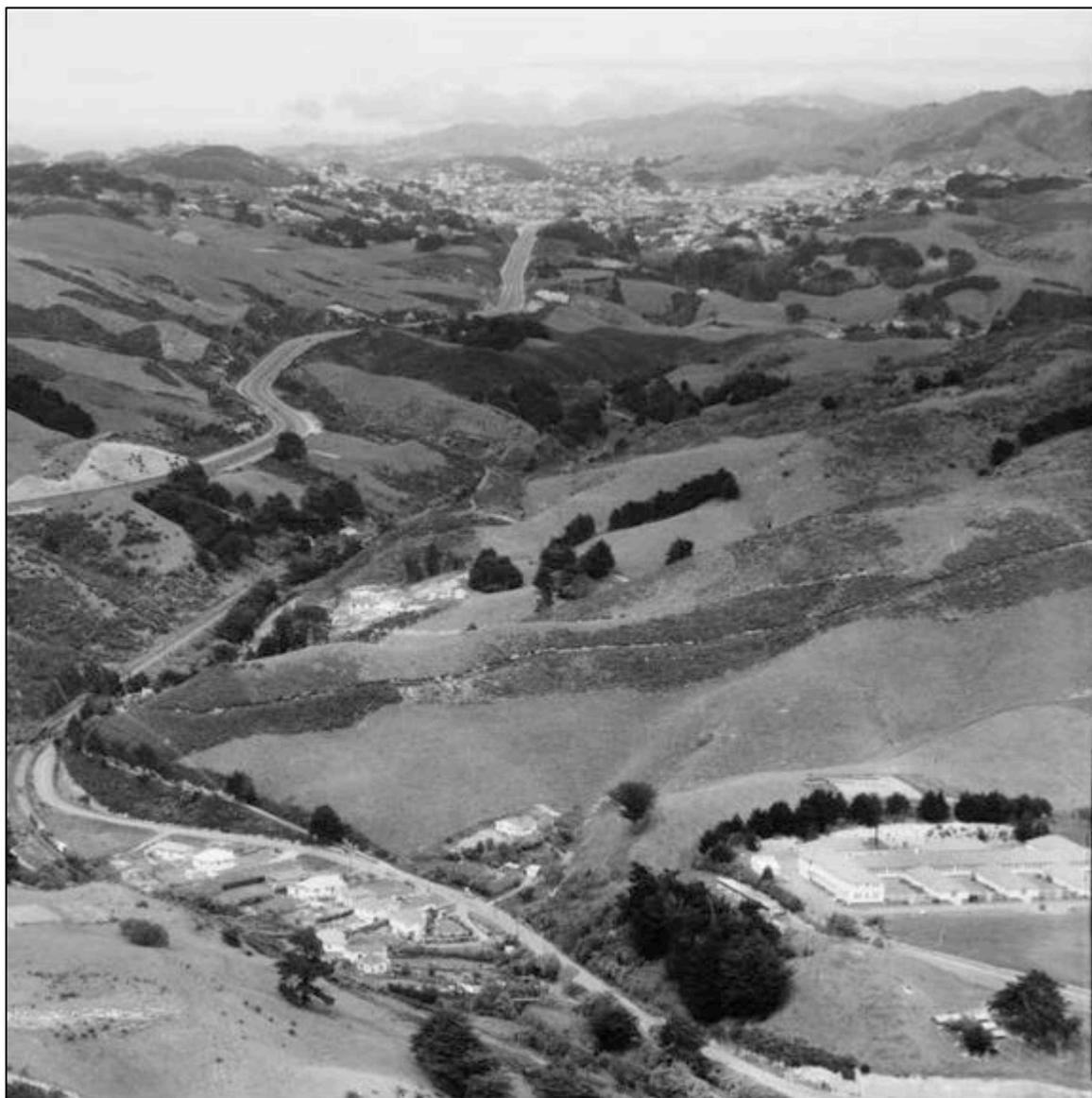


**Historic Heritage Study
for the
Upper Stebbings and Marshall Ridge Structure Plan**



The land stretching from Arohata Prison to the south, 1959, White's Aviation, WA-51932, ATL.

**Elizabeth Cox, Bay Heritage Consultants
For Wellington City Council**

April 2018

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Executive Summary

This report was commissioned by Wellington City Council to discuss a specific area (see Figure 1) which lies between Johnsonville and Tawa, which can be roughly generalised as part of the Glenside area, the Upper Stebbings Valley and part of what might be considered in the lower area of Tawa.

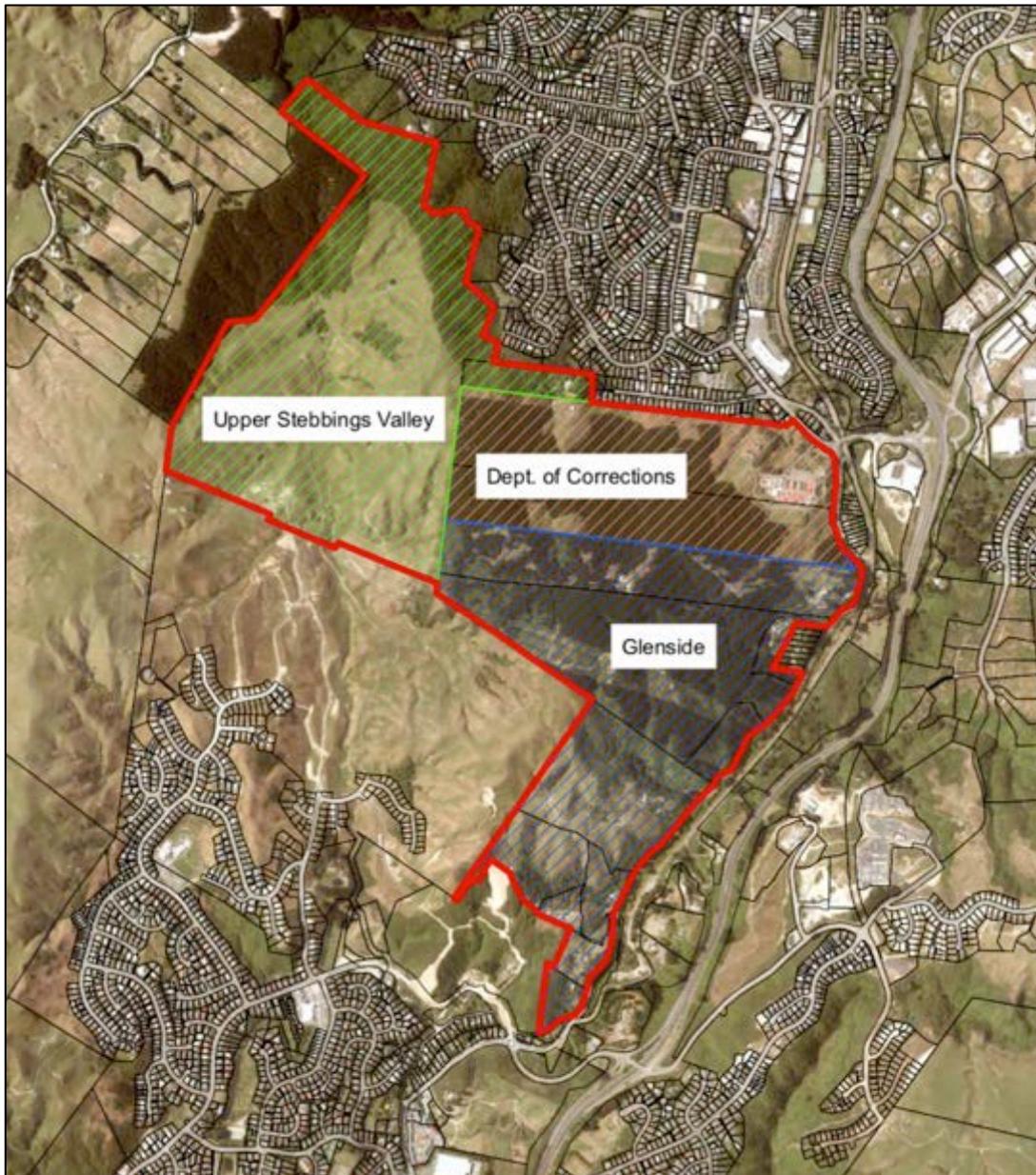


Figure 1: The Study area, with Tawa to the north and Churton Park to the south

This report provides an analysis of the history of the study area, supported by an Appendix which provides the history of the particular legal blocks within the study area in more detail. This work then underpins a number of recommendations which are made at the end of the report, regarding the identification, protection and promotion of heritage resources in the area:

- Archaeological Field Survey

If future development of this area is to occur, every effort should be made to first document the numerous possible very early settler 19th century house sites in the area. Therefore, it could be useful to commission an Archaeological Field Survey to traverse the area in order to identify any such remaining 19th century house sites along the Middleton/Willowbank Roads corridor, along with any associated old gardens, trees and shelter belts, sawpits, and associated farming and other material.

Once identified, some of these sites could be preserved, perhaps in green reserve sites, and listed as archaeological sites in the NZAA Site Recording Scheme if recommended by an archaeologist.

- Preserve the area around the Railway Survey Peg

Protection of this site should be considered, plus protection of a view shaft between the tunnel and peg.

- Middleton Stockade

Although much of the stockade was likely to have been destroyed when the house on the site was built in the 1990s, the associated path up to the site, along the Middleton Rd roadside, should be protected from further works if possible, along with perhaps protection of the views from the site into the valley (although this is now a private house site).

- Naming:

A number of naming suggestions are made, to mark a number of local residents from the past.

Introduction

The Glenside area, earlier known as The Halfway, has been associated with the early history of both the Wellington and Porirua regions since its earliest days, and is rich in both Maori and Pakeha history. It is a place for which transport – walking, rail and road – has been crucial to its history, both before and after pakeha settlement, and has altered the landscape in significant ways. It was settled by some of the very earliest New Zealand Company settlers to Wellington, and has been associated with the history of agriculture since these days. It retains much of its rural flavour, despite recent developments. It is also closely associated with the history of corrections and imprisonment.

Today the area had a number of people interested in the heritage of the area and the wider heritage landscape issues. The Glenside Progressive Association has argued that these aspects of their area deserve protection. They have argued that because of the current limited intrusion of modern development the landscape features and heritage items within the Glenside area make it an area worthy of protection and has high value as compared to other areas considered to be of heritage landscape significance in the wider Wellington region.¹ The area is also very much connected to the early history of Tawa and many of the people who lived in this area, particularly in the north, were historically closely connected to that village/town as it was settled and developed, and as a result the Tawa Historical Society is interested in the area. A site visit, with local resident and chair of the Glenside Residents Association, Claire Bibby, was carried out in December 2017. A visit was also made in February to Bruce Murray of the Tawa Historical Society. Their assistance is appreciated.

Since this report was commissioned by Wellington City Council to focus only on a specific subsection of Upper Stebbings Valley area, Glenside and southern Tawa, it ought to be acknowledged that the complete history of wider area is not covered in this report. It focuses as far as possible on the heritage items within the area included in the site area, although it is of course impossible to tell the story of those places without discussing the wider vicinity. A list of other nearby heritage listed places is included at the end of the report for information. For a history of the Glenside area, readers are referred to Claire Bibby's 'The History and Heritage of Glenside', 2002, and for Tawa there are numerous historical works, many by the Tawa Historical Society, which are very useful. A separate report commissioned by the WCC discuss the early history of the tangata whenua in the area, so this report passes over that aspect only lightly.

This report discusses the history of the area in general terms, with a more detailed history of the particular New Zealand Company blocks contained in Appendix One. Many of the legal titles in the area still reflect the initial surveys and divisions of land made at the time of the New Zealand Company sales of land in the 1840s. Appendix Two contains a list of listed/recorded heritage sites in the wider Glenside vicinity.

Site Context

The site covered in this report is bounded on its eastern side by Middleton Road (which changes its name to Willowbank Road as it nears Tawa), which follows the path of the Old Porirua Road. Included in this study area, on its northern boundary, is Arohata Prison and a number of associated buildings. To the north of the study area is the suburban reaches of Tawa. To the south, outside the study's boundaries, is the main area of what is known as Glenside today, and the suburban area of Churton Park, much of which has been developed in the last 40 years. The western area of the study is the Upper Stebbings Valley and is largely farmland; a further major Churton Park roading and housing development is currently underway in neighbouring blocks in what is known as Lower Stebbings or Churton Park.

For much of Middleton/Willowbank Road a tall bank rises above the road. Although they are not always readily evident from the road, there are a number of houses on the hill above the road, on large residential/life-style blocks. The remainder of the site is farmland or native and exotic forest. The Crown has owned the prison and the surrounding land for 80 years, originally using it for a large dairy farm, but is now largely planted with pines. The study area also contains a private dog kennels business on a large area of land. A small 1950s subdivision (Richmond Hill), to the side of Middleton Road, is excluded from the study

¹ 'Heritage Overview', Glenside Progressive Association website, <http://www.glenside.org.nz/heritage-topmenu-98.html>

area. A central feature of the site is the Marshall Ridge, which provides a high open space area visible from urban areas, as well as streams and steep hills, some of which still contain patches of native bush.

Many of the legal titles in the area still reflect the initial surveys and divisions of land made at the time of the New Zealand Company sales of land in the 1840s.

The area has had a complicated local authority administrative history. From 1877 it was part of the Hutt County Council area. From 1908 it was within the boundaries of the Makara County Council, which had its headquarters in Porirua. By the 1950s Tawa has grown to such an extent that in 1953 a separate Tawa Flat Borough Council was formed, which managed the northern part of this site, with the remainder staying in Makara County Council. The Makara County Council ceased to exist in 1962, and that part returned to Hutt County Council. The Hutt County Council's area was significantly reduced in 1973 and the area (except the northern part) was taken into Wellington City Council boundaries. The Tawa Borough Council was disestablished in 1989, finally bringing the whole area back together, under Wellington City Council.

