




WESTBOURNE BATTLE

Mt Victoria residents are already experiencing the impact of new planning rules allowing higher buildings in the suburb, with neighbours angry at the lack of consultation around a potential development they call inappropriate.

Owners of historic home The Westbourne were granted permission to knock it down on the basis they would take out a covenant promising the replacement would fit with the character of the surrounding area

and be less than 3 storeys high.

However, the Wellington City Council says that promise is worth nothing since RMA Reform Minister Chris Bishop signed off amendments to the new District Plan that are much more permissive.

The developer says he is talking to neighbours, and is planning a high quality development, but local residents say they are looking at their legal options. Read more on [page 2](#). 

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Apartment block touted for Westbourne site

A 30-unit apartment block could be constructed at the end of a narrow driveway in Mt Victoria, as the result of changes to the District Plan – but local residents are furious with the lack of consultation and the potential impact on their private road.

The large property at the end of Westbourne Grove, formally known as 43 Austin Street, is being touted by commercial real estate agents as having the potential to house 30 ‘high end’ apartments or 18 ‘large executive’ townhouses.

In a surprise twist, the historic home is back on the market despite the developers successfully obtaining a resource consent to demolish it.

The Wellington City Council granted permission to demolish the 140-year-old house under old District Plan rules, which meant the owner had to first put in place a covenant that would restrict any new development to 11 metres in height.

However, the site lost its character protection when the new District Plan was recently agreed, and is now zoned for high density development, which means demolition can go ahead without a resource consent and buildings of 22-metre (six-storey) heights are allowed without a resource consent having to be notified.

Commercial real estate agents CBRE is advertising the site as having ‘unencumbered access’ for construction, however other property owners along Westbourne Grove say the access is a private road that is only half

owned by 43 Austin Street, with the other half owned by the four property owners along it.

The road was built to withstand light vehicles, not heavy demolition trucks which are likely to damage it.

One of the residents, Ralph Highnam, says local home owners are banding together to engage legal assistance to stop ‘inappropriate’ development.

“The first demolition truck that appears on that road we will be looking to use all legal means to stop it, because it will be potentially damaging the road, and threatening the health and safety of those on the road and we don’t want that.”

Developer Mark Quinn says his firm Forma is working with architects on a ‘high-end’ multi-unit residential design, which will ‘work to the new density standards recently introduced by the council and signed off by Housing Minister Chris Bishop.’

“We plan to recycle and reuse parts of the original Westbourne house, for a sustainable development.

“The development, once finished, will offer fantastic, elegant housing for professionals and families to live in one of our city’s most sought after suburbs.”

Highnam says residents are not opposed to a new development but don’t want a massive increase in cars going up and down their road – the prospect if 30 car parks are built along with 30 new apartments: “What kind of green development is that?”

They were also upset that the current developer appeared to be only doing ‘what he had to’ in terms of engaging with the neighbours.

“We want to see a responsible development that is respectful of neighbours, that talks with neighbours... and we’re not seeing that at the moment.”

Quinn says his developers would do their best to minimise the impacts of the construction on the neighbours.

“We have met with the neighbours to hear their concerns and we will continue to communicate with them during the construction phase.

“We have personally asked all the neighbours for a direct line of communication, so I can address their concerns individually, and I hope that they will take that up.”

Regarding the fact the property is being advertised for sale, Quinn said he intended to develop the site in due course, however he had to ‘keep an open mind’ to all options.

He said he had received approaches to purchase the property from the residents of Westbourne Grove and others.

Highnam says the residents hoped a new buyer would come forward to restore the old house.

“But assuming that’s not going to happen, then we’d like to see a respectful, green, environmental development that fits with the character of the local

area, requires few extra cars, and fits more families in up there – that would probably get our support and the neighbours’ support.” **TL**

“We want to see a responsible development that is respectful of neighbours, that talks with neighbours...and we’re not seeing that at the moment.”



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Grim times

I walk through Courtenay Place most days and I don't usually enjoy the experience. Buildings are run down, many premises are empty, vape shops are proliferating, the pavement is grimy, and rough sleepers are a sad reminder that our country's support systems for our most vulnerable are failing. Frankly it's all a bit grim.

