (untraced rights holder)).



Figure 16: The 'Rayner 2' building at 579-565 Remuera Road in Upland Village during the 1980s. At this time the shops included a fish shop, liquor store and dairy (Shops, Remuera Road, Haresnape, William Raymond McDonald, 1921-1991, photographer, 1980s, PH-ALB-477-5-p73-2, Auckland Museum (untraced rights holder)).

The evolution of Upland Village continued into the new millennium. Whilst some long-established stores remained, including the ubiquitous dairy, the increase in food and drink offerings within the centre was particularly apparent with a reasonable proportion of the buildings being utilised at one time or another as a café, restaurant or takeaway. Other new shops and services to arrive during the first decade-and-a-half of the twenty-first century included a drycleaner, liquor store, nail parlour, foodstore, and beauty shop.¹⁰²

By the end of 2017, Upland Village appeared to remain a prosperous shopping centre, supported by new investment and the ongoing custom from both local and transient clientele. At that time, the centre consisted of the following: a barber shop, a dairy, two liquor stores, five takeaways, a school uniform shop, a furniture store, two cafés, a pharmacy, a dental studio, a foodstore, a nail parlour, a medical centre and clinic, a (former) garage, six restaurants, a bakery, two real estate offices, a podiatry clinic and a clothing store.

¹⁰² Auckland Council property records: 541-585 and 586-608 Remuera Road, Remuera.

1.1 Historic maps and plans



Figure 17: Early map showing allotments for sale in Remuera during the 1860s, with the names of many people who have already bought sections. The area outlined shows the land that would later be occupied by part of the Upland Road shops. Refer to **Figure 18** for a close-up (Sir George Grey Special Collections, Auckland Libraries, NZ Map 4204).



Figure 18: Close-up of **Figure 17** showing that the land on the corner of present-day Remuera Road and Upland Road was a Reserve (outlined in green) during the 1860s. The red circle shows the approximate location of the buildings currently located at 586-608 Remuera Road. **Figure 19** (below) shows a 2015-6 aerial of the same area.

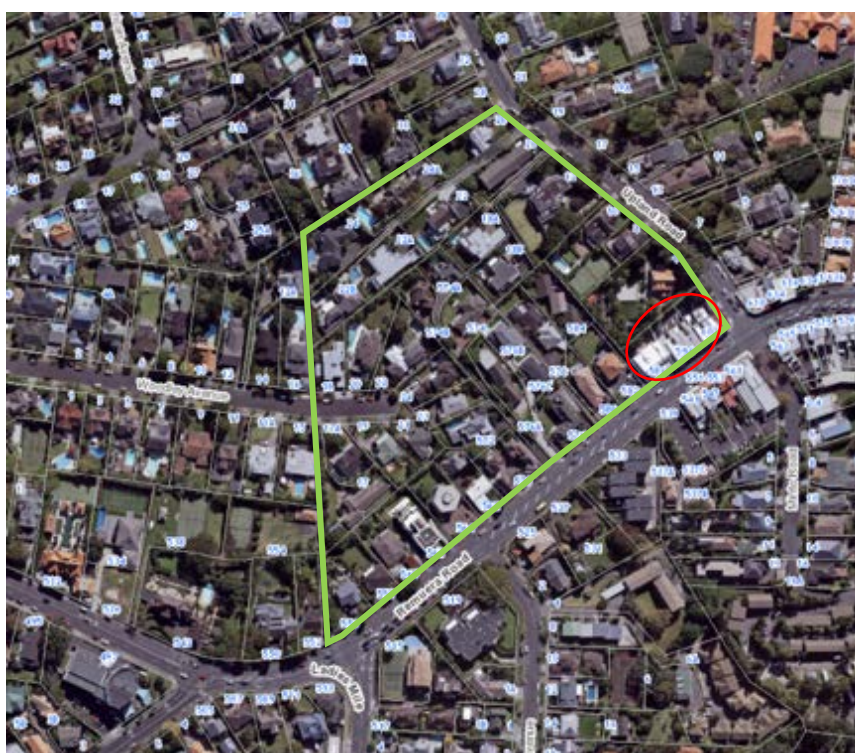


Figure 19: A 2015-6 aerial showing the present-day location (outlined) of the 1860s reserve (shown above) and the location of the buildings at 586-608 Remuera Road (circled) (Auckland Council GeoMaps).

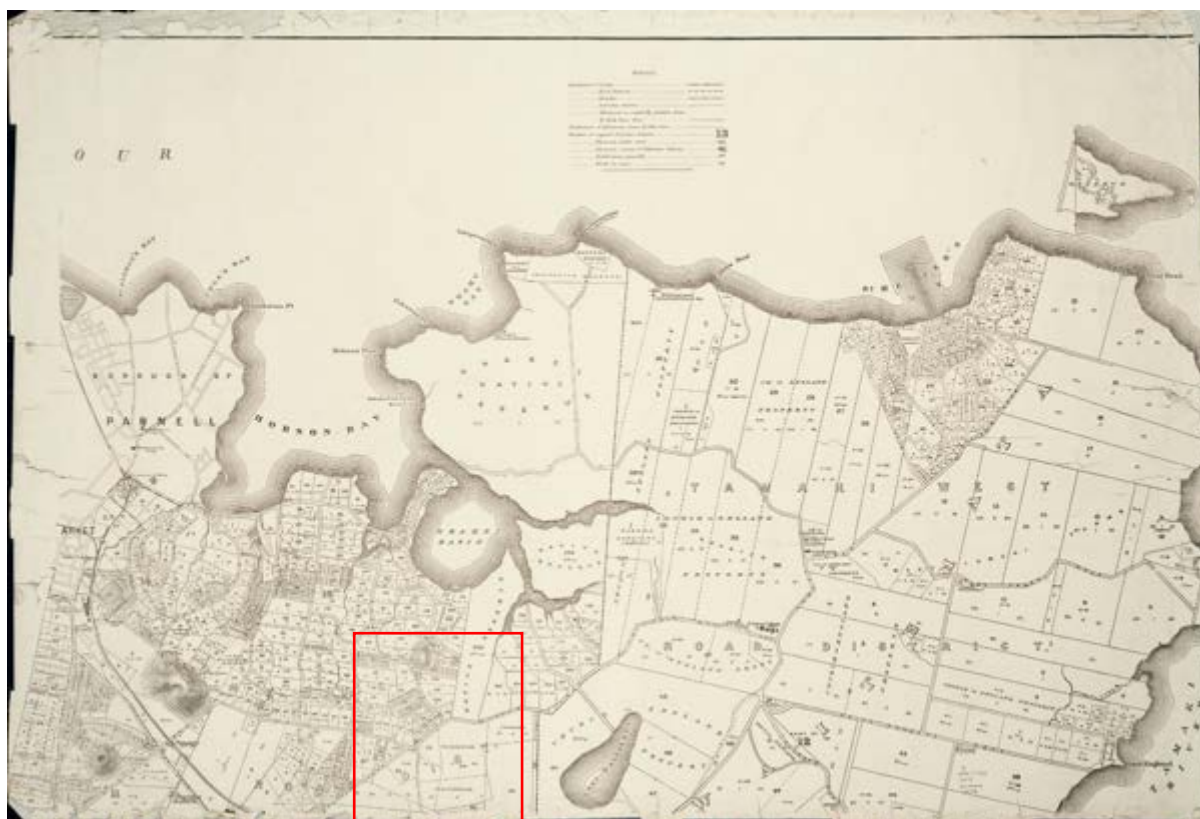


Figure 20: Sheet 4 of a cadastral map of Eden County (Auckland City) showing Remuera allotments in 1892 (Sir George Grey Special Collections, Auckland Libraries, NZ Map 4658).



Figure 21: Close-up of Figure 20 showing the allotments around the present-day Upland Village (circled).

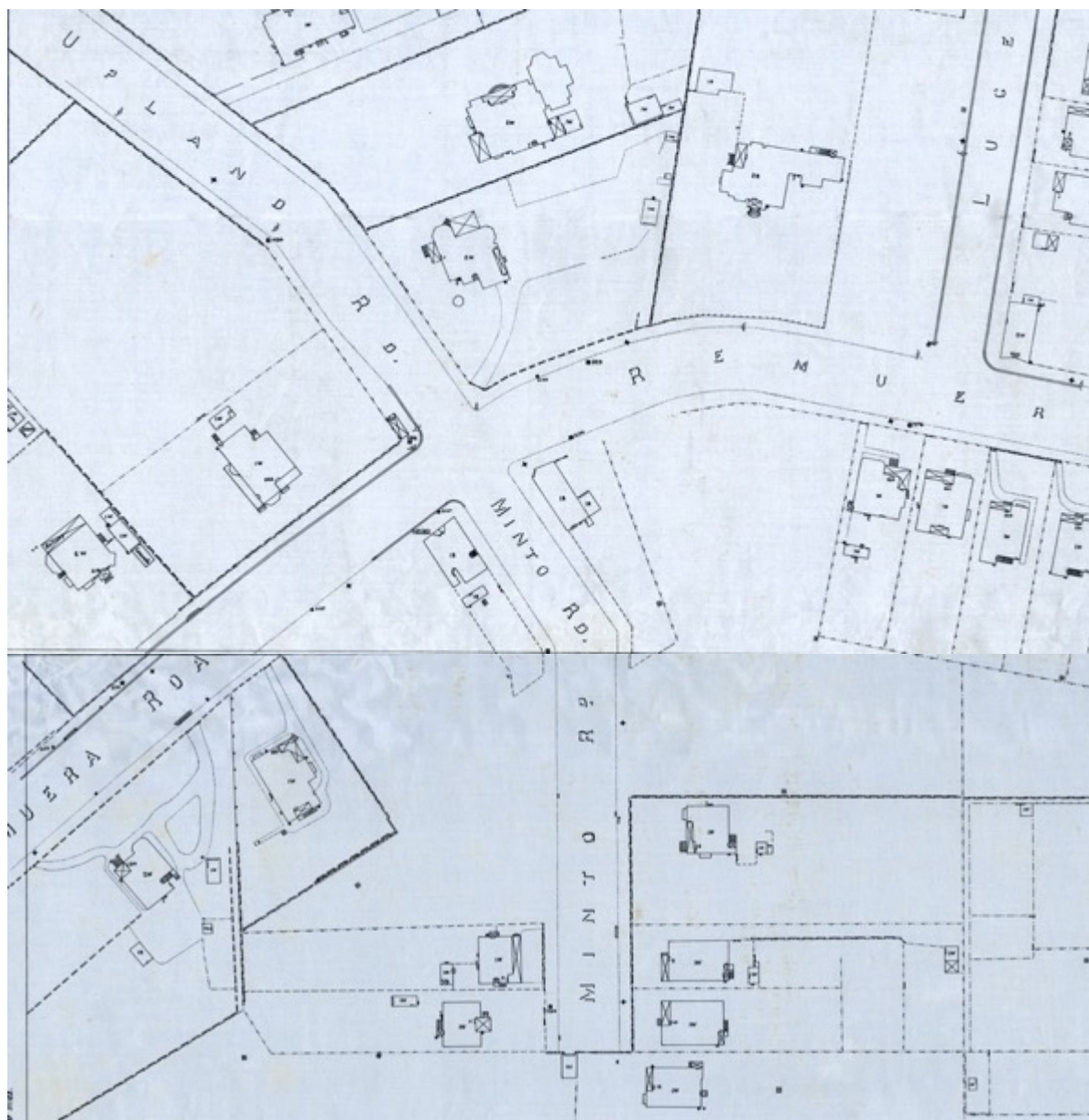


Figure 22: Close-up image of **Figure 10** and **Figure 11**, showing the existing buildings (both residential and commercial) in Upland Village between 1919 and 1921 (City of Auckland Maps, 1919-1923, ACC 001-332, P22 (top) and ACC 001-353, Q22 (bottom), Auckland Council Archives).



Figure 23: The map shows the lots and buildings in Upland Village (shaded) and surrounding area c.1926. Note that the map shows the additional construction of the blocks of shops on the western corner of Remuera and Upland roads (City of Auckland Map, 1922-1923, ACC 001-331, P22, Auckland Council Archives).

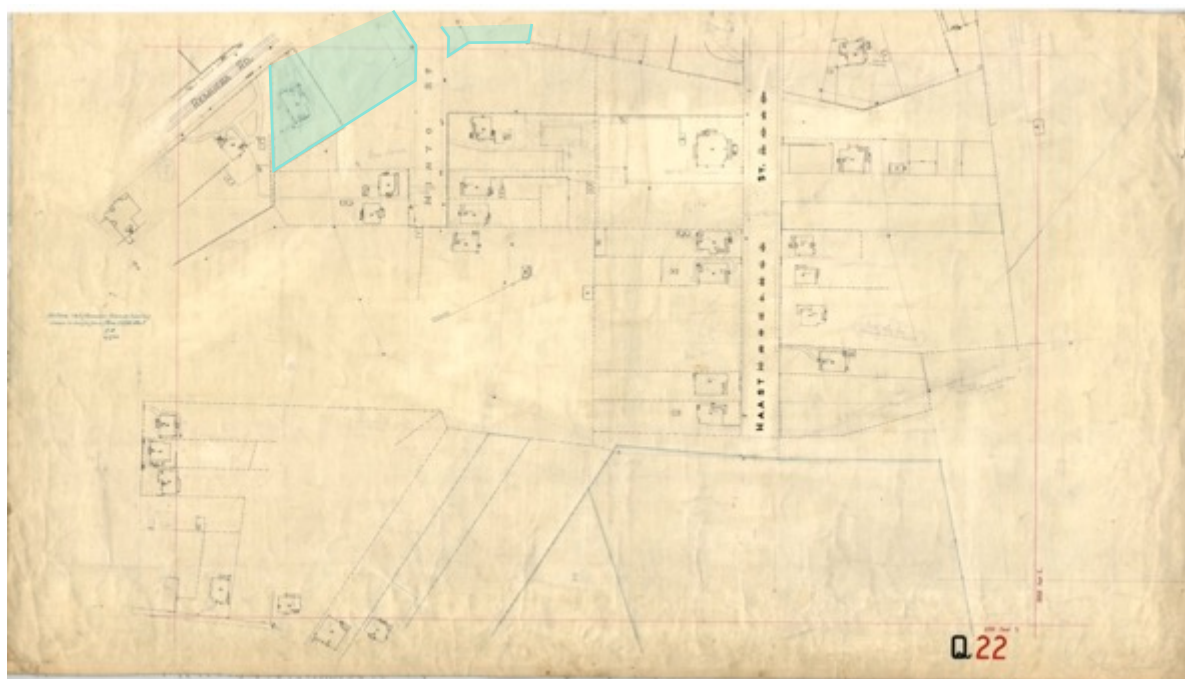


Figure 24: The map shows the remainder of the lots in Upland Village (shaded) and surrounding area c.1926. Note the additional construction of the block of shops on the western corner of Remuera and Upland roads (City of Auckland Map, 1919-1923, ACC 001-352, Q22, Auckland Council Archives).



Figure 25: Sheet 6 (completed in 1930) of a 9-part cadastral map of the City of Auckland and the North Shore compiled and drawn by R. C. Airey. This map shows the eastern end of Remuera, the town of Orakei and the district of Tamaki. Inset: Map detail showing the subdivided allotments around Upland Village (circled) (Sir George Grey Special Collections, Auckland Libraries, NZ Map 72).



Figure 26: (Above) Land Use Map, 1936 showing the eastern area of Remuera, parts of Meadowbank and Orakei. Upland Village is outlined (ACC 007/13, Record ID: 221095, 1936, Auckland Council Archives).

Figure 27: (Left) Close-up of above map showing the Upland Village shopping centre at this time. Note the blocks of shops along the northern and southern sides of Remuera Road and the empty lot on the northeast corner of Remuera and Upland roads. The highlighted yellow sections indicate subsequent changes such as the construction of the shop at 565 Remuera Road and the additions to the substation at 2-4 Minto Road.

1.2 Series of Deposit Plans



Figure 28: Deposit Plan 4833 showing the subdivision of part of the Mainston Estate (part allotments 22, 23, 24 and 25) into 60 lots for J and W Mains in 1909. Present-day 539-597 Remuera Road sit on lots 29, 30, 31, 32 and 33 (DP 4833, LINZ records).



Figure 29: 1921 eposit Plan showing lots 32, 33, 34, 35, 55, 56 and 57 of the Mainston Estate and the subdivision of part of lots 33, 55 and 56 (DP 15694, LINZ records).



Figure 30: 1923 Deposit Plan showing the subdivision of Lot 1 of Lot 55 and part of lots 32 and 33 into six lots into six lots for contractor, J. D. Rayner (DP 17029, LINZ records).



Figure 31: 1924 Deposit Plan showing the subsequent subdivision of Lot 6 (of DP 17029) into six lots for contractor, J. D. Rayner (DP 17923, LINZ records).



Figure 32: 1926 Deposit Plan showing Allotment 189 and the portion of land fronting Remuera Road owned by F. W. Brookfield, and the building on the corner of Remuera and Upland roads already in place (DP 19706, LINZ records).



Figure 33: 1926 Deposit Plan showing the three lots fronting Remuera Road (subdivided from Allotment 189) (DP 19893, LINZ records).



Figure 34: 1926 Deposit Plan showing the shop building (1923) on part of Allotment 189 located on the corner of Remuera and Upland roads (present-day 602-608 Remuera Road) (DP 20263, LINZ records).



Figure 35: 1928 Deposit Plan of part of Lot 31 of the Mainston Estate (present-day 551-553 Remuera Road), showing the neighbouring shops (present-day 561 Remuera Road) in place (DP 21343, LINZ records).



Figure 36: 1928 Deposit Plan showing part of Lot 32 of the Mainston Estate and the existence of the corner shop (1915, present-day 563 Remuera Road) (DP 21649, LINZ records).



Figure 37: 1929 Deposit Plan showing the subdivision of Lot 30 of the Mainston Estate into two lots (present-day 541-545 and 547-549 Remuera Road) (DP 22142, LINZ records).



Figure 38: 1937 Deposit Plan showing the subdivision of part of original allotment 145 on the corner of Remuera and Upland roads into two lots. Lot 1 was occupied by the house named 'Stirling', while Lot 2 was part of site developed with shops (present-day 610-618) during the late 1950s and early 1960s (DP 27198, LINZ records).



Figure 39: 1946 Deposit Plan showing a further subdivision of the same corner site into three lots (DP 33802, LINZ records).



Figure 40: 1955 Deposit Plan showing the further subdivision of part of the land (part lot 2 and lot 3 of above) on the corner of Remuera and Upland roads into five lots, upon which four shop buildings were subsequently built (present-day 610-618) (DP 43480, LINZ records).



Figure 41: Plans showing the outline of the original (or parts of) allotments (red), and the lots associated with the Mainston Estate subdivision (green) in the context of present-day sections and street addresses at Upland Village (produced using Auckland Council GeoMaps).

LUCERNE ESTATE REMUERA.

SITUATION.
This beautiful property is situated on the water side of the main Remuera Basin, and extends to the Orakei Basin, to which it has a large frontage.

ASPECT.
The whole of the land lies well to the sun, sloping gently to the North-east. It is sheltered from the cold winds, and the natural formation of the land ensures good drainage.

SOIL.
The soil is semi volcanic, rich, and dry.

GAS AND WATER.
Mains have already been laid some distance along both Lucerne and Ngapipi roads.

DRAINAGE.
The connections with the main sewer are being pushed on rapidly, and the complete drainage system of the whole suburb of Remuera will shortly be an accomplished fact.

VIEWS.
Most of the sections command magnificent views of the harbour, and all have unequalled land views.

ACCESSIBILITY TO TRAMS.
The tram service extends to the boundary of the Estate, and the fare from the City is 3d (by ticket). There is a first-class service at all hours of the day.

PROSPECTIVE VALUE.
Population and money are steadily extending eastward from the City, and these sections would have great prospective increase in value in the near future, as they are the only remaining sections in Remuera which have harbour views, and which adjoin the tram service.

SPECIAL FEATURES.
Special attention is drawn to the fact that no such land in the vicinity of Auckland can ever again come into the market.
The Terms are exceptionally easy, and place the Sections within the reach of all who are in need of such.

SPECIAL TERMS OF PAYMENT
10 1/2% (2/- in the £) Cash.
Balance at 5 1/2% interest per annum for 3 years, with right to pay off 10 1/2%, or whole sum any quarter day.
Printed Form of Agreement free of cost.
Prices at per foot frontage.

TITLE.
Land Transfer Act.

Sections shaded are sold.

FOR FURTHER PARTICULARS APPLY TO
W. FRATER & SON, 103 QUEEN ST.,
Or **G. B. OSMOND,** 109 QUEEN ST.

NOTE.—Measurements in feet and inches.

Figure 42: The Lucerne Estate, an extensive residential subdivision of 215 lots, established by 1912 on land once identified as a native reserve (Terry Sutcliffe collection).

1.3 Historic aerial photographs

1940



Figure 43: (Above) Aerial view of Upland Village (centre) and surrounding residential neighbourhood, 1940 (Auckland Council Geomaps).



Figure 44: (Left) Close-up of Upland Village shopping centre, 1940. By this time, the key phase of the area's development was complete.

1959



Figure 45: (Above) Aerial view of Upland Village (centre) and surrounding residential neighbourhood, 1959 (Auckland Council Geomaps).



Figure 46: (Left) Close-up of Upland Village shopping centre, 1959. This image was taken just before the construction of shops on the eastern corner of Remuera and Upland roads.

