



Heritage Trail

Northern Suburbs

Following the Old Porirua Road



Part 2

Absolutely

POSITIVELY

ME HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL

Wellington

Northern Suburbs Heritage Trail

Wellington City

This is Part 2 of a two part trail. Part 1 is contained in a separate booklet. This part of the trail will take three to four hours to drive. There is some walking involved as well but it is of a generally easy nature. It features the suburbs and localities that formed around the Old Porirua Road, such as Ngaio, Khandallah and Johnsonville, Glenside and Tawa, along with adjacent settlements such as Ohariu, Grenada Village, Paparangi and Newlands. The trail finishes at Ngauranga.

Main features of Part 2

Old Porirua Road

Daisy Hill Homestead, Johnsonville

Old Coach Road


Glenside/Halfway House


Settler homes, Tawa

New Farms Settlement, Paparangi

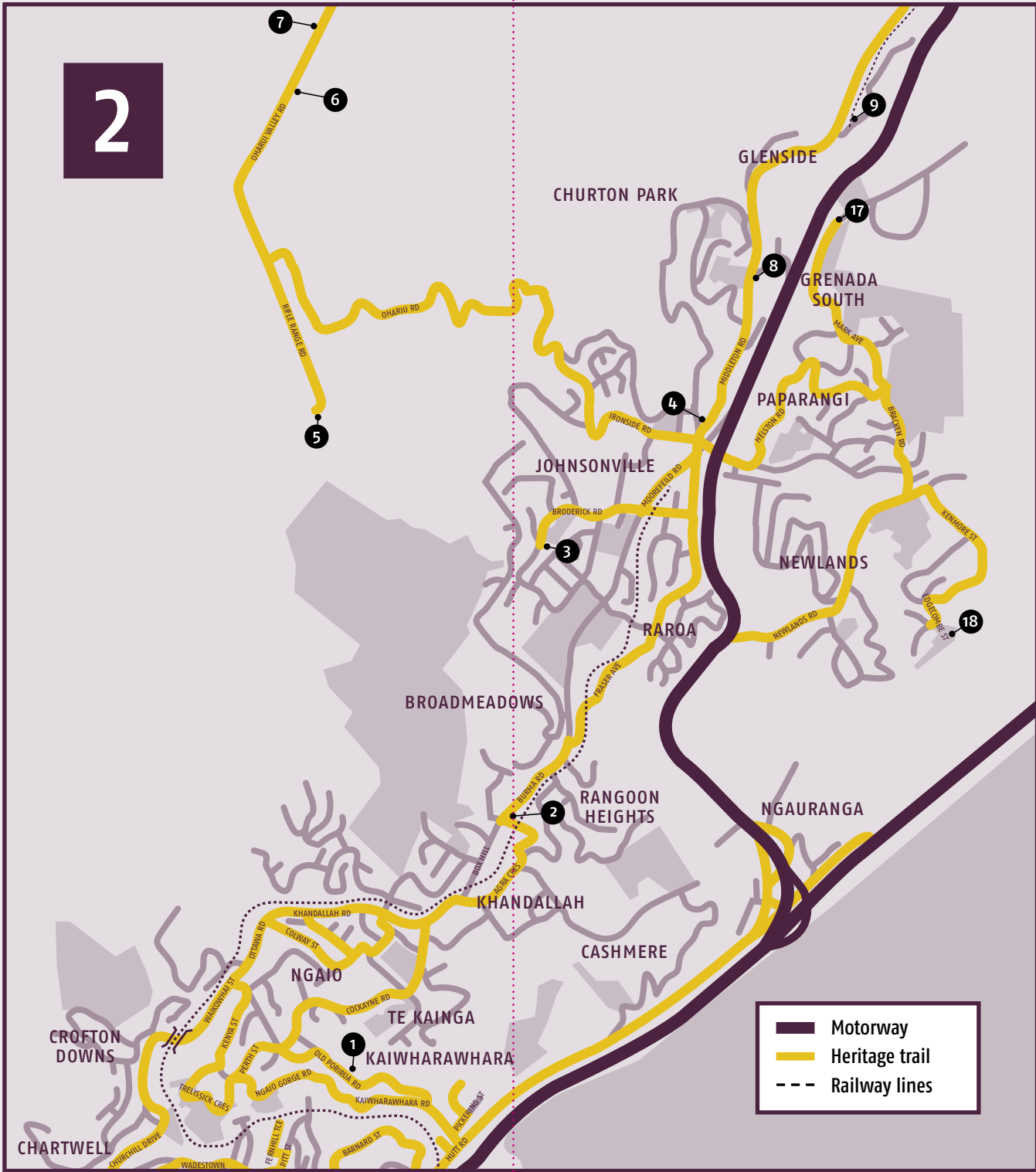
Panels describing the history of the major centres