The entire area under study is currently zoned Rural, with nearby areas that are under developed zoned Outer Residential. The eastern area in this study is within the Glenside suburb, the area to the north is within the Tawa suburb boundary and a small part of the Upper Stebbings area is within the Churton Park suburb boundary.

There are no public reserves within the area of study; all the land is privately owned with the exception of the Crown land for the prison. However, just north of the site in this project is the Willowbank Reserve, a large open space recreation reserve on land once farmed by William Earp and known as Boscobel Farm. To the south is Glenside Recreation Reserve, which also contains the historic Halfway House. These sites, plus the Porirua Stream gully, are valuable open spaces which are a part of a larger network of green spaces in the area.

The wider Glenside-Middleton Road corridor has a number of heritage features, a number of which still sit within their rural context, despite the growth of housing and transport links in the wider area. There are historic houses, abandoned farm gardens, collections of trees, farm fences and boundaries, walking tracks, and heritage items related to the roads and rail corridors that transverse the area. Furthermore, despite the clearing of much of the hills for farming, the even older history of the area can still be seen in the landscape – in the streams, the original form of hills, and small patches of native bush.

Although there are a number of sites that have been already officially recognised as heritage sites in the near vicinity, there are very few such places within the area of this study. There are three primary ways in which heritage sites are formally listed and recorded in New Zealand – the local authority's list in the District Plan, the Heritage New Zealand's national List of Historic Places, Historic Areas, Wahi Tapu and Wahi Tapu Areas, and the NZ Archaeological Association's national Site Recording Scheme. In the case of this area, there is also a useful list of heritage sites compiled by the Glenside Progressive Society for the wider Glenside area in 2002. The heritage sites within the study area that are currently listed/recorded/noted are:

Heritage New Zealand Listing

- There are no sites listed by Heritage New Zealand in the area discussed in this report.

NZAA Site Recording Scheme/Archsites

- Middleton's Stockade [R27/237]

Wellington City District Plan

- There are no sites listed in the Wellington City Council district plan as a heritage sites.

Glenside Progressive Society list [2002]

- Site of the Middleton's Stockade [1846]

- Pyebald or Piebald Corner [1846] and the Piebald Cutting [1928]

- The replacement Broderick homestead

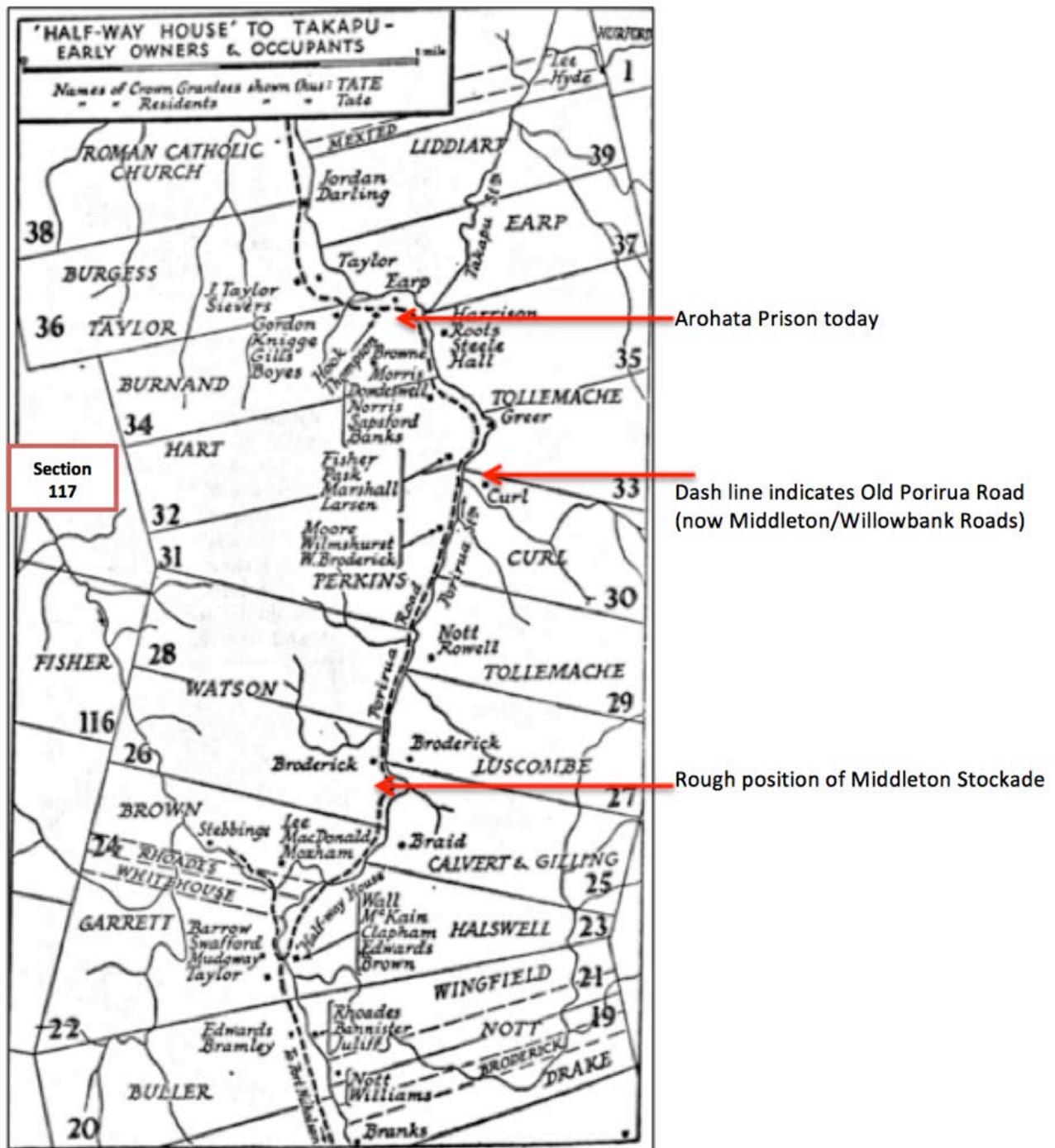


Figure 2: The New Zealand Company Blocks in the area under study, as marked by Carman in his book *Tawa Flat and the Old Porirua Road*. The sections in this study stretch along the western side of the Old Porirua Road from part of what was section 24 up to section 34 in the north, plus a small part of 36 even further north, as well as part of Ohariu section 117. The names of the first person to receive the Crown Grant to the land are marked in capital letters, and names of the earliest residents are in italics, with their homes marked with a square. The Porirua Road is marked with a dashed line.

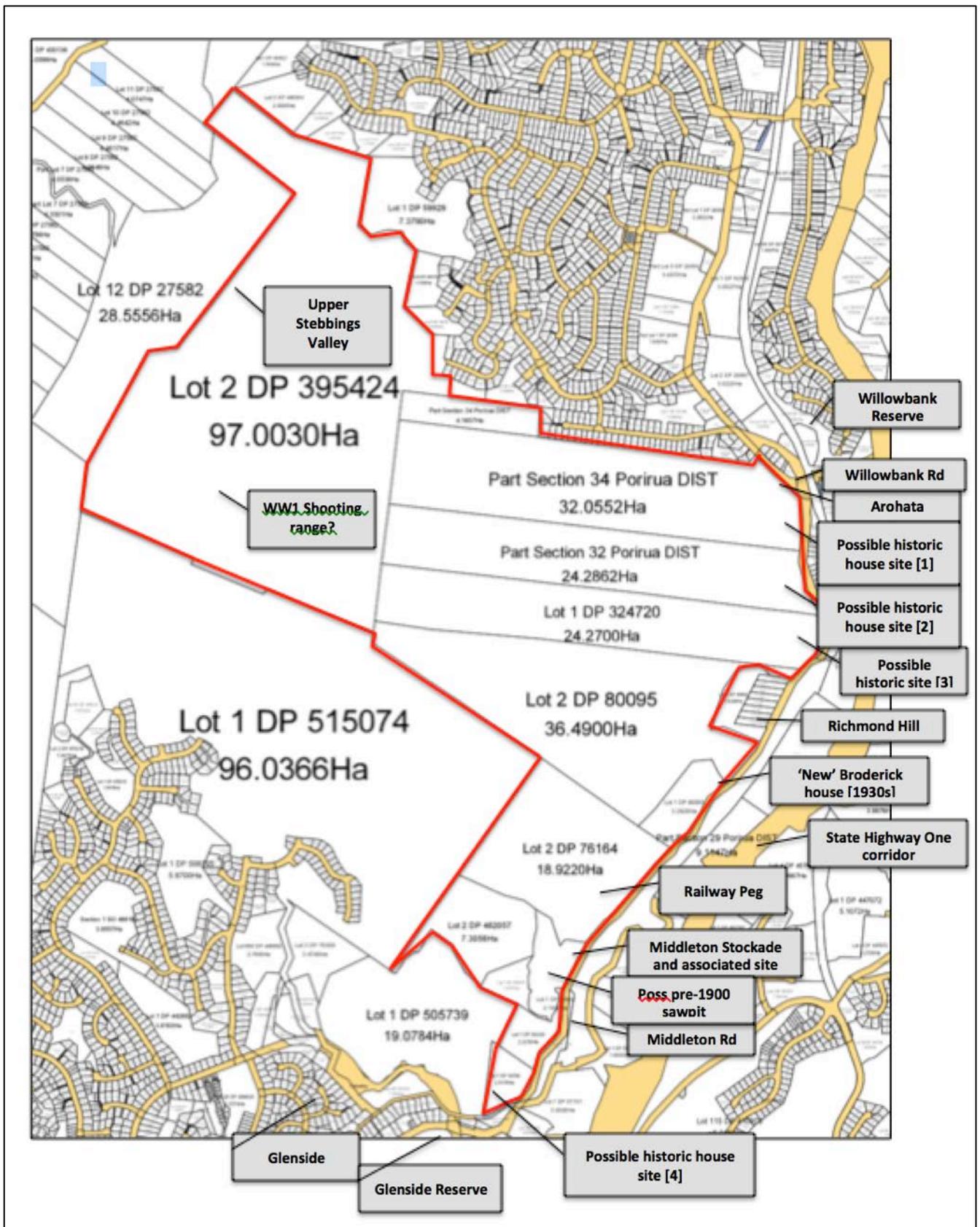


Figure 3. Red boundary marks the area of the study on a map showing modern legal blocks.

Note [1] – There were a number of house sites in this area, on what was Section 34 – see Appendix One.

Note [2] – this is on what was Section 32 – see history of this block in Appendix One.

Note [3] – this is on what was Section 32 – see history of this block in Appendix One, and photographs in Figure 12.

Note [4] – this is on what was Section 24 – see history of this block in Appendix One.

Historical Narrative

Maori Tracks

'There is scarcely a spot an inch square that is not the receptacle for vegetable life in these dense and teeming woods'. George French Angus, 1844.²

Maori communities living at Porirua, Paremata, Pito-one (Petone) and Te Whanganui-a-Tara (Wellington) Harbours were linked with a series of tracks through dense forest in this area. One of these tracks from the Wellington Harbour went up over the summit of Kaiwharawhara then followed the deep valley of the Porirua Stream, then on to Tawa Flat and to Porirua Harbour. Another route ran off this track at Takapu and went to Pito-one. As archaeologist Mary O'Keefe has observed, because there are no known or recorded archaeological sites of Maori origin along the valley, it is presumed that it was used mainly as a transport route, but there is no doubt that the resources of the stream and the forest would have been utilized over the centuries. These activities have left no known physical remains or signs. These early tracks helped to guide the formation of the bridle tracks and roads that were later built through the area by European settlers, and from which the New Zealand Company designed their survey and division of the area. Maori use of tracks in the area continued well into the twentieth century – Len Stebbings (born 1909) recalled seeing Maori using tracks from Ohariu Valley, over the Stebbings farmland and then down to the Porirua Stream, while travelling to Porirua.³

Early Pakeha Settlement

The New Zealand Company was a commercial operation designed to facilitate the colonisation of New Zealand, and to make money for its investors. Despite its eventual failure, it facilitated large-scale and rapid immigration into the country - in 1839 there were only around 2,000 pakeha settlers in New Zealand, in 1840 the first New Zealand Company settlers arrived, and by 1852 there were about 28,000 settlers.⁴

The Company claimed that William Wakefield had purchased the Wellington and Porirua area, along with huge parts of the North and South Island, from local Maori in 1839. This land was divided into 100 acre rural sections, and sold in London to speculators and intending colonists, with purchasers acquiring a one town acre section and a rural section of 100 acres for each ballot they won. The economic model for the colony was predicated on the sale of the land to wealthy people who would come and settle the country and become the upper middle class, and then employ those of the lower classes. There was also a system of creating reserves for Maori (known as tenths), which was a flawed system from the outset. It did not take into account of Maori existing land use, and was further undermined by the New Zealand Company and later by the government. Settlers began arriving in Wellington in January 1840, but the New Zealand Company was practically bankrupt by 1843.

The first significant post-1840 activity in this area was the construction of the Porirua Road (at first only a bridle path), through thick forest, by the New Zealand Company surveyor, largely following the earlier Maori tracks. In this area, the path followed along the course of the Porirua Stream. It was first surveyed in 1843. It later became known as the Old Porirua Road and can still be traced through the area of study, renamed as Middleton Road and Willowbank Road.