1960

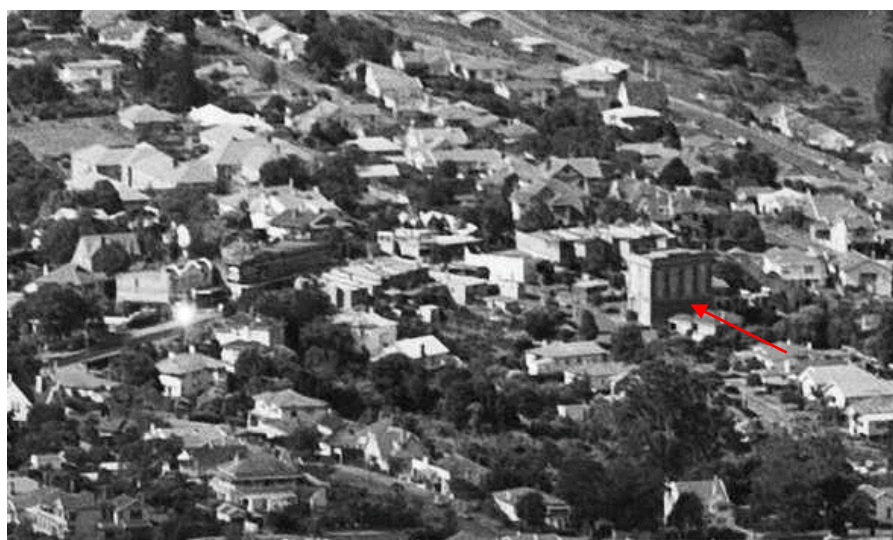


Figure 47: (Above) Aerial view looking roughly north across Ellerslie and Remuera towards the Waitamata Harbour, 1960. The location of Upland Village is outlined (WA-52181, PA-Group-00080, Whites Aviation Collection, Alexander Turnbull Library).

Figure 48: (Left) Close-up of Upland Village viewed from the southwest. Note the prominence of the Remuera substation (arrowed).

1968



Figure 49: Aerial photograph of part of Remuera showing the Upland Village (top left, and close-up inset) in 1968. By this time, all but one of the buildings currently standing in the shopping centre were built (Sir George Grey Special Collections, Auckland Libraries, NZ Map 6960).



1.4 Supplementary information: individual places

The following documentation provides supplementary information on the individual places within the Upland Village HHA. Each record includes a map showing the location of each particular building within the shopping centre, a current photograph, a brief description, and a chronological summary of known owners/occupiers and physical changes undertaken.

Furthermore, the tables below provide supplementary research material regarding street names and property addresses with the Upland Village shopping area. The first table includes the current and former names of the streets within the area, while the second table incorporates the current street address and known former street address for the sites within the area.

Current street name	Former street name
Remuera Road	Tamaki Road
Upland Road	Cutler's Road, Mountain Road
Minto Road	Minto Street

Current street address	Former street address
539 Remuera Road	203 Remuera Road
541 Remuera Road	205 Remuera Road
543 Remuera Road	205A Remuera Road
545 Remuera Road	207 Remuera Road
547 Remuera Road	207A Remuera Road
549 Remuera Road	209 Remuera Road
551 Remuera Road	209A Remuera Road
553 Remuera Road	211 Remuera Road
561 Remuera Road	213/213A Remuera Road
563 Remuera Road	215 Remuera Road
571 Remuera Road	217 Remuera Road
573 Remuera Road	219 Remuera Road
575 Remuera Road	221 Remuera Road
579-81 Remuera Road	223 Remuera Road
594 Remuera Road	222 Remuera Road
596 Remuera Road	222A Remuera Road
598 Remuera Road	222B Remuera Road
600 Remuera Road	224 Remuera Road
602 Remuera Road	224A Remuera Road
604 Remuera Road	224B Remuera Road
606 Remuera Road	226 Remuera Road
608 Remuera Road	228 Remuera Road

Auckland Meat Company Building (1915) 563 Remuera Road, Remuera																					
																					
<p>Location within Upland Village (Auckland Council GeoMaps)</p>	<p>Auckland Meat Company Building, now Upland Café</p>																				
<p>Architect: Unknown</p>	<p>Contractor: Unknown</p>																				
<p>Brief description</p> <p>The Auckland Meat Company Building was built for the company on the eastern corner of Remuera and Minto roads. Erected in 1915 as a butcher's, the single-storey brick structure was the first shop to be established in present-day Upland Village.</p>																					
<p>Chronological summary</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Date</th> <th style="text-align: left;">Owner/Use</th> </tr> </thead> <tbody> <tr> <td>1909</td> <td>Lot 32, part Allotment 24, Section 12 was part of a larger area of land edging Remuera Road that was in the ownership of John Mains, James McKerras, and William James Mains.¹⁰³</td> </tr> <tr> <td>1913</td> <td>Lots 32 and 33 were acquired by hotelbroker, Edward William Whitehead.¹⁰⁴</td> </tr> <tr> <td>1915</td> <td>Part of Lot 32 was transferred to the Auckland Meat Company Limited.¹⁰⁵ A single-storey shop was constructed on the corner of Remuera and Minto roads at an approximate cost of £940.¹⁰⁶ It was initially occupied by George Sutich for the Auckland Meat Company.¹⁰⁷</td> </tr> <tr> <td>1921-38</td> <td>The shop was occupied by George Frederick Lane, secretary for the Auckland Meat Company, during this time.¹⁰⁸</td> </tr> <tr> <td>1925</td> <td>Proposed additions to building, at a cost of £70.¹⁰⁹</td> </tr> <tr> <td>1935</td> <td>Proposed storeroom addition, at a cost of £75.¹¹⁰</td> </tr> <tr> <td>1937</td> <td>Part of Lot 32 was subdivided into two lots.¹¹¹ William Gabriel Gray, chemist, acquired Lot 1 from the Auckland Meat Company Limited.¹¹² Lot 2 (with building) was retained by the Auckland Meat Company Limited.¹¹³</td> </tr> <tr> <td>1938-40s</td> <td>The shop was occupied by Mark Thomas for the Auckland Meat Company during this time.¹¹⁴</td> </tr> <tr> <td>1952</td> <td>Proposed lining of internal walls and alterations to the shop front.¹¹⁵</td> </tr> </tbody> </table>		Date	Owner/Use	1909	Lot 32, part Allotment 24, Section 12 was part of a larger area of land edging Remuera Road that was in the ownership of John Mains, James McKerras, and William James Mains. ¹⁰³	1913	Lots 32 and 33 were acquired by hotelbroker, Edward William Whitehead. ¹⁰⁴	1915	Part of Lot 32 was transferred to the Auckland Meat Company Limited. ¹⁰⁵ A single-storey shop was constructed on the corner of Remuera and Minto roads at an approximate cost of £940. ¹⁰⁶ It was initially occupied by George Sutich for the Auckland Meat Company. ¹⁰⁷	1921-38	The shop was occupied by George Frederick Lane, secretary for the Auckland Meat Company, during this time. ¹⁰⁸	1925	Proposed additions to building, at a cost of £70. ¹⁰⁹	1935	Proposed storeroom addition, at a cost of £75. ¹¹⁰	1937	Part of Lot 32 was subdivided into two lots. ¹¹¹ William Gabriel Gray, chemist, acquired Lot 1 from the Auckland Meat Company Limited. ¹¹² Lot 2 (with building) was retained by the Auckland Meat Company Limited. ¹¹³	1938-40s	The shop was occupied by Mark Thomas for the Auckland Meat Company during this time. ¹¹⁴	1952	Proposed lining of internal walls and alterations to the shop front. ¹¹⁵
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¹⁰³ CT 162/260, LINZ records.

¹⁰⁴ CT 205/278, LINZ records.

¹⁰⁵ Ibid.

¹⁰⁶ AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Record ID: 178632, Auckland Council Archives.

¹⁰⁷ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives.

¹⁰⁸ Ibid.

¹⁰⁹ AKC 305 Building Permits 1900-1996, Record ID: 390992, Auckland Council Archives.

¹¹⁰ Ibid.

¹¹¹ DP 27257, Cadastral index.

¹¹² CT 395/40 and CT 694/166, LINZ records; DP 27257.

¹¹³ CT 694/167, LINZ records.

¹¹⁴ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives.

¹¹⁵ AKC 305 Building Permits 1900-1996, Record ID: 390992, Auckland Council Archives.

1956	The erection of internal partitions was carried out for the Bank of New Zealand. ¹¹⁶
1963/5	Proposed alterations to shop premises at a cost of £150. ¹¹⁷
1972	Alterations and additions were carried out to the service rooms. ¹¹⁸
1983	The property was transferred from the Auckland Meat Company Limited to Harvey Furnishings Limited. ¹¹⁹
1987	Company directors, Robin John White and Patricia Mary White acquired the property. ¹²⁰
1990	The property was transferred to barrister, Roy Rowe Ladd, chartered accountant, David John Ross, and solicitor, Warren Edward Finn. ¹²¹
1995	Proposed alterations to accommodate use as a café. ¹²²
2007-13	The building was in use as a café, named Café Jazz. ¹²³
2014-17	The building was in use as a café, named Upland Café. ¹²⁴

¹¹⁶ Ibid.

¹¹⁷ Ibid.

¹¹⁸ Ibid.

¹¹⁹ CT 694/167, LINZ records.



¹²⁰ Ibid.

¹²¹ Ibid.

¹²² Auckland Council property records: 563 Remuera Road, Remuera.

¹²³ Ibid.

¹²⁴ Ibid.

Thompson’s Building (1917) Part of 561 Remuera Road, Remuera													
													
<p>Location within Upland Village (Auckland Council GeoMaps)</p>	<p>Thompson's Building, now Harvey Furnishings</p>												
<p>Architect: Unknown</p>	<p>Contractor: Unknown</p>												
<p>Brief description</p> <p>A single-storey structure built on the western corner of Remuera and Minto roads (part of 561 Remuera Road) in 1917 for fruiterer, A. H. Thompson. The building comprised two shops and four residential rooms and was occupied by Thompson until the early 1920s. Present-day 561 Remuera Road comprises two parts of Lot 31 and two buildings (middle (1922) and corner (1917)) the western-most portion was once 555-557 and the corner portion 559-561 Remuera Road.</p>													
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¹²⁵ CT 162/260, LINZ records.

¹²⁶ CT 266/122, LINZ records.

¹²⁷ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

¹²⁸ Ibid.

¹²⁹ AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Record ID: 178632, Auckland Council Archives; Auckland Council property records: 561 Remuera Road, Remuera.

¹³⁰ CT 365/96, LINZ records.

¹³¹ Ibid.

¹³² Ibid.

¹³³ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

1925	Proposed brick addition to the rear of the existing storeroom on the corner lot, undertaken for J. E. DeLuca. ¹³⁴
1933	Grocer, William Meikle occupied the middle portion for a number of years. ¹³⁵
1946	The shop was in use as a bootmakers during the mid-1940s. ¹³⁶
1949	Approved plans showing the lining of an internal wall between the shop and living area of the single-storey corner building. ¹³⁷
1952	Alterations to the internal layout of the single-storey corner building. ¹³⁸
1956	The middle portion of Lot 31 was transferred to Evelyn Mary Ryan. ¹³⁹
1963	This portion of the property was leased to Marriotts Stores Limited and renewed for a further five years in 1968. ¹⁴⁰
1981	The middle portion of the lot was transferred to company director, Maxwell Leslie George Harvey. ¹⁴¹ An undivided one half share was transferred to Janice Patricia Harvey on 1984. ¹⁴²
1986	Construction of a single-storey (with mezzanine) addition to the rear of 555 Remuera Road for Harvey Furnishings. ¹⁴³
1987	Construction of a two-storey addition to the rear of the corner property for Harvey Furnishings, to serve as additional floor area for the shop and offices. ¹⁴⁴
1992	Proposed removal of partitions and the installation of a new roof, wall and stairs to the front portion of 555 Remuera Road. ¹⁴⁵
1993	Proposed new roof and shop front. ¹⁴⁶
1995	The corner portion of the lot was transferred to company directors, Maxwell Leslie George Harvey and Janice Patricia Harvey. ¹⁴⁷

¹³⁴ AKC 305 Building Permits 1900-1998, Record ID: 390992, Auckland Council Archives.

¹³⁵ Ibid.

¹³⁶ Ibid.

¹³⁷ AKC 305 Building Permits 1900-1998, Record ID: 390992, Auckland Council Archives.

¹³⁸ Ibid.

¹³⁹ CT 1119/118, LINZ records.

¹⁴⁰ Ibid.

¹⁴¹ Ibid.

¹⁴² Ibid.



¹⁴³ Ibid.

¹⁴⁴ Ibid.

¹⁴⁵ Ibid.

¹⁴⁶ Ibid.

¹⁴⁷ CT 266/122, LINZ records.

Stubbs Building (1922) Part of 561 Remuera Road, Remuera															
															
Location within Upland Village (Auckland Council GeoMaps)	Stubbs Building, now Harvey Furnishings														
Architect: Unknown	Contractor: C. H. Cox														
<p>Brief description</p> <p>The two-storey brick building was constructed in 1922 for Frederick Stubbs as two shops and a dwelling. The shops were initially occupied by grocers and a stationer. Present-day 561 Remuera Road comprises two parts of Lot 31 and two buildings (middle (1922) and corner (1917)) the western-most portion was once 555-557 and the corner portion 559-561 Remuera Road.</p>															
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¹⁴⁸ CT 162/260, LINZ records.

¹⁴⁹ CT 266/122, LINZ records.

¹⁵⁰ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

¹⁵¹ Ibid.

¹⁵² AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Record ID: 178632, Auckland Council Archives; Auckland Council property records: 561 Remuera Road, Remuera.

¹⁵³ CT 365/96, LINZ records.

¹⁵⁴ Ibid.

¹⁵⁵ Ibid.

¹⁵⁶ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

¹⁵⁷ AKC 305 Building Permits 1900-1998, Record ID: 390992, Auckland Council Archives.

1933	Grocer, William Meikle occupied the middle portion for a number of years. ¹⁵⁸
1946	The shop was in use as a bootmakers during the mid-1940s. ¹⁵⁹
1949	Approved plans showing the lining of an internal wall between the shop and living area of the single-storey corner building. ¹⁶⁰
1952	Alterations to the internal layout of the single-storey corner building. ¹⁶¹
1956	The middle portion of Lot 31 was transferred to Evelyn Mary Ryan. ¹⁶²
1963	This portion of the property was leased to Marriotts Stores Limited and renewed for a further five years in 1968. ¹⁶³
1981	The middle portion of the lot was transferred to company director, Maxwell Leslie George Harvey. ¹⁶⁴ An undivided one half share was transferred to Janice Patricia Harvey on 1984. ¹⁶⁵
1986	Construction of a single-storey (with mezzanine) addition to the rear of 555 Remuera Road for Harvey Furnishings. ¹⁶⁶
1987	Construction of a two-storey addition to the rear of the corner property for Harvey Furnishings, to serve as additional floor area for the shop and offices. ¹⁶⁷
1992	Proposed removal of partitions and the installation of a new roof, wall and stairs to the front portion of 555 Remuera Road. ¹⁶⁸
1993	Proposed new roof and shop front. ¹⁶⁹
1995	The corner portion of the lot was transferred to company directors, Maxwell Leslie George Harvey and Janice Patricia Harvey. ¹⁷⁰

¹⁵⁸ Ibid.

¹⁵⁹ Ibid.

¹⁶⁰ AKC 305 Building Permits 1900-1998, Record ID: 390992, Auckland Council Archives.

¹⁶¹ Ibid.

¹⁶² CT 1119/118, LINZ records.

¹⁶³ Ibid.

¹⁶⁴ Ibid.

¹⁶⁵ Ibid.

¹⁶⁶ Ibid.

¹⁶⁷ Ibid.

¹⁶⁸ Ibid.

¹⁶⁹ Ibid.

¹⁷⁰ CT 266/122, LINZ records.

Brown Burcher & Letts Building (1923)
602-608 Remuera Road, Remuera



Location within Upland Village (Auckland Council GeoMaps)



Brown Burcher & Letts Building, now The Corner

Architect: Frederick A. Browne

Contractor: Fletcher Construction Company

Brief description

The design of a two-storey building on the western corner of Remuera and Upland roads was carried out for owners, W. T. Brown, A. V. Burcher and R. M. Letts in 1923. The brick building comprised four shops and associated dwellings. Three units were designed as shops with living accommodation on the ground floors and further rooms on the first floors, whilst the corner unit was designed as a pharmacy, with a chemist shop and dispensary on the ground floor and associated operating and meeting rooms on the first floor. The rear portion of the unit was utilised as residential space across the ground and first floors.

Chronological summary

Date	Owner/Use
c.1859	The Crown grantee for Allotment 189, Section 16 was Williams. ¹⁷¹
1915	F. W. Brookfield acquired the property. ¹⁷²
1923	Present-day 602-608 Remuera Road was in the ownership of electrician, Ralph Mathers Letts, architect, Frederick Browne, salesman, William Tarrau Brown, and Albert Victor Burcher. ¹⁷³ The design and construction of four shops and dwellings, at a cost of £5,825, by architect, Frederick A. Browne and contractors, Fletcher Construction Co. took place.
1923-25	604 Remuera Road was occupied by confectioner, Alicia Isabel Penny. ¹⁷⁴
1923-31	608 Remuera Road was occupied by chemist, William Gabriel Gray, and 606 Remuera Road was occupied by dairyman, Thomas Logan Williamson. ¹⁷⁵
1924-25	602 Remuera Road was occupied by draper, William Wright Stewart. ¹⁷⁶
1925-31	604 Remuera Road was occupied by Gladys Emma Hyland. ¹⁷⁷
1926	The property in the ownership of architect, Frederick Browne, salesman, William Tarrau Brown, and Jessie Annie Letts (wife of Ralph Mathers Letts). ¹⁷⁸
1927-28	602 Remuera Road was occupied by fruiterer, Gilbert Kennedy. ¹⁷⁹
1929-31	602 Remuera Road was occupied by part owner and agent, William Brown. ¹⁸⁰
1930s	The building (or part of) was occupied by dentist, George William Thomson. ¹⁸¹

¹⁷¹ Deeds Index 8A 201, Archives New Zealand.

¹⁷² Ibid.

¹⁷³ Deeds Index 8A 432, Archives New Zealand; ACC 213 Valuation Field Sheets 1912-1997, Record ID 329083, Auckland Council Archives.

¹⁷⁴ ACC 213 Valuation Field Sheets 1912-1997, Record ID 329083, Auckland Council Archives.

¹⁷⁵ Ibid.

¹⁷⁶ Ibid.

¹⁷⁷ Ibid.

¹⁷⁸ CT 505/96, LINZ records.

¹⁷⁹ ACC 213 Valuation Field Sheets 1912-1997, Record ID 329083, Auckland Council Archives.

¹⁸⁰ Ibid.

¹⁸¹ Ibid.

1931-40s	602, 604, 606 and 608 Remuera Road was occupied by Jessie Annie Letts. ¹⁸²
1943	Alterations to internal partitions were carried out at a cost of £35. ¹⁸³
1948	Works involved the erection of partitions in shop at a cost of £14. ¹⁸⁴
1949	Works involved the erection of partition in shop at a cost of £35, by John F. S. Lipscombe. The shop 602 (or 606) Remuera Road) was used at this time as the Upland Road Branch of R and W Hellaby. ¹⁸⁵
Late 1940s	602 Remuera Road was in use as butcher shop; 604 was in use as a cake shop; 606 was a salon; and 608 was a barbers. ¹⁸⁶
1951	The property was transferred to Perfection Textiles Limited. ¹⁸⁷
1953-5	Alterations were carried out to the shop front of 606 Remuera Road, for E. M. Newling, at a cost of £95. ¹⁸⁸ Works involved the removal of the existing wooden window frame, the existing brick and glazed tile base.
1956	Erection of partition in shop at a cost of £100. ¹⁸⁹
1967	Alterations were carried out to the existing pharmacy shop front of 608 Remuera Road for occupant, F. Olsen, at a cost of \$350. ¹⁹⁰
1968	Alterations were carried out to the shop front of 602 Remuera Road for Prime Meats Ltd. at a cost of \$360, by builder, John F. S. Lipscombe. ¹⁹¹
1976	Internal alterations and plumbing to accommodate a hair salon at 608 Remuera Road, for Mr Olsen. ¹⁹²
1981	The property is transferred to Lynden Ann Sainsbury. ¹⁹³
1987	The property is acquired by chartered accountant, Donald Brian Bendall and solicitor, Angus John Brockway. ¹⁹⁴
1988	Conduit Holdings Limited acquired the property. ¹⁹⁵
1995	The property is transferred to Upland Holdings Limited. ¹⁹⁶ Mark Norman Arnold and Lesley Joy Arnold leased the ground floor of 606 Remuera Road from Upland Holdings Limited. ¹⁹⁷
1996	Internal alterations and changes to two windows and changes to the door of 606 Remuera Road. ¹⁹⁸
1997	Imrie Limited leased the ground floor of 608 Remuera Road from Upland Holdings Limited. ¹⁹⁹ Alterations were proposed to 606-608 Remuera Road, which included internal changes to incorporate both ground floor shops into one space to accommodate Café Zino, and modifications to the shop fronts. The proposals were designed by Inside Out. ²⁰⁰
1998	An application by Auckland City Traffic and Roading Services was approved to cut back the corner verandah at the intersection of Remuera and Upland roads to allow better vehicle movement around the corner. ²⁰¹
1999	The property is transferred to Triceps Holdings Limited. ²⁰²

¹⁸² Ibid.

¹⁸³ Ibid.

¹⁸⁴ Ibid.

¹⁸⁵ Ibid.

¹⁸⁶ Ibid.

¹⁸⁷ CT 667/9 and 667/10, LINZ records.

¹⁸⁸ Ibid.

¹⁸⁹ Ibid.

¹⁹⁰ Ibid.

¹⁹¹ Ibid.

¹⁹² Ibid.

¹⁹³ CT 1012/126, LINZ records.

¹⁹⁴ Ibid.

¹⁹⁵ Ibid.

¹⁹⁶ Ibid.

¹⁹⁷ Auckland Council property records: 602-608 Remuera Road, Remuera.

¹⁹⁸ Ibid.

¹⁹⁹ Ibid.

²⁰⁰ Auckland Council property records: 602-608 Remuera Road, Remuera.

²⁰¹ Ibid.

²⁰² CT 1012/126, LINZ records.