Key

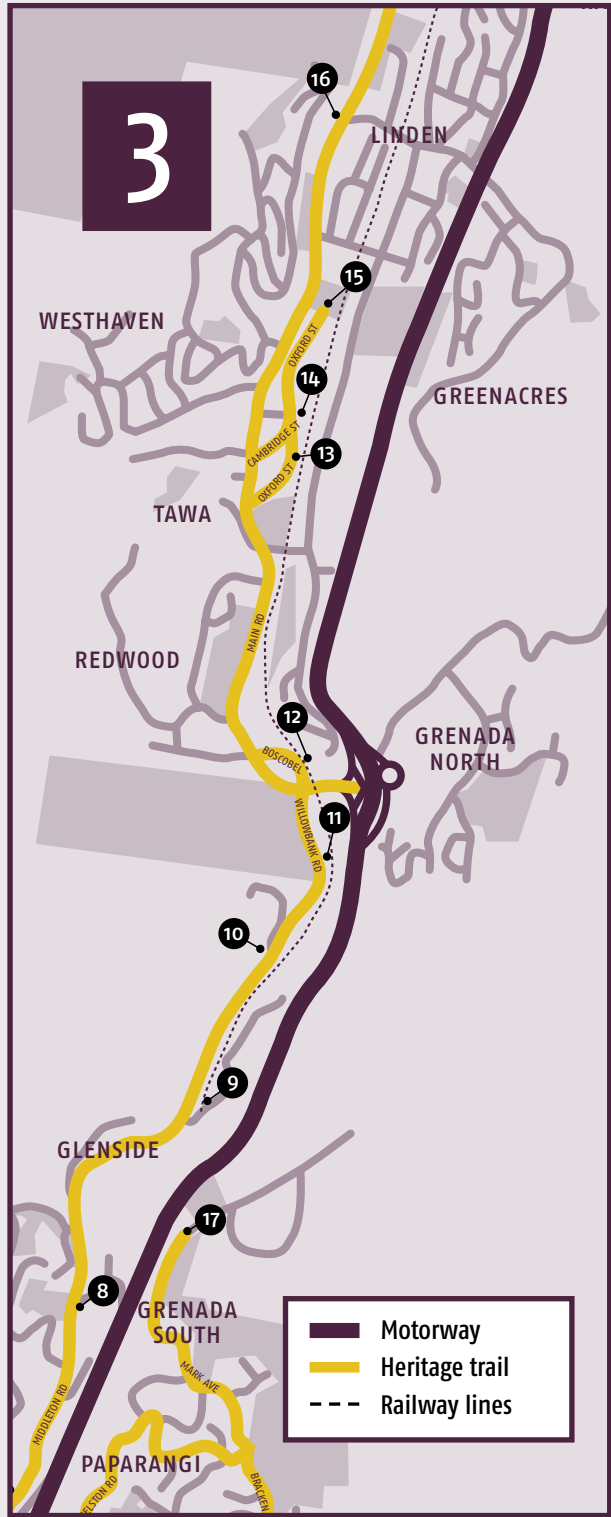
 Registered as a historic place by the New Zealand Historic Places Trust / Pouhere Taonga

 Listed as a heritage item in the Wellington City District Plan

2



3



Introduction

"The entrance into Wellington by this road is singularly beautiful. As you wind round the sides of the rocky spurs, beneath gigantic boughs and luxuriant foliage, you obtain peeps of the velvet woods of the Valley of Kai Wara Wara and its tributaries; then a view of the western faces of Wade's Town, with its cottages and bright green gardens; and lastly, the wide expanse of Port Nicholson, with its ships, peaked mountains, and glistening town."

Edward Jerningham Wakefield describing travelling into Wellington on the Old Porirua Road in 1845.

This trail takes you on a walking and driving tour of the heritage of Wellington's northern suburbs, covering that part of Wellington from the north and west flanks of Tinakori Hill inland from the harbour as far north as Tawa. It includes the suburbs or settlements of Wadestown, Wilton, Kaiwharawhara, Crofton Downs, Ngaio, Khandallah, Johnsonville, Newlands, Paparangi, Glenside, Grenada Village, Ohariu and Tawa.

The trail takes you along roads that link the suburbs both geographically and historically. Many of these were once Maori tracks, packtracks, or horse and cart roads; some have changed relatively little since they were first constructed. You will see sites of Maori settlement, of Wellington's earliest industries and farms, historic houses, and one of New Zealand's most interesting stretches of railway. Settlement of these areas was based on the 100 acres ballotted to each settler by the New Zealand Company in the early 1840s. It is still possible to see how the subdivision of this land has shaped the suburbs of today.

Northern Suburbs

The landscape has changed dramatically over time. In 1840 it was covered in thick bush, interrupted only by small areas of Maori cultivation and walking tracks. Within 30 years virtually no forest cover remained. Now only one substantial area of original native bush is left in the whole of Wellington City – in Otari-Wilton's Bush – and its survival is due to the foresight of settler family, the Wiltons. Regeneration has softened the once denuded landscape and this has been further enhanced by the 'greening' of public recreational areas.