The New Zealand Company's claim that it had purchased the district in 1839 was soundly rejected by Ngati Toa, led by Te Rauparaha and Te Rangihaeata. The Crown's Spain Commission, investigating the purchase in 1842, agreed, and rejected the Company's claim to the area, leading to conflict between the settlers and Ngati Toa, and to the Wairau Incident in 1843. The road became a focus for Ngati Toa opposition to settlement, and Te Rangihaeata put a ban on road building works and building construction in the Porirua area and a tapu on the Porirua River, in order to cease access to Porirua from Wellington. This meant that The Halfway area (later Glenside), to which settlers had come in 1841, became the 'frontier' of Wellington

² Quoted in Gilbert Roper, *Tawa the Tree, the Community and its Reserves*, Tawa, 2017, p46

³ Mary O'Keefe, 'Extension of Westchester Drive, Glenside, Wellington: Archaeological assessment of proposed road extension', 2009; Len Stebbings Oral History, 2002, held by Glenside Progressive Association

⁴ Jock Phillips, 'History of Immigration – British Immigration and the New Zealand Company', Te Ara The Encyclopedia of New Zealand, <http://www.teara.govt.nz/en/history-of-immigration>

settlement. The conflict between Governor George Grey and Te Rauparaha continued, leading to a number of battles in the Hutt Valley, Grey's kidnapping of Te Rauparaha in 1846 and the construction of the Paremata Barracks. Grey also expanded and improved the Porirua Road to allow for more settlement. The road was improved by soldiers during 1846. A series of stockades were built along the road to keep troops safe while they were working in the area, discussed further below.⁵

Early Colonial Settlement

This area discussed in this report was part of what the New Zealand Company classified as the Kinapora District, divided up into its roughly 100-acre sections, with Ohariu sections to the west, and Porirua sections to the north. The New Zealand Company's Kinapora sections were faced onto the Porirua Road, stretching east and west from it. The sections in this study (not necessarily the whole of all of them) stretched from section 22 in the south up to section 34 (plus a small part of 36) in the north, plus section 117, which backed on sections 31 and 32 and had no original road access. See Figure 2 above.

Once the Maori track was upgraded by the New Zealand Company in 1841 to be a bridle track a few New Zealand Company settlers arrived in this area under study in the same year. The original section 24 was divided into 8 strips in the 1840s, by then owner Frank Johnson (for whom Johnsonville is named), much earlier than many other nearby sections, and a number of the people who bought these strips came to actually settle this area, unlike some other sections. As a result, the wider Section 24 block contains many sites of historical importance.

In 1841 two families who had travelled to New Zealand in 1841 agreed to purchase land together in the area on what was Section 24. One of these families was Anthony and Susannah Wall and their 5 children. The Walls had taken the gamble to come to New Zealand to see if they could find a way to own land, something they were unlikely to achieve in the United Kingdom. Anthony was already 41 by the time they arrived. Within months of their arrival Antony had purchased land at Porirua on what is now the Old Porirua Road. They cleared land there and established a farm. They were extremely isolated from other settlers, but being halfway between Wellington and Porirua, they also let beds to travellers: Susannah Wall wrote to her sisters in 1842 that as they were on the main road between the two towns, and the only house near the road she 'kept beds and refreshment for travellers'.⁶ Their home, on the west side of the road, became known as The Halfway House, and this gave its name to the area.

The Wall family enterprise didn't just feed their own family but also produced enough to sell – she was also selling produce, including butter.⁷ The original Halfway house no longer exists, and the building known today as Halfway is probably the third building of that name in the area. There is no definite answer as to where the original Halfway house was. Historian Arthur Carman, who wrote *Tawa Flat and the Old Porirua Road 1840-1970*, which is often used as a main source of information for the history of this region, says it was on the south side of the road, with its associated stables over the road on the north.⁸ The family, having been so successful in their farming ventures, began to buy up hundreds of acres of land further to the north in the 1840s and 50s, along the Old Porirua Road, towards what is now Porirua City, and later moved further north.⁹

⁵ Robyn Anderson and Keith Pickens, *Rangahaua Whanui District 12, Wellington District*, Waitangi Tribunal, 1996; Kelvin Day, *The Old Porirua Road*, Porirua Museum, 1991, pp2-4

⁶ 'Susannah Wall: Letter to her sisters', 18 Dec 1842, MS-Papers-1739, ATL (and reproduced in Kay, p195ff). The Wall's life at Halfway is discussed in Kay, Chap 3.

⁷ Quoted in Murray, *Streets of Tawa*, pp33-34

⁸ Arthur H Carman, *Tawa Flat and the Old Porirua Road 1840-1970*, 3rd edition, Tawa, 1982, p71

⁹ See in particular Kay, Chap 5



Figure 4: Martha King sketch of the Wall's home, The Halfway, 1849, Ref: A-100-001. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/23075603>, ATL.

This section (but outside the area of this study) was also the site of the burial of the anonymous woman and her child who died in 1842. She was buried without a burial service in the winter, but Bishop Selwyn later visited the grave. Archaeological investigations have not located the exact site of the burial as of yet. As part of the Westchester Drive extension completed in 2009, a memorial was built for this woman.¹⁰ The Branks family who was murdered in 1849 also lived on this section for a time.

By 1844 a community began to develop in the area as several other houses, accommodation houses and stables were constructed close by the Wall's house and the area became known as 'Halfway' by the settlers.¹¹ A new Halfway building was built by John McKain in 1849 on section 23 on the eastern side of Porirua Stream, opposite the Wall's house; this was an accommodation house and McKain was issued a 'Bush License' to sell alcohol in 1850. This building became a place for community events and facilities. For example, there were inquests at Halfway and community meetings such as for the improvements of roads. In 1850 the community passed a motion that the road up the Kaiwarra Hill to the Halfway House was 'so steep and dangerous as to render it almost useless to the community' and urged a new road be built along the Ngauranga Valley. John McKain also set up an animal pound near the building in 1850¹². McKain's building was replaced on the same site in 1880 by the two-storey Halfway House that remains today. The current building, built in 1880 by Sandy Brown, is outside the area of study in this project, but obviously the presence of it and its predecessors was vital to the development of the area in the early days.

As we shall see below in the section giving the history of each of the blocks, other houses were built along the Porirua Road (now renamed Middleton Road and Willowbank Road in this area) as new settlers arrived. A number of the blocks were owned by absentee London owners, some for decades. Of these, some were leased to farmer settlers, but others may have been left empty for some time. There was a notice from William Bowler, a Wellington lawyer, in 1853 telling people they would be prosecuted for felling trees from a larger number of sections in the area, suggesting they were uninhabited – which included sections 26 and 28, within this area of study.¹³

When the early settlers arrived they strived to clear a small area of their sections for a house and garden, and then lived surrounded by the remaining dense bush, and the Porirua Road. The main occupation was bush felling, and then small farming. As Best describes it in his *Bush Settlers of the Wellington District* 'the great aim of these settlers in the bush when they had built a cottage was to get a few cows, and start a vegetable garden, so that they might produce their own food supplies, money being a scarce article with most

¹⁰ <http://www.glenside.org.nz/gravesite-memories-westchesterlink-123.html> ; Mary O'Keefe, 'Extension of Westchester Drive, Glenside, Wellington: Archaeological assessment of proposed road extension', 2009

¹¹ Murray, p51

¹² Carman, p158, 237, 239-40, 248; Wellington City Council Heritage report 'Halfway House'; <http://www.wellingtoncityheritage.org.nz/buildings/301-450/439-halfway-house?q=>

¹³ Notice from William Bowler Son and Co, quoted in Carmen, p242

of them. This meant that one of the first tasks was the felling of an area of bush so that a grassed paddock might result', although the farmers discovered that the cows did equally well grazing in the uncleared bush. Best noted that many of the families could not make enough on their land to make ends meet so the men often went out to work for wages for other settlers, while the women did a great deal of the work on the farm – especially milking and caring for the animals. Timber was cut and taken to the city as a form of income, and Best noted that the women also became skilled at making timber shingles 'and so helped to make a living out of the dense forest that cumbered the family homestead'. The economy of the farms was assisted by the sale of products such as firewood, shingles, butter, eggs, vegetables and milk.¹⁴ Elizabeth Pilcher, later Greer, described the valley when she arrived in 1851: 'It was all heavy bush then, but very pretty, full of treeferns, and it was with this class of material that my father built his first house out of, and it provide very warm and cosy in this days'.¹⁵ Another form of early housing in the area was wattle and dab houses, some of which survived to be photographed and described by Carman a century later in the 1950s.

Military Road and Stockades

In 1846 soldiers were employed to improve the Porirua Road. During May to December 1846 a series of stockades were built to protect these soldiers from possible Maori raids. The stockades are likely to have been rather rudimentary, and not occupied for long before the soldiers moved to work in the next area. The first in the chain was in Johnsonville, and the next was Middleton Stockade, then McCoy's Stockade.

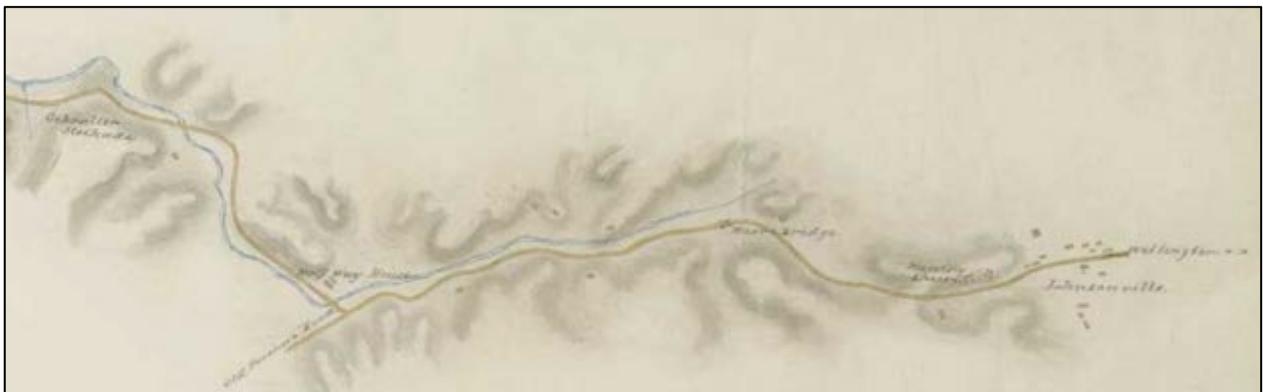


Figure 5: Map drawn in 1849, by Thomas Henry Fitzgerald, of the 'North Road from Johnsonville to Paekakariki', Wellington. Ref: MapColl-832.47gmbd/[1849]/Acc.460, ATL

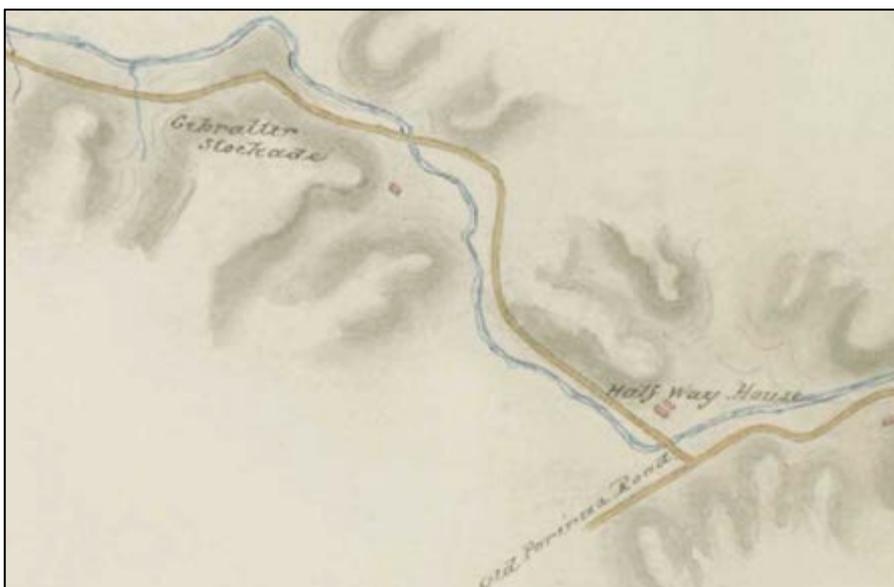


Figure 6: This detail from the map above shows the Old Porirua Road branching off, and the Half Way House, and the Gibraltar [usually called Middleton] Stockade to the north.

¹⁴ Elsdon Best, 'The Bush Settlers of the Wellington District', *Onslow Historian*, 1992, v22 no.3-4, pp3-22

¹⁵ Elizabeth Greer, quoted in Carman, p171

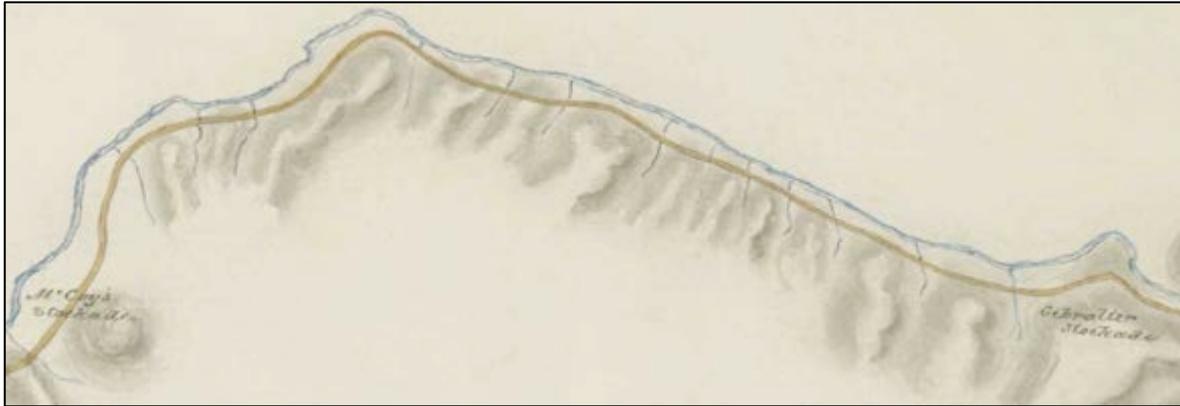


Figure 7: This detail shows the road extending through the site of this study, stretching from Gibraltar Stockade to McCoy's Stockade, closely following the path of the river. These two stockades effectively bookend the area of this study.