2004	Imrie Limited leased 606-608 Remuera Road from Triceps Holdings Limited. ²⁰³ Proposals for changes and alterations to the frontages and interior of 606-608 Remuera Road to accommodate the Villager café/bar were submitted by McDonough Marshall-Harrington Architects. ²⁰⁴
2006	Change of use from takeaway bar to restaurant at 604-606 Remuera Road and associated alterations.
2011	Proposed café named Casa del Gelato to the rear portion (both floors) of 608 Remuera Road, which the installation of a large opening on the Upland Road elevation, the removal of internal partitions and associated repairs. At this time, the front portion of the building was in use as a real estate agency (Ray White). ²⁰⁵
2017	In use as The Villager restaurant, and later as The Corner restaurant.

²⁰³ Auckland Council property records: 602-608 Remuera Road, Remuera.

²⁰⁴ Ibid.

²⁰⁵ Ibid.

Rayner Building 1 (1923)
571, 573 and 575 Remuera Road, Remuera



Location within Upland Village (Auckland Council GeoMaps)



Rayner Building 1, now a dental studio, pharmacy and foodstore

Architect: Unknown

Contractor: Unknown (possibly J. D. Rayner)

Brief description

The design of a two-storey brick building comprising three residential shops was undertaken for contractor, J. D. Rayner. The three separately addressed shops form one building.

Chronological summary

Date	Owner/Use
1909	Lot 32, part Allotment 24, Section 12 was part of a larger area of land edging Remuera Road that was in the ownership of John Mains, James McKerras, and William James Mains. ²⁰⁶
1913	Lots 32 and 33 were acquired by hotelbroker, Edward William Whitehead. ²⁰⁷
1919	Part of Lot 32 and Lot 33 were transferred to manufacturer, Herbert Dearsly. ²⁰⁸
1921	The land was acquired by builder, Archibald John Norman McInnes, and was soon after transferred to Richard Keene. ²⁰⁹
1923	The land was transferred to engineer, Edward Foster and later purchased by contractor, Joseph Dudley Rayner. ²¹⁰ Rayner subdivided parts of Lots 32 and 33 (in addition to Lot 1 of Lot 55) into five lots. ²¹¹ Lots 1, 2 and 3 of the subdivision (present-day 571, 573 and 575 Remuera Road) were acquired by stationer, Percy Cornell Totman with a right of way over Lot 4. ²¹² The design of the two-storey brick building was undertaken for J. D. Rayner, at a cost of £3,500. It consisted of three residential shops. ²¹³
1923-6	573 Remuera Road was occupied by Mary Clover Taylor, wife of Arthur Taylor. ²¹⁴
1923-7	571 Remuera Road was occupied by grocer, William Meikle. ²¹⁵
1924	575 Remuera Road was acquired by agent, William John Warren. ²¹⁶
1924-5	No. 575 was occupied by motor repairer, John Logan Taylor. ²¹⁷
1925-6	No. 575 was occupied by motor engineer, Arthur Taylor. ²¹⁸
1926-31	No. 573 was occupied by Alice Margaret Talbot, wife of Rodney Rupert Talbot. ²¹⁹

²⁰⁶ CT 162/260, LINZ records.

²⁰⁷ CT 205/278, LINZ records.

²⁰⁸ CT 295/231, LINZ records.

²⁰⁹ Ibid; CT 351/20, LINZ records.

²¹⁰ CT 351/20, LINZ records.

²¹¹ Ibid.; DP 17029.

²¹² CT 351/20, LINZ records.

²¹³ Auckland Council property records: 573 Remuera Road, Remuera.

²¹⁴ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

²¹⁵ Ibid.

²¹⁶ CT 385/23, LINZ records.

²¹⁷ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

²¹⁸ Ibid.

²¹⁹ Ibid.

1927-50s	571 and 575 Remuera Road were occupied by agent (and owner), William John Warren. ²²⁰
1931-50s	573 Remuera Road was occupied by land agent (and owner) William John Warren. ²²¹
1945	The property was tenanted by Avis, and used as a Dairy. ²²²
1951	575 Remuera Road was acquired by Albert Desmond Eggleton and Elspeth Cargill Eggleton. ²²³
1959	Proposed alteration to shop front of no. 571(?) for J. Skelton. ²²⁴
1961	Proposed alterations to shop front of no. 573, involving the repositioning of the front door, for W. J. Warren. A further application was submitted for the extension of the doorway opening for display purposes, for J. D. Clark. ²²⁵ The property was in use as a fruit shop at this time. ²²⁶
1964	Proposed internal alterations to no. 573 to provide additional staff accommodation for "Decor Interior Decorators". ²²⁷
1966	No. 575 was transferred to company director, Stephen Charles Tone Gallagher. ²²⁸
1967	571 Remuera Road was acquired by fruiterer, Ambaram Bhana. 573 Remuera Road was acquired by car salesman, Stephen Charles Tone Gallagher. ²²⁹
1971	Two applications were submitted for the erection of a garage (one domestic) to the rear of no. 571, for Mr A. Bhana. ²³⁰ Proposed alteration to stairs and enclosure of back deck of no. 573 for S. C. T. Gallagher. ²³¹
1980	Nos. 573 and 575 Remuera Road were transferred to real estate salesman, John Joseph Collins and Anne Teresa Collins and real estate agent, John Sydney Jackson and Catherine Anne Jackson as tenants in common in equal shares. ²³²
1986	Company director, Oliver Michael Newland and Merle Ruth Newland acquired no. 575. ²³³ Alterations were proposed to the residential accommodation and for the provision of fire egress. ²³⁴
1988	No. 575 was transferred to The Antique Market Limited. ²³⁵
1989	Proposed new concrete deck, supporting columns and stairs to the rear of no. 575. ²³⁶
1995	Company director, Timothy Charles Davenport-Handley, administrator, Nancy Davenport-Handley and clerk, Adriana Fernandez Etchegaray acquired the property. ²³⁷ Alterations were proposed to the shop front of no. 575. ²³⁸
1996	No. 573 was transferred to Mark Robert Hamilton. ²³⁹
1997	Graeme Arthur Watson and John Athony [sic] Knott Waymouth acquired no. 573 Remuera Road. ²⁴⁰ Plans were developed for the reinstatement of the verandah at no. 575. ²⁴¹
1998	Installation of toilet and hand basin at no. 575. ²⁴²

²²⁰ Ibid.

²²¹ Ibid.

²²² Ibid.

²²³ CT 385/23, LINZ records.

²²⁴ Auckland Council property records: 573 Remuera Road, Remuera.

²²⁵ Ibid.

²²⁶ Ibid.

²²⁷ Ibid.

²²⁸ CT 996/202, LINZ records.

²²⁹ CT 12B/1041, LINZ records.

²³⁰ Auckland Council property records: 571 Remuera Road, Remuera.

²³¹ Auckland Council property records: 573 Remuera Road, Remuera.

²³² CT 12B/1041, LINZ records.

²³³ CT 996/202, LINZ records.

²³⁴ Auckland Council property records: 575 Remuera Road, Remuera.

²³⁵ CT 996/202, LINZ records.

²³⁶ Auckland Council property records: 575 Remuera Road, Remuera.

²³⁷ CT 996/202, LINZ records.

²³⁸ Auckland Council property records: 575 Remuera Road, Remuera.

²³⁹ CT 12B/1041, LINZ records.

²⁴⁰ Ibid.

²⁴¹ Auckland Council property records: 575 Remuera Road, Remuera.

²⁴² Ibid.

1999	Proposed addition and alterations to no. 573 to accommodate a café, known as Hanan's restaurant/café. ²⁴³ No. 575 was purchased by Yugi Hoshi, Akemi Hoshi, Murray Gordon Wells, Eiji Nakama and Masumi Nakama. ²⁴⁴
2000	No. 573 was in use as a café, named Café Du Sportie. ²⁴⁵
2001	The property was transferred to Ambaram Bhana and Lakhi Bhana in equal shares, and transferred to Ambaram Bhana, Ratilal Jeram and Narshi Gosha. ²⁴⁶
2002	No. 573 was in use as The Med Bar and Restaurant. ²⁴⁷
2003	No. 573 was occupied as an eatinghouse, named La Vida. ²⁴⁸

²⁴³ Auckland Council property records: 573 Remuera Road, Remuera.

²⁴⁴ CT 996/202, LINZ records.

²⁴⁵ CT 12B/1041, LINZ records.

²⁴⁶ CT 12D/257, LINZ records.

²⁴⁷ Ibid.

²⁴⁸ Ibid.

Rayner Building 2 (1925)
579-585 Remuera Road, Remuera



Location within Upland Village (Auckland Council GeoMaps)



Rayner Building 2, now a takeaway, foodstore and nail parlour

Architect: E. T. Hawkes

Contractor: W. J. Westray

Brief description

The two-storey brick structure was developed by J. D. Rayner and comprised three six-roomed units, each containing a shop and residential accommodation. The building was designed with distinctive gabled parapets, a contrasting brick finish and a cement plaster date plaque. Its fenestration included metal windows and cedar doors.

Chronological summary

Date	Owner/Use
1909	Lot 32, part Allotment 24, Section 12 was part of a larger area of land edging Remuera Road that was in the ownership of John Mains, James McKerras, and William James Mains. ²⁴⁹
1913	Lots 32 and 33 were acquired by hotelbroker, Edward William Whitehead. ²⁵⁰
1919	Part of Lot 32 and Lot 33 were transferred to manufacturer, Herbert Dearsly. ²⁵¹
1921	The land was acquired by builder, Archibald John Norman McInnes, and was soon after transferred to Richard Keene. ²⁵²
1923	The land was transferred to engineer, Edward Foster and later purchased by contractor, Joseph Dudley Rayner. ²⁵³ Rayner subdivided parts of Lots 32 and 33 (in addition to Lot 1 of Lot 55) into five lots. ²⁵⁴ Lot 6 was retained by Rayner, with a right of way over Lot 4. ²⁵⁵ The design of the two-storey brick building was undertaken by architect, E. T. Hawkes for Rayner. ²⁵⁶
1925	Joseph Dudley Rayner subdivided part of Lot 6 into four lots with a right of way. A building was constructed on Lots 1 and 2. ²⁵⁷
1925-7	579-581 Remuera Road was occupied by fish dealer, Herbert Green. ²⁵⁸
1926	Lots 1 and 2 of DP 17923 (present-day 579-585 Remuera Road) was transferred to Percy Cornell Totman. ²⁵⁹
1926-7	585 Remuera Road was occupied by confectioner, George H. Atkinson. ²⁶⁰

²⁴⁹ CT 162/260, LINZ records.

²⁵⁰ CT 205/278, LINZ records.

²⁵¹ CT 295/231, LINZ records.

²⁵² Ibid; CT 351/20, LINZ records.

²⁵³ CT 351/20, LINZ records.

²⁵⁴ Ibid.; DP 17029.

²⁵⁵ CT 380/38, LINZ records.

²⁵⁶ AKC 305 Building Permits 1900-1998, Record ID: 391042, Auckland Council Archives.

²⁵⁷ CT 417/169, LINZ records.

²⁵⁸ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives.

²⁵⁹ CT 417/169, LINZ records.

²⁶⁰ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives.

1927-9	579-581, 583 and 585 Remuera Road was occupied by stationer (and owner), Percy Cornell Totman. ²⁶¹
1929	Eugen Adolf Emmerich Langguth acquired the property. ²⁶²
1929-30s	579-581, 583 and 585 Remuera Road was occupied by merchant (and owner), Eugen Langguth. ²⁶³
1938-40s	579-585 Remuera Road was occupied by butcher, Herbert George Appleton. ²⁶⁴
1955	Proposed erection of tool shed and a fibrolite fowl house at a cost of £40.
1969	The shop front to 581 Remuera Road was modernised with an aluminium frame at a cost of \$650, and a new shop front, comprising a sliding door, was constructed to 585 Remuera Road at a cost of \$420. ²⁶⁵ 585 Remuera Road was in use as a dairy at this time. ²⁶⁶
1976	Proposed opening of verandah to the rear of 579 Remuera Road at a cost of \$300. ²⁶⁷ At this time, the shop was in use as a fish shop and residence. ²⁶⁸
1980	The property was transferred to merchant, Neville Fong. ²⁶⁹
1994	581 Remuera Road was in use as a bakery (Remuera Bakery) and 585 Remuera Road was in use as a dairy (Krishna Dairy) at this time. ²⁷⁰
1996-2011	Part of the property was in use as Upland Fish Shop during this time. ²⁷¹
2002	Reinstatement of existing canopy at a reduced depth and shortening of supporting straps, for Neville Fong. ²⁷² At this time, 579 Remuera Road was in use as a takeaway, 583 Remuera Road as a bakery, and 585 as a dairy. ²⁷³
2006	Part of the property was in use as a dairy (Crest Dairy). ²⁷⁴
2007	585 Remuera Road was trading as C'est Fromage. ²⁷⁵
2015-6	585 Remuera Road was in use as a nail parlour (HM Nails Ltd.). ²⁷⁶
2011-2016	581 Remuera Road was in use as a foodstore (Madame Jojoi Foodstore). ²⁷⁷

²⁶¹ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives.

²⁶² CT 417/169, LINZ records.

²⁶³ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives.

²⁶⁴ Ibid.

²⁶⁵ AKC 305 Building Permits 1900-1998, Record ID: 391042, Auckland Council Archives.

²⁶⁶ Ibid.

²⁶⁷ Ibid.; Auckland Council property records: 579-585 Remuera Road, Remuera.

²⁶⁸ AKC 305 Building Permits 1900-1998, Record ID: 391042, Auckland Council Archives.

²⁶⁹ CT 417/169, LINZ records.

²⁷⁰ Auckland Council property records: 579-585 Remuera Road, Remuera.

²⁷¹ Ibid.

²⁷² Ibid.

²⁷³ Ibid.

²⁷⁴ Ibid.

²⁷⁵ Ibid.

²⁷⁶ Ibid.

²⁷⁷ Ibid.

Arthur Taylor's Motors (1926)
586-592 Remuera Road, Remuera



Location within Upland Village (Auckland Council GeoMaps)



Arthur Taylor's Motors, now Remuera Upland Motors

Architect: E. Rupert Morton

Contractor: J. J. Reardon and Son

Brief description

In 1926, a syndicate comprising real estate agent, Albert Burcher, architect, E. Rupert Morton, solicitor, James Bawden and contractor, Daniel Reardon acquired the property. The two-storey brick and concrete Spanish Mission influenced building was designed to accommodate a garage, office and store on the ground floor and three flats on the first floor.

Chronological summary

Date	Event/Change
c.1859	The Crown grantee for Allotment 189, Section 16 was Williams. ²⁷⁸
1915	F. W. Brookfield acquired the property. ²⁷⁹
1926	The property was in the ownership of solicitor, Frederic William Brookfield and farmer, William Main. ²⁸⁰ The property was transferred to agent, Albert Victor Burcher, architect, Edmund Rupert Morton, solicitor, James Percival Bawden, and contractor, Daniel Patrick Reardon. ²⁸¹ Architectural plans for a service station and living quarters were drawn up for a Mr Burcher. ²⁸²
1927	Albert Victor Burcher's share of the property was transferred to James Percival Bawden and Daniel Patrick Reardon. ²⁸³
1930-40	The property was occupied by Mary Clover Taylor. ²⁸⁴
1936	Changes and alterations were proposed to the building. ²⁸⁵
1940s	The property was occupied by solicitor, James Percival Bawden. ²⁸⁶
1959	Following his death, Edmund Rupert Morton's widow, Rosa Isabel Morton, acquired his share in the property. That same year, garage proprietor Leslie McLaren and motor mechanic, Bruce Leslie McLaren acquired the property. ²⁸⁷
1962	Proposed alterations and additions to the garage were drawn up Kingston, Reynolds and Thom, registered architects and consulting engineers. ²⁸⁸
1973	Proposed works involved the removal and reconstruction of the canopy roof. ²⁸⁹

²⁷⁸ DI 8A 201, Archives New Zealand.

²⁷⁹ Ibid.

²⁸⁰ CT 449/133, LINZ records.

²⁸¹ Ibid.

²⁸² AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Record ID: 178632, Auckland Council Archives.

²⁸³ Ibid.

²⁸⁴ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives.

²⁸⁵ Auckland Council property records: 586-592 Remuera Road, Remuera.

²⁸⁶ Ibid.

²⁸⁷ CT 449/133, LINZ records.

²⁸⁸ AKC 305 Building Permits 1900-1998, Record ID: 391053, Auckland Council Archives.

²⁸⁹ Auckland Council property records: 586-592 Remuera Road, Remuera.

1978	The property was transferred to company director, Anthony Kilbride and Mary Clare Kilbride. ²⁹⁰
1987	Solicitor, Angus John Brockway Rogers and chartered accountant, Donald Brian Bendall acquired the property. ²⁹¹
1988	The property was transferred to Conduit Holdings Limited. ²⁹²
1989	Changes to the property included internal alterations to the garage and the relocation of the petrol pumps. ²⁹³
1995	The property was transferred to Upland Holdings Limited. ²⁹⁴
1998	Redevelopment proposals for the site were submitted for use as a Caltex service station. ²⁹⁵
1999	The property was transferred to Triceps Holdings Limited. ²⁹⁶
2008	The petrol pumps had been removed. ²⁹⁷
2015	Alby Enterprises Limited acquired the property. ²⁹⁸ Alterations and additions were proposed to the building to accommodate new uses. Changes included a proposed roof-top addition (to the rear), internal alterations and alterations to the front canopy. ²⁹⁹

²⁹⁰ CT 449/133, LINZ records.

²⁹¹ Ibid.

²⁹² Ibid.

²⁹³ Auckland Council property records: 586-592 Remuera Road, Remuera.

²⁹⁴ CT 449/133, LINZ records.

²⁹⁵ Auckland Council property records: 586-592 Remuera Road, Remuera.

²⁹⁶ CT 449/133, LINZ records.

²⁹⁷ Auckland Council property records: 586-592 Remuera Road, Remuera.

²⁹⁸ Ibid.

²⁹⁹ Ibid.

Johnson Building (1926)
594-600 Remuera Road, Remuera



Location within Upland Village (Auckland Council GeoMaps)



Johnson Building, now a bakery and two restaurants

Architect: E. Rupert Morton

Contractor: J. R. Simpson

Brief description

The two-storey structure was designed for N. C. Johnson and consisted of four shops and dwellings. The brick and concrete building was finished with cement render and incorporated kauri window frames, totara sashes and tile floors at the shop entrances. It was initially occupied by a fruiterer, a grocer, an indent agent and a bootmaker.

Chronological summary

Date	Owner/Use
c.1859	The Crown grantee for Allotment 189, Section 16 was Williams. ³⁰⁰
1915	F. W. Brookfield acquired the property. ³⁰¹
1926	Part of Allotment 189 (present-day 594-600), which included a single-storey timber residence, was transferred from F. W. Brookfield to Thomas Sanders. ³⁰² During this time, the property was occupied by agent, Albert Nick Burcher. ³⁰³ The property was swiftly conveyed to indent agent, Neil Cornelius Johnson and Isabel Knox Johnson. ³⁰⁴ The existing residence (formerly 222 Remuera Road) was removed by the new owners. The valuation of the property (£70) was thereby reduced (£45). ³⁰⁵ A block of four shops and dwellings in brick and concrete, by architect, E. Rupert Morton and builder, J. R. Simpson was carried out at a cost of £5,300. ³⁰⁶
1928-1931	594 Remuera Road was occupied by fruiterer, Reginald Clarence Mason, then fruiterer David William Phillips. ³⁰⁷
1928-1931	596 Remuera Road was occupied by grocer, James Bain. ³⁰⁸
1928-1931	598 Remuera Road was occupied by indent agent (and owner) Neil Cornelius Johnson. ³⁰⁹
1928-1931	600 Remuera Road was occupied by bootmaker, William Andrews Roach. ³¹⁰
1931-2	No. 600 was occupied by indent agent (and owner) Neil Cornelius Johnson. ³¹¹

³⁰⁰ Deeds Index 8A 201, Archives New Zealand.

³⁰¹ Ibid.

³⁰² Deeds Index 23A 188, Archives New Zealand; ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives; DP 19706 and DP 20263, LINZ records.

³⁰³ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives.

³⁰⁴ Deeds Index 23A 188, Archives New Zealand; CT 505/95, LINZ records.

³⁰⁵ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives.

³⁰⁶ AKC 305 Building Permits 1900-1998, Record ID: 391059, Auckland Council Archives.

³⁰⁷ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329086, Auckland Council Archives.

³⁰⁸ Ibid.

³⁰⁹ Ibid.

³¹⁰ Ibid.

³¹¹ Ibid.

1930-40s	During this period, no. 594 was in use as a fruit shop; no. 596 was in use as a grocery store named Blue and White; no. 598 was in use as a cake shop; and no. 600 was still in use as a bootmakers. ³¹²
1942	The property was in the name of Isabel Knox Johnson. ³¹³
1954	Alterations carried out to shop front owned by S. H. Blakeley at a cost of £500. Works involved modifications and repositioning of the shop front to “Che Bella”, carried out by shop fitters, Crawford and Lister. ³¹⁴
1957	Alterations were carried out to shop front of no. 596 for occupiers, Blue and White Stores (grocery) at a cost of £75. Works involved removing the existing door and replacing with a sliding door and track. ³¹⁵
1958	Lois Glendenning Ellison Johnson and Betty Marcia Johnson became executors. Together with Hugh Knox Johnson, they become tenants in common in equal shares. ³¹⁶
1959	Proprietors were Triceps Holdings Limited. ³¹⁷
1962	Enlargement of the shop floorplan of no. 598 for Upland Hardware Ltd. at a cost of £100, which involved the removal of an internal non-bearing wall between the existing shop and library to the rear. ³¹⁸ Work was carried out by builder, W. R. Lloyd. ³¹⁹
1970	Alterations were carried out to the shop front of Upland Hardware at a cost of \$600. Works involved the replacement of the existing shop front with recessed doorway with an aluminium shop front with fixed glass units and a sliding door. ³²⁰
1986	The property was transferred to solicitor, John Brownlow Horrocks, company director, Mark Denniston Sainsbury and his wife, Lynden Ann Sainsbury. ³²¹
1987	Chartered accountant, Donald Brian Bendall and solicitor, Angus John Brockway acquired the property. ³²²
1988	The property was transferred to Conduit Holdings Limited. ³²³
1989	Proposed alterations to the building for Conduit Holdings, which included the extension of the verandah to link the building and the neighbouring garage and the formation of a new opening. ³²⁴
1995	Upland Holdings Limited acquired the property, and later transferred to Triceps Holdings Limited. ³²⁵
1999	Proposed alterations to no. 596 to accommodate a restaurant (ground floor) and offices (first floor), including new shop front openings and signage, internal modifications and changes to the rear first floor balcony. ³²⁶ At this time, no. 594 was a retail outlet associated with the neighbouring garage, no. 598 was an art gallery, and no. 600 was a hair design studio and gallery. ³²⁷
2001	No. 596 was in use as an Indian restaurant. ³²⁸
2002	An application was submitted for a wall mounted billboard on no. 594. ³²⁹ No. 600 was occupied by Upland Kebabs at this time.
2003	Three shops owned (?) by Urban Hospitality Limited.