The key to the development of these suburbs was transport and communication, in particular the role of the road and railway, best exemplified by the Porirua Road and the early sections of the Wellington-Manawatu Railway, both of which – more or less – survive to this day. Without such essential corridors of communication the suburbs that are the subject of this trail would never have evolved in the manner they have. For all that it was not until the major subdivisions of the 1920s that transport had improved sufficiently to attract large numbers of prospective home owners. The provision of railway and state houses from the 1920s also brought worker housing to the district. Today the northern suburbs still accommodate a diverse population with varying incomes and lifestyles.

The New Zealand Company and Maori reserves

The New Zealand Company was established in London in 1838. Its intention was to offer systematic settlement of New Zealand to eager prospective emigrants and, through land sales, make a handsome profit. At the same time that the British Government was considering annexing New Zealand, the company was planning its first settlement at Wellington. The company's first ship, *Tory*, arrived in 1839 and more followed the following year.

The company intended to ballot 100 one-acre town sections and, later, 1000 one-hundred acre country sections to all settlers. Successful balloters were to get one town acre and 100 country acres. Maori were paid for the land in money and goods and were also to receive a tenth of the allocation (as a response to the British Government's wishes). However they were not given existing pa, cultivations and access to kaimoana (seafood), which were instead included in the general land pool. Maori were allocated 1200 acres of scattered blocks, including some of their first-choice land, but they were deprived of some of their most important possessions, including land wanted by Pakeha for industry, such as at Kaiwharawhara. Much of the Maori land - Native Reserves, many of them allocated in the area covered by this trail - was unsuitable for cultivation and the British Government insisted that more land be set aside. Some land already allocated to settlers was handed back to Maori in 1843, and the deprived Pakeha land owners were handsomely compensated. As a result of the British Government's intervention, Maori nearly doubled their land holdings, and this land, although greatly reduced in extent now, is today known as the Wellington "tenths".

The Trail

PART 2

Ngaio, Khandallah, Johnsonville, Ohariu, Glenside, Tawa, Grenada Village, Paparangi, Newlands and Ngauranga.

- ▶ From Hutt Road, turn left into Kaiwharawhara Road and turn right into Old Porirua Road, opposite the oil storage tank.

1. Old Porirua Road

This was the first road out of Wellington to the northern suburbs and on to Porirua. The road was first surveyed in 1843 and continued as an extension of a track started by Captain Daniell to his farm Trelissick. It was eventually known as 'Porirua Road'. It was little more than a dray track at this time.

Although Pakeha were encouraged to settle at Port Nicholson by some Maori, the Ngati Toa iwi (tribe), led by Te Rangihaeata and Te Rauparaha, disputed the sale of land in the Wellington area. The establishment of a settlement near Porirua, approved by the New Zealand Company, was considered trespass by Ngati Toa, who evicted the first settlers there in 1842. Te Rauparaha and others disrupted road building works, construction of houses and mills and placed a tapu on the Porirua stream. As a result, movement of goods and people stopped. Trade coming south from Kapiti and Horowhenua had to be carried from Plimmerton around the coast – via canoes – to Makara and over a track to Te Aro. As a result of Ngati Toa action, The Halfway settlement became the frontier for settlement between Wellington and Porirua along the bridle path. Elsewhere, settlers occupying Maori land in the Hutt were threatened.

Unable to mediate an agreement, Governor Grey decided to widen the Porirua Road to allow more settlement and to build stockades manned by troops. There was a sentry post at Mt. Misery, Khandallah, with stockades at Johnsonville, Glenside (Middleton's Stockade) and Tawa. There were no more skirmishes along the road thereafter and the road steadily improved. During this period Maori were employed as labourers as part of Governor Grey's attempts to assimilate them into colonial society, give them skills, and make them dependent on a monetary economy.

Porirua Road was slowly superceded over time – the Ngaio Gorge Road was built in 1902 for instance – and today only portions remains intact, all sealed. It is still possible to follow the road for a considerable portion of its length.



Old Porirua Road, near the top, mid-1860s. Much the same view can be had today. (W.L. Travers, Nelson Provincial Museum)

Northern Suburbs

- ▶ At the top of Old Porirua Road, turn right into Cockayne Road – a continuation of the old Porirua Road – and follow this past Nairnville Park to the intersection with Khandallah Road.

Nairnville

Much of the land here was part of a farm owned by James and Louisa Nairn, from whom Nairnville Park was named. The land was originally the Ngatoto Maori Reserve, which gives its name to a nearby street.

When the Government-built portion of the Wellington and Manawatu Railway was being constructed, the workers were housed on Nairn's land close to where the Khandallah telephone exchange was built. Accommodation was also provided in Maldive Street, off Burma Road; the house built for the offices of the foreman and the engineer is still standing at 9 Poona Street.