Middleton Stockade (Archaeological site R27/237) is within the site of this study, on what was Section 26 (now subdivided and is on Lot 1 DP88336). It was built and occupied by the 58th Regiment in May – Aug 1846, to protect themselves while they were working on the road. It takes its name from Ensign Frederick Middleton. He and his men of the 58th regiment of the British Army worked on the road while living in the stockade. The form of the stockade isn't known. Best wrote that it 'stood on the spur just above the road-line at the corner and rock-cut formerly known as "Pyebald's Corner", "Byass; Corner", and "Gibraltar Corner".' This is presumably why it is marked Gibraltar Stockade on the 1849 map shown above.¹⁶



Figure 8: Possible location of the path up to the Middleton Stockade can still be seen in the hillside alongside Middleton Rd. Photo Claire Bibby.

In 1979 there was a description of the site published in the *Kapi-Mana News* by William Secker. He wrote that the outlines of the protected camp were 'still discernible after the passing of 132 years', as was 'a well graded pathway, along which soldiers marched to and from their road-making duties'. He described 'Approximately in the centre of the almost level camp site the outlines of a 30 sq ft building in which the detachment and other passing servicemen were quartered. A well worn groove at the doorway tells of feet churning up the wet soggy ground. The remains of the fireplace are still evident'. The site, he said, 'situated

¹⁶ Elsdon Best, 'Old Redoubts, Blockhouses and Stockades of the Wellington District', *Transactions and Proceedings of the New Zealand Institute*, Vol 53, 1921, pp20-1; Prickett, p209, Walton, p13

on a plateau 130 feet above the valley floor ... provided a fine panorama view of 180 degrees from Johnson's Clearing in the south to the head of the densely bush covered Takapu Valley to the north east. He also wrote that a nearby sawpit could be seen up until 1977.¹⁷ The Middleton Stockade is likely to have been substantially destroyed when a house was built on the site in the late 1990s, but Tony Walton's study of 1840s redoubts, stockades and blockhouses considered that at Middleton there was the possibility of 'significant subsurface evidence', more so than most other redoubt sites of its type he studied.¹⁸ A spring remains on the property, as does what appears to be a path up to the stockade, on the roadside cliff along Middleton Road. The renaming of the Old Porirua Road in this area as Middleton Road is as a result of the name of the stockade.

McCoy's Stockade (Archaeological site R27/236) is just north of this study area, in Tawa next to Main Road, northeast of the Sunrise Boulevard intersection. The exact location is not known. Best described it as being situated on Section 36, on the eastern side of the road, 'about where the house of the late Mr James Taylor stands, on the left bank of the Kenepuru Stream, just below its junction with the Takapu Creek'. It was built May – Aug 1846 and named for Lieutenant Thomas McCoy, 65th Regiment. Its condition is unknown, but it is considered unlikely to have survived.¹⁹

Rural Settlement: Late 1840s - 1900

Once the threat of Maori resistance had been reduced, families began to come back to the area to settle. The road was finished in 1848 and was an invaluable aid to the settlement of the area. Bishop Selwyn recorded that same year 'what an agreeable change from former journeys through the deep mud and fallen trees and the totara flats! A road perfectly smooth and almost level enabled me to proceed as comfortably by moonlight as in broad daylight'.²⁰

The area opened up progressively from that time, with houses built on both sides of the road, although settlement on some blocks was held back by absentee landlords who were holding the land. Tyrone Power noted in 1848 improvements to the road, and increased settlement:

The whole of this once dreadful road is now a fine highway, and as I cantered along I could scarcely believe that it was the same ground that I had toiled along so slowly and painfully less than two years ago. Gardens, cottages, and cultivations are seen springing up on all sides; large patches of cleared land are making deep inroads into the forest, and the whole aspect of the country is being rapidly changed.²¹

As can be seen in the images below of the Old Porirua Road in the 1860s-1870s, progress had been made on clearing the land and fencing, and building houses, but there was much native bush still in place. Some settlers were clustered around the Halfway area to the south, and in Tawa Flat to the north, but in the area of study here, in these years, the area had quite a few families (often with very large numbers of children) living along the Old Porirua Road, gradually carving out an area of cleared land on their sections for small-farm operations, with families living a subsistence life. Horses were rare, as were sheep in the early days – indeed Elizabeth Greer remembered that they were such a novelty when the farmer Earp imported two, the settlers 'all went to see them, they were such an unusual sight'.²² Sheep farming later took hold in the area, however, when farmers purchased more than one section to create larger farms. This was a standard pattern found by Murray in his history of the larger Tawa Flat area in this era.²³

¹⁷ *Kapi-Mana News*, 18 April, 1979, p8

¹⁸ Elsdon Best, 'Old Redoubts, Blockhouses and Stockades of the Wellington District', *Transactions and Proceedings of the New Zealand Institute*, Vol 53, 1921, pp20-1; Prickett, p209, Walton, p13

¹⁹ Elsdon Best, 'Old Redoubts, Blockhouses and Stockades of the Wellington District', p21; Prickett, p209; Walton p14

²⁰ Bishop Selwyn, 17 May 1848, 'A Journal of the Bishop's Visitation Tour Through His Diocese, Including a Visit to the Chatham Islands, in the year 1848', p88, <http://www.enzb.auckland.ac.nz/>

²¹ W Tyrone Power, *Sketches in New Zealand*, pp120-1, 185, <http://www.enzb.auckland.ac.nz/>

²² Elizabeth Greer, quoted in Carman, p171

²³ Murray, *A History of Tawa*, p76

Because the area was divided into the roughly 100-acre sections by the New Zealand Company, and because many of those boundary lines still exist today, it is possible to use these sections to tell the history of the area. A detailed account of the history of each of those blocks is given in Appendix One of this report.

The sections in this study stretched from what was known as Kinapora Section 24 in the south up to Section 36 in the north, on the western side of the Old Porirua Road, plus a small part of 36 even further north, as well as parts of Ohariu sections 117 (which backed on Sections 32 and 34, and were not originally surveyed until the 1870s).²⁴ See Figure 2 for more information.

Although the New Zealand Company auctioned these blocks in London in the 1840s, the government had to later investigate the sales and subsequent occasions when the land changed hands, and then issued Crown Grants in the 1860s. In many cases the land was settled and developed before the Crown Grants were issued.

As this part of the report was written, a number of trends became noticeable:

- that all but one of the blocks contained 19th century house sites, particularly near the Old Porirua Road, the sites of which may contain archaeological remnants, although the exact location of these houses is not clear.
- that there are quite a number of houses and quite a few settlers – particularly in the 1860s and 1870s, living in the area of study. These are highlighted below when possible.
- that some of the blocks contained more than one 19th century house, in different areas.
- that these blocks were frequently bought and sold by the same farming families, to add to farms, and moving up and down the area to live.
- that those who owned these blocks often also owned land elsewhere, particularly in what is now Tawa.
- that this area supported a mixed farming economy, a mix of sheep farms
- that the numbers of settlers and families in the area decreased as farm consolidations occurred in the early twentieth century
- Many of these families looked north to Tawa rather than to 'Halfway' for services such as schools and churches

²⁴ This information is largely based on Carman's book *Tawa Flat and the Old Porirua Road*, but has been supplemented by additional information where possible. Carman's book should be consulted for a more detailed history.

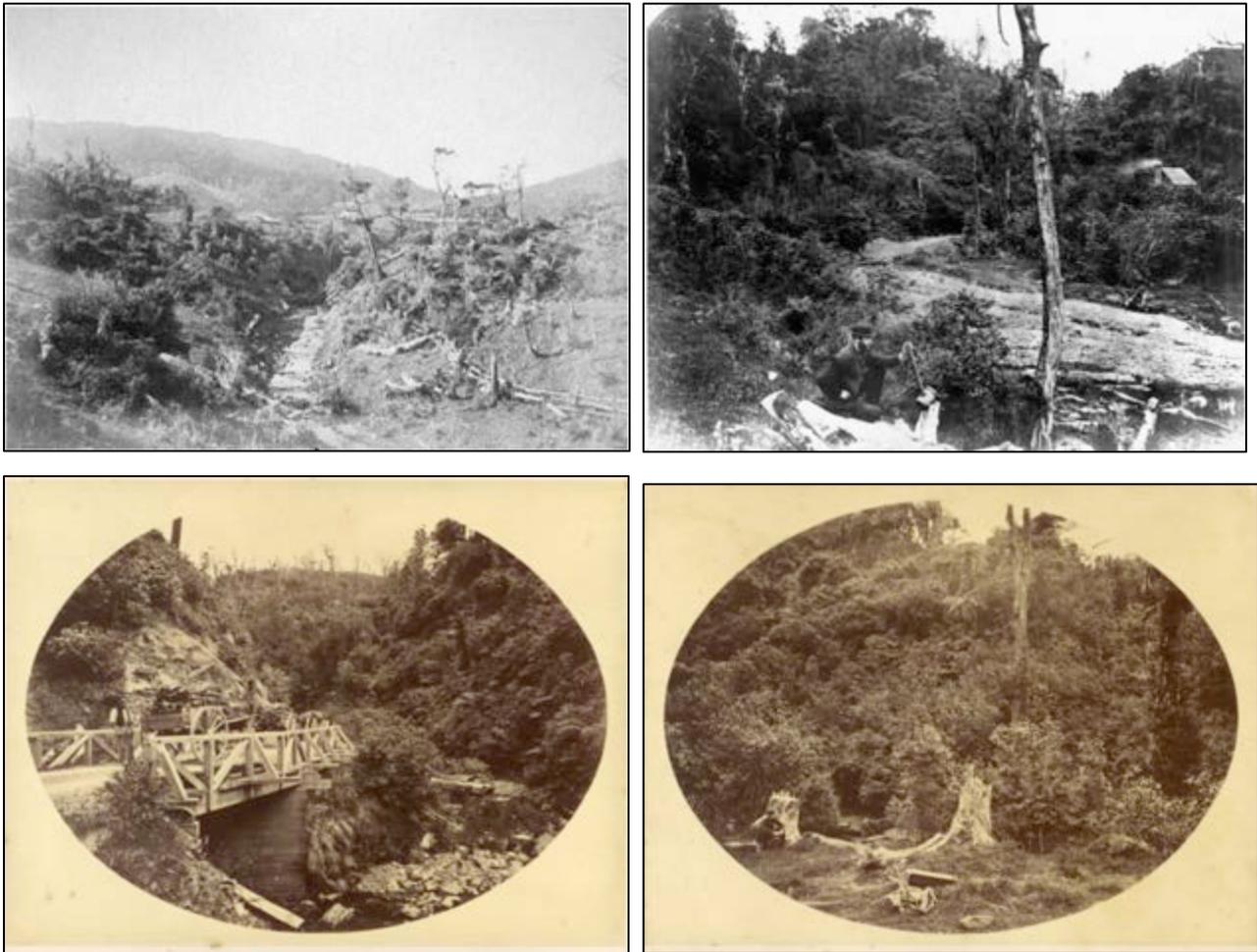


Figure 9: Four images of the Old Porirua Road, 1860 and 1870s, exact locations unknown but thought to be in the Glenside vicinity. Fencing and bridges can be seen, and while a beginning has been made on the clearing of land, much native bush remains. In the top right photo can be seen a small house with smoke coming from the chimney. The bottom left photo shows a quite substantial bridge across the river. Top left: Collection of Hawke's Bay Museums Trust, Ruawhara Tā-ū-rangi, 276. Other three photos by W T L Travers in 1870, PAColl-1574-24 and PAColl-1574-13 and PAColl-1574-05, ATL.

A real estate advertisement when part of section 32 (in the area of this study) was put up for sale in 1856 shows the progress of settlement that had been made in this 15 years of settlement. George Hart must have lived or had a tenant on the site as when he put up the northern part of the section for sale in 1856 much had already been done. The advertisement said that of the 50 acres for sale, 14 had already been cleared and fenced, and 'laid down in excellent grasses', and the remainder was covered in 'splendid timber fit for sawing'. Also on the farm was a 'Wooden dwelling house, almost new, good dairy, barn and outhouses. ½ acre enclosed garden and fruit trees'.²⁵

One family that arrived in the area under study in the 1850s was the **Taylor Family**, of which James Taylor (1823-1913) in particular owned and leased a number of sections in this study, particularly in the area to the north. James Taylor came to New Zealand as one of the first settlers at the age of 16 in 1840, and his parents and siblings followed soon after. His brothers bought land in Tawa Flat in the 1850s, and James purchased and settled on section 36 in 1853, with his wife Rachel Hook, from another well-known Tawa family, and they had 14 children. He had been in the local militia in the mid-1840s, and was involved in the Battle of Bolcott's farm. As well as owning section 36 he leased land on adjoining section 38. By 1875 he was running 305 sheep. In 1869 and the mid-1870s he also received the Crown Grants for the 'waste-land' area between the sections originally surveyed on Porirua Road and those in Ohariu Valley, which became

²⁵ 1856 advertisement, quoted in Carman, p242

section 117 and 118 - which backed onto sections 36 and 38 - to add to his farm. James' farm ended up consisted of a block of 376 acres owned and 112 acres leased. According to Murray, it comprised 'one of the largest farms in Tawa Flat in the later part of the 19th century, and among the most successfully managed properties'. Taylor was a prominent member of the local community, and was a member of the Hutt City Council, Wellington Provincial Council, and was a leader of the Primitive Methodist Church, postmaster for the district, and many other roles. James died in 1913. Taylor Terrace in Tawa is named after this family.²⁶



Figure 10: The second and third generations of the Stebbings family in New Zealand – parents Henry and Ethel, nee Riddick, and their children, Eileen, Eva, and Leonard. Image taken 1913.