³¹² Ibid.

³¹³ CT 505/95, LINZ records.

³¹⁴ AKC 305 Building Permits 1900-1998, Record ID: 391059, Auckland Council Archives.

³¹⁵ Ibid.

³¹⁶ CT 505/95, LINZ records.

³¹⁷ CT NA1660/97, LINZ records.

³¹⁸ Ibid.

³¹⁹ Auckland Council property files: 594-600 Remuera Road, Remuera.

³²⁰ Ibid.

³²¹ CT 505/95, LINZ records.

³²² Ibid.

³²³ Ibid.

³²⁴ Auckland Council property files: 594-600 Remuera Road, Remuera.

³²⁵ CT 505/95, LINZ records.

³²⁶ Auckland Council property files: 594-600 Remuera Road, Remuera.

³²⁷ Ibid.

³²⁸ Ibid.

³²⁹ Ibid.

2008	Modifications were carried out to no. 594 by CIGISI Limited to facilitate a beauty shop. Works involved alterations to the ground floor layout and the upgrading of services. ³³⁰ At this time, no. 600 was occupied by Mohsen Dabirian as Upland Kebabs. ³³¹
2009	No. 596 was occupied as an eating house named Soi Japanese Cuisine, operated by Umami Food Service Limited.
2014	The property remained in the ownership of Triceps Holdings Limited. ³³² No. 598 changed from a bookshop to a bakery. ³³³ Works at this time involved the removal of an existing sliding door in the common wall between 598-600 Remuera Road and the reinstatement of a fire wall. ³³⁴ Proposals were also put forward to legitimise the existing informal right of way arrangement between the properties located at 586-608 Remuera Road. ³³⁵
2017	No. 600 is a takeaway, known as "Village Café", M. Firouzbakhsh. ³³⁶

³³⁰ Ibid.

³³¹ Ibid.

³³² Ibid.

³³³ Ibid.

³³⁴ Ibid.

³³⁵ Ibid.

³³⁶ Ibid.

Coward Building (1928)
551-553 Remuera Road, Remuera



Location within Upland Village (Auckland Council GeoMaps)



Coward Building, now a school uniform centre

Architect: Unknown

Contractor: S. L. Wallath

Brief description

The construction of a two-storey brick and concrete building with iron roof and timber floors was undertaken for land agent, Charles Coward. Comprising two shops and associated dwellings, the property was later acquired by agent, William Levy and solicitor, James Bawden. The latter occupied the property until the early 1940s.

Chronological summary

Date	Owner/Use
1909	Lot 31, part Allotment 24, Section 12 was in the ownership of John Mains, James McKerras, and William James Mains. ³³⁷
1917	Part of Lot 31 was acquired by Auckland settler, Frederick Stubbs. ³³⁸
1922	A portion of land to the rear of Lot 31, owned by Emily Florence Thompson, was transferred to Frederick Stubbs, which provided his property with access to Minto Road. ³³⁹
1928	The property was transferred to land agent, Charles Coward. ³⁴⁰ Coward commissioned the design of two shops and dwellings, each of which comprised a shop, living room, kitchenette and laundry on the ground floor, and three bedrooms and a bathroom on the first floor. ³⁴¹ The property was later transferred to agent, William Percival Levy and solicitor, James Percival Bawden as tenants in equal shares. ³⁴² James Bawden occupied the property from this time until the early 1940s. ³⁴³
1943	James Percival Bawden transferred his half share to William Percival Levy. ³⁴⁴
1945	Laurence Alexander Quinn acquired the property. ³⁴⁵
1947	551 Remuera Road was in use as a fruit shop, while 553 sold clothing. ³⁴⁶ Sometime later, number 551 was occupied by a green grocer and 553 as a drapery shop. ³⁴⁷
1948	The property was transferred to clerk, John Joseph Bradley. ³⁴⁸

³³⁷ CT 162/260, LINZ records.

³³⁸ Ibid.; CT 266/286, LINZ records.

³³⁹ CT 266/286 and CT 363/136, LINZ records.

³⁴⁰ CT 363/136, LINZ records.

³⁴¹ Auckland Council property records: 457-459 Remuera Road, Remuera (filed incorrectly).

³⁴² CT 474/42, LINZ records.

³⁴³ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

³⁴⁴ CT 474/42, LINZ records.

³⁴⁵ Ibid.

³⁴⁶ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

³⁴⁷ Ibid.

³⁴⁸ CT 474/42, LINZ records.

1960	The property was acquired by fruiterer, Willie Wong, who carried out alterations to the shop front at a cost of £200. ³⁴⁹
1963	Plans produced by registered builders, R. Savory Ltd., were submitted for Mr W. Wong for a ground floor extension to the rear of 551 Remuera Road. ³⁵⁰
1970	Alterations to the shop front of no. 553 were carried out at a cost of \$1,200. ³⁵¹
1972	Proposals for a rear extension (in concrete block) and removal of internal wall to no. 553 were put forward for Lynette Coombs at a cost of \$50. ³⁵²
1980	An application was submitted on behalf of Mr W. Wong to replace the existing sliding glass shop door with a roller door. ³⁵³
1997	Plans for alterations and the refurbishment of 551-553 Remuera Road, including the removal of the dividing wall between the two shops; the installation of a new ceiling and disabled wc; and new shopfront windows to 551, were drawn up by Leigh Marshall Architect for Mr W. Wong. ³⁵⁴

³⁴⁹ Ibid.; Auckland Council property records: 457-459 Remuera Road, Remuera (filed incorrectly).



³⁵⁰ Auckland Council property records: 457-459 Remuera Road, Remuera (filed incorrectly).

³⁵¹ Ibid.

³⁵² Ibid.

³⁵³ Ibid.

³⁵⁴ Auckland Council property records: 551-553 Remuera Road, Remuera.

Jones Building (1929) 541-545 Remuera Road, Remuera	
	
Location within Upland Village (Auckland Council GeoMaps)	Jones Building, now a barber shop, dairy and liquor store
Architect: Unknown	Contractor: Unknown
Brief description	
The two-storey brick and concrete building with some Spanish Mission influences was designed for J. D. Jones following the subdivision of his property into two lots. The building comprised three residential shops and was occupied by Jones until the early 1930s.	
Chronological summary	
Date	Owner/Use
1909	Lot 31, part Allotment 24, Section 12 was in the ownership of John Mains, James McKerras, and William James Mains. ³⁵⁵
1912	Medical practitioner, Alan Cameron Owen acquired Lot 30, part Allotment 24. ³⁵⁶
1923	The property is transferred to John David Jones. ³⁵⁷
1929	J. D. Jones subdivided Lot 30 into two lots. Lot 1 was transferred to Charles Arthur French. Jones commissioned the design of three residential shops on Lot 2, and occupied the property until the early 1930s. ³⁵⁸
1934	The property was transferred to Iris Mary Lett. ³⁵⁹ The sale cost £3,900. ³⁶⁰ For a period, the property was in use as a dairy.
c.1930-40s	Number 545 was in use as a dress shop, and no. 545 as a self-help premises, for a time during this period. ³⁶¹
1961	Application to remove internal wall to enlarge the shop area of 543-545 Remuera Road, at a cost of £52 was submitted. ³⁶² A further application was put forward to replace the existing shop front at no. 543-545 with sliding glass doors, at a cost of £94, for Mr Erlich (owner Bond and Bond Limited). ³⁶³
1973	The property (no. 541?) was transferred to The New Zealand Theosophical Properties Trust Board. ³⁶⁴ The occupier of no. 543-545 at this time was Cotter, Robertson and Co. Limited who submitted proposals for structural alterations to the property. ³⁶⁵
1991	No. 541 Remuera Road was in use as a Dairy – “Village Dairy”, the licensee being D. Sue. ³⁶⁶

³⁵⁵ CT 162/260, LINZ records.

³⁵⁶ CT 192/220, LINZ records.

³⁵⁷ Ibid.

³⁵⁸ Ibid.; DP 22142, LINZ records; ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

³⁵⁹ CT 623/279, LINZ records.

³⁶⁰ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

³⁶¹ Ibid.

³⁶² Auckland Council property records: 541-545 Remuera Road, Remuera.

³⁶³ Ibid.

³⁶⁴ CT 623/279, LINZ records.

³⁶⁵ Auckland Council property records: 541-545 Remuera Road, Remuera.

³⁶⁶ CT 623/279, LINZ records.

2001	Renovations proposed to no. 541-543, including the reinstatement of the internal wall previously removed between the two shops at 541 and 543 Remuera Road and the removal of the existing cladding to the shop front window of 541. ³⁶⁷
2011	The property was in use as a dairy, drycleaner and flat. Changes during this time involved internal alterations including modifications to internal walls, at no. 541. ³⁶⁸
2012	Proposed change of use from fruit and vege to liquor store. ³⁶⁹
2014	Licensee for 541-545 Remuera Road was Ekadant Limited, used as village dairy, fruit and vege. ³⁷⁰
2016	Tenant Ekadant Limited, trading name Upland Liquor Spot – alcohol retail outlet. ³⁷¹



³⁶⁷ Auckland Council property records: 541-545 Remuera Road, Remuera.

³⁶⁸ Ibid.

³⁶⁹ Ibid.

³⁷⁰ Ibid.

³⁷¹ Ibid.

French Building (1929) 547-549 Remuera Road, Remuera																									
																									
<p>Location within Upland Village (Auckland Council GeoMaps)</p>	<p>French Building, now two takeaways</p>																								
<p>Architect: H. S. James</p>	<p>Contractor: Unknown</p>																								
<p>Brief description</p> <p>Following the acquisition of land from neighbour, J. D. Jones, stationer, C. A. French appointed architect, H. S. James to design a two-storey brick building with tile roof for the site. The building consisted of two shops, a store room, living room and kitchen on the ground floor and four bedrooms and a bathroom on the first floor. French occupied both shops until the early 1940s.</p>																									
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³⁷² CT 162/260, LINZ records.

³⁷³ CT 192/220, LINZ records.

³⁷⁴ Ibid.

³⁷⁵ Ibid.; DP 22142, LINZ records; ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives; Auckland Council property records: 547-549 Remuera Road, Remuera.

³⁷⁶ CT 491/300, LINZ records.

³⁷⁷ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

³⁷⁸ CT 491/300, LINZ records.

³⁷⁹ Ibid.

³⁸⁰ Ibid.

³⁸¹ Auckland Council property records: 547-549 Remuera Road, Remuera.

³⁸² Ibid.

2000	The property was transferred to Lam Mei Ching and Hiu Chung Sin from executors, Margaret Rogers, George Johnston and John Johnston. ³⁸³ During this time, proposed ground and first floor alterations to the property included the insertion of new internal walls; the removal of an existing staircase (549); the installation of a new toilet in each building; the creation of new door openings; the covering over of an existing ground floor fireplace (547); and the construction of a new external staircase (549), to accommodate the reinstatement of two ground floor shops (burger bar and retail shop) and first floor bedrooms. ³⁸⁴
2005	No. 547 was converted from a retail shop into a pizza restaurant named Gusto Restaurant. ³⁸⁵ No. 549 was also in use as a restaurant at that time. ³⁸⁶
2006	An application was submitted for internal alterations to the ground floor of no. 547 to accommodate two retail units and a residential dwelling on the first floor. ³⁸⁷ Calimero Remuera Limited began operation of no. 547 as a restaurant. ³⁸⁸

³⁸³ CT 491/300; CT 129A/322, LINZ records.



³⁸⁴ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

³⁸⁵ Auckland Council property records: 547-549 Remuera Road, Remuera.

³⁸⁶ Ibid.

³⁸⁷ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

³⁸⁸ Auckland Council property records: 547-549 Remuera Road, Remuera.

AEPB Remuera Substation (1930) 2-4 Minto Road, Remuera																									
																									
Location within Upland Village (Auckland Council GeoMaps)	AEPB Substation, 2-4 Minto Road																								
Architect: Unknown	Contractor: Charles W. Ravenhall																								
<p>Brief description</p> <p>The Remuera Substation was built in 1930 for the Auckland Electric Power Board as a brick and reinforced concrete building designed as a double-height switch-house with internal mezzanine. It represents one of the earliest extant AEPB substations built in Auckland.</p>																									
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³⁸⁹ CT 162/260, LINZ records.

³⁹⁰ CT 205/278, LINZ records.

³⁹¹ Ibid.

³⁹² CT 255/285, LINZ records.

³⁹³ CT 295/231, LINZ records.

³⁹⁴ Ibid; CT 351/20, LINZ records.

³⁹⁵ CT 351/20 and CT 380/38, LINZ records; DP 17029, Cadastral index.

³⁹⁶ CT 242/22 and CT 417/169, LINZ records; DP 17923, Cadastral index.

³⁹⁷ CT 423/229, LINZ records.

³⁹⁸ Ibid.

1930	The (Switch-House) sub-station was constructed. ³⁹⁹
1931	A fence and gate was erected. ⁴⁰⁰
1941	Additions were carried out to the sub-station. ⁴⁰¹
1975	Three new transformer/cooler bays were constructed of reinforced concrete and concrete masonry. ⁴⁰²
1983	Minor alterations were carried out to the transformer bays. ⁴⁰³
1985	Minor alterations were carried out to the transformer bays. ⁴⁰⁴
1990	Alterations and strengthening works were carried out to the sub-station. Strengthening works involved steel bracing and wall reinforcements following the removal of the concrete roof and reduction in height of the exterior brick walls. A light-weight sheet metal roof was constructed on top of the mezzanine floor and the existing front doors were refurbished. Internal alterations included the installation of timber stud partitions to provide a control room and lunchroom, separated from the switchgear. ⁴⁰⁵ (349 of 396)
1993	An application was made to demolish the toilet block. ⁴⁰⁶
2002	Two of the three transformer bays were enclosed with a light-weight roof. ⁴⁰⁷
2003	Two telecommunications antennae were installed on the roof of the sub-station. ⁴⁰⁸

³⁹⁹ Auckland Council property records: 2-4 Minto Road, Remuera.

⁴⁰⁰ Ibid.

⁴⁰¹ Ibid.

⁴⁰² Ibid.

⁴⁰³ Ibid.



⁴⁰⁴ Ibid.

⁴⁰⁵ Ibid.

⁴⁰⁶ Ibid.

⁴⁰⁷ Ibid.

⁴⁰⁸ Ibid.

Gray's Pharmacy (1938) 565 Remuera Road, Remuera																					
																					
Location within Upland Village (Auckland Council GeoMaps)	Gray's Pharmacy, now Domino's Pizza																				
Architect: Horace L. Massey	Contractor: Unknown																				
<p>Brief description</p> <p>In 1938, chemist, William Gabriel Gray commissioned well-known architect, Horace L. Massey to design a block of shops on his newly acquired site. The modest single-storey brick building comprised three lock-up shops, one of which Gray used as his pharmacy, and cost £1,900.</p>																					
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⁴⁰⁹ CT 162/260, LINZ records.

⁴¹⁰ CT 205/278, LINZ records.

⁴¹¹ Ibid.

⁴¹² CT 395/40 and CT 694/166, LINZ records; DP 27257.

⁴¹³ AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Record ID: 178632, Auckland Council Archives; ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

⁴¹⁴ ACC 213 Valuation Field Sheets 1912-1997, Record ID: 329083, Auckland Council Archives.

⁴¹⁵ Ibid.

⁴¹⁶ Auckland Council property records: 565 Remuera Road, Remuera.

⁴¹⁷ CT 694/166, LINZ records.

2006	Proposed alterations, including new shop front glazing and doors, signage and internal changes were submitted to accommodate new uses as a café and real estate agency, named L. J. Espresso and L. J. Hooker respectively. ⁴¹⁸
2007	A deck was constructed to the rear of the building to accommodate café patrons. ⁴¹⁹
2008-9	The building was partly in use as a café, named Casa Del Caffè. ⁴²⁰
2011-16	The building was partly in use as a café, named La Parigot. ⁴²¹
2016	Domino's Pizza became the occupants of the shops previously used as a real estate agency. ⁴²²

⁴¹⁸ Auckland Council property records: 565 Remuera Road, Remuera.

⁴¹⁹ Ibid.

⁴²⁰ Ibid.

⁴²¹ Ibid.

⁴²² Ibid.

Appendix 2: Physical description

2.1 Location maps

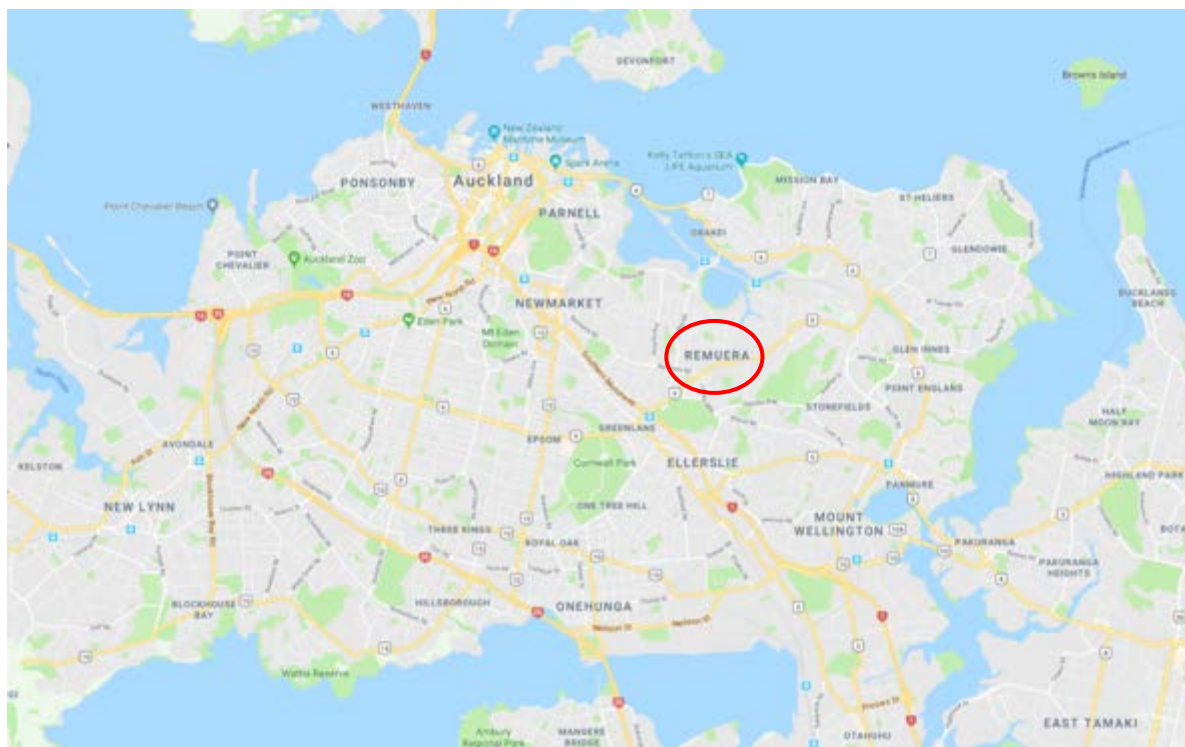


Figure 50: Remuera in its broader Auckland isthmus context (Google Maps, 2018).



Figure 51: Part of the present-day suburb of Remuera, with Remuera Road running south-west (centre). Showing the Remuera town centre (left circle) and the Upland Village shopping centre (right circle) (Auckland Council GeoMaps, 2015-16).



Figure 52: Upland Village, 2015-6 aerial view (Auckland Council GeoMaps).