James Nairn

James Nairn arrived from Scotland at Port Chalmers in 1863. He spent two years trying to seek his fortune on the Otago goldfields before travelling to Wellington. In 1866 he married Louisa Chaplin. The Nairns bought a property near Khandallah about 1867. Nairn was a prominent local identity and served on the Onslow Borough Council. He obtained freehold over Ngatoto Reserve in 1890 and began subdividing his land after that.



The northern suburbs retained their rural character until well into the 20th century. These cattle are being driven along Khandallah Road to the Johnsonville saleyards in 1933. (Ngaio and Khandallah Review)

Khandallah

- ▶ At the main intersection, turn right and carry on up Cockayne Road. At the next intersection (of Cockayne Road and Box Hill) turn right into Clutha Street and then left in Agra Street. Park near the intersection with Ganges Road. Walk the short distance to the Khandallah Public Library, in the heart of Khandallah village. There is an information panel here describing the history of this suburb.
- ▶ Continue along Agra Street and turn left into Station Road.

2. Lochiel, Corner Box Hill and Station Road

On the left as you emerge from Station Road is a substantial two-storey timber house built in 1901 for hardware merchant and notable amateur photographer Maurice Cameron. Prior to this the site was occupied by Tara Hill, a house built for Robert Hannah, shoemaker.

Northern Suburbs



Lochiel in the early 1900s. (Rolls Collection, OHS)

- ▶ At the next intersection turn left and drive up Broderick Road, over the bridge and through the intersection, and turn left into Truscott Avenue.



Johnsonville Road and Johnsonville from Fraser Avenue c.1904. At this stage Johnsonville was still little more than a village. (G7448½, ATL)

- ▶ Return to Box Hill and continue along as it becomes Burma Road. Turn right off Burma Road into Fraser Avenue, a continuation of the former Porirua Road. Follow Fraser Avenue until it meets Johnsonville Road.

3. Daisy Hill Farmhouse, 15 Truscott Avenue

Avenue

Daisy Hill Farmhouse was built by Robert Bould in 1860 and is today one of Wellington's oldest and most interesting houses. What was once a farmhouse in open fields is today a somewhat incongruous sight in suburban Johnsonville. As the farmhouse was built to look over the valley its street facade is in fact the back of the house. Of particular interest is the house's steep hipped roof and the equally steep roof on the lean-to facing the road.



Daisy Hill Farm House from the northeast. (New Zealand Historic Places Trust)

The Boulds of Johnsonville

Robert Bould was born in England and emigrated in 1841 with his family. He secured a town acre but sold it and in 1853 bought section Ohariu 96. He leased an adjoining Maori reserve, which took his holding to a total of 100 hectares, and up to the edge of Porirua Road. Bould took 7-8 years to clear the bush sufficiently to carry sheep. Bould died in 1875 and his son Robert Jnr., born in 1853, took over the farm. He married the daughter of Ohariu pioneer James Bryant in 1878. Bould Jnr. was a member of the Johnsonville Town Board for 12 years and chairman for three of these. The family sold the house and farm in 1915.

Northern Suburbs

- ▶ Return back down Truscott Avenue and turn right into Broderick Road. At the intersection with Moorefield Road, turn left and look for the Johnsonville Community Centre on your left. The information panel is in front of the community centre.

Johnsonville

Johnsonville is named for the first European settler, sawmiller Frank Johnson. His clearing of a part of the bush led to the beginnings of a tiny settlement that grew slowly but steadily after its founding in the early 1840s and then more quickly the following century. Johnsonville has changed a great deal over its long history which is briefly discussed on the panel.

- ▶ Continue down Moorefield Road and veer left at the first roundabout. Turn into Bassett Road at the second roundabout, and turn right and up the drive into St John's Church grounds.

4. St John's Church

This church, on its splendid site, is actually the fifth built here since the 1840s. The land was donated by absentee owners John and Stephen Hawtry, Anglican Ministers in England. The first three churches were, extraordinarily, all destroyed by fire within 35 years of the construction of the first in July 1847. The fourth church, designed by leading architect Frederick de Jersey Clere, lasted until 1921, when it was demolished because of the inferior timber used in its construction. Work on the present church, also designed by de Jersey Clere, began in 1922. Not surprisingly the church was built of reinforced concrete. The graveyard was converted to a lawn cemetery in the 1960s. The church was restored and extended in 1982. It is for the original owners of this land that the area north from here was known for many decades as Hawtry, and administered separately from Johnsonville.


- ▶ From the church turn right into Ironside Road. Follow Ironside Road into the Ohariu Valley Road. Continue some distance to the intersection with Rifle Range Road. If you don't want to go to Ohariu Valley, continue down Middleton Road and pick up the trail at Glenside.

Ohariu Valley

Ohariu district was expected to develop into a major farming area as soon as access was provided. The New Zealand Company surveyed the Ohariu valley into 100 acre sections early in the 1840s, but lack of access delayed settlement until the late 1850s. By the 1870s most of the timber in the valley had been milled. The result was that there was very little shelter from the wind. Seeds of conifers had to be brought from the Wellington Botanic Garden to create the necessary shelter. Many of these trees still survive and are now nearly 120 years old. Ohariu retains a remarkably rural aspect, despite being so close to urban Wellington.