The **Stebbings family**, one of the longest-lived families in the area, arrived in the area a decade later, in the 1860s, and three generations of the family farmed the land. The Stebbings Valley is now named after them. Benjamin Stebbings and his wife Elizabeth arrived in New Zealand in 1859-60. Having been a wheelwright in Porirua, Benjamin acquired several blocks in Halfway in 1863 – part of Kinapora Section 24 and Ohariu section 117 and then added other land in the immediate vicinity to the farm, including Ohariu Section 115. Their family lived here for 110 years, the land passed down from the original Stebbings couple to their one surviving child Henry, and then to Henry's son Leonard. The Stebbings were sheep farmers – sheep returns in the early 1900s-1920s show them owning between 600 and 800 sheep. As Leonard recalled, they had only one house cow. Leonard and his family lived on the land until the late 1970s. The Stebbings home Pinehill was outside the area of this study. It was built in the 1860s, and was not demolished until 1974. The remaining structure of the house was studied by the Onslow Historical Society and put into storage but the remaining materials have since been lost. The Stebbings children attended Johnsonville School. There were stands of native bush remaining on the Stebbings farm, as well as a number of barns and sheds.²⁷

Another family which owned a lot of land in the area under study was the **Broderick family**. Members of the Broderick family had arrived in New Zealand in 1843 and the family first arrived in the area in 1845. They also owned land further south, near Johnsonville and in Ohariu. Brothers Thomas and William purchased adjoining farms along on the Porirua Rd in the 1890s (Thomas buying parts of section 26 and 28, within this area of study, in 1890), and also bought other land in the immediate vicinity, on the other side of the road,

²⁶ Carman, pp96-97; Murray, *Streets of Tawa*, pp41-42; Murray, *A History of Tawa*, pp86-88; *Cyclopedia of New Zealand [Wellington edition]*, 1897, p1073, <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc01Cycl-t1-body-d4-d110.html>

²⁷ Carman, p75; Glenside website, 'Stebbings Garden', <http://www.glenside.org.nz/glenside-news-topmenu-61/69-hhouse-garden/354-stebbings-garden.html>; Eva Samuda nee Stebbings, "Memories of Pine Hill", *The Onslow Historian*, Volume 22, 1994; Oral History interview with Len Stebbings, 2001, held by Glenside Progressive Society.

adding more to their ownership in later decades. Members of this family owned this and other land in the area for many decades. Carman records that Alfred Broderick died in 1950 while still owning portions of sections 25, 26, 27 and 28, and his son, also Alfred, then inherited the sections from him. In the 1930s the government built a new house for the Brodericks in the area of study here, because their old house was in the path of the new railway line; so they moved from the eastern side of the railway line to the western side. This house still remains (375 Middleton Road). The Broderick family and their descendants still owned this land in the mid-1960s. Broderick Road in Johnsonville is named after the family.²⁸



Figure 11: Two houses that were once on Section 34; left - Carman labels the one on the left as the Gills House, so is presumably the house built by carpenter Thomas Orr in 1875-6; and right, labelled as the Hook House (in the vicinity of Arohata). See history of Section 34 in Appendix One below.

The remnants of a number of 19th century house sites are likely along the Middleton/Willowbank Road corridor. For example, a suspected 19th century house site, which is signalled by a level house site, totara posts, a shelterbelt and other vegetation, plus a mass of daffodil bulbs in the spring, is on what was Section 32, in the area pictured below. This is thought to be the house site associated with the Fisher/Pask/Marshall/Larsen families (see Section 32, Appendix One).²⁹

²⁸ Glenside website, 'Broderick's Spring', <http://www.glenside.org.nz/brodericks-spring-rural-heritage-114.html>, Carman, p76-78.

²⁹ <http://www.glenside.org.nz/marshall-house-a-gardens-abandoned-farm-gardens-121.html>

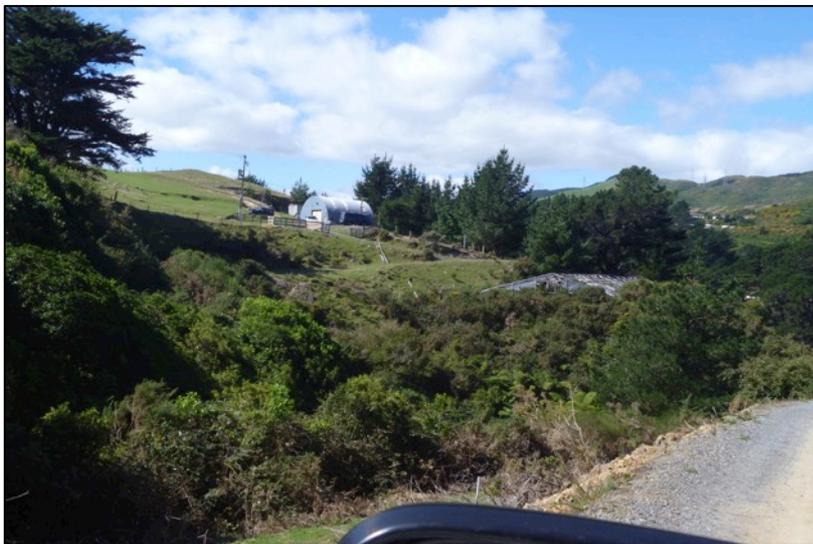


Figure 9: Two views of a suspected 19th century house site, possibly associated with the Fisher, Pask, Marshall and Larsen families (discussed above, and in Section 32, Appendix One). Images: Elizabeth Cox and Claire Bibby, 2018

Another old historic house is on Lot 1 DP18799 (now used as a shed), which was once Section 24, which could be associated with the De Launey family and then later owners (see history of Section 24, Appendix One). Further work would be needed to confirm the age of this house.

As with all early rural New Zealand communities, churches and schools were lynchpins for communal life. During 19th and early 20th century, The Halfway was a very small community, and people would have had to travel further afield for some amenities. While the southern part of the area in the study would have travelled to Johnsonville for school and church, others in the northern part travelled to Tawa. In the very early days, there was an Anglican church to the south of this area in Johnsonville. Built in 1847 it was firstly known as Hawtrey Church but later became St John's. A very small Anglican church, St Peter's, was established in Tawa Flat in 1866 on land given by Edward Gibbon Wakefield five years earlier. The Anglican members of the community in the rural blocks discussed in this report would have chosen to travel to one or other of these churches depending on proximity. Another domination that developed in Tawa was the Primitive Methodist church, which was strong for a time in New Zealand, separate with more mainstream Wesleyan Methodism. The two maintained their own church buildings throughout New Zealand, until merging in 1913. There was a Primitive Methodist church in Tawa Flat as early as 1854. Farmer James Taylor was a prominent member of this church in Tawa for 50 years. The Brethren sect also flourished in the area, thanks for the work of one man, James George Deck (1807-1884), who moved to Wellington in 1865. Deck is noted for making rapid inroads into other evangelical religions in Wellington. He included Tawa and the Hutt

on his circuits from Wellington. Some of the houses on the blocks in this study – the Dowdeswell and Pask houses on Section 32 – were used by this tiny Tawa congregation as meeting houses for their religion before a formal meeting house was built on section 35, across the main road. It is very likely Deck would have visited these houses to preach there.³⁰

When the Tawa Flat School was established in 1867, the school boundary cut the area of this study in half, with the new school only including the northern blocks in this study within its catchment area.³¹ Another nearby school was established in Takapu in 1897, called the Takapu Aided School, for children who had previously attended Tawa Flat or Porirua Schools. The settlers agreed to fund this school. It closed in 1924 and the students transferred to Tawa Flat.³² Those children living in the south, such as the Stebbings children, attended school in Johnsonville.³³

Wellington-Manawatu Railway

In the 1880s a significant intervention into the area occurred when the railway came through the valley. Frustrated by the government's lack of interest in building a railway that would travel from Wellington to the Manawatu, in preference to the alternative route through the Wairarapa, a group of Wellingtonians set up a private firm to progress the project, the Wellington and Manawatu Railway Company. The company built and then ran a railway running from Thorndon to Longburn, near Palmerston North, from 1881 to 1908. After Johnsonville the line travelled over the large Belmont Viaduct, through The Halfway travelling above the Porirua Stream and on to Takapu and then Tawa.³⁴ The land taken for the railway line at this time was outside this area of study. The construction of the line was completed in 1886. There was no station at Glenside. However, the work did change the area, particularly as the line split some farms in half. Very little of the original line or associated material is left from this original railway, because of the use of the same land for the motorway years later.³⁵

Twentieth Century

It is interesting to compare the map created by Carman reproduced above - in which he marks a number of the early cottages and houses in the area of study - with the two maps shown below, drawn in 1904 and 1924. In the 1904 map only two houses are marked in the area of this study (some houses, of course, may not have been marked). This is noticeably different from the maps showing earlier 19th century residences. Land in this area was now being consolidated into larger sheep farms - Murray mentions that the wider Tawa Flat population dropped at the turn of the twentieth century as farm consolidation occurred.³⁶

The two houses that are marked in the 1904 map that are within the area of study are a house marked 'Cummins' and another marked 'Hook', around where Arohata is now. Hook is marked on Carman's map, and will be Friend Hook and his family, well-known in Tawa, who lived on Section 32 during this time. Unfortunately, it is not clear who Cummins was. (There was another farmer, Benjamin Cummings, in the Tawa Flat area, originally a dairy farmer and later a sheep farmer, but he lived further north, near the current Tawa train station. There was also a soldier from the area called Cumings who served in the South African War. It is not known if these are connected). The house appears to have been around the same

³⁰ Deck arrived in New Zealand in 1853, as a preacher for the Plymouth/Exclusive Brethren church, and moved to Wellington in 1865. He has been described as 'one of the most original of the religious pioneers in New Zealand'. Peter J. Lineham, 'Deck, James George', Dictionary of New Zealand Biography, first published in 1990, updated September, 2015. Te Ara - the Encyclopedia of New Zealand, <https://teara.govt.nz/en/biographies/1d8/deck-james-george>; Peter J. Lineham, 'The Significance of J. G. Deck 1807–1884', *Christian Brethren Research Fellowship Journal* [Wellington] 107 (November 1986), p 13–34, <http://www.brueckerbewegung.de/pdf/linehamdeck.pdf>

³¹ Carman, p205

³² Carman, p219

³³ Eva Samuda nee Stebbings, "Memories of Pine Hill", *The Onslow Historian*, Volume 22, 1994

³⁴ David Parsons, *Wellington's Railway: Colonial Steam to Matangi*. Wellington, 2010, pp36-39

³⁵ 'Railway Heritage', Glenside Progressive Association website, <http://www.glenside.org.nz/railway-heritage-heritage-101.html>

³⁶ Murray, *An Historical Atlas of Tawa*, p10

place that there was a house Carman writes was inhabited by the Moore, Wilmshurst and William Broderick families in Section 31 (and so is perhaps the same house).³⁷

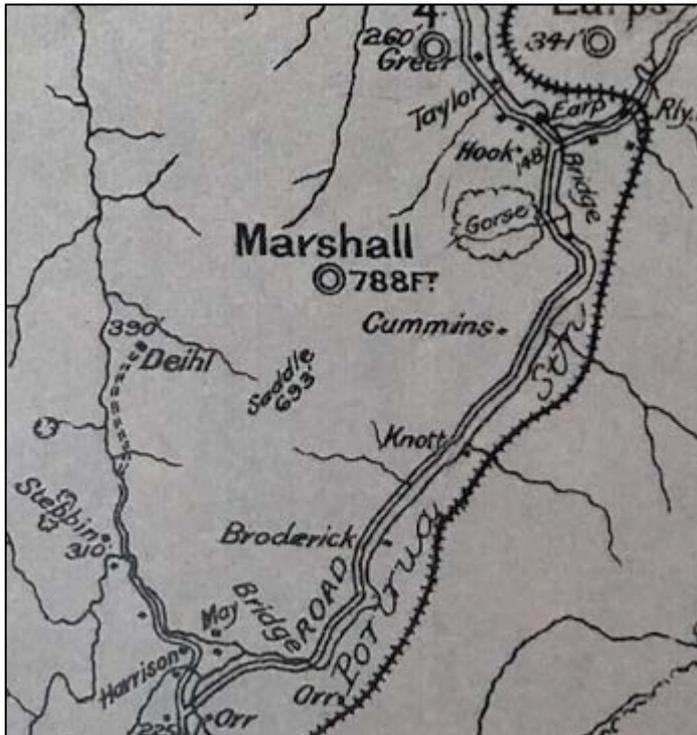


Figure 10: A 1904 map of the area (a detail of larger map). Ref No.832.47cba/[1904]/acc2887 and 2888, ATL, Bruce Murray, *An Historical Atlas of Tawa*, p1. [Note that the other houses and sites marked on this map – Nott, Broderick, Stebbings and Deihl houses, and the Marshall Peak and Saddle – are outside the area of this study. Interestingly this map does not use the words ‘The Halfway’ on the map, or mark a particular community living there].