Sometimes when I see tourists heading that way I feel like warning them against it, because I feel ashamed. This is not how we should feel about Wellington's premier entertainment area.

If it's bad for passers-by, it's doubly bad for the businesses located along Courtenay Place, whose trade is suffering.

But rather than just moan about it, businesses are taking the lead to create something fresh and fun for the area, to entice a range of people to the area earlier in the day, and to improve the vibe. They have good ideas, and we should support them. Courtenay Place is on our doorstep and it's in all of our interests to see it succeed. You can read more about this in this edition.


I recently attended a conference for independent community newspapers in New Zealand. This was a chance to meet the owners, editors, journalists and sales people from around the country, and to hear about industry news and insights.

It was encouraging to learn there is a huge range of newspapers, of all shapes and sizes, operating in the far-flung corners of Aotearoa. All share a strong commitment to local news and supporting local communities.

I came away inspired. Although we are in the midst of what seems like a very bleak time for media, it's wonderful to see the variety of community newspapers operating and thriving, along with the green shoots of innovation that are working to overcome some of the challenges of operating in the global digital age.

It was also wonderful to bond with others who have been producing local news far longer than me – and surviving. As someone who occasionally lies awake at 3am wondering if starting a local paper was a good idea, it's reassuring to know your passion (or folly!) is shared by others.

Last month *The Local* hosted a group of readers to attend Circa's production of *Transmission: Beta*. It was a high-quality piece of theatre that had us both crying and laughing, but also challenged us to think about the way Covid has impacted people very differently, and unfortunately led to the splintering of society in ways we did not expect.

As we head into June, we look forward to Matariki: Aotearoa's version of New Year. Let's hope this time of reflection and re-evaluation also results in a more positive direction for Wellington and Aotearoa. We need it! 



Jane O'Loughlin
Editor

THE LOCAL Mt Victoria

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MVRA opposed to Fast Track Bill

The Mt Victoria Residents' Association has appeared before a Parliamentary select committee, to present its views on the Government's proposed Fast Track Bill.

MVRA submitted in opposition to the controversial Bill, which would give three Ministers significant power to usher through development projects despite the impacts on the environment.

MVRA said the proposed Bill removed the right of communities to be involved in decisions that affect them. The Association also said it did not support inclusion of the 'third' Mount Victoria tunnel as part of Schedule 2 to this Bill.

The Association had 10 minutes to present its case. The Environment Committee received submissions from nearly 27,000 individuals and organisations, which meant not all those wanting to appear in person were able to. **TL**



Crime down

Latest Police crime statistics available show 9 victimisations recorded in Mt Victoria for the month of March 2024.

The is well down on the 21 recorded for the month before (a figure adjusted up by one since we reported it last month).

Of the four incidents categorised by Police, two were unlawful entry with intent to burgle, and two were theft and related offences. **TL**

Changes to Mt Vic bus stops mooted

Wellington City Council is looking at removing bus stops on Elizabeth St and Brougham St, and removing the traffic Islands on the corner of Pirie and Brougham Streets.

The work was part of Let's Get Wellington Moving, which has now been disbanded. The council needs to decide whether to fund the work itself.

"If these projects make the cut to proceed we will be engaging with the Mt Victoria residents and undertaking formal consultation via traffic resolutions," a council spokesperson said.

Meanwhile, a project that has been completed is the installation of a raised crossing outside Clyde Quay School, included improved signage. **TL**



Half costs paths decision in June

The council will decide in early June whether to continue to part-fund maintenance to some access paths to properties.

The council has consulted on a proposal to stop funding 50% of the maintenance costs of 'half cost paths'.

These are pedestrian paths on Council land, usually road reserves that provide sole access to three or more private properties.

Of the approximately 288 historical half cost paths in Wellington, a handful are in Mt Victoria: Doctor's Common, and at the top of Vogel Street, Kennedy Street and Bosworth Terrace. **TL**

Matairangi trails helping young people gain confidence

Hundreds of Wellington young people are gaining mountain biking confidence each week thanks to a local programme that's expanding beyond the city.

WORD (World Off-road Riding Department) is a youth-centred mountain bike charity founded in Wellington in 2013, and now also active in Wānaka.