- ▶ Turn left into Rifle Range Road and drive to the end of the road. Old Coach Road begins at the gate in front of you. A short walk up the road will give you excellent views of Ohariu and surrounding hills and valleys. If you wish you can walk the road to the top of the skyline or even as far as Johnsonville.

5. Old Coach Road

-  The first road into the valley was completed in 1858. It left Porirua Road at Johnsonville and, although it is much reduced in length, a portion of the original road, known as Old Coach Road, still remains. Although this route over the hills was not ideal – the Ohariu Road (which you drove along to enter the valley) became the principal route into the valley after it was completed in the mid-1860s – development of the valley

Northern Suburbs

increased rapidly as soon as access was provided. The road was in regular use until at least the early 20th century and has remained legal road to this day. Its significance is partly due to the fact it remains unsealed, and particularly unaltered on the Ohariu side. The road is today heavily used by walkers, runners, mountain bikers and horse trekkers. This was the first road registered by the New Zealand Historic Places Trust.



Ohariu Road (Old Coach Road), on the Johnsonville side, as depicted by William Fox in 1857. (Hocken Library, Dunedin)

► **Walking track**


- Return down Rifle Range Road and drive straight ahead into Ohariu Valley Road. Ohariu Hall is a short distance on the right.

6. Ohariu Hall

The hall has been the focal point of the local community since its construction in 1905. At the initiation of local MP William Field it was built by a private company made up of local shareholders. Alexander Turnbull, bibliophile, whose collection formed the basis of the Alexander Turnbull Library, was among the shareholders.

- ▶ Continue up Ohariu Valley Road. The church is on a rise on the left.

7. Holy Trinity Church

 This attractive small timber Gothic church was built in 1870. Local farmer Richard Woodman sold a portion of his land for £5 for the purposes of building a church. The church was built by George Kilsby and George Jnr. (the oldest grave in the church yard belongs to George Kilsby Snr. and daughter). The timber was pit sawn, and the shingles split by hand. These still survive today although hidden under corrugated iron cladding. Additions to the church were made in 1877. The graveyard is also well worth a visit.

The Bryants of Ohariu

James Bryant was born in Devonshire, England, in 1812. He was employed for a time as foreman gardener of Sir William Molesworth's estate at Pencarrow, Cornwall. Bryant arrived in Wellington about 1840. He was employed for a short time as superintendent of Francis Molesworth's estate at the Hutt. After nearly 20 years living in the Hutt Valley he moved to Johnsonville where he ran the hotel for three years. In 1862 he settled in Ohariu Valley. He and his sons cleared the surrounding bush and built and repaired roads for the Provincial Council. His sons eventually acquired (by 1914) the largest sheep farming holdings in the district. The Bryants remain a prominent family in the district. The Holy Trinity graveyard contains a number of Bryant descendants.

- ▶ Return to the intersection and take the Ohariu Valley Road and Ironside Road back to the roundabout at Johnsonville. At the roundabout turn left into Middleton Road, a continuation of the old Porirua Road. This is a very attractive and enjoyable drive.

Glenside

Between 1840 and 1928 the locality of Glenside was known as The Halfway, being situated halfway between Wellington and Porirua. A number of families from the first New Zealand Company immigrant ship *Aurora* settled here. Anthony and Susannah Wall arrived in 1841 and provided overnight accommodation for travellers in their home which became known as 'The Halfway House'. The business was issued its first license for the sale of liquor in 1842. The area was important as a place where horses and travellers could be accommodated

and refreshed for their journey along the old Porirua Road. The Halfway was also a coaching stop. In 1850 the residents here raised £250 to help build the Ngauranga Gorge Road, a far more acceptable road into town than the steep and dangerous Kaiwharawhara Hill Road.

The name Glenside officially replaced The Halfway when the Post Office opened in 1928. It was felt the name 'Halfway' would be confused with Halfway Bush near Dunedin. A naming competition was held and local landowner Mrs P.C. Watts' suggestion of Glenside was selected. She felt the area was reminiscent of a Scottish glen. A later 'Halfway House' still stands and more information on this house and the surrounding area can be found on a panel a little further on.

- ▶ Turn right into Wingfield Place and park safely. Walk down to the intersection of Wingfield Place and Middleton Road.

8. Drake Homestead site

This grassy area was the site of the Drake Homestead. The large Drake property was bought by the Government in 1897 to provide land for the Paparangi Small Farms Settlement, which you can see more of later in the trail. Thomas Drake was an early Wellington settler who, soon after his arrival in 1840, started one of the earliest farming developments in this area. The farm was significant for two reasons. It was one of only a few farms in the region which ran sheep rather than cattle and in 1853 it became the first farm in New Zealand to run Romneys, this country's most successful sheep breed. The Drakes planted a number of exotic trees and shrubs, many of which you can see around you and on either side of Middleton Road. They also donated cuttings of many of these trees and shrubs to the Wellington Botanic Garden. The homestead, a house prefabricated in England, burned down in 1935.