Another map, in 1924, below, shows habitation in the same vicinity as the Cummins House (but with no name marked), and another house marked A Seivers (no doubt meaning W A Sievers), who is discussed above. The unmarked house would accord roughly with the cottage site marked by Carman as belonging in turn to the Fisher/Pask/Marshall/Larsen families [marked on section 32 on Figure 2 above; see also Section 32 in Appendix One].

³⁷ Murray, *A History of Tawa*, p105-6, 108-9; Sheep Returns, AJHR, 1903 and 1905

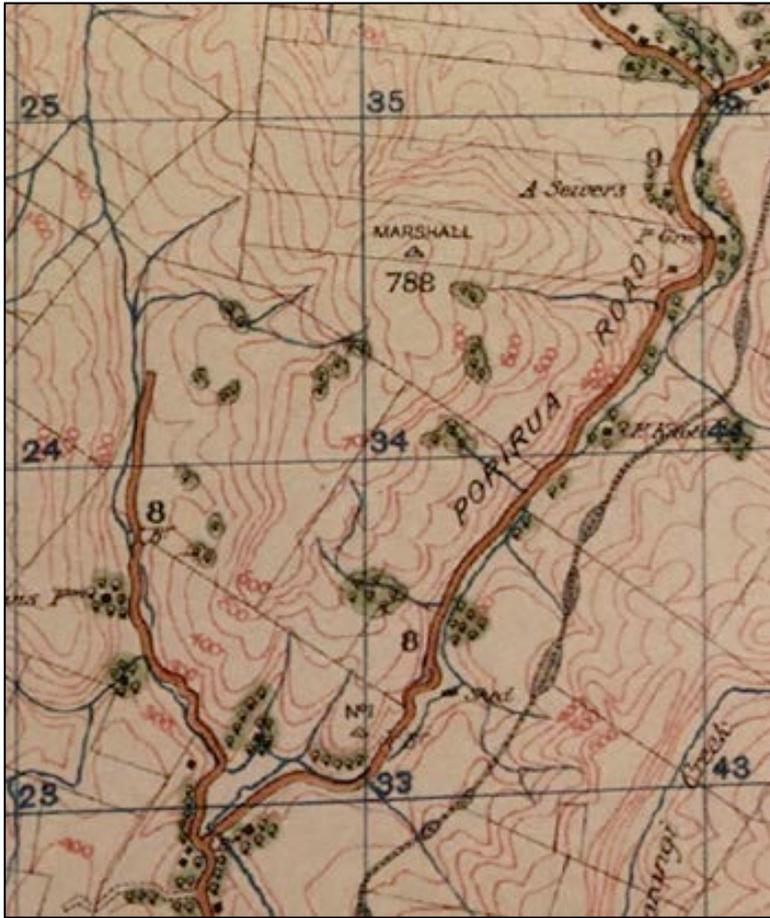


Figure 11: Detail from 1924 Topographic Survey map, Ref No. 832.7cba/1913-24/Acc11535, 11536, 11539, ATL reproduced in Bruce Murray, *An Historical Atlas of Tawa*, p15

While by the 1920s most of the land in the study area was taken up by a small number of large sheep farms, there were also a number of small farm operations, often run on a shoestring, along the Old Porirua Road. The book *Tawa: Enterprise and Endeavour* give a good view of some of the farming family life in the area in the 1920s. The de la Cour family lived on Richmond Hill, in the 1920s, farming a town-supply dairy herd. Cassells described that they lived in 'very primitive living conditions in what was little more than an extended hut'. The family struggled during the Depression at the end of the 1920s, and they were forced to walk off their farm, and Mrs de la Cour and children lived with her brother in Takapu while her husband was forced into relief work.³⁸ Another family from this area was the Sylvester family who leased land from the Thompson family where Arohata now is in the 1920s (section 34). They also had a milk town supply farm, which they took over from a farmer who couldn't make the property pay. The farm carried only 20 cows, and the farm did not bring in enough money so James Sylvester also made large wicker baskets for ships; and then had to work off the farm. In 1939 the farm was sold to the Crown for Arohata.³⁹ These farms would have had their milk taken to the creamery in Tawa. Len Stebbings remembered the milk from Glenside to Porirua being picked up on a three-tiered truck, some from a milk stand on the corner of Glenside and Middleton Road.⁴⁰

A 'Short Cut on the Main Trunk': 1928-1933

The private Wellington-Manawatu Railway was purchased by the government in 1908, and was integrated into the North Island Main Trunk line, which was completed in the same year. As early as 1914 concern was expressed about the Johnsonville-Wellington section of the railway line, which was particularly twisting and steep. It was decided to deviate from the original line, to make a more direct route, which would allow for

³⁸ Cassells, p38-40

³⁹ Cassells, p41

⁴⁰ Len Stebbings Oral History, 2001, held by Glenside Progressive Society.

heavier freight traffic and for double-tracking. This new route went through the Halfway/Tawa area, and was known as the 'Tawa Flat Deviation'. The work and the related infrastructure were to have a significant impact on the area.⁴¹ The deviation was 13.5km and involved two new long tunnels. The second of these, which remains the longest double-track tunnel in New Zealand, runs from Ngauranga to Glenside. Six new bridges were also required from the tunnel at Glenside to Takapu Road. The work was begun by private contractors but a main contractor could not be found, so in 1928 the work was taken on by the Public Works Department (PWD).

Many of the workers who were working on this project were housed in Glenside in a Public Works Department (PWD) camp, more than 300 men and their families at any one time. These were occupied from 1928 to 1933.⁴² A number of accidents occurred during the work, including three men injured by an explosion in the tunnel.⁴³ The town had a post office and the PWD provided a recreation hall and a cookhouse for the single men. After an accusation of poor housing in these camps a letter to the editor described the conditions at Glenside, saying there were about 50-60 married quarters and about the same in single quarters, with a 'first class cookhouse'. These houses were provided free, and the letter writer believed 'One must be thankful to be a tenant under such good circumstances these times and envied by those not so fortunate'.⁴⁴ There were some marriages that came out of the public service men who lived at Glenside and worked on the deviation, including a number of Italian tunnellers.

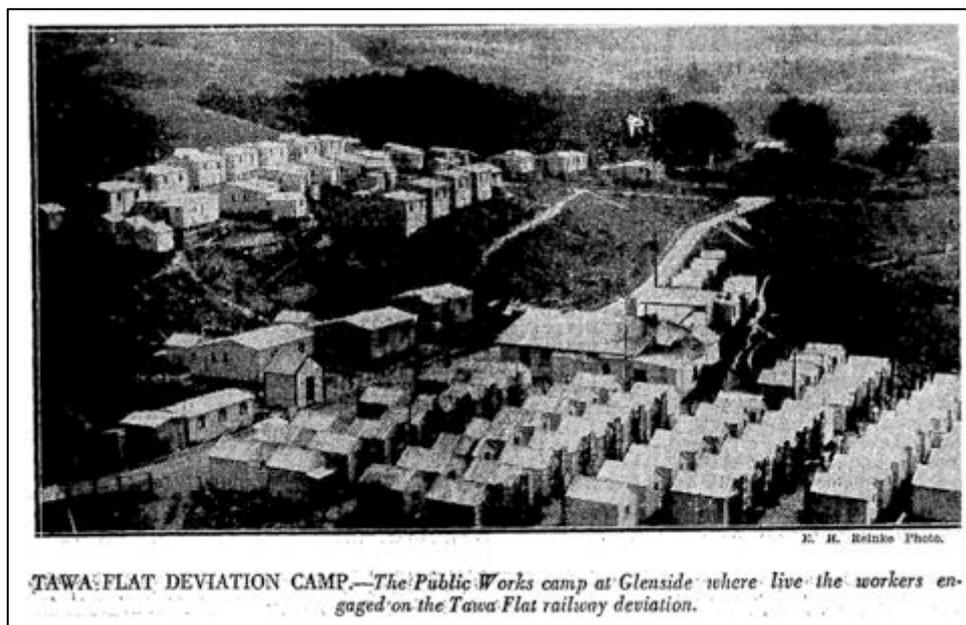


Figure 12: Public Works camp at Glenside

As the work got underway it received quite a bit of newspaper coverage from around the country. The double track Tawa Flat deviation (thereby of course just becoming part of the main trunk line) opened to goods trains in 1935 and passenger trains in 1937.

Infrastructure changes in the area were required to house the number of people working on the project; for example two water dams were built, one of which is in the area of the study here (at 355 Middleton Road), which supplied water to the rock crusher which was crushing the material removed to make the tunnel.⁴⁵ One family, the Brodericks, had to be moved from their house on the eastern side of the railway line to the western side; their new house, built c1937, is in the study area discussed here.

⁴¹ See Bruce Murray and David Parsons, *Rails Through the Valley*, Tawa, 2008 and David Parsons, *Wellington's Railway: Colonial Steam to Matangi*. Wellington, 2010

⁴² David Parsons, *Wellington's Railway: Colonial Steam to Matangi*. Wellington, 2010, pp71-77

⁴³ Evening post, 7 march 1931, p11

⁴⁴ Evening post, 10 March 1931, p8

⁴⁵ 'Railway Heritage', Glenside Progressive Association website, <http://www.glenside.org.nz/railway-heritage-heritage-101.html>



Figure 13: Looking out the No.2 tunnel towards Glenside, as the tunnel is completed in 1933. Evening Post Collection, Ref: PAColl-9150-08, ATL.

Since the deviation was finished, the original Wellington-Manawatu line has all but disappeared. The current motorway from Tawa to Johnsonville was built almost completely on the formation of the old line. There are possibly some remnants in what is now Glenside Reserve, which is outside this study area. The Glenside Reserve is also the site of the Public Works Camp, then a New Zealand Army camp during World War II, and the Glenside saleyards for approximately 30 years from 1950 to 1980.



There are a number of heritage remnants of this Tawa Deviation project, however most are outside the boundaries of this project, such as the remains of the large rock crusher, which was on Rowells Road. Parts of this can still be seen from Middleton Road.

One item which is in within the project area is the survey peg, with an associated totara post stump. The survey peg marking the centre line of the Tawa No.2 tunnel, the longest in New Zealand, is located on private property in farmland at 395 Middleton Road. At its original height, the post served to mark the location of the peg and was visible by the surveyors from inside the tunnel mouth. The Glenside Progressive Society have suggested that the site be protected because of its significance, as well as landscape protection and protection for a view shaft between the tunnel and peg.⁴⁶

Figure 17: A demonstration of the view from the survey peg to the portal of the tunnel. The peg remains in the ground, and is marked by stones. Photograph from Glenside Progressive Association/Claire Bibby.

⁴⁶ 'Railway Heritage', Glenside Progressive Association website, <http://www.glenside.org.nz/railway-heritage-heritage-101.html>

Suburb/Township Development

The Halfway area was renamed Glenside in 1928 when the Public Works Department camp was located in the area, and a Post Office opened there. It was renamed as the result of a competition and to avoid confusion with Halfway Bush in Dunedin.⁴⁷ The first subdivision of Glenside land occurred at this time, in 1930, further to the south of the area in this study, between what is now the area between Middleton Road and Glenside Road. What was dubbed the 'first subdivision of the Glenside Estate' was advertised with 26 residential sites for sale. The advert said the area was "Within 20 minutes motor drive of the Wellington Post Office by splendid bitumen road".⁴⁸ The map of the subdivision marks the continued presence of some Public Works cottages and the Glenside Store and Tea Rooms.⁴⁹ This building was completely destroyed by fire in 1933.⁵⁰ The Glenside Post office was later set up to be a First Aid station by the St John's Ambulance Association and the AA, in order to assist them to help people who had accidents in the area.⁵¹ Other subdivisions, particularly in the north as Tawa grew, began to change the geography and community life of the area.

During World War Two the area was busy with US Marines moving between Wellington and the Kapiti Coast where they were based, and also the nearby storage facility at Takapu. One Glenside local remembered 'The main road through Glenside must have been well made as it was the main north-south road and as such was the main link to the north. The American Marines arrived and established major camps at Pauatahanui and McKays Crossing. The road stood up to the huge influx of traffic which was non-stop 24/7 as they moved thousands of men and supplies to the camps and then in the reverse, leaving the camps when the push in the Pacific started'. There was also a small army camp at Glenside.⁵²

Despite the subdivision, Glenside remained a very small community – in 1936 there were only 14 men listed in the local street directory as living in Glenside (this including people living outside this area of study); by 1950 they were also listing a few women in the street directories, but the number had increased to only 36.

Arohata Borstal/Prison

During World War Two a place had to be found to house women prisoners, as their previous borstal, as Point Halswell, put them in danger as result of the new defensive posts there. It was difficult to find a place to house them that was close to courts, a hospital, a railway line and a port, which were required as women were arriving from all over the country, as it was the only female borstal in the country. (There was a female prison at Addington, but a borstal was for younger offenders). The Crown acquired land on the edge of Tawa, sections 34 and 32. This land had been dairying and sheep farm land, with some houses – the Crown later commented that the land had been a 'gorse covered deteriorating farm'. The new borstal building was completed in 1942, to house 70 inmates. The ideas behind the development and planning of the new borstal were an attempt to deliver new ideas around the custody and reformation of women. There was a 2 storey block for administration, kitchens, workrooms and staff quarters, surrounded by separate bungalows which 10-12 cubicles each, where the women slept.⁵³

It was considered the most modern borstal in the country, and an Australian prison inspector said of Arohata that it was 'something of a dream come true. Here is a modern borstal institution scientifically planned and built'.⁵⁴ When the women were transferred to Arohata during the war, there were 96 women, with 70 cubicles. It appears the pressures of war on society had greatly inflated the female prison population, and very quickly after the war, the number of inmates decreased, and by 1947 it had gone down to 20.