WORD runs programmes all year round across different locations in Wellington, with Mt Victoria trails seeing an estimate of 200 young people during the summer season.

"The mission is to change the world one ride at a time," says WORD Wellington Programme Manager Claudia Brochu.

"The organization is committed and passionate about creating awesome experiences to promote youth confidence and leadership, develop new friendships, and foster a life-long love for the environment and mountain biking."

Mount Victoria's prime location makes it easy for young people who live in the surrounding suburbs to have access to nature, says Brochu.

"As adults, it is fantastic to witness the connection and sentiment of ownership some of those kids have created with this special place. Over the years, WORD has collaborated with Matairangi Trail Builders and



Trail Fund to run trail maintenance and building sessions, as well as tree planting. Consequently, we've seen a bunch of WORD participants getting involved and joining the Matairangi Trail Builders Digs to give back to the trails they love."

Local rider Lucy, 13 years old, gets out onto the Mt Victoria trails 3-4 times a week, and says she loves riding her bike with family, friends and WORD.

"I love when WORD comes to my maunga and I can show the crew my favourite tracks! I also think it's really cool when my friends who don't live in Mt Vic come over and we can go explore on foot and I can take them to the rope swing! I love how close it is to home, it's like our own big backyard!"

Mt Victoria instructor Cilla Bennett says she loves to share her love of riding with 'the coolest group of 7-9 year-old girls', teaching them how to ride over roots and encouraging them to take risks.

"I love teaching them how to share the trails safely and respectfully with walkers and riders, watching their confidence grow as they ride a new trail, get some air on a jump or 'cruise' back down to Pirie St Park in their ready position is priceless!"

Sixteen-year-old Will is part of the Mt Vic biking community who maintain the trails and plant trees.

"It is really cool being an Assistant WORD Instructor at Mt Vic and showing the kids how to ride my epic 'home' trails." I love how close it is to my house so that I can get up there easily and do some quick laps whenever I want either on my own, my dad, family or friends."

Another trail builder is Pete Bennett. "I love to go out riding or walking with my family and friends. I also love being part of the Matairangi Trail Builders who maintain the bike tracks, plant trees and give back to our local community ... we are incredibly lucky to have this in the heart of the capital."

WORD is for any level of rider, and instructors say they will find a sense of belonging and connection within this incredible community specifically dedicated to young people. Check out more info at word.org.nz.

Anyone interested in getting involved in trail building can keep an eye on the Matairangi Trail Builder Facebook page to know when the next digging or planting party is. **TL**



Bendy buses still an option

Long 'bendy' buses are still on the cards for the number 2 bus route that goes through Mt Victoria, following a trial conducted last year.

Metlink borrowed an articulated bus from Auckland Transport to see if how the long bus performed on the route that stretches from Miramar to Karori.

The trial was conducted late in the evenings to avoid disrupting timetabled services and traffic flow, Metlink group manager Samantha Gain said. Passengers were not able to board the bus.

"In general, the articulated bus performed well on the route, but we identified infrastructure changes, including to some bus stops and curbs, that would be necessary to introduce the bus type.

"Metlink continues to work with the roading authority, Wellington City Council, to understand route infrastructure requirements to run electrical articulated buses on Route 2," Gain said.

Metlink was also working on building an understanding of the procurement and operational requirements for electrical articulated buses before committing to introducing them.

"Feedback will be sought from the Route 2 bus operator, as well as from disability and cycling groups before Greater Wellington commits to articulated buses."

The number 2 route was the busiest route in the whole Metlink bus network and annual trips on the route were expected to double in next ten years from 3 million to 6 million, according to Greater Wellington Transport Committee chair Thomas Nash.

"So we really need to add capacity on the route with vehicles that can carry more people. Double deckers can't run on this route because they don't fit through the Karori tunnel so articulated buses are the only viable option." **TL**

"Feedback will be sought from the Route 2 bus operator, as well as from disability and cycling groups before Greater Wellington commits to articulated buses."

Changing the face of Courtenay Place



Courtenay Place hospitality owners want to revitalise and shift the public's perception of Courtenay Place, to attract more people to the area at other times of the day, saying the future of the precinct is at risk.

Spokeperson for Courtenay Precinct, Jeremy Smith, says 'failure is not an option' for the restaurants and bars along what was once a humming entertainment strip.