2.2 Auckland Unitary Plan maps

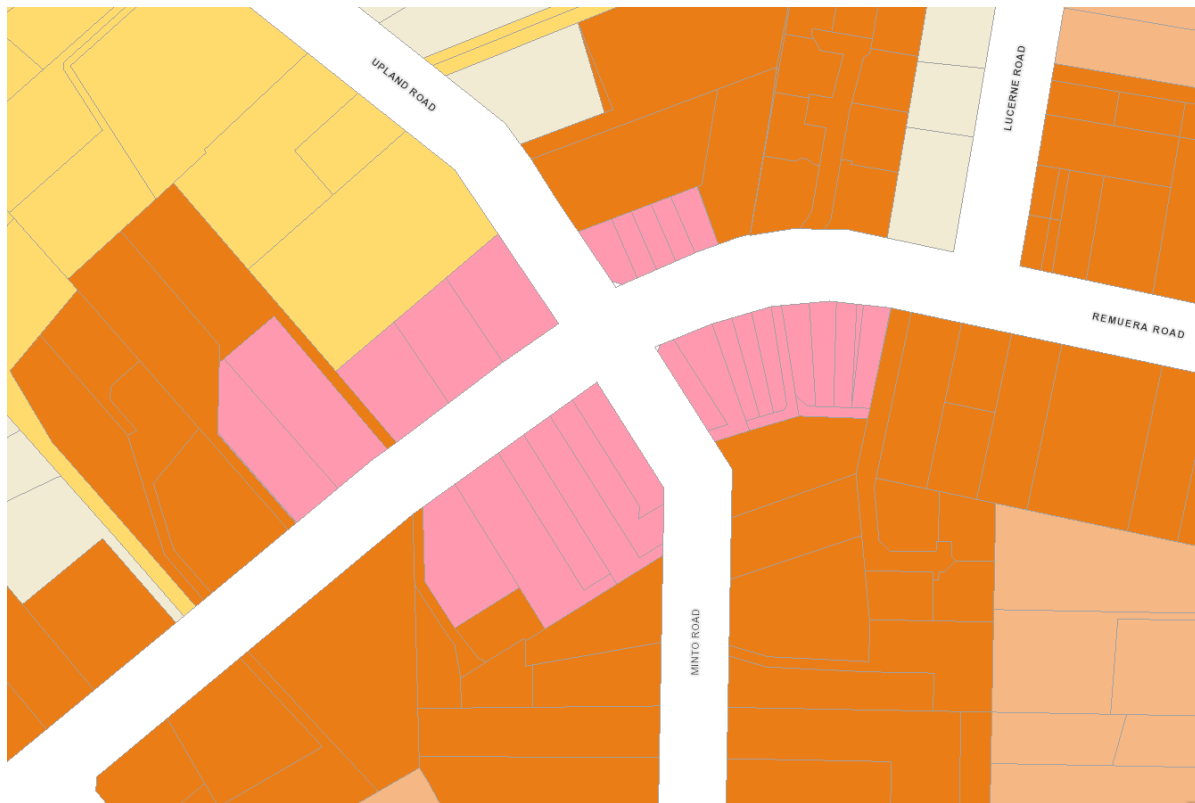
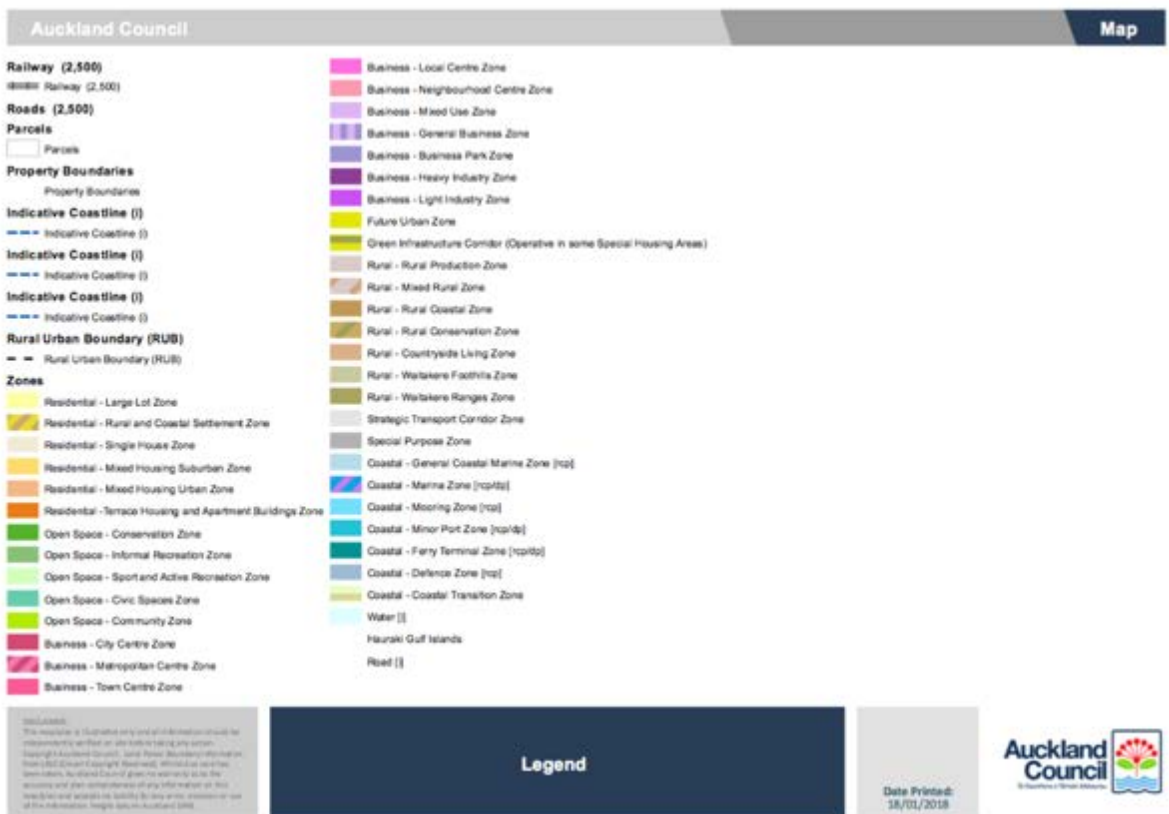


Figure 53: Auckland Unitary Plan zoning map showing Upland Village zoned as a Business - Neighbourhood Centre. The legend is set out below (Auckland Council GeoMaps).



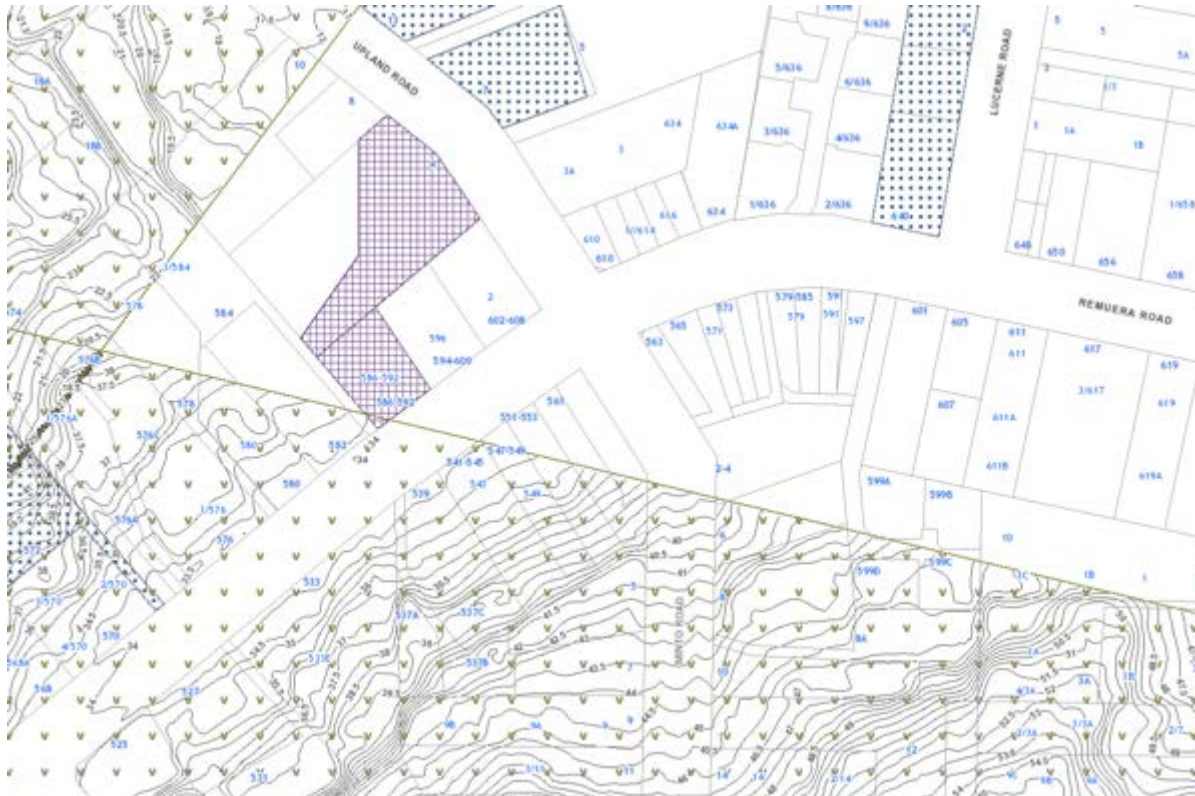
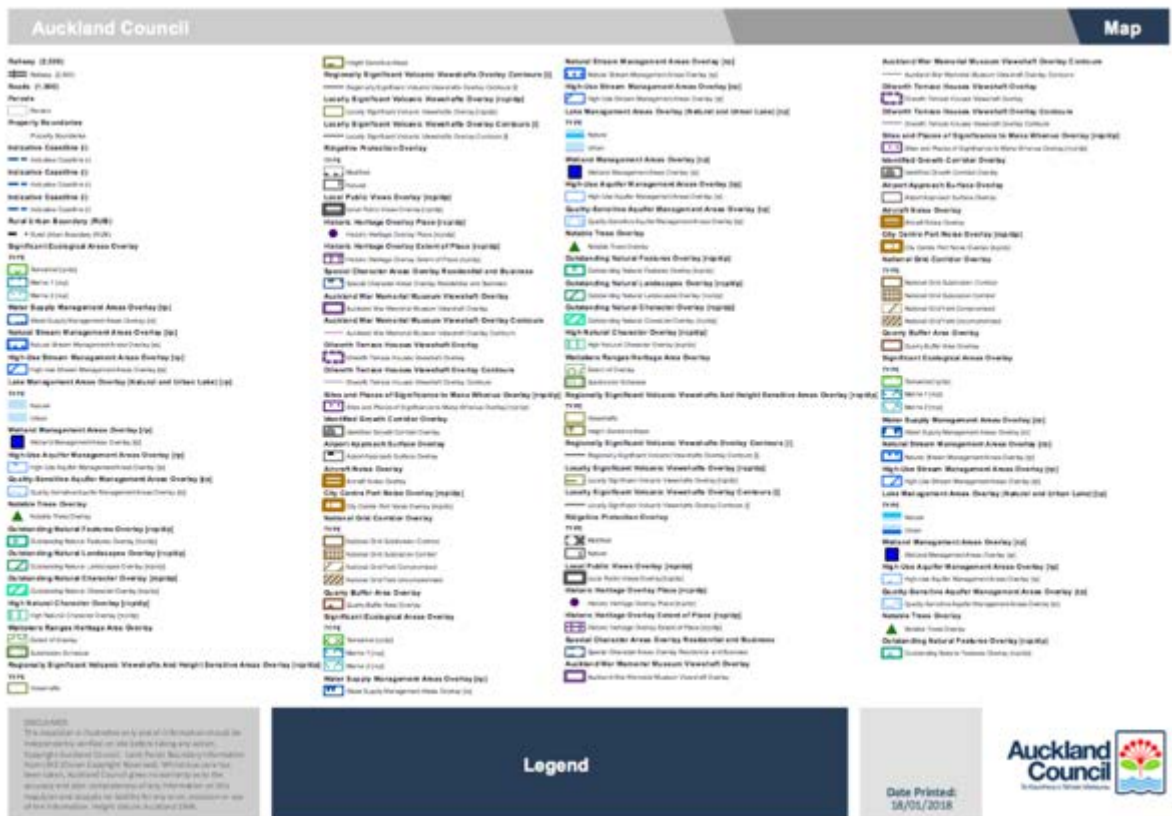


Figure 54: Auckland Unitary Plan overlay map, showing the management overlays relevant to Upland Village. These include the Historic Heritage Overlay (Place/Extent of Place) and the Regionally Significant Volcanic Viewshafts and Height Sensitive Areas Overlay. The legend is set out below (Auckland Council GeoMaps).



2.3 Architectural discussion

Whilst the earliest buildings in Upland Village HHA were established in the mid to late 1910s, the majority were built during the 1920s, which was a key period of construction in the area. Many of the buildings from this period in the HHA generally adopt the design preferences of the time, which saw the highly decorative architectural styles synonymous with the Victorian era give way to a more pared-back, 'modern' style. The construction of the last two buildings in the HHA occurred in the 1930s.

The Stripped Classical style is the most evident amongst the commercial buildings in the area. It embraces the characteristics of classical design but adopts a more simplified and subdued approach to decorative detailing. The building façades are generally plain with restrained classical detailing that varies in application.



Figure 55: Showing the vertical and horizontal modulation of the building at 594-600 Remuera Road, emphasised by Stripped classical detailing such as a profiled parapet, cornices, plain modillions and pilasters. Other details include bracketed sun-hoods and plaster motifs.



Figure 56: Stripped classical detailing on the building at 551-553 Remuera Road includes a profiled parapet, pilasters, cornice and decorative plaster discs.

Spanish Mission style influences are also apparent in the HHA, particularly on its western edge. This style often alluded to modernity and the exotic, having made its way to Australasia from the United States in the early decades of the twentieth century. In the HHA, it is mildly referenced by the use of clay roof tiles edged by parapet gables and a sun motif.

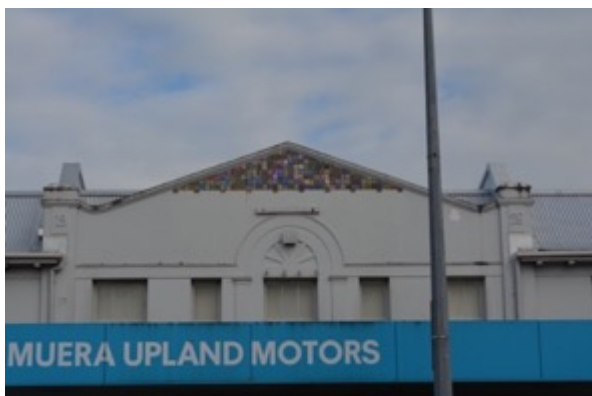


Figure 57: The purpose-built service station at 586-592 Remuera Road with Spanish Mission influences. Showing the central pediment decorated with distinctive glazed ceramic tiles, the arch with radiating sun motif, construction date and gabled parapets.



Figure 58: Hints of the Spanish Mission style is evident in the clay tile roof edged by gabled parapets. Detailing includes a series of pilasters that frame the first-floor windows.

Hints of the Art Deco and Moderne styles in the HHA illustrate the adoption of more progressive forms of architecture during the 1930s – a time when the country’s architecture was becoming quite eclectic.

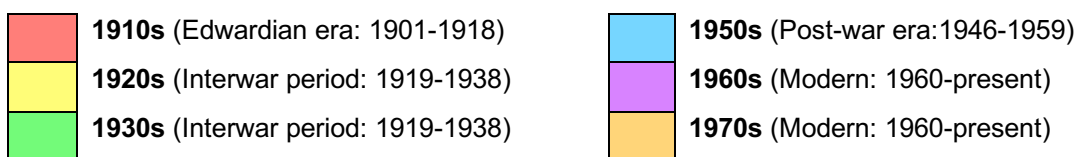


Figure 59: Although highly modified, the Art Deco/streamline moderne styling of the Remuera substation building is still apparent in its defined outlines, curvilinear and geometric detailing.



Figure 60: The modestly designed and proportioned shop at 565 Remuera Road represents the simplicity adopted in the design of buildings during latter part of the interwar period. The plain parapet simply features a row of dentils.

2.4 Date of buildings within Upland Village HHA



2.5 Architects

The following provides a biographical summary of a number of the architects responsible for the design of some of Upland Village's early commercial buildings and other known examples of their work.

Frederick A. Browne (1883-1961)

Frederick A. Browne was born in Thames in 1883 and educated in Auckland.⁴²³ His architectural training began in the office of well-known architect, George Selwyn Goldsbro. In 1906, he travelled to the United States to continue his studies, arriving in San Francisco soon after the disastrous earthquake, and gained experience at various architectural offices in California.⁴²⁴ On his return to New Zealand in 1916, Browne joined up with the Auckland Infantry Regiment and served in France until the end of the First World War.⁴²⁵ Following a brief visit to the United States, he returned to Auckland and set up his own practice. In 1920, Browne was admitted as an associate of the NZIA and a fellow around ten years later.⁴²⁶ In addition to the design of shops and residences, he was also the architect of a five-storey building on Victoria Street for James Hodgson (1924), the Britannia Theatre, Ponsonby Road (1929), and the Ponsonby Club Hotel (1937). An avid rugby player, Browne was reputedly one of the pioneers of the sport in California, representing the All America team.⁴²⁷

The two-storey block of four residential shops designed by Browne on the corner of Remuera and Upland roads (600-608 Remuera Road) in 1923, represent one of his earliest known shop designs.

E. T. Hawkes (1883-unknown)

Ernest Thomas Hawkes was born in 1883.⁴²⁸ His early architectural training occurred at the offices of Crichton and McKay in Wellington between 1908 and 1913, following which time he served in the First World War.⁴²⁹ Very little is known about his architectural projects other than the design of a small number of residences, including one at Barrack Road, Panmure (1926), another at (91a) Calliope Road, Devonport for Mrs W. Grau, and one at Mt Eden for a Dr Knight (1931). He also designed his own residence in Pukeora Avenue, Remuera (1927). In collaboration with architect, F. N. Hornibrook, Hawkes designed a house in Mt Roskill for a Norman Levien Esq., the design of which incorporated an unusual oval-plan lounge.⁴³⁰ By 1942, Hawkes was part of the temporary staff at the Public Works Department, where he remained until his resignation in 1945.⁴³¹

The two-storey block of three shops designed by Hawkes at 579-585 Remuera Road in 1925, represent the only known commercial buildings undertaken by Hawkes.

E. Rupert Morton (1888-1959)

Edmund Rupert Morton was born in 1888, and commenced his Auckland architectural practice just before the First World War. He lived in Lucerne Road, Remuera, and worked from offices in Auckland city. One of his early commissions was the design of shops in Remuera (1913).⁴³² Later projects included a factory premises in Hepburn Street, Grey Lynn for St George

⁴²³ NZIA Journal 28: 112-113, May 1961, in File B882f, Sheppard Collection, Architecture Archive, University of Auckland.

⁴²⁴ Ibid.

⁴²⁵ Ibid.

⁴²⁶ File B882f, Sheppard Collection, Architecture Archive, University of Auckland.

⁴²⁷ Ibid.

⁴²⁸ Registration Number 1883/1151, Ernest Thomas Hawkes, Births, Deaths and Marriages online.

⁴²⁹ File H392e, Sheppard Collection, Architecture Archive, University of Auckland.

⁴³⁰ Ibid.

⁴³¹ Ibid.

⁴³² File M889ne, Sheppard Collection, Architecture Archive, University of Auckland.

Company Ltd. (1923), a block of shops on the corner of Garnett and Lemington roads, Westmere (1927), and a moderne-style building containing shops and flats in Calliope Road, Devonport. One of his most well-regarded projects was 'Berrisville', a block of modernist flats built on Auckland's Anzac Avenue. During the 1930s and 1940s, Rupert Morton wrote a number of articles about residential buildings, particularly 'small houses', which were published in *Home and Building*.⁴³³ He died in 1959 at the age of 70.⁴³⁴

The service station and neighbouring block of four residential shops designed by Rupert Morton at 586-592 and 594-600 Remuera Road in 1926, represent a notable group of commercial buildings in Upland Village and a good representative example of his work.



Figure 61: The block of shops designed by E. Rupert Morton on the corner of Garnett and Lemington roads, Westmere in 1927 (File M889ne, Sheppard Collection, Architecture Archive, University of Auckland).

Horace L. Massey (1895-1978)

Horace L. Massey was one of New Zealand's most successful and prolific architects during the 1920s, 30s and 40s, who received both national and international acclaim for his designs. Born in Auckland in 1895, Massey was educated at Auckland Grammar School. He was articled to Alex Wiseman and gained further experience from R. K. Binney and Hoggard, and Prouse and Gummer. Following the First World War, Massey was awarded a scholarship with the Architectural Association School in London. On his return to New Zealand, he became a partner in the firm Massey, Morgan, Hyland and Phillips. During the mid-1920s, Massey worked for a time by himself before forming a partnership with G. E. Tole (Tole and Massey) with whom he received the New Zealand Institute of Architects (NZIA) gold medal for St Michael's Church, Remuera (1933). His work output was huge during this time, when it was reputed that he was designing one in every five architect-designed houses in Auckland.⁴³⁵ He once again worked for himself for a period in the 1930s, during which time he designed the NZIA gold award-winning Cintra Flats (1936) and Whangarei Central Library (1938). He also collaborated with his former partner, Alfred Morgan. He later set up the firm, Horace L. Massey & Partners and by 1940 had become senior partner in the firm Massey Beatson Rix-Trott and Carter. Massey was President of the NZIA, Auckland Branch Chairman and served on various committees. He died in 1978 at the age of 83.⁴³⁶

⁴³³ Ibid.

⁴³⁴ Registration Number 1959/20274, Edmund Rupert Morton, Births, Deaths and Marriages online.

⁴³⁵ File M416h, Sheppard Collection, Architecture Archive, University of Auckland.

⁴³⁶ Ibid.

The single-storey block of two shops designed by Massey at 565 Remuera Road in 1938, represents a modest example of commercial architecture undertaken during a period of award-winning designs. However, the modified parapet (different to that designed) and the changes to the shop fronts now limit the legibility of the original design and 1930s fabric.