As a result of these low numbers, B L Dallard, the Controller-General of Prisons was asked to consider transferring the women out of the new facility, so that it could be used to relieve the great overcrowding at

⁴⁷ Bibby, p30

⁴⁸ EP 7 June 1930, p16

⁴⁹ J H Bethune Ltd, 'First subdivision of the Glenside estate', MapColl 832.47935gbbd 1930, ATL

⁵⁰ EP, 12 Jan 1933, p10

⁵¹ EP 15 July 1939, p7

⁵² 'The Fitt Family of Glenside', memories of David van Weede, October 2016, <http://www.glenside.org.nz/1936-fitt-family.html> ; Bibby, pp36-7

⁵³ Ministry of Justice File 7/1/20, R16362512, Archives New Zealand, Wellington

⁵⁴ Quoted in unsourced Newspaper Article, 18 Aug 1948, p3

Porirua Mental Hospital. He fought to keep the facility, reminding the Minister that Arohata had been specially built for a borstal and it would be a 'distinctly retrogressive step' to give it up. By this point, there were 10 to 12 male prisoners also on site to work on the farm, as well as the women, and the farm was steadily being cleared and was already providing 12,000 gallons of milk to the town supply.⁵⁵

Others had their eyes on the property, and claimed that the government was wasting money on having such a state of the art facility for only 20 women. The PSA called very publicly for the building to be converted into a hostel for young public servants, and the Health Department wanted it to be used as a maternity hospital, with a new, less-elaborate, borstal to be built on the same land.⁵⁶ In 1950 public servants were also writing to the Minister of Justice that it was quite impossible to justify the use of such a large building for so few inmates, and by 1951, when it was less than 10 years old it was already been criticised as being inadequate and out of date, and it had no secure unit for 'the particularly unstable girls'. There was also concern that the planned new large Armed Services Headquarters in the immediate vicinity would prove very unsettling for the women (this Armed Services Headquarters did not eventuate). The Tawa Flat Borough Council then wanted the land for a major new housing subdivision in the late 1950s.⁵⁷ Despite all this, the borstal remained, and was redeveloped significantly in the late 1950s and the buildings increased in size, and later was renamed Arohata Prison.

A number of other houses for staff and farming buildings were built on the property over the years, and a new staff quarters block built in 1961.



Figure 14: Arohata and surrounding area to the south, c.Dec 1950, with the new work on the Takapu Junction evident. Note the house below the prison. Ref 114/241/07-F, ATL

Throughout the 1940s Mrs Sievers (William's widow) rented a house from the Crown on the land of the Arohata Borstal. This might have been a condition of the sale of the land to the Crown. It appears from the Ministry of Justice files that the house she rented may have been built in the 1930s (so perhaps was the new house referred to above). The Ministry of Works was responsible for its upkeep during this time, and prisoners painted it for Mrs Sievers on occasion. It was completely renovated in 1956 after she left. It seems the intention was that it was to be used by a staff member, but in 1958 it became a pre-release hostel for women leaving the prison, set up like a normal New Zealand home, deliberately very different from the prison environment itself. It was noted that it was 'highly desirable that the "cottage" charm of the house should be retained. Living here for a while before release, the girls could be "eased" out on Institutional life'. It is not clear how long it was used for this purpose.⁵⁸ It is not clear what has now happened to this house.

⁵⁵ Controller-General of Prisons to Minister of Justice, 10 July 1947, in 'Request of take over the Arohata Borstal Buildings', Ministry of Justice File 7/1/20, R16362512, Archives New Zealand, Wellington

⁵⁶ 'War Memorial', *Public Service Journal*, July 1948

⁵⁷ Ministry of Justice File 7/1/20, R16362512, Archives New Zealand, Wellington; Evening Post 25 Aug 1954, *Kapi Mana News*, 16 May 1958

⁵⁸ Archives New Zealand, 'Land and Buildings – Arohata Borstal Institution – Seiver's Residence', Dept of Justice file, R6798718.

1950s – 2010s

During this period, in 1953, a small subdivision was made at Richmond Hill with a small number of house sites, on land previously owned by Giovanni Castelli. Gradually some of the other sections further south were subdivided, but not again into small house site blocks, rather life-style sized blocks. A number of new houses were built along the Middleton-Willowbank Roads corridor in these decades, and as noted above, a new house was built over the Middleton Stockade in the 1990s. The Stebbings family, having farmed the area since the 1960s, left in the 1970s, and much of their land has been purchased by developers. Major changes have occurred in the surrounding areas, as Tawa increased in size and land was subdivided into street and small house lots. Likewise, Churton Park was established in the 1970s and has since become one of the fastest growing suburbs, with a population in 2013 of over 6,500 people, and two primary schools. Churton Park Village was recently developed, and Westchester Drive Link Road was built in 2011, to link Churton Park with Westchester Drive. The developer of Churton Park is currently working on further development in what is known as the Lower Stebbings Valley. Despite this, the larger Glenside itself remains an area in which the heritage landscape, particularly of early settlement and its rural farming heritage, can still be seen.



Figure 15: The land stretching from Arohata to the south, 1959 (a detail from a larger image). This image gives a good view of the northern part of the site under study in this report. Note Arohata Prison and a house below it (possibly the one known as “Mrs Sievers House”?), and then further to the south a cluster of houses at Richmond Hill. The new highway can be seen slicing through the landscape, plus what was the Old Porirua Road through the middle. White’s Aviation, WA-51932, ATL.



Figure 16: Looking in a westerly direction across the Stebbings' farm valley, 1968. This photo shows most of the land cleared, but with some bush remnants in the folds of the hills. David Luke photograph album, PA1-o-276, ATL

In 2014 Wellington City Council entered a Special Housing Accord with the government, agreeing to open up more land for housing, in order to increase housing supply and decrease house prices. SHAs were allowed for in the new Housing Accords and Special Housing Areas Act 2013 (HASHAA), which allows for a fast-tracking resource consent process, aimed at stream-lining consent processes. A number of the first SHAs were in the vicinity about the area. These early SHAs have since lapsed, but in August 2017 two in the direct vicinity of this study had been reinstated and are current at the time of writing – the **Lower Stebbings Valley**, and what is known as the **Reedy Land**. Both of these are substantial areas of land. The first is zoned Outer Residential, and the second is zoned Rural. They are directly to the south and southwest of the area discussed in this report. Both of the areas are closely connected with the history of the area discussed here, in particular because the Stebbings family owned much of the land concerned.

Recommendations

The following is a set of recommendations arising from the historical narrative above, and the Appendix One below:

- Archaeological Field Survey

If future development of this area is to occur, every effort should be made to first document the numerous possible very early settler 19th century house sites in the area. Therefore, it could be useful to commission an Archaeological Field Survey to try and identify any such remaining 19th century house sites along the Middleton/Willowbank Roads corridor, along with any associated old gardens, trees and shelter belts, and associated farming material. There is also a possible 19th century sawpit on Lot 1 DP 90894. This survey should also include the area owned by the Crown for Arohata Prison.

An outcome of this survey would also be to add relevant information to the NZAA Site Recording Scheme, and one or more of these historic sites could possibly be added to green space reserves in the future to preserve the rural character and nature of the area and to honour the early settlers of the area. It does not appear likely that the sites would be worthy of listing on the district plan unless further information comes to light. The archaeologist could also be asked to make further recommendations after visiting the site.

- Preserve the area around the Railway Survey Peg

Representatives of both the Glenside Progressive Association and the Tawa Historical Society have indicated that they thought this site should be protected (on Lot 2 DP 76164). If the area is to be developed in the future, protection of this site should be considered, plus protection of a view shaft between the tunnel and peg (as demonstrated in the photo above), and perhaps interpretation signage discussing the tunnel development. This could possibly be part of a future green space reserve. District Plan listing could be considered.

- Middleton Stockade

Although the Middleton Stockade (on Lot 1 DP 88636) was likely to have been destroyed when the house on the site was built in the 1990s, the associated path up to the site, along the Middleton Rd roadside, should be protected from further works if possible, along with perhaps protection of the views from the site (although this is now a private house site).

- Naming:

The confirmation/retention of existing names such as the Marshall Ridgeline should be ensured. Likewise the Stebbings Valley name should be preserved. Te Reo names for the area should also be used if any can be identified. If streets were to be developed, the names of families in this report could be used, although some have already been acknowledged in the development of Tawa streets (for example Taylor and Hook), or in Johnsonville (as in the case of the Broderick family). Some other local identities with a connection to this area, including the Thompson and Sievers families, could usefully be acknowledged. Furthermore, in his work on the naming of streets in Tawa, Murray recommends that historian Elsdon Best should be better remembered in Tawa; his name could be appropriate for a reserve, for example.⁵⁹

Other:

- The history of the 'replacement Broderick house' (on Lot 1 DP90894) is interesting, but it is unlikely to be worthy of listing by the WCC in its heritage list.

⁵⁹ David Murray, *The Streets of Tawa*, p87

Appendix One: Detailed History of the Blocks in the Area of this Study

Because the area was divided into the roughly 100-acre sections by the New Zealand Company, and because many of those boundary lines still exist today, it is possible to use these sections to tell the history of the area, as is given below.

The sections in this study stretched from what was known as Kinapora Section 24 in the south up to Section 36 in the north, on the western side of the Old Porirua Road, plus a small part of 36 even further north, as well as parts of Ohariu sections 117 (which backed on Sections 32 and 34, and were not originally surveyed until the 1870s).⁶⁰ See Figure 2 for more information.

Blocks in the Area of Study
<p>Section 24⁶¹</p> <p>Only a small part of this section is included in this study. The wider section was where the community of Halfway was established from the 1840s. The original section was divided into 8 strips in the 1840s. These eight strips went through a number of ownership changes before the three Crown Grants were eventually issued, in the 1860s. When the three Crown Grants were finally made in the 1860s, the northern-most area was issued to a shoemaker, George Brown in 1862, the middle part to William Barnard Rhodes, a very wealthy merchant in Wellington, and the southern-most to Charlotte Whitehouse.</p> <p>Charlotte Whitehouse sold her land to Benjamin Stebbings in 1863. Soon after, Stebbings also acquired two other parts of Section 24 from two other owners, giving him all the land to the west of Stebbings Road, plus other land in the immediate vicinity, including Ohariu Section 115. As discussed above, their family lived and farmed here for 110 years, and the valley became known as the Stebbings Valley. Their home was outside the area of this study, but their farming infrastructure was on this and other sections.</p> <p>Another part of the northern-most part of the section was sold to John Macdonald in 1867, who eventually owned 65 acres facing the main road. This farm then changed hands a number of times; it was owned by Charles de Launay from 1883, who built a house there, then John May from 1886, then John Moxham from 1900-1913. It was then owned by Jack Oswald and then the Hodge family from 1893, who lived in the old de Launay house and farmed there. The Pender family purchased it in 1953. It is possible that the old house (now a storage shed) on Lot 1 DP18799 is this house.</p>
<p>Section 26 and Section 28⁶²</p> <p>This is the section that contained the Middleton Stockade, built by the military in the 1840s, described elsewhere. Associated with this stockade is a spring (also on the property) and a track up from the road which can be seen in the hillside (presumably on the road reserve). The excellent views up and down the valley from the site, (which was presumably the reason for its siting), remain largely rural. This area also contains a pre-1900 sawpit.</p> <p>These two sections were sold by the New Zealand Company to an absentee London landlord; his descendants eventually sold it to James Taylor (discussed above) in 1877. It is therefore possible no-one lived on or developed the land until then, but this is not clear. James Taylor (1823-1913) and his large family were long-term residents of the Tawa area and owned a number of other sections in the area for their farming enterprise.</p> <p>In 1890 Taylor sold the front part (alongside the Porirua Road) of both these sections to Thomas Broderick</p>

⁶⁰ This information is largely based on Carman's book *Tawa Flat and the Old Porirua Road*, but has been supplemented by additional information where possible. Carman's book should be consulted for a more detailed history.

⁶¹ Carman pp73-76; Glenside website 'Stebbing's Garden' and 'Gravesite Memories' pages; Mary O'Keeffe to NZ Historic Places Trust, Report on Authority 2008/273, 2009

⁶² Carman pp p49, 77-78, 96; Murray, *Streets of Tawa*, pp41-2

(also discussed above). Members of this family owned this and other land in the area for more than seven decades. The Broderick family lived across the other side of the road, until that house was demolished as a result of the changes to the railway in the 1930s, when the government had to build a new house for the family as a result, which is still there, on Lot 1 DP 90894 (a pre-1900 sawpit is also thought to be on this section, further to the south). Members of the Broderick family owned this front part of these two sections until the 1960s; from 1964 it was sold to Warren who subdivided it in 1993.

In the same year as he sold the front sections, (ie 1890), Taylor also sold the back part of the sections, to Henry Stebbings, to add to his other land nearby. The Stebbings family in turn owned these for many decades.

Section 31⁶³

An Australian absentee landlord Thomas Perkins transferred this section to a **George Barton Perkins Ireland**, presumably a relation, in 1872, which was held in trust for him until he turned 21. In the meantime the land was leased to **James Moore**, in 1871, and then **Henry Wilmshurst**. Moore, an early settler who had arrived in NZ in 1841, lived in a house on this section from 1871 until 1877, and four of his children were born there. Wilmshurst, who had also arrived in NZ in 1841, then leased this section for 21 years from 1877. Carman marks this house as being about in the centre of the block (see map above).

Ireland owned the land until 1903 (it is not clear if he ever saw the land), when he sold it to **William Broderick**, of the Broderick family mentioned above, to add to the Broderick family land holdings. He also lived on this section for a time.