Thomas John Drake and Ceres Selina Drake (nee Walters)

The Drakes travelled from London with some of the first New Zealand Company settlers on board the *Aurora*, arriving at Petone early in 1840. Before leaving England, Drake, who was a descendant of the brother of Sir Francis Drake, had obtained, by ballot, Preliminary Land Order No.330. This allowed Drake to select Porirua Section 17. Later he was able to purchase the nearby sections 14, 15 and 19. Drake farmed this area until his death in 1889. His widow Ceres sold all the land, with the exception of that occupied by the homestead, to the Government under the Small Farms Settlement scheme. Ceres died in December 1898.

- ▶ Continue north along Middleton Road. Just past the garden centre look for somewhere to safely pull over for the Glenside information panel, which is on the opposite side of the road. The panel includes further information about the area, including Halfway House, which you can view down the drive alongside the panel.
- ▶ Once you have viewed the panel, continue along Middleton Road for 800 metres or so.

9. Tawa Flat deviation


As you drive down Middleton Road, look out for the railway on your right, beginning with the portal of the main Tawa Flat deviation tunnel. Work began on the deviation in 1927. The tunnel, and the double-track deviation itself, was opened in 1937 and took all Main Trunk trains on a more direct and easier route north, rather than via the steep and twisting Johnsonville line.

- ▶ Continue down Middleton Road. Pull over in the bus stop/layby 800 metres up the road. Nott House is on the other side of the railway tracks, 50 metres further on.



Construction workers at the north portal of the Tawa Flat deviation no.2 tunnel, Glenside c.1930. (Murray J. Henderson Collection, Glenside Progressive Assn. Inc.)

10. Nott House, 400 Middleton Road

-  This farmhouse was built for William Nott, a farmer. He immigrated to New Zealand with his wife Ann in 1842 and they settled at The Halfway. In 1850 the Notts purchased land from the Drake family. Mrs Nott died in 1853 and Nott remarried before purchasing this property in 1860. The Notts sold to David and Pricilla Rowel in 1919. Access to the property was originally

Northern Suburbs

across a bridge from the old Porirua Road. Ivy growing on the bridge ramparts led to the farm being named Ivy Bank Farm. In 1949 the farm was purchased by H. E. Dorset, a great nephew of early Wellington surgeon Dr John Dorset (for whom Fort Dorset, and Point Dorset are named). It remains a largely original example of a colonial house, with some fine detailing. The property has been encroached on by the motorway and, more particularly, the building of the Tawa Flat railway deviation. The farm woodshed was sited south of the house. From c.1959–1988 the woodshed was New Zealand's first and only borafume factory, producing in its peak, 140,000 tins in a season for the domestic market. Borafume was invented by scientist and eminent forestry researcher Cecil Mason. Mason lived in Glenside and conducted early experiments in wood preservation on this property. He was employed for many years by the United Nations as an international consultant in timber preservation.

- ▶ Continue up Middleton Road. On your right, just before Middleton Road becomes Willowbank Road, is another historic cottage – Greer House – visible from the road.

11. Greer House, 420 Middleton Road

In 1853 Francis and Agnes Greer and seven of their eight children set sail from London for a new life in New Zealand. They came to live at section 33 on the Porirua Road. They named their property Clarence Farm. Son Francis, a builder, built the present Greer house about 1865, before his marriage. It was extended about 1908. The farm building south of the house is believed to have been originally a flourmill complete with loft and grain chute and a nearby millpond.

- ▶ Drive to the end of Willowbank Road and cross Main Road into Boscobel Lane. Look out for the distinctively shaped tree in front of you.

12. The Bucket Tree

The Bucket Tree - actually five clipped macrocarpa - was planted about 1860 and is one of Tawa's most enduring landmarks. It is adjacent to the site of the homestead built by William and Elizabeth Earp who arrived in Wellington in 1854 and were one of the early European families to settle in Tawa. The Earps used to climb the tree and have picnics on the top.

- ▶ Continue along Boscobel Lane and turn right into Main Road. Turn right at the shops into Oxford Street (formerly old Porirua Road).

Tawa

Tawa is Wellington's most northerly suburb. It began life as a rural settlement straddling the Porirua Road. While the road was being built in 1846-47, soldiers and workers were protected from possible attack by two stockades, a kilometre apart. At this time the surrounding land was heavily forested and the first settlers had to clear this before building and farming could begin. The name of Tawa was presumably derived from the species of tree that grew here. Although Tawa's first church opened in 1851 and the first school opened in 1855, the settlement remained predominantly rural into the 20th century. The first attempt at housing subdivision came in 1896 and in 1906 the Tawa Land Company was established, but these early initiatives attracted relatively little interest. Subsequent subdivisions attracted more support but it wasn't until just before (and after) World War II, that increasing suburbanisation in greater Wellington saw Tawa grow strongly and its semi-rural character disappear. Tawa's 19th century origins mean that some very old structures remain, a few of which are included in this trail.