2.6 Original architectural drawings

563 Remuera Road

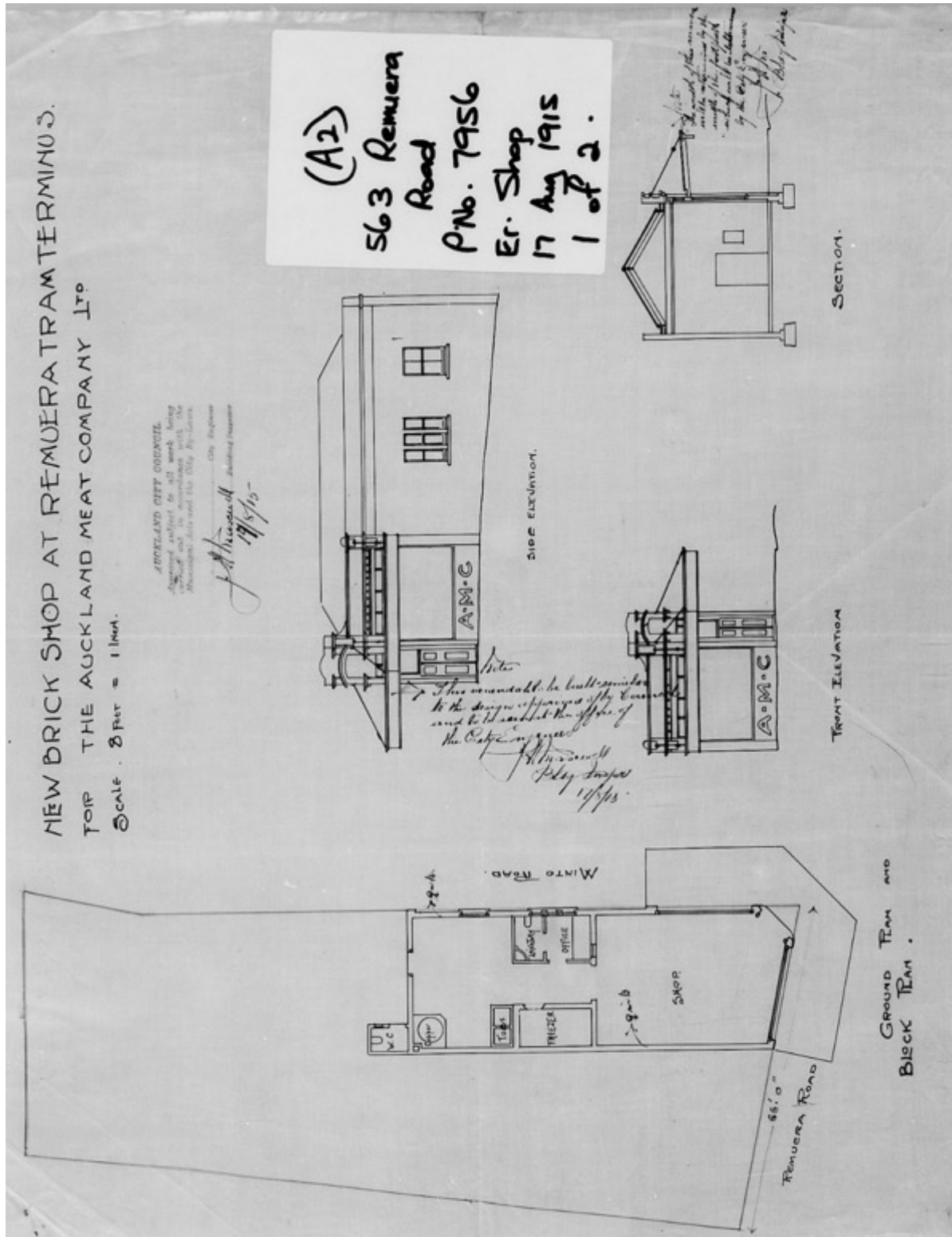


Figure 62: Architectural drawings of a shop for the Auckland Meat Company, dated 1915. The architect is unknown (AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Remuera Road (from 524), Record ID: 178632, Auckland Council Archives).

602-608 Remuera Road (1 of 2)

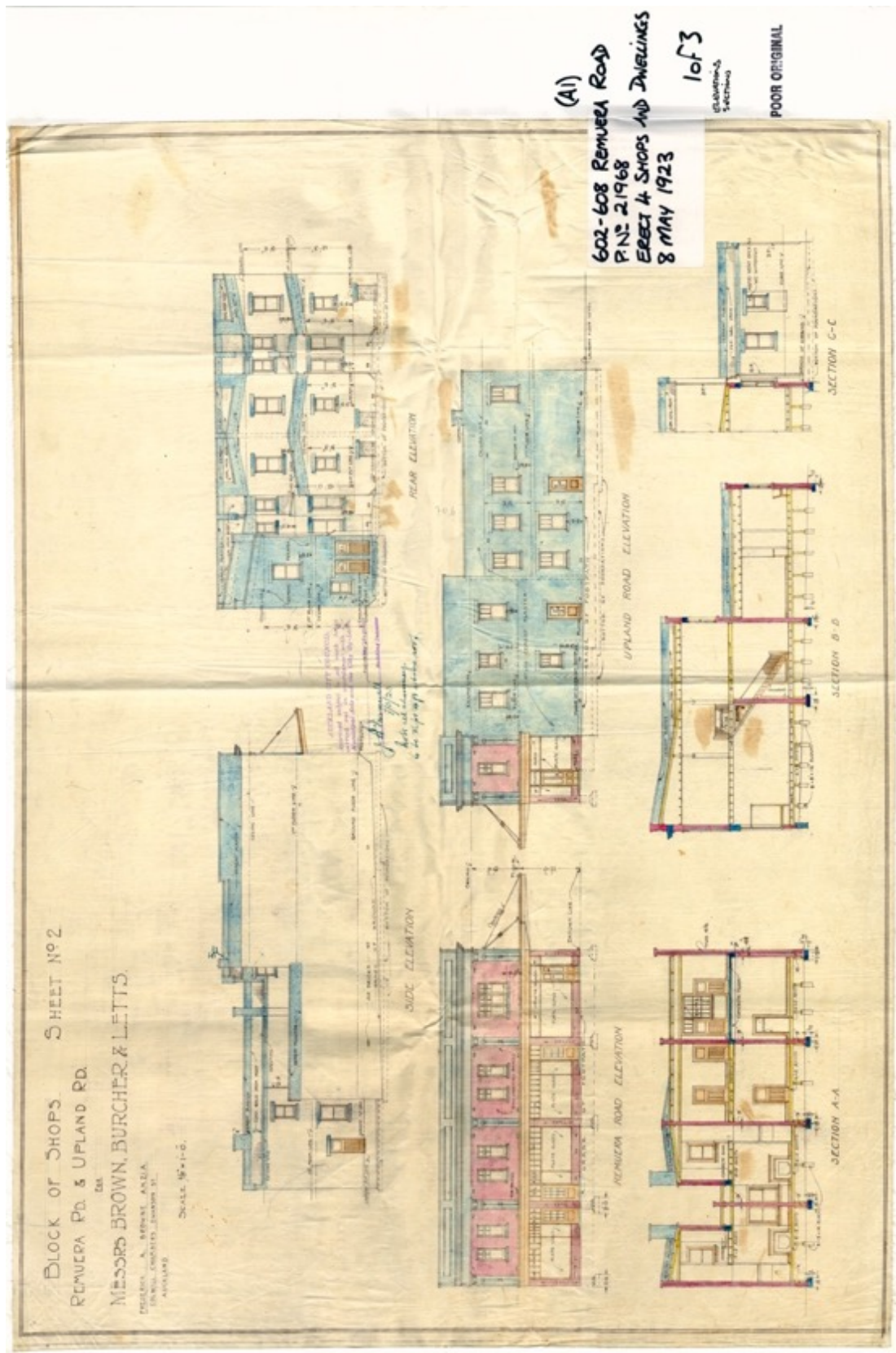


Figure 63: Architectural drawings for four shops and dwellings undertaken by architect, Frederick A. Browne for Messrs Brown, Burcher and Letts, dated 1923 (AKC 305 Building Permits 1900-1998, 602-608 Remuera Road, Record ID: 391062, Auckland Council Archives).

602-608 Remuera Road (2 of 2)

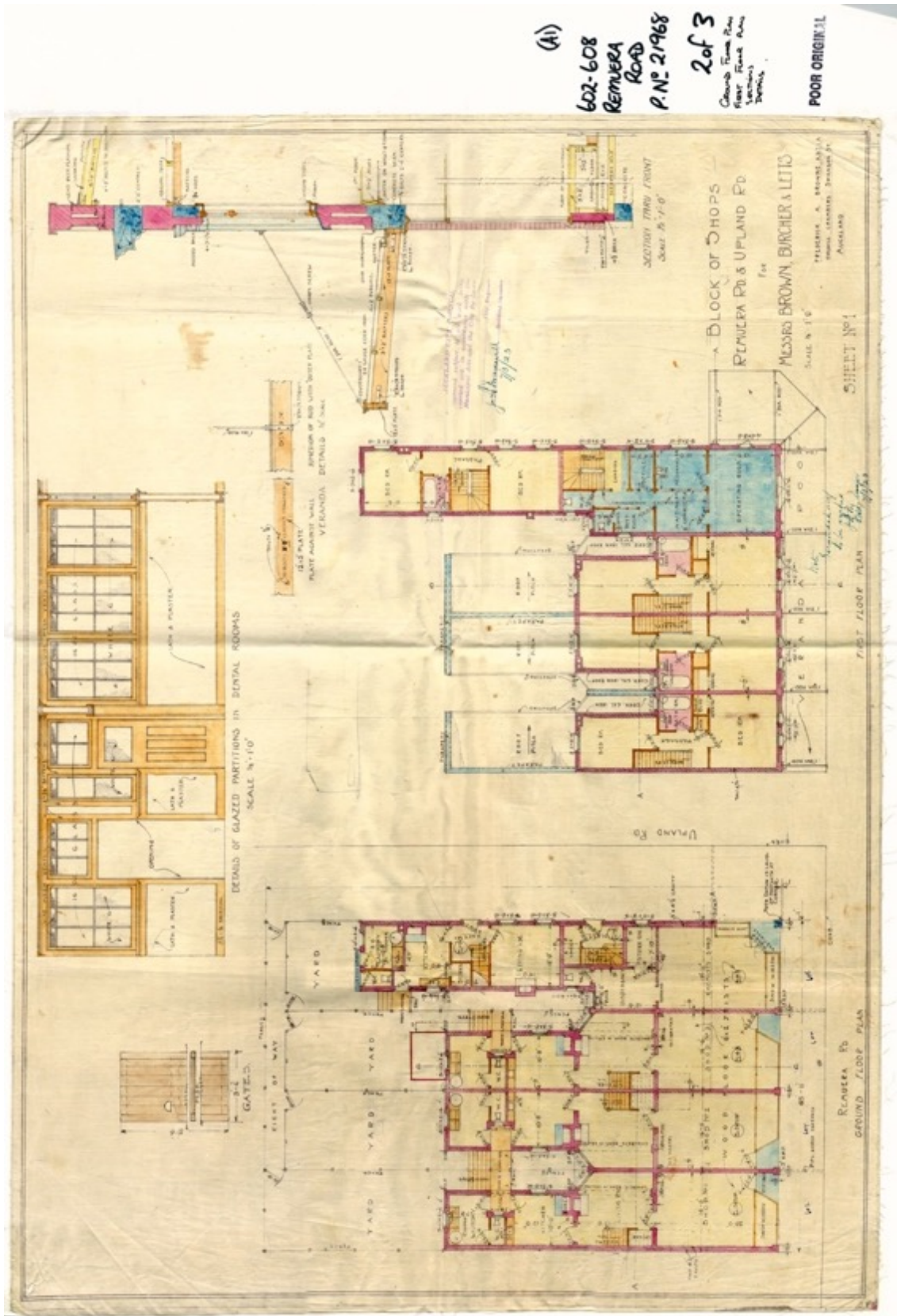


Figure 64: Plan and detailed drawings of four shops and dwellings undertaken by architect, Frederick A. Browne for Messrs Brown, Burcher and Lettis, dated 1923 (AKC 305 Building Permits 1900-1998, 602-608 Remuera Road, Record ID: 391062, Auckland Council Archives).

579-585 Remuera Road

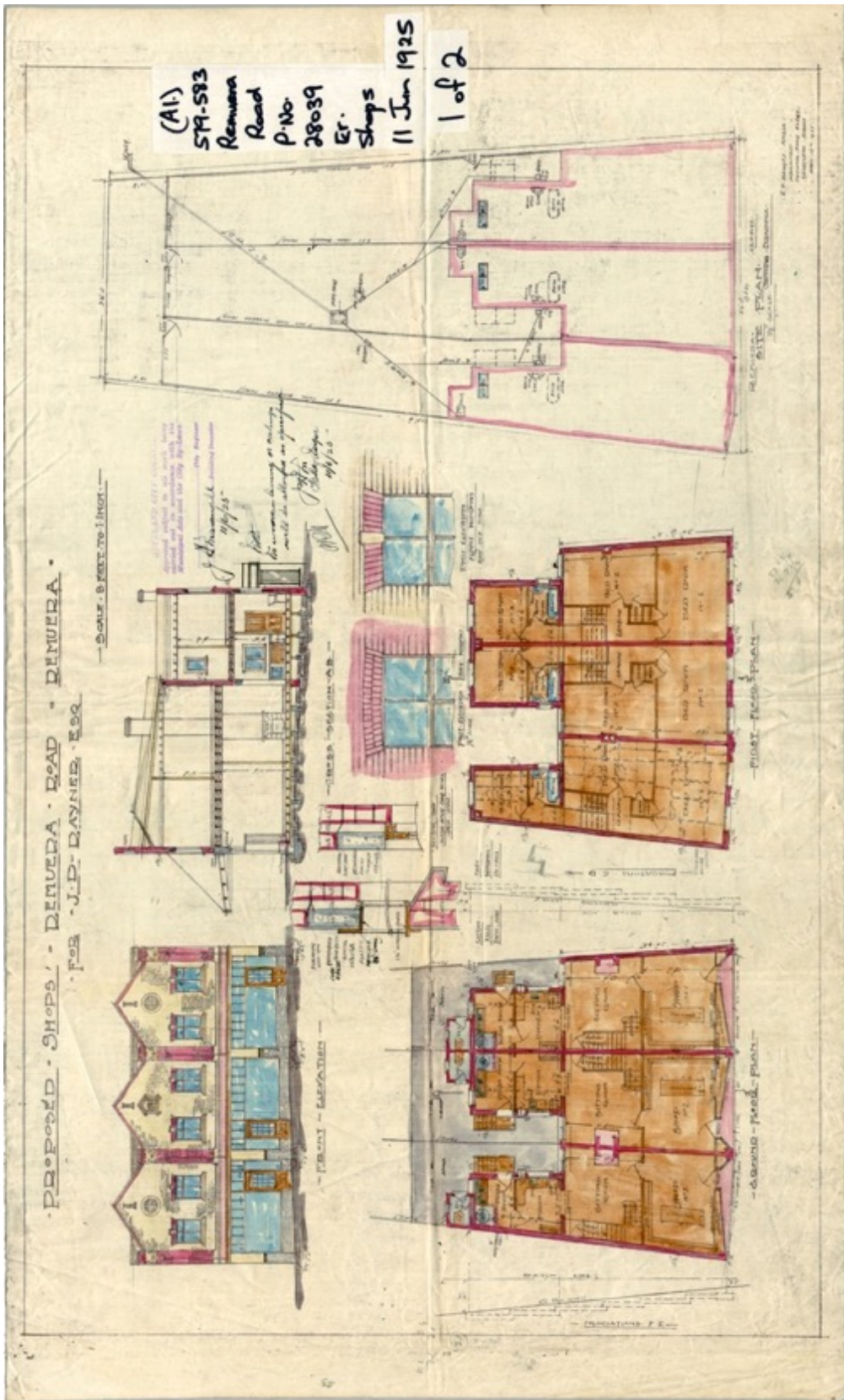


Figure 65: Architectural drawings for three residential shops by architect, E. T. Hawkes for J. D. Rayner, dated 1925. The contractor was W. J. Westray (AKC 305 Building Permits 1900-1998, 579-583 Remuera Road, Record ID: 391042, Auckland Council Archives).

586-592 Remuera Road

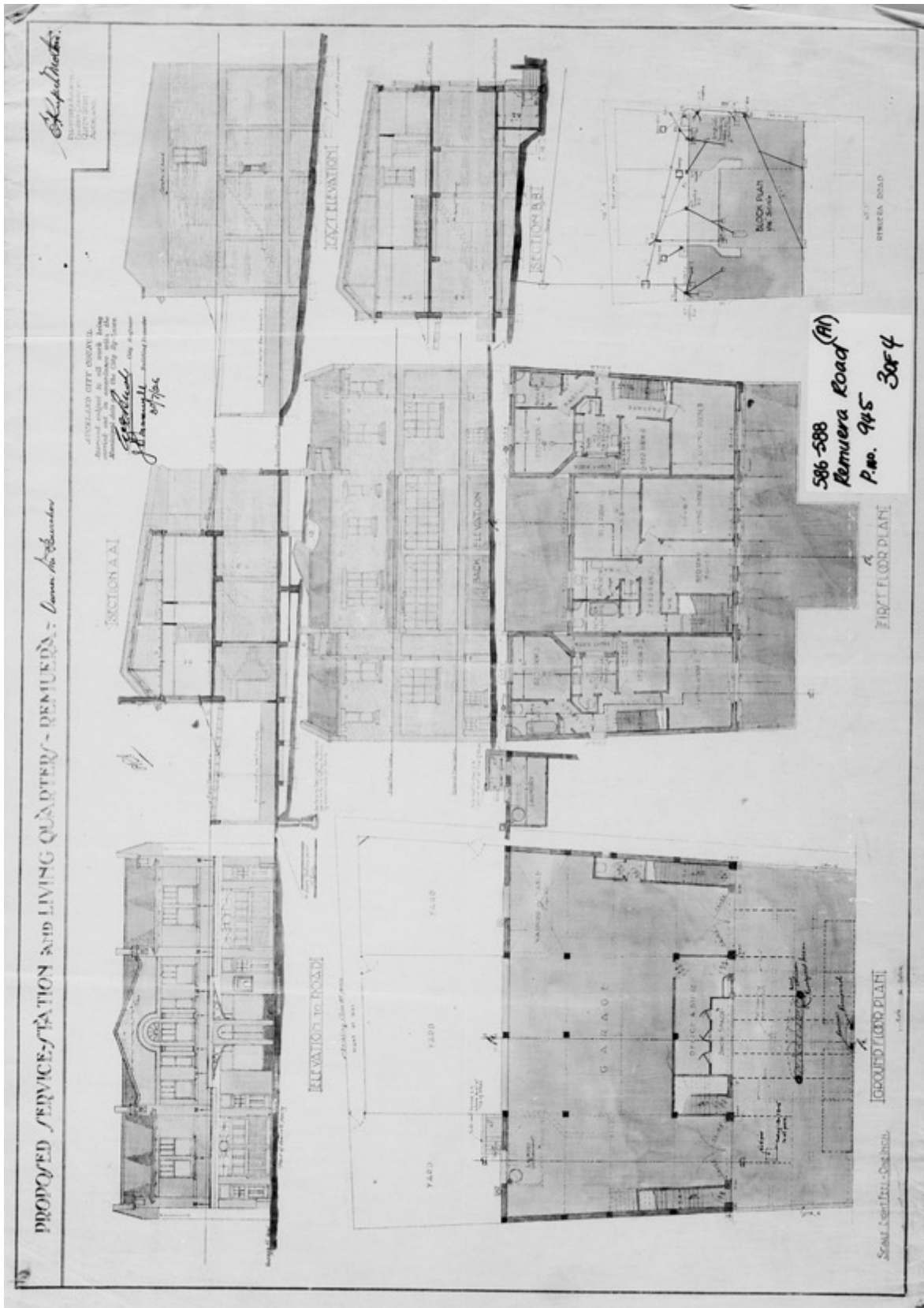


Figure 66: Architectural drawings for a service station and living quarters undertaken by architect, E. Rupert Morton, dated 1926 (AKC 305 Building Permits 1900-1998, 586-588 Remuera Road, Record ID: 391053, Auckland Council Archives).

594-600 Remuera Road

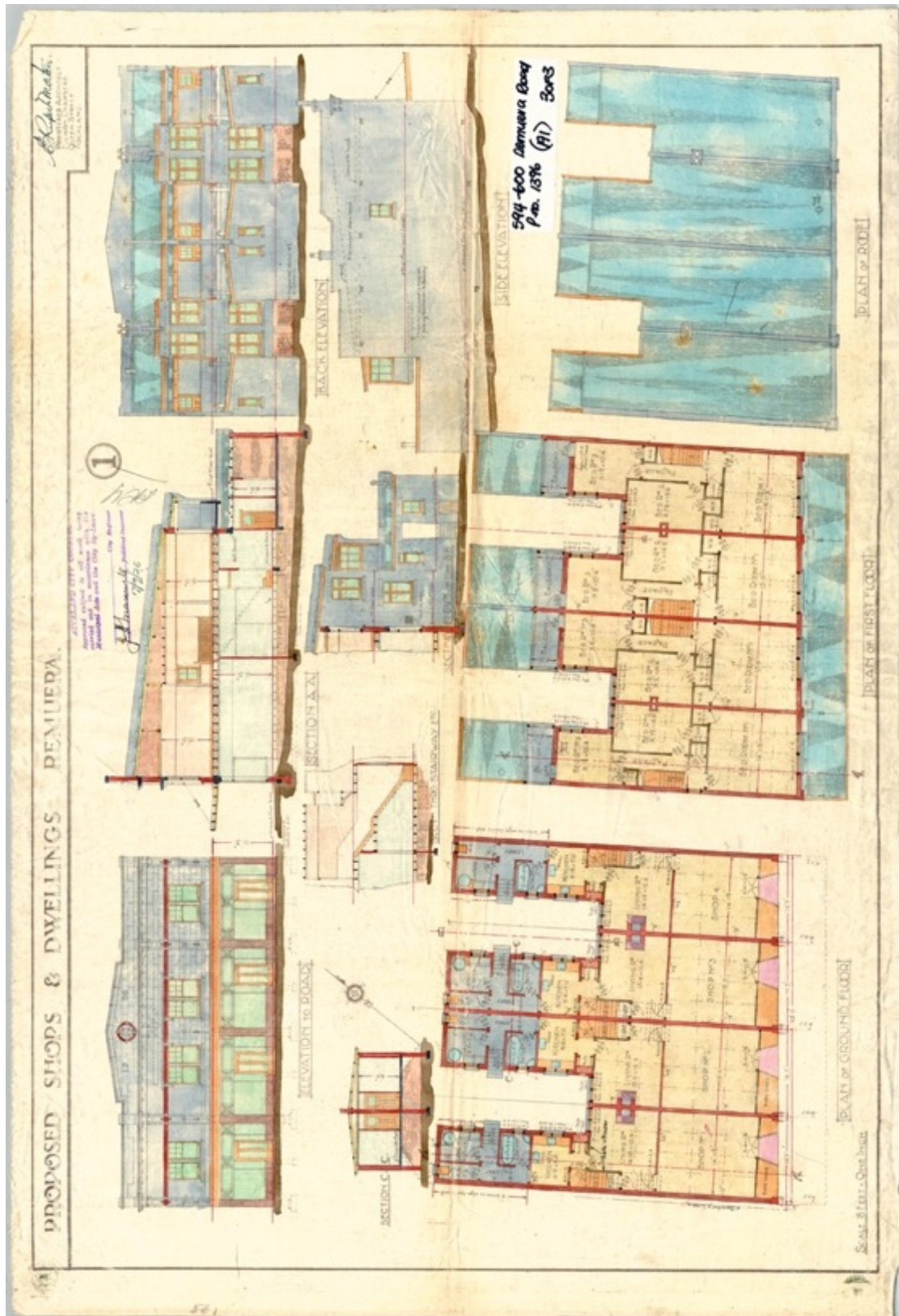


Figure 67: Architectural drawings for four shops and dwellings undertaken by architect, E. Rupert Morton, dated 1926 (AKC 305 Building Permits 1900-1998, 594-600 Remuera Road, Record ID: 391060, Auckland Council Archives).