Phyleus de La Cour then owned the block from 1928 to 1936⁶⁴, then **Giovanni Castelli** from 1936 until at least the 1950s. Information about life on this block in the 1920s is recorded elsewhere in this report. Castelli subdivided a part of his land and this became the small subdivision of 8 lots, known as **Richmond Hill**, which went ahead in 1953. The reason of the name Richmond Hill is not known. Other larger pieces were subdivided off the section in the south in the 1990s and houses built on these sections.

Section 32⁶⁵

Part of this section (the northern section) is now owned by the Crown and is part of the area now connected to Arohata Prison. It is now mostly covered in pines.

This section was owned by **George Hart**, a merchant of Wellington, from 1850, who was issued the original Crown Grant in 1854. George Hart's real estate advertisement in 1856 about this section is quoted elsewhere in this report. After this advertisement, the northern portion was sold to William Thompson in 1856. **James and Mary Dowdeswells** purchased it soon after in 1857. This was their first home in New Zealand and a number of their children were born there. Their family home, and that of the Pask family who also lived on this block, were used for meetings of the area's small Plymouth Brethren congregation (as discussed elsewhere in this report).⁶⁶

The **Dowdeswells** family abandoned the section in 1874, unable to make a living from it, but owned it until 1902 and rented it to other families. Carman records that the 'old Dowdeswells house' housed a number of other families after they left. In 1902 it was sold to **Friend Hook**, of a well-known Tawa family, who owned it until 1910. It was then sold to **William Augustus Sievers [often spelled Seivers]**, who owned other land in the area. The family lived on this section for many decades from 1910. William went on to become prominent in

⁶³ Carman pp78; 81-83; Deeds indexes, Archives New Zealand; LS1 1837, Record 25/1130, 'Townships-Glenside', R21031976, Archives New Zealand

⁶⁴ Carman (p31) says 1930, and Cassels (p38) says 1923, but deeds show it was in fact 1928.

⁶⁵ Carman pp83-87, 98; Murray *History of Tawa*, p234

⁶⁶ Deck arrived in New Zealand in 1853, as a preacher for the Plymouth/Exclusive Brethren church, and moved to Wellington in 1865. He became highly influential in spreading the new religion around New Zealand, much more so than in England where it had originated, and has been described as 'one of the most original of the religious pioneers in New Zealand'. Peter J. Lineham, 'Deck, James George', Dictionary of New Zealand Biography, first published in 1990, updated September, 2015. Te Ara - the Encyclopedia of New Zealand, <https://teara.govt.nz/en/biographies/1d8/deck-james-george>; Peter J. Lineham, 'The Significance of J. G. Deck 1807-1884', *Christian Brethren Research Fellowship Journal* [Wellington] 107 (November 1986), p 13-34, <http://www.bruederbewegung.de/pdf/linehamdeck.pdf>

local affairs. Carman records that a two-storey shingled-roofed house was on this section for many years until demolished in 1938 and a new one built on higher ground nearby. Sievers died in 1930, at only 52. His wife lived for many more years, outliving him by 42 years. After his death his farming estate in this area was not sold, but administered by the Public Trustee on behalf of his estate for many decades.

Throughout the 1940s Mrs Sievers (William's widow) rented a house from the Crown on the land of the Arohata Borstal. Possibly this might have been a condition of the sale of the land to the Crown? This is discussed further below.

After the 1850 division of the site mentioned above, the southern part was sold to **John Hunt** of Porirua Road and **Cornelius Fisher**, who were related. It was farmed by members of this family until 1866 when brothers-in-law **Thomas Marshall and James Pask** jointly purchased the farm. They and their families both lived on the section. The section was sold to Danish man **Anders Larsen** in 1877. He lived there until his death in 1901, and his family owned the section for 40 years in total, until 1917. It was then owned by various other families.

Carman notes two early houses on this section – one for the **Dowdeswells** and later families in the northern part, and another, lived in by the **Fishers, Pasks, Marshalls**, and other families in the southern part of this section, near the border with Section 31. This is presumed to be the historic cottage site which grows daffodils in profusion, mentioned in the Glenside Association website, which says it can be identified by with hand split totara fenceposts, a fresh water spring and shelterbelt.⁶⁷ Marshall Ridge/Peak/Trip is named after the family who lived here.

Section 34⁶⁸

This is the section that now contains Arohata Prison.

The original Crown Grant was issued to an absentee London landlord in 1854. Five years later this was divided into two; both were bought back together in 1859 by **John Weston Browne**, who lived on the section for a number of years. The section was then surveyed into three and sold at different times in the 1860s. Carman marks three early cottages on this site which were known to have been built on the section in the nineteenth century.

The northern most part, adjoining Section 36, relatively small at 25 acres, was owned by a series of families from 1864, including **Thomas Orr**, a Wellington carpenter who lived on the land and built a two-storey house on it in 1875-6 - according to Carman this house remained until the mid-20th century. Carman records eight different families owing this land from the 1860s-1940s, and living in this house, including the Knigges, and the Gills. A part of this section was later used for a subdivision by the Mexteds, which created Sunrise Boulevard, just to the north of this study.

The middle section, 25 acres, was owned by shoemaker **George Morris** from 1863 until it was sold to The Hook family (below) in 1875. The **Hook family**, who were well-known in the Tawa area, bought parts of the divided section back together by purchasing the southern two parts of the block, the southern-most one in 1867 from Browne, and then the middle part in 1875, thus owning 75 acres. Carman notes that Friend Hook 'lived in a house well up the hill near the Borstal, but later built the house near the road, close to Earp's, his son Frederick living in the old home'. This land was sold to **W S Thompson** in 1905. From 1922 this land was leased from the **Thompson family** by the **Sylvester family**. A story of this family is told elsewhere in this report. In 1939 the Thompson family, who had owned this section since 1905, sold it to the Crown, on which the Arohata Borstal was built; a prison dairy farm was operated on this section for many years.

Section 36⁶⁹

The piece of this section which is included in this study is fairly small and some distance from the historic road. Almost all of the original section has already been subdivided as part of the growth of Tawa.

In the 1850s the northern part of this section was granted by Crown Grant to **Anne Burgess**, and the part that adjoined section 34 was granted to **James Taylor** (who also owned Sections 26 and 28 and leasing 38). Taylor

⁶⁷ <http://www.glenside.org.nz/marshall-house-a-gardens-abandoned-farm-gardens-121.html>

⁶⁸ Carman pp89-93

⁶⁹ Carman, pp95-98; Bruce Murray, *The Streets of Tawa*, pp 41-42

bought out Mrs Burgess in 1863. Taylor and his family lived on this section. Taylor died in 1913 and the land was sold to **W A Sievers** (who lived on Section 32) in 1919 and added to his farm. It was owned by him and the Sievers Estate for many decades. The Crown tried to acquire the front part of this section – the part that contained the dairy farm buildings and yards – in 1944 in order to use it for a cluster of state houses, but the estate did not sell as it would take all the land suitable for dairying and leave only land suitable for sheep farming. The estate later sold most of this section to the Tawa Development Corp for subdivision.⁷⁰ Carman discusses a number of old cottages and houses which were on this section, lived in by the Taylor family and others, but given the distance from the historic road, probably not within the area of this study.

Section 117 [Ohariu District]⁷¹

As noted above, this land was not divided up in the original New Zealand Company subdivision, being between Kinapore and Ohariu Valley survey districts. Under the Waste Lands Act it was divided and sold, generally to the adjacent owner, in 1876-77.

This block was originally owned by James Taylor (above) from 1854 and then granted to him in 1877, and was owned by him until her died in 1913. It appears it was passed through the family until sold to W A Sievers in 1919. This was the area that would be called 'Upper Stebbings Valley'. Information from Claire Bibby suggests that there was a World War One shooting range on this area, but it is not known exactly where. The Sievers estate owned the land for many years and was part of the family farming operation.

⁷⁰ 'Land Taken for State Housing...Sievers Estate', Housing Construction File, R1323470, Archives New Zealand, Wellington

⁷¹ Carman, p141

Appendix Two: Existing Historic Heritage Listings in the Vicinity

As noted in the introduction, only one place is formally listed by WCC or Heritage New Zealand or the New Zealand Archaeological Association Site Recording Scheme/Archsite, which is the Middleton Stockade. This section also provides followed listings in the close vicinity, to add more context.

Middleton Stockade
Address: West of Middleton Road (Old Porirua Road), north of Johnsonville.
Information: Stockade, one of a series of posts built in 1846. Destroyed when house built on site, late 1990s. Likely to contain subsurface archaeological information.
District Plan Listing: not listed New Zealand Archaeological Association Site Recording Scheme: R27/237 Heritage New Zealand: not listed
Sources: NZAA Site Recording Scheme, Elsdon Best, 'Old Redoubts, Blockhouses and Stockades of the Wellington District', <i>Transactions and Proceedings of the New Zealand Institute</i> , Vol 53, 1921, pp20-1; Prickett, p209, Walton, p13, <i>Kapi-Mana News</i> , 18 April, 1979, p8

Items in the close vicinity of this study

McCoy's Stockade
Address: Next to Main Road, northeast of its junction with Sunrise Boulevard, Tawa. Exact location not known. Note this is just outside the study area
Information: A military stockade, one of a series of posts built in 1846, built as part of a chain of such stockades, along with Middleton's Stockade.
District Plan Listing: Not listed New Zealand Archaeological Association Site Recording Scheme: R27/236 Heritage New Zealand listing: Not listed
Sources: NZAA Site Recording Scheme, Elsdon Best, 'Old Redoubts, Blockhouses and Stockades of the Wellington District', p21; Prickett, p209; Walton p14

Greer House
Address: 420 Middleton Road, Glenside, WELLINGTON [formerly 29 Willowbank Road, Tawa] Clarence Farm
Information: 19th century early settler's villa known as Greer House, one of the earliest buildings in the area and associated with Wellington's earliest New Zealand Company settlers.
District Plan Listing: Listed on district plan No.26/ 360 New Zealand Archaeological Association Site Recording Scheme: R27/236 Heritage New Zealand listing: Not listed but is a proposal (approved for further work but not yet progressed)
Sources: WCC Heritage Inventory

NZAA Site Recording Scheme, WCC heritage site information

Nott House and Milk Stand
Address: 400 Middleton Road, Glenside, WELLINGTON [Ivy Bank Farm]
Information: Built for William Nott, who owned the land from 1860. Nott House has significant historical value as one of the first buildings constructed in the Wellington area. That it is a rare survivor only adds to this value. The complex of outbuildings and sheds helps interpret the history of the use of the site and adds further significance. From c1959 to 1988 the woolshed on this property was New Zealand's first and only Borafume factory producing in its peak. It has aesthetic value – while relatively plain in design and ornamentation, it is nonetheless elegantly composed and well planned for the site and possesses high architectural interest for its early design.
District Plan Listing: Listed on district plan as No.26/ 211 New Zealand Archaeological Association Site Recording Scheme: R27/491 Heritage New Zealand listing: Not listed, but has been nominated (approved for further work but not yet progressed).
Sources: NZAA Site Recording Scheme, WCC Heritage Inventory, Glenside website

Diehl's Whare
Address: Stebbing's Valley, Glenside. On a low spur, immediately east of the farm road
Information: Turn of the century house site. Known locally as 'Deihl's Whare'. Largely recorded on the basis of historical records. Limited historic material/midden noted in 2009.
District Plan Listing: Not listed New Zealand Archaeological Association Site Recording Scheme: R27/299 Heritage New Zealand listing: Not listed
Sources: NZAA Site Recording Scheme; information from Claire Bibby

Harrison's Cottage
Address: 7 Willowbank Road, Tawa, Wellington
Information: Cottage thought to have been built in 1855 for settler C.J.Harrison and family. A second storey was added around 1910. This is one of the oldest houses in Wellington. Interior has been modernised to some extent.
District Plan Listing: Not listed New Zealand Archaeological Association Site Recording Scheme: R27/445 Heritage New Zealand listing: Not listed
Sources: NZAA Site Recording Scheme

Historic House Site
Address: Corner of Glenside and Stebbings Road, Glenside.
Information: 19 th century historic house site on a 6 x 4m terrace. Features comprise a row of 8 postholes, a rubbish pit containing glass and ceramic, possible hearth This site was investigated by an archaeologist in December 2005 and reburied beneath a geotextile layer.
District Plan Listing: no listing New Zealand Archaeological Association Site Recording Scheme: R27/392 Heritage New Zealand listing: no listing
Sources: NZAA Site Recording Scheme

Braid Cottage
Address: 1 Westchester Drive East, Glenside
Information: Braid Cottage is a good representative example of a small 19th century farmhouse that was built from the basic materials that were available in its immediate vicinity. The cottage was home to the Braid family, from c.1867 – 1897 and is likely to have been built by local farmer, baker and storekeeper, David Braid. Braid Cottage is a rare surviving example of an ‘earth’ building in Wellington and gives an insight in the building technologies of the mid-19th century.
District Plan Listing: 26/ 373 New Zealand Archaeological Association Site Recording Scheme: no listing Heritage New Zealand listing: no listing
Sources: NZAA Site Recording Scheme; WCC Heritage Inventory

Halfway House
Address: 246 Middleton Road, Glenside
Information: House built in 1880 by Sandy Brown in the general vicinity of earlier versions of ‘Halfway House’.
District Plan Listing: New Zealand Archaeological Association Site Recording Scheme: no listing Heritage New Zealand listing: Not listed, but has been nominated (approved for further work but not yet progressed).
Sources: WCC Heritage Inventory; Ian Bowman Conservation Plan, 2004

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