Northern Suburbs



Tawa's rapid pre- and post- World War II growth is very evident in these two photographs taken from a similar position in (top) 1932 and (bottom) 1947. (F109159¹/₄, F61954¹/₂, ATL)



13. Old School Cottage, 14 Oxford Street

This house was originally the first school built in Tawa. The land was initially leased from the Bartlett family, whose own house still stands a little further down Oxford Street. The school opened on New Year's Day 1860 with 20 children on the roll. The teacher initially lived in rooms at the back of the schoolroom. As the roll expanded, additional rooms were added at the rear. A new school was built further down Oxford Street in 1879 and this house was converted into a family home, which it remains today.

14. Bartlett Homestead, 26 Oxford Street

This house was built in 1862 by Nathaniel and Sarah Bartlett, who arrived in Wellington in 1842. They moved to Foxton in 1871 and left the property to their son Joseph, who died in the house in 1877. At one stage the house was used as a clubhouse for the Ranui Golf Club which operated a 146 hectare golf course here for seven years in the 1930s. It then reverted to a family home as housing in the area increased.

- ▶ Continue down to the end of Oxford Street and park at the entrance to Grasslees Reserve.

15. Elsdon Best Memorial

Grasslees Reserve is named after the former farm of Elsdon Best (1856–1931), farm worker, soldier, sawmiller, health inspector, ethnologist and writer. Elsdon Best spent his first nine years in Tawa and his ashes are interred in the memorial, which was dedicated in 1960. The foremost ethnologist of his time and a prolific writer on Maori history and mythology, his best known work is probably *Tuhoe: the children of the mist*, published in 1925.

Northern Suburbs

- ▶ Return back along Oxford Street and turn right into Surrey Street. Turn right into Main Road and about 700 metres on the left is the tiny, and obscured, Tawa Cemetery.

16. Tawa Cemetery, Main Road

Tawa Cemetery contains the remains of some of Tawa's most important families and local identities. The cemetery was established in 1867, on land gifted in 1861 by Edward Gibbon Wakefield, the founder of the New Zealand Company. An Anglican church, St Peter's, was constructed on the site in 1866. Most of the graves date from prior to 1900 because the church was moved to Porirua two years later. Burials did continue sporadically, but the cemetery finally closed in 1978.

- ▶ Return back along Main Road to the intersection with Willowbank Road. Turn right and continue back along Middleton Road to the first roundabout. Turn left into Helston Road and continue on this road until the intersection with Beazley Avenue and Bracken Roads. Turn left into Beazley Avenue. Follow this road, which turns into Mark Avenue, as far as Seton Nossiter Park.

Paparangi and Grenada Village

It is interesting to note that nearly all the streets of Paparangi were named after the first names of children of some of the families living in the district at the time of the major subdivisions of the early 1960s. Beazley Avenue was named after a property developer who built a number of major housing developments throughout New Zealand in the 1960s. In the case of Grenada Village, its street names were derived from places associated with Sir Francis Drake's campaign plundering Spanish holdings in the West Indies in 1572. Section 19 of the land acquired by Drake's descendant, Thomas Drake, today forms part of Grenada Village.

As you drive through Paparangi you may glimpse older houses among the newer dwellings; these are the original farm houses of the small farms settlement, begun in 1897.

17. Belmont Viaduct

Seton Nossiter Park contains the remains of one of the great railway engineering achievements of 19th century New Zealand, the Belmont Viaduct, constructed in 1886. Take the opportunity to look at the panel describing the history of this important structure.

- ▶ Return back down Mark Avenue and then left into Beazley Avenue. At the top turn left into Bracken Road and just on your left is a panel outlining the history of the Paparangi Small Farms settlement.
- ▶ After you have seen the panel, follow Bracken Road down to the roundabout. Helston and Bracken Roads were once Aurora Avenue in the Paparangi Settlement. Turn left at the roundabout into Horokiwi Road. Turn right into Kenmore Street and continue along until it merges into Glanmire Road, and then left into Edgcombe Street. Look for the playground on your left and park 50 metres past the playground sign, alongside the sealed drive.
- ▶ **Walking track**

18. Brandon's Rock

This is the peak on the Papaparangi Range. 'Papaparangi' means folding hills – 'Paparangi' is a European corruption. Today the peak is officially known by its survey name, Omega. From here some of the best views of Wellington and the Hutt Valley may be had. On a clear day it is possible to see the inland Kaikoura Range. Look for the sealed drive 50 metres past the play area to get to the peak.

Northern Suburbs

Brandon's Rock was named for Alfred de Bathe Brandon (1809–1886) who owned land in this area. Brandon arrived in Wellington in 1840 and set up a legal practice which continues to this day. He was a prominent Provincial Councillor, and is also commemorated in Brandon Street, in central Wellington. Brandon's land, Section 12 Harbour District, and the adjoining property to the north, were the subject of two unsuccessful attempts to mine gold, in 1870 and 1883.