551-553 Remuera Road

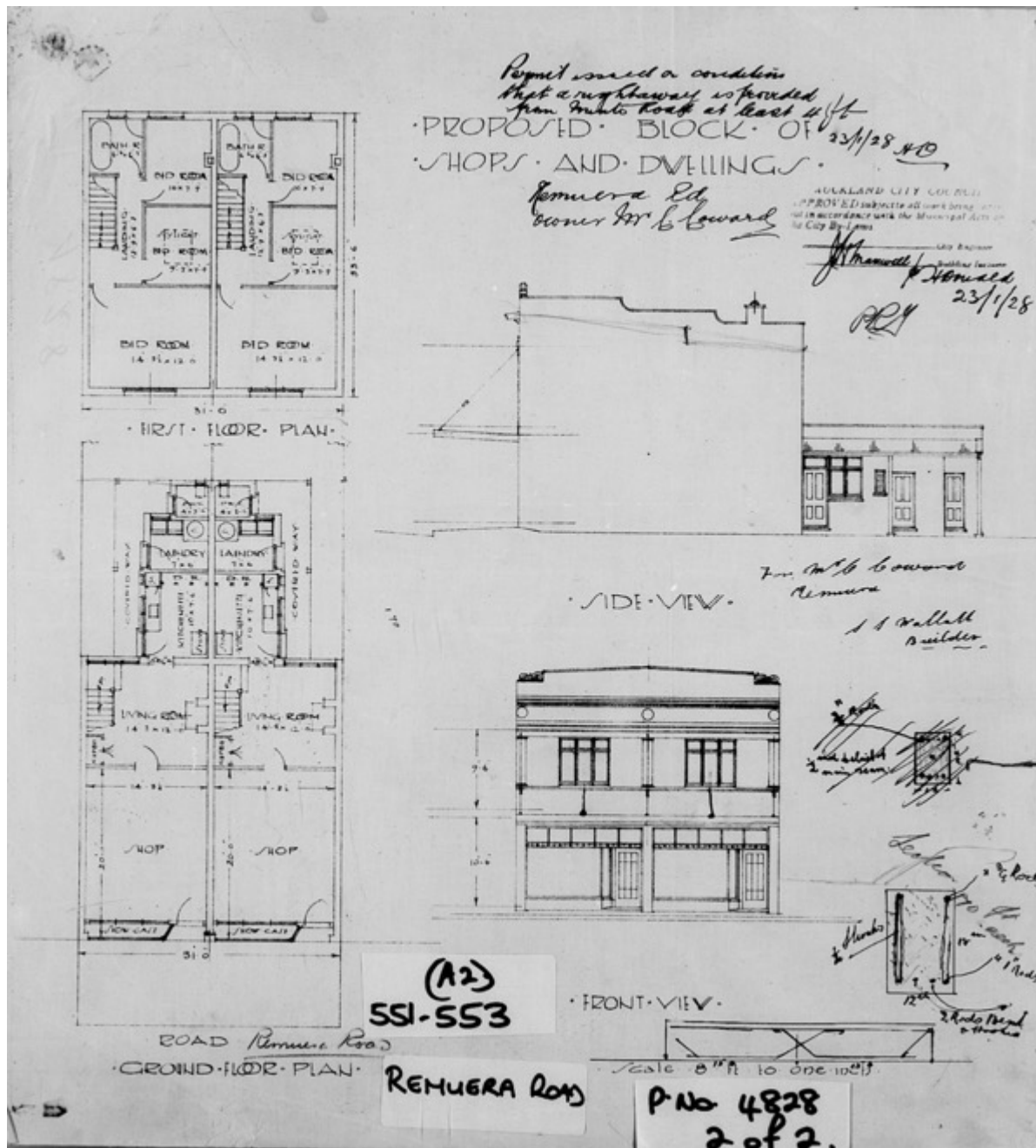


Figure 68: Architectural drawings of a block of two shops and dwellings proposed for Mr C. Coward, dated 1928. The architect is unknown (AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Remuera Road (from 524), Record ID: 178632, Auckland Council Archives).

541-545 Remuera Road

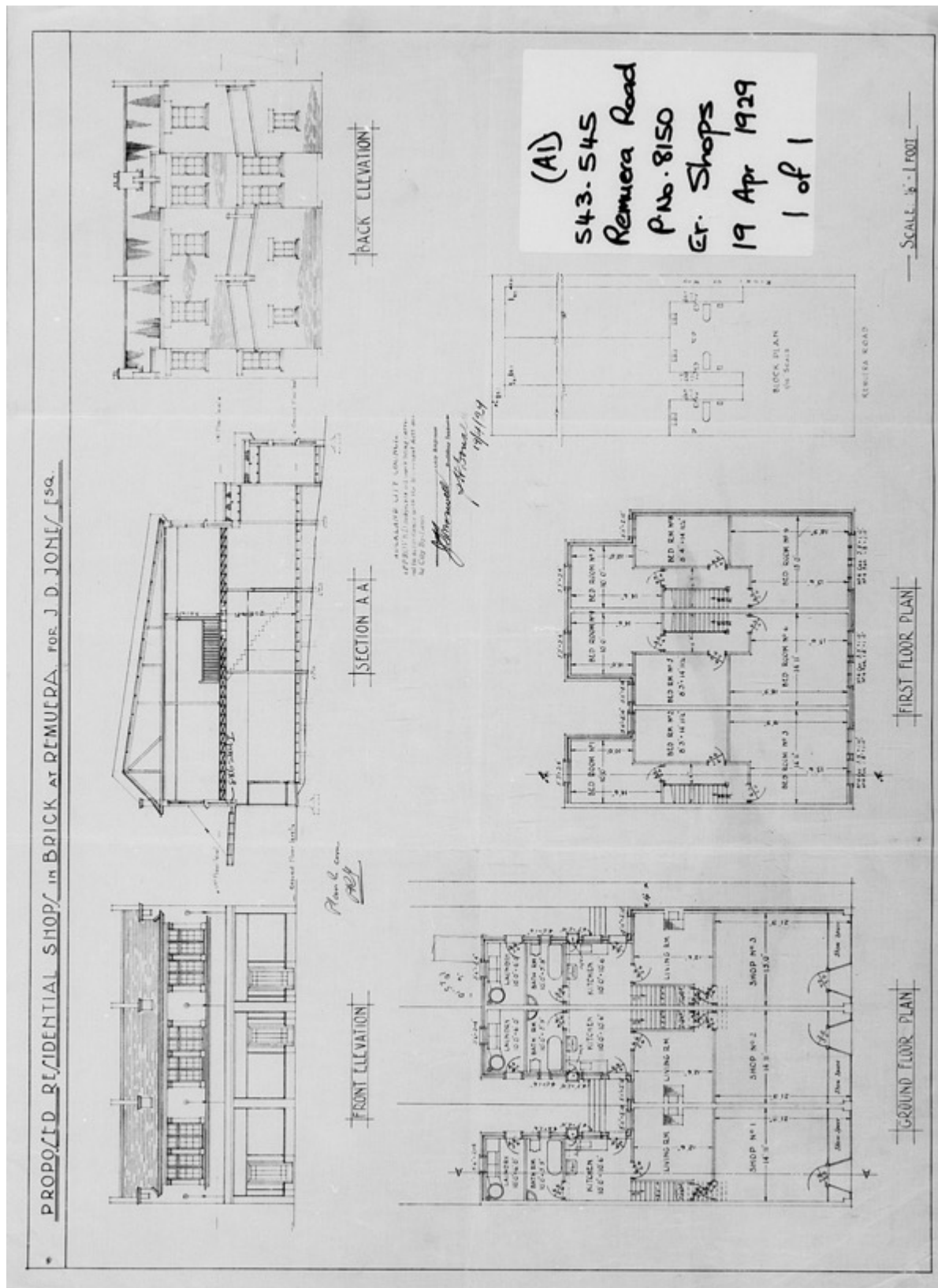


Figure 69: Architectural drawings of the three residential shops proposed for J. D. Jones, dated 1929. The architect is unknown (AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Remuera Road (from 524), Record ID: 178632, Auckland Council Archives).

547-549 Remuera Road

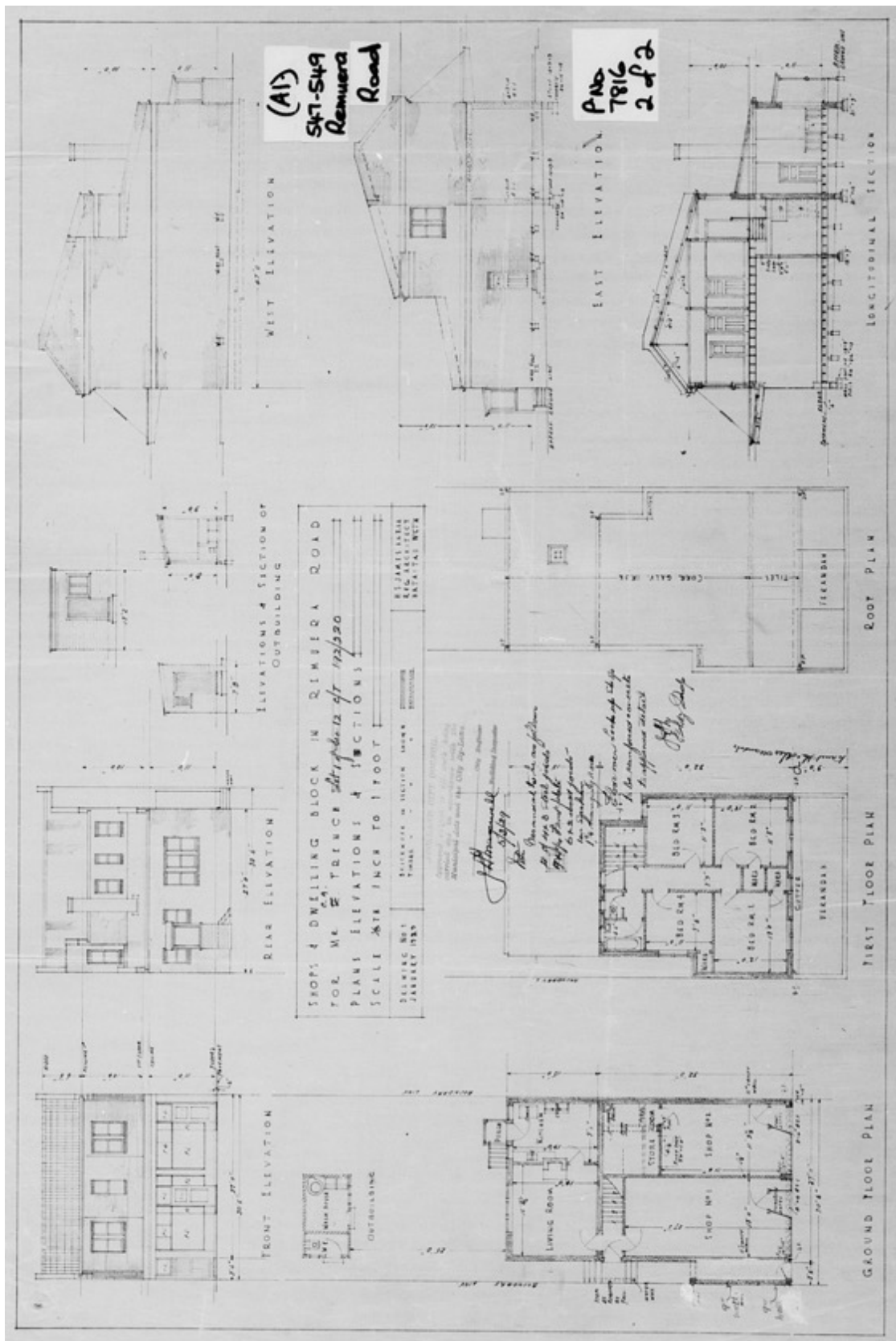


Figure 70: Architectural drawings of a block of two shops and dwellings undertaken by architect, H. S. James for Mr C. A. French, dated 1929 (AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Remuera Road (from 524), Record ID: 178632, Auckland Council Archives).

2-4 Minto Road

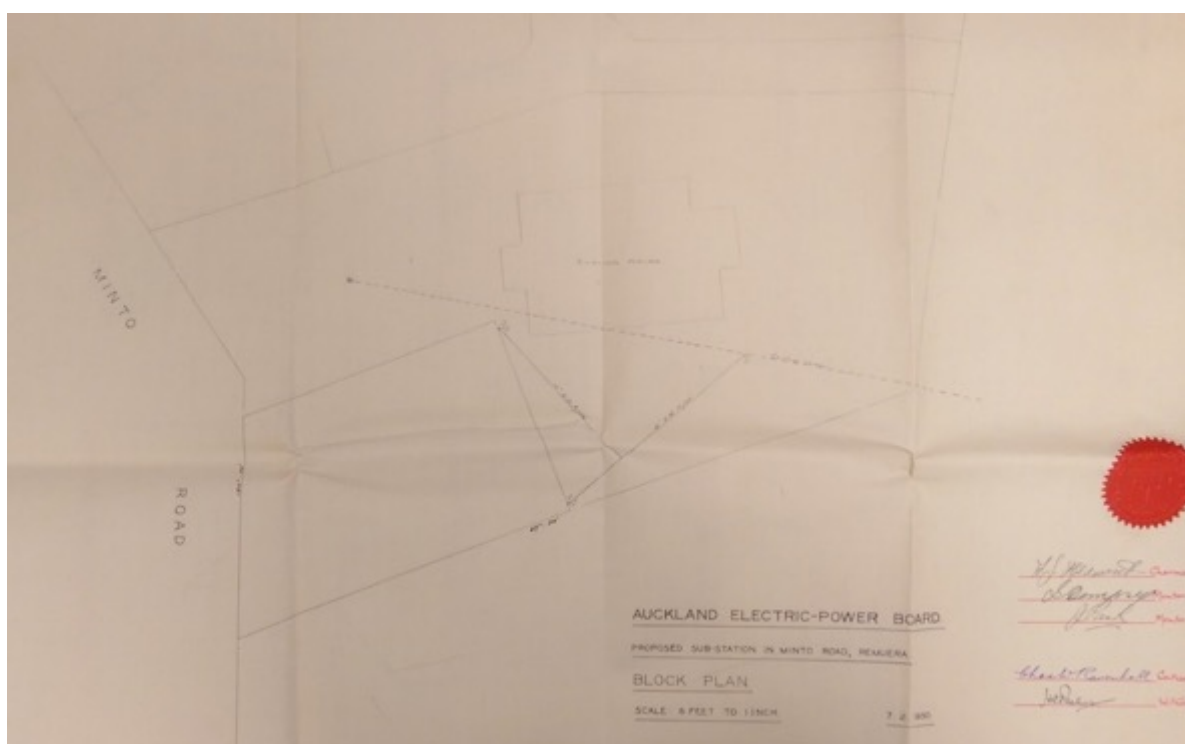
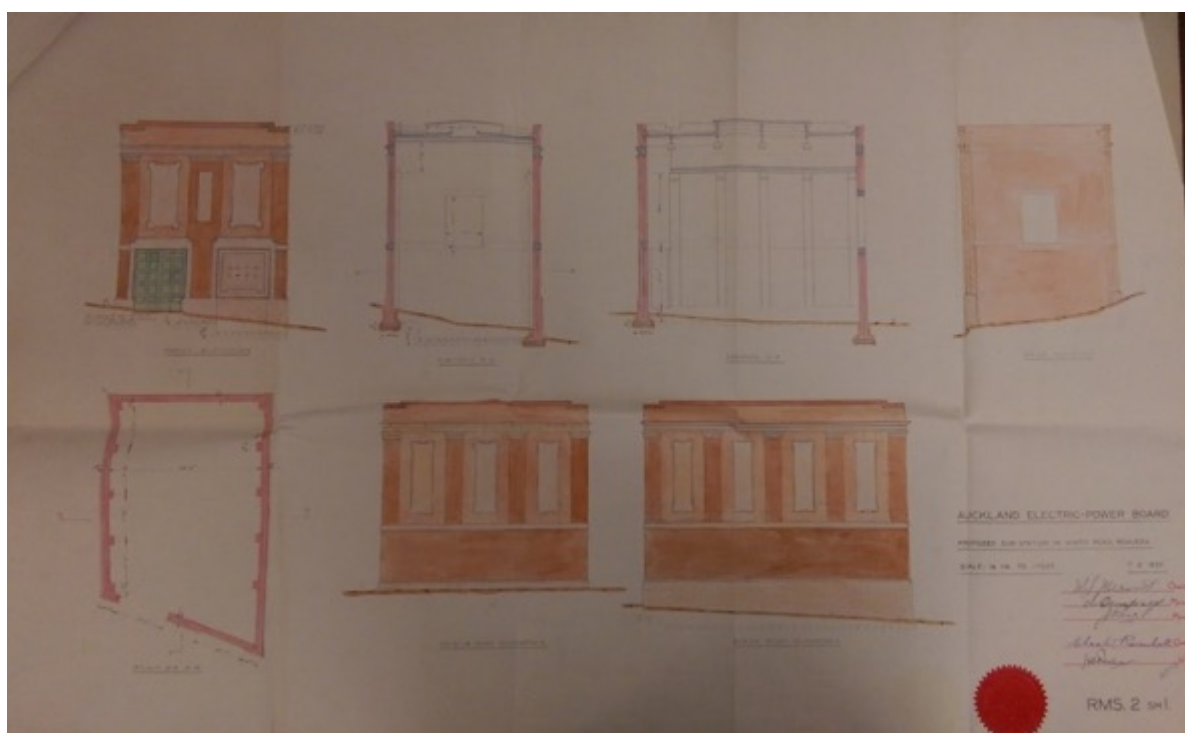


Figure 71: (Top) Architectural drawings of the AEPB Remuera substation, dated 1930. Showing a plan, elevations and sections of the building. Note the double height of the original construction. (Above) A 1930 block plan of the substation on Minto Road showing the existing house on the site. Both drawings have the signature of contractor, Charles W. Ravenhall (AEPB, Series 30, S27, Auckland Council Archives).

565 Remuera Road

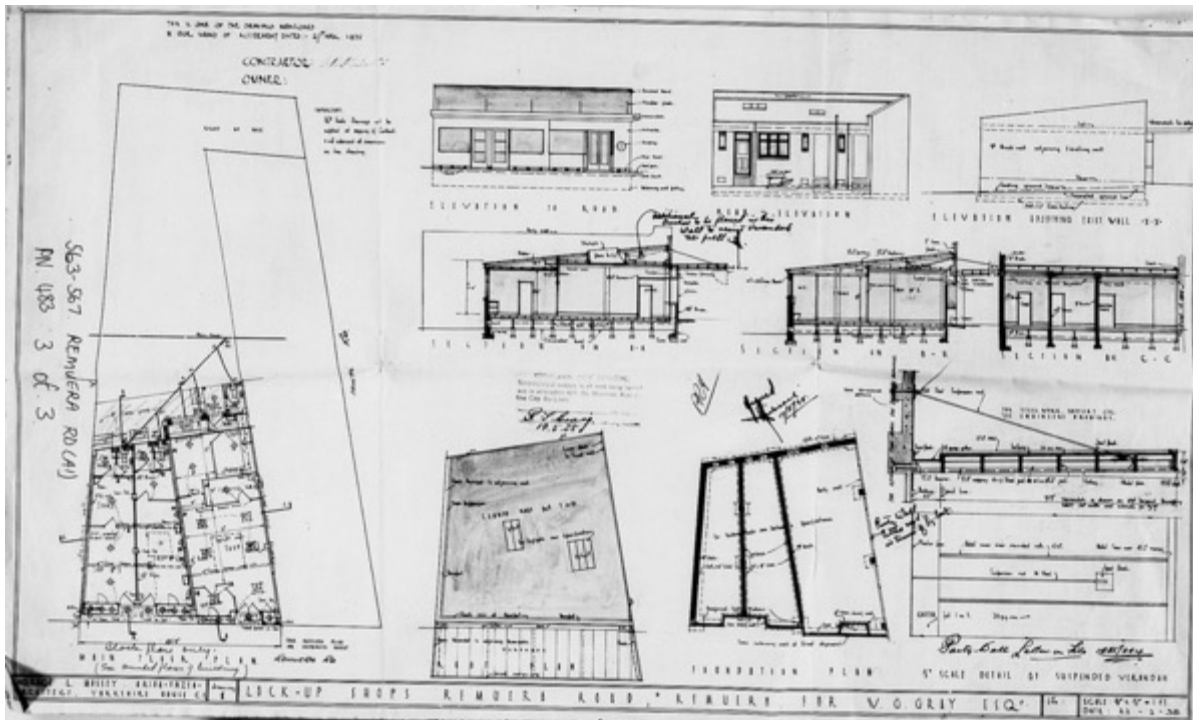


Figure 72: (Above) Architectural drawings for three lock-up shops undertaken by architect, H. L. Massey for W. G. Gray, dated 1938 (AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Remuera Road (from 524), Record ID: 178632, Auckland Council Archives).

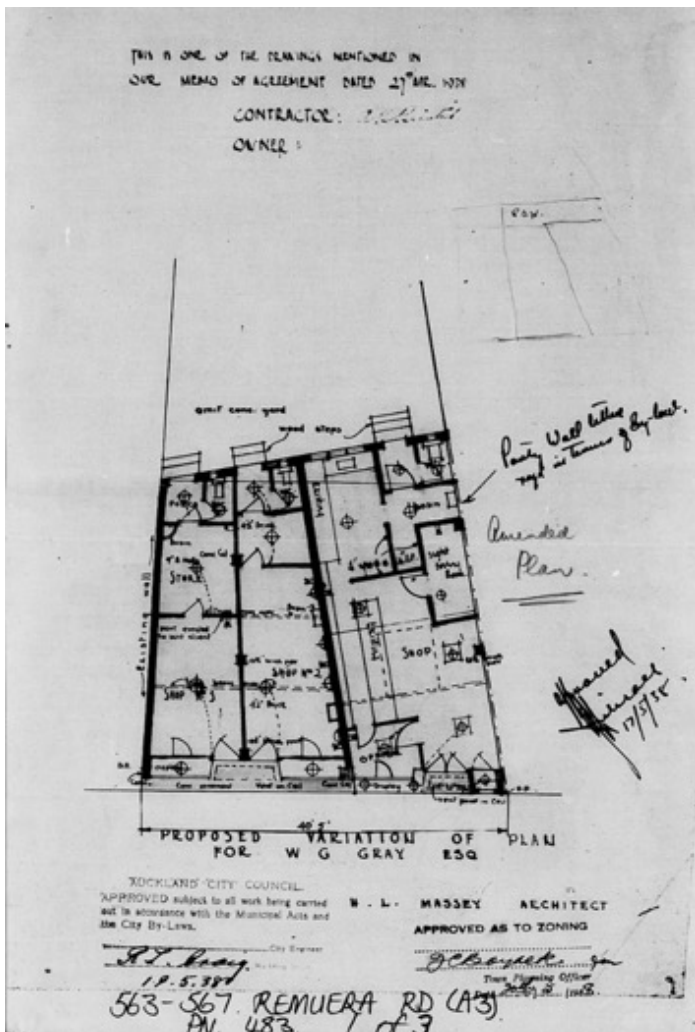


Figure 73: (Left) Architectural drawing showing proposed variation to the floor plan by architect, H. L. Massey for W. G. Gray, dated 1938 (AKC 339 Building Permit and Consents Aperture Cards 1908-1908, Remuera Road (from 524), Record ID: 178632, Auckland Council Archives).

Appendix 3: Streetscape photographs

The Upland Road HHA adopts a traditional, albeit smaller, main street configuration. It contains a number of building types and varied lot sizes, with a relatively dense development pattern. The prevalence of two-storey buildings and their relatively continuous parapets and verandahs reinforce the sense of enclosure experienced in the area, and collectively provide a strong visual coherence. Streets are edged with basalt kerbs and tarmac footpaths inset with brick paving. Modern traffic paraphernalia, such as traffic lights and signs, together with street lamps and street furniture are evident throughout the area. Vegetation within the area is mainly concentrated at its boundaries. Whilst there are no street trees or plantings along Remuera Road, the lines of established trees positioned on the residential streets of Upland and Minto roads, together with the stands of trees and hedges positioned within the mature gardens of adjacent properties provide a softening edge and backdrop to the commercial centre.

The photographs below capture a selection of streetscape views from across the Upland Village HHA, taken on 8 December 2017.



Figure 74: Looking east along Remuera Road from just outside the western edge of Upland Village. Note the generous width of the main road.



Figure 75: Showing the terrace of shop buildings situated in the southwestern portion of Upland Village, which range in date from 1917 to 1929.



Figure 76: Looking northeast from the western edge of Upland Village, showing the distinctive group of two-storey buildings. The two blocks of residential shops and former service station were built between 1923 and 1926.



Figure 77: Looking northwest from the centre of Upland Village, showing the same group of two-storey buildings on the corner of Remuera and Upland roads.



Figure 78: Looking southwest from the centre of Upland Village, showing the terrace of shop buildings on the corner of Remuera and Minto roads.



Figure 79: Looking west along Remuera Road near the Upland Village crossroads.



Figure 80: Looking southeast from the centre of Upland Village, showing the terrace of shop buildings on the corner of Remuera and Minto roads. Note the AEPB substation (centre right).



Figure 81: Looking south down Minto Road towards the substation and showing the extended east elevation of 561 Remuera Road – now part of Harvey Furnishings. Note the street trees planted along Minto Road.



Figure 82: Looking roughly north along Minto Road as it rises to Remuera Road, showing the AEPB Remuera substation. Note the street trees along Minto Road.



Figure 83: Looking north from Minto Road towards Upland Road, near the intersection with Remuera Road. Note the mature trees on the northern edge of the centre.



Figure 84: Showing the east elevation of 608 Remuera Road, fronting Upland Road.



Figure 85: Looking south from Upland Road towards Minto Road, near the intersection with Remuera Road.



Figure 86: Looking roughly west along Remuera Road, close to the eastern edge of Upland Village. Note how the road gradually rises and curves before the intersection with Upland and Minto roads.



Figure 87: Two blocks of shops located in the southeastern portion of Remuera Village. The two-storey buildings, separated by an accessway, were constructed between 1923 and 1925.



Figure 88: Looking northeast from the centre of Upland Village, showing the terrace of shop buildings on the corner of Remuera and Upland roads. These buildings were built between 1958 and 1961 and are situated outside the HHA.



Figure 89: The same block of shops viewed from the southeast.



Figure 90: Looking roughly west along the footpath adjacent to 571-585 Remuera Road. Whilst shop fronts have been altered, some aspects of their configuration and features remain. Note the traditional glazed tiles to the left.



Figure 91: Looking roughly east along the footpath adjacent to 594-608 Remuera Road. Whilst the shop fronts have been replaced, attempts have been made to apply consistent signage under the verandahs.



Figure 92: Looking roughly west along the footpath adjacent to the 541-561 Remuera Road.



Figure 93: View looking north from the public carpark at 539 Remuera Road on the edge of the HHA, showing 541-545 Remuera Road (right), the public toilets (centre) and the garage at 586-592 Remuera Road (left).



Figure 94: Largely unchanged rear elevations of the terrace of shops at 541-561 Remuera Road. A number of modest single-storey additions are visible.



Figure 95: Rear elevations of the buildings at 586-608 Remuera Road, showing the vehicular access and parking area.



Figure 96: Upland Road residence close to the HHA boundary.

Appendix 4: Comparative analysis

4.1 Brief study of Auckland’s tram network, its routes and associated commercial centres

Tram Route (direction)	Destination/extensions	Principal suburban centre(s) along route	Secondary, smaller centres along route
Manukau Road Epsom/Onehunga Route (south)	Onehunga (1903)	Onehunga (1903)	
Mt Eden Road Mt Eden/Three Kings Route (south)	Eden Vine Corner (1902); Valley Road (1906-8); Pencarrow Avenue (c.1914); Mt Albert Road (1930)	Mt Eden Village (1906-8)	Pencarrow Avenue (c.1914)
Dominion Road Mount Roskill Route (south)	Herbert Road corner (1908); Balmoral Road (c.1914); Halston Road (1929); Mt Albert Road (1930)	Eden Valley (1908); Balmoral (c.1914)	Mt Albert Road (1930)
Sandringham Road Owairaka/Edendale Route (south)	Reimers Avenue (1924); Kitchener Road (1925); Owairaka Avenue (1930-1)	Sandringham (1925)	Owairaka Avenue (1930-1)
New North Road Avondale Route (west/south)	Kingsland (1903); Morningside (1912); Mount Albert (1915); Avondale (1932)	Kingsland (1903); Morningside (1912); Mount Albert (1915); Avondale (1932)	
Great North Road Pt Chevalier Route (west)	Surrey Crescent (1903); “Hall Corner”, Pt Chevalier Road (1930); Pt Chevalier Point (1930)	Grey Lynn (1903); Point Chevalier (1930)	
College Hill/Jervois Road Herne Bay Route (west)	Ponsonby; Herne Bay	Ponsonby; Jervois Road/Herne Bay	
K’Road/Ponsonby Road Three Lamps Route (west)	Karangahape Road	Karangahape Road; Ponsonby Road	
Remuera Road Meadowbank Route (east)	Parnell (1903); Victoria Avenue (1904); Greenlane (1906); Upland Road (1913); Meadowbank (1930)	Parnell (1903); Remuera (1904)	Upland Village (1913); Meadowbank (1930)

Blue text denotes existing Special Character Areas – Business, purple text denotes an existing Historic Heritage Area

4.2 Interwar suburban centres

Mount Albert



Figure 97: Mount Albert town centre (south-western portion) along New North Road (Auckland Council, 2016).

Shops had developed in the Mount Albert area prior to the arrival of the electric in 1915. However, the majority of the existing buildings were constructed during the 1920s. There are three long blocks of predominantly two-storey buildings that remain from this key period of development.

Balmoral



Figure 98: Balmoral town centre, looking south along Dominion Road (Google Street View, Sep 2017).

The first shop in the Balmoral town centre was established in 1910, and by 1912, a small shopping block had formed, now demolished. The earliest extant building was erected in 1917, the same year the electric tram arrived at the intersection of Balmoral and Dominion roads. Balmoral Town Centre's major period of development was in the 1920s, which is reflected in the numerous blocks of buildings, including the Capitol Cinema, that remain from this period. The town centre is a Special Character Area (business) in the AUP.

Sandringham



Figure 99: Sandringham town centre, looking south along Sandringham Road (Google Street View, Oct 2018).

The earliest shops in Sandringham date from 1911-1912. The earliest shop within the commercial centre was built in 1915, ten years before the extension of the electric tram along Sandringham Road. The buildings are single and two-storey structures, erected between the 1920s and 1940s. The town centre is a Special Character Area (business) in the AUP.

Point Chevalier



Figure 100: Point Chevalier town centre, looking south across Great North Road (Auckland Council, 2017).

The construction of the small group of shops in the town centre was underway when the electric tram was extended to Point Chevalier in 1930. The buildings within the compact shopping centre range from modest single-storey shops to the distinctive three-storey Ambassador Theatre, which anchors the area.

4.3 Examples of other secondary/small-scale shopping centres

Location	Comparison
Great South Road/Market Road intersection	This centre features a number of buildings that appear good examples of early twentieth century/interwar residential shops. Collectively, the area lacks the architectural diversity and range of building types evident at Upland Village.
Dominion Road/Mount Albert Road intersection	A slightly larger centre that lacks the visual and physical cohesiveness experienced at Upland Village, largely as a result of the variety of building ages, scales and styles.
Dominion Road/Richardson Road intersection	The earliest buildings in this group of predominantly single-storey commercial structures date from the mid-twentieth century, thereby representing a different period of development to Upland Village.
Sandringham Road/Burnley Terrace intersection	A smaller group of interwar residential shops with less architectural diversity than Upland Village.
Manukau Road/Ranfurlly Road intersection	A smaller group of interwar buildings that appear less cohesive as a group than Upland Village.
Greenwoods Corner (Manukau Road)	A more linear arrangement of predominantly single-storey shops with a much smaller historic core than Upland Village.
West Lynn (Richmond Road)	This small centre features a strong group of buildings that have a broader period of development than Upland Village. Although originally featuring a range of building types, some of these have been demolished. It includes areas of infill modern development.
Ellerslie (Main Highway)	This centre, which was split in the 1950s with the construction of the motorway, features a broader period of development and a greater variety of building types than Upland Village. However, new development between these buildings has compromised the ability to read these buildings as such a cohesive group.
Lower Hinemoa (Hinemoa Street)	A notable, but much smaller discontinuous group of buildings that were established earlier than those at Upland Village, and occupy only one side of the street.

Blue text denotes existing Special Character Areas – Business

Appendix 5: HHA boundary justification

The boundary of the Upland Village HHA captures the majority of the shopping centre. It covers the collection of buildings (and the sites upon which they stand) that represent the area’s first and most important phase of development between 1915 and 1938 – the area’s period of significance. With the exception of several commercial buildings (noted below), the buildings located beyond the boundary become far more residential in character.

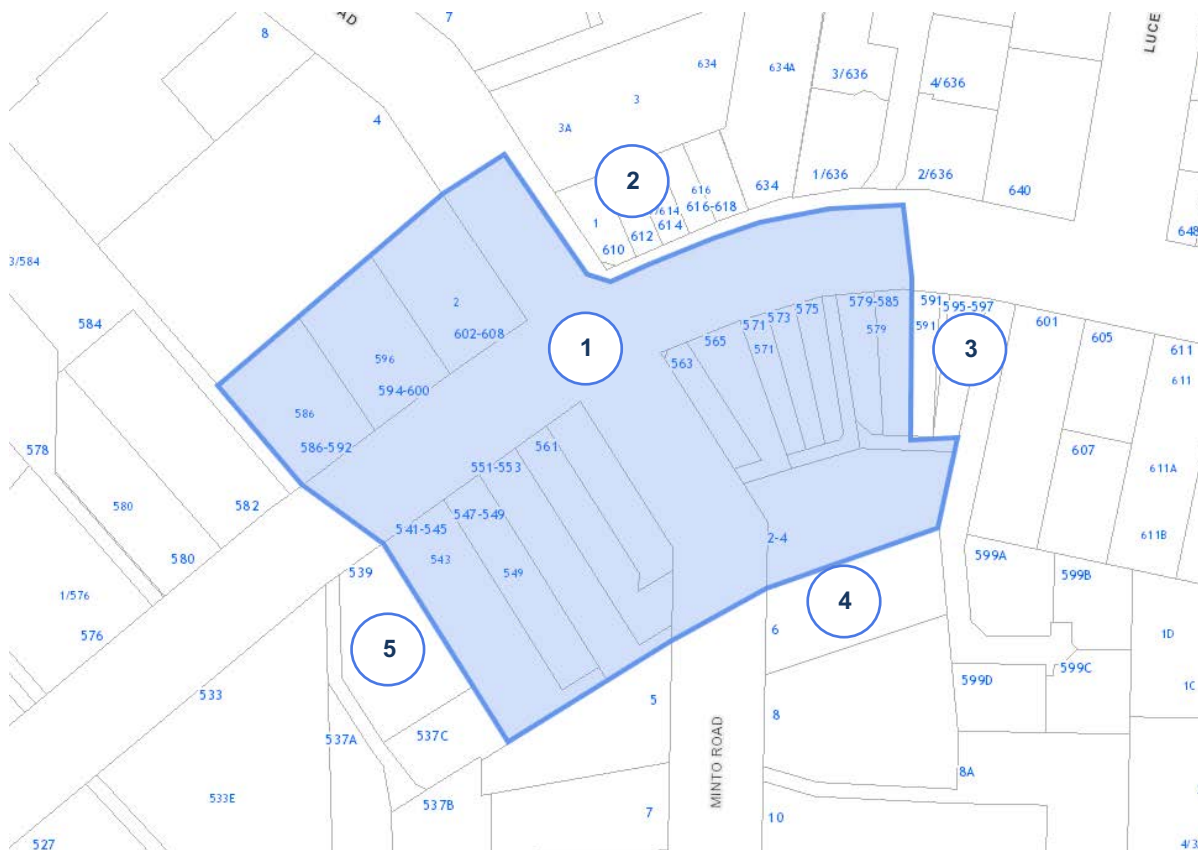


Figure 101: The Upland Village HHA boundary map

1. The extent incorporates the intersection of Remuera, Upland and Minto roads, which reflects the physical arrangement of the buildings around a crossroads and the importance of transport networks in the development of the HHA.
2. The group of buildings situated in the north-eastern corner of Upland Village HHA are not included within the HHA boundary because they represent the second phase of commercial development in the area, which commenced during the late 1950s, and are therefore not associated with the area’s period of significance.
3. Dating from the early 1960s and early 1970s, the two buildings situated at the eastern edge of the boundary were also built after the area’s period of significance.
4. Although located just off the main commercial strip, the Remuera substation has been included for its contribution to the area’s transport and developmental history. It dates from the HHAs period of significance and provides a transition between the retail hub and the residential street.
5. The public carpark located at the western edge of the boundary provides an obvious edge to the HHA.

Appendix 6: Contributing/non-contributing sites/features

The Upland Village HHA contains a group of interrelated sites/features that collectively contribute to the historic heritage significance of the area. HHAs generally include both ‘contributing’ and ‘non-contributing’ sites/features, identified based on their relative contribution to the area’s period of significance.


Contributing sites within Upland Village HHA are properties that were present during the period of significance (1915-1938) and possess a level of historic integrity that enables the collective values of the area to be understood and appreciated. Some contributing sites have undergone some minor alterations, but their integrity of form, fabric and some features remain intact. The greatest physical change in the HHA is the modification to shop fronts. This has occurred to varying degrees, with many replaced with modern units; however, the proportions and modulation of many of the shop fronts remain legible.

Non-contributing sites, although present during the period of significance (1915-1938), have been altered to such an extent that their physical contribution to the HHA has been compromised.

Of the 12 sites within the Upland Village HHA, 10 (83%) are contributing sites and 2 (17%) are non-contributing sites. In terms of buildings (refer to note below), of the 13 buildings within the HHA, 10 (77%) are contributing, and 3 (23%) are non-contributing.




Note: Street addresses and the extent of individual lots vary throughout the HHA, so the sites identified may not correspond exactly with the number of buildings or street addresses within the area. For example, the site at 561 Remuera Road comprises two buildings that were built at separate times, but come under one address, while the three individual addresses of 571, 573 and 575 Remuera Road are covered by one building. In both cases, they are identified as one site in the table below.

6.1 Table of contributing and non-contributing sites

Name ⁴³⁷ and address	Photograph(s)	Contributing or non-contributing	Comments
Jones Building 541-545 Remuera Road		Contributing	Built during the 1920s, the building has a close association with a key period of growth in the HHA. With Spanish Mission influences, the building retains a relatively high degree of integrity, and whilst the shop fronts and signage have been modernised, the original three-shop configuration remains.

⁴³⁷ The traditional names of the buildings used earlier in this report have been included here. The buildings have experienced changed uses and new ownerships over the years, so are likely to be known by a variety of other names.

Name ⁴³⁷ and address	Photograph(s)	Contributing or non-contributing	Comments
<p>French Building 547-549 Remuera Road</p>		<p>Contributing</p>	<p>Built during the 1920s, the building has a close association with a key period of growth in the HHA. With modest Spanish Mission influences, the building has experienced changes to its shop fronts and signage, but retains its two-shop configuration. Replacement windows have been installed in original first floor openings.</p>
<p>Coward Building 551-553 Remuera Road</p>		<p>Contributing</p>	<p>Built during the 1920s, the building has a close association with a key period of growth in the HHA. The building exhibits a Stripped Classical design, and although shop fronts have been modernised, the proportions and configuration closely reflect the original.</p>
<p>Thompson's Building and Stubbs Building 561 Remuera Road</p>		<p>Non-contributing</p>	<p>Built as two separate structures in 1917 and 1922 respectively, they reflect the emergence of Upland Village as a local shopping centre. However, now one large retail unit, large additions to the rear and changes to the shop fronts and fenestration have compromised their physical contribution to the HHA. The bright paint colour is also unfortunate.</p>
<p>AMC Building 563 Remuera Road</p>		<p>Contributing</p>	<p>As the first commercial building constructed in the HHA, it marks the inception of the Upland Village shopping centre. Located on a prominent corner site, the building, although with some modifications to its fenestration, retains its traditional form and a high degree of original fabric and features.</p>

Name ⁴³⁷ and address	Photograph(s)	Contributing or non-contributing	Comments
<p>Gray's Pharmacy</p> <p>565 Remuera Road</p>		<p>Non-contributing</p>	<p>Dated 1938, the building represents the culmination of Upland Village's first and most important phase of development. Although the work of notable architect, Horace L. Massey, it is not an important example of his work. The modified parapet (different to that designed) and the changes to the shop front also mean that its physical contribution to the HHA has been compromised.</p>
<p>Rayner Building 1</p> <p>571, 573 and 575 Remuera Road</p>		<p>Contributing</p>	<p>Built during the 1920s, the building has a close association with a key period of growth in the HHA. Despite modifications to its shop fronts and signage, the Stripped Classical style building is largely intact and retains its three-shop configuration.</p>
<p>Rayner Building 2</p> <p>579-585 Remuera Road</p>		<p>Contributing</p>	<p>Built during the 1920s, the building has a close association with a key period of growth in the HHA. With its exposed and varied brickwork and gabled parapet, the building is distinctive within the area. Changes have occurred below verandah, but its three-shop configuration and some original shop front tiles remain.</p>
<p>Arthur Taylor's Motors</p> <p>586-592 Remuera Road</p>		<p>Contributing</p> <p>Scheduled (AUP): Category B</p> <p>Listed (HNZPT): Category 1</p>	<p>A notable and unusual purpose-built service station built in the Spanish Mission style. Designed by architect, E. Rupert Morton, it features a distinctive detailing. The place is associated with motor-sport icon, Bruce McLaren who was born in the building during the area's period of significance.</p>

Name ⁴³⁷ and address	Photograph(s)	Contributing or non-contributing	Comments
<p>Johnson Building</p> <p>594-600 Remuera Road</p>		<p>Contributing</p>	<p>Built during the 1920s, the building has a close association with a key period of growth in the HHA. A striking and largely intact example of the Stripped Classical style designed by architect, E. Rupert Morton, the building retains its four-shop configuration albeit with modified shop fronts.</p>
<p>Brown Burcher & Letts Building</p> <p>602-608 Remuera Road</p>		<p>Contributing</p>	<p>Built during the 1920s, the building has a close association with a key period of growth in the HHA. It is a striking and largely intact example of the Stripped Classical style designed by architect, Frederick A. Browne. Although a portion of the ground floor (fronting Remuera Road) is now one unit and modifications have been carried out to its shop fronts, it retains its four-shop configuration.</p>
<p>AEPB Remuera Substation</p> <p>2-4 Minto Road</p>		<p>Contributing</p>	<p>Whilst the building may not have such an active townscape presence owing to its location off Remuera Road, it contributes to the historical development of the area overall. Despite the removal of its first floor, which has compromised the building's physical integrity and prominence in the local landscape, it continues to represent one of the earliest extant substations in Auckland.</p>

6.2 Map showing contributing and non-contributing sites



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