Newlands

Newlands, then known as Pukehuia, was included in the 1840–41 ballots of the New Zealand Company 100 acre country sections. The origin of the name Newlands is attributed to several sources. One suggestion is that it was named for Thomas Newland, who settled in Wellington in 1875. When James Futter's son Walter bought land north of Ngauranga he is said to have named it Newlands in honour of the close association between the Futter and Newland families. It may also simply have been the 'New Land' adjacent to Johnsonville.

Development was very slow here and Newlands remained essentially a pig and dairy farming area, and the principal source of Wellington's town milk supply. One major difficulty was access to the suburb, which remained difficult until road improvements late in the 20th century. Another major handicap was the provision of water. Until 1926 Newlands received its water supply from springs and creeks. When the main tunnel of the Tawa Flat railway diversion (which ran underneath Newlands) was built, the water ran into the tunnel and, as a result, the Government had to build a reservoir in Carluke Street. Water was pumped from Horokiwi to the reservoir. This only supplied houses built by this time. Houses built after this date had to rely on tank water. Water reticulation was not provided until the amalgamation of Newlands with Wellington City in 1973.

Another early impediment was the so-called 'Baby Farm Scandal' in 1923, when Newlands residents Daniel and Martha Cooper were accused of the murder of four children (two of them his own by their maid). Cooper had offered pregnant single women a discreet retreat to have their babies, and adoption arranged, for a fee of £50. Three bodies were found after the police were alerted to the activities taking place there. The subsequent trial was a sensation. Cooper was found guilty and hanged in June 1923. His wife was acquitted. The legacy of the scandal was such that, even as late as 1953, the *Newlands-Paparangi Times* was calling for a change in the suburb's name to help remove the association in people's minds.

Large-scale subdivision of Newlands did not come until the late 1950s. In the following decades the suburb became known as the 'first home owners' suburb' as hundreds of young couples built houses in the area. One of the biggest beneficiaries of this influx was farmer Bill Miles who, from the late 1950s onwards, sold sections of his property as demand allowed.



Newlands was a progressive farming area. This new 'state of the art' electric milking shed on the Newlands Dairy Farm Limited farm was pictured in 1933. (Miles Collection, OHS)

James Futter

The young James Futter was six when he arrived in Wellington with his family in March 1841. He first reached prominence as the proprietor of the White Horse Hotel, which was built on leased land at Ngauranga in the 1850s – one of two hotels there. Futter's success in business allowed him to purchase large areas of land surrounding the hotel, and as far west and north as Johnsonville. He also built a number of cottages along the Ngauranga Gorge road. He had four children to his wife Sarah, who died in 1882. Futter died on 15 October 1910.

- ▶ Drive back to Horokiwi Road, turn left at the roundabout into Newlands Road, and on to the Ngauranga Gorge at the Newlands interchange. Move into the left hand lane and exit the highway near the bottom of the gorge, just after the railway bridge. A panel describing Ngauranga's history is located in a bay on the side of the Hutt Road.

Ngauranga

Few places in Wellington have been physically modified as much as Ngauranga. When Europeans arrived here a quiet Maori village occupied a site alongside a lagoon and thick forest, interspersed with cultivations, stretched up the gorge and over the hills behind. Today in places even the very rock has been stripped away, whole hillsides removed, and the river has been largely culverted. The Ngauranga Gorge Road, which was completed in 1859, is unrecognisable from its origins, but remains one of the key transport conduits in the Wellington region. One notable landmark, Fort Kelburne (1886), which overlooked the gorge, was demolished (along with the hill it sat on) in 1963 to make way for an off-ramp to the Hutt Valley. An abattoir, industrial park and, half way down the road, a quarry, are reminders of Ngauranga's industrial past.

- ▶ Turn right out of Ngauranga and either follow the Hutt Road back to Wellington or, if you wish to go to the Hutt Valley, move over to the far left lane and turn left at the free turn.



The road down the Ngauranga Gorge, indeed much of the topography, has been utterly transformed, if you compare it with this photograph from 1912. (Godber Collection, F1395½, ATL)



Fort Kelburne just before demolition in 1963. (25158½, ATL)

Northern Suburbs

The Wellington City Council gratefully acknowledges the support of City Councillor Judy Siers and the Onslow Historical Society, Lawson Robertson, Claire Bibby and the Glenside Progressive Association, Bruce Patterson and the Tawa Historical Society.

Historical research: Onslow Historical Society, Tawa Historical Society and Helen McCracken.

Written and devised by Jane Black, Michael Kelly and Helen McCracken.

Wellington City Council is a member of the Heritage Trails Foundation.

Brochures for other walks are available at the Visitor Information Office, Civic Square

Cover: Wooden cottages, Porirua Road, attr. to William Fwainson

© 1998 (2nd ed. 2004) Wellington City Council