A range of issues, including the economic downturn and a general lack of underinvestment in the street has resulted in hospitality businesses suffering.

Smith is a director of Trinity Group, which includes the Cambridge Hotel, Lulu and El Horno.

He says restaurants, bars and cafes in and around Courtenay Place are struggling.

"Our businesses are depending on a good Saturday, and even a good Saturday is not as good as it used to be.

"We're down to one and a half nights of good trade a week to make ends meet, and it's not sustainable."

Their strategy is to change the way the public thinks about the Courtenay Place precinct.

"For Courtenay Place to be a good night time economic performer people can't just be coming out at eleven o'clock at night. They've got to be there for lunch trade, the early evening dining, attend a show, the post-show, the cocktail, the late dinner, and then the younger market coming out to dance and enjoy the live music."

Together with other hospitality operators and building owners the group is organising a rolling programme of events to give people reasons to come to Courtenay Place and to enjoy the entertainment.

The programme for the next few months features buskers, bands and street performers, as well as street 'activations' that leverage off other big events going on in Wellington, such as All Blacks games, Beervana and WOW.

The precinct also plans an 'Eat Street' food and cocktail festival, aligned with the Matariki harvest festival at the end of June. The restaurants and bars will offer value-for-money culturally-inspired dishes.

Revitalising the strip requires collaboration and a multi-pronged approach, Smith says. As well as entertainment and improving the area with better cleaning, lighting and investment in the buildings, the group will ask police for help to improve safety along Courtenay Place.

Smith says the hospitality industry is hoping Wellingtonians will get in behind the programme of events.

"The more support we can get the better. Come out, socialise and enjoy even if you just have a cup of tea or an ice cream. Come out, bring your energy and support be part of our city's revitalisation.

"Courtenay Place plays an important part in the Wellington we love. If we don't show our support our city, let's not be surprised if one day if you've got an apartment or house that no one wants to buy."

For Smith, the mission is personal.



"I love this city and I owe it to myself and our businesses to try and to revitalise Courtenay place and our city, before I pack up and look for greener pastures in in Auckland or Christchurch. Failure is not an option." **TL**



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Alpha Street out of hiding

A quiet side street off Cambridge Terrace will get a new lease on life as a new laneway goes in, connecting Courtenay Place with Alpha Street.

The laneway is being constructed as part of the Hyde Lane Apartments, developed by Thames Pacific, on lower Courtenay Place.

One of the architects involved in the design, Emma Macann of Designgroup Stapleton Elliott, says the laneway is important for the overall vision.

“The laneway is pivotal for us.

“We were inspired by the laneway aesthetic of Wellington but also of Melbourne.”

Three shops are planned for, and the laneway itself will be paved, planted and will feature bespoke lighting as well as a glass canopy roof letting in light.

For security reasons, it will have gates that are operational either side that will only close at night.

The three commercial premises will bring pedestrian traffic to the laneway, and to Alpha Street.



“I’m hoping that the uptake is quite small boutique, like a little coffee shop, bakery, arts and crafts or fashion.” Macann believes the shops will be an attractive proposition.

“If you have 150 apartments, you could have upwards of 300 people living here, it’s a pretty smart business decision.”

The laneway has come about due to the construction of Hyde Lane Apartments, a 13-storey development, at the base of Courtenay Place.

The apartments, which are mostly already sold, include a mix of one, two and two and a half bedroom offerings, including penthouses with internal ‘winter gardens’.

Amenities for residents include a pool, sauna, gym, and bike storage. Most of the apartments enjoy spectacular views, including of Mount Victoria and the Wellington harbour.

Macann says the size of the building is likely to be common going forward, due to changes to the District Plan permitting much higher buildings in the CBD.

“At the time of resource consent, it was definitely considered quite a tall building but in the space between then and now, the rules have completely changed, and now this is your standard building height for the CBD.”

She says higher building make more commercial sense for developers.

“As soon as you go above two or three stories, you’ve sunk so much cost in ground that you need to go taller, from a developer’s perspective.

“So that’s going to drive a lot of the height. And then of course now there’s the planning rules that say you can’t go below 22m high in the CBD.”

Hyde Lane is due for completion in October. 



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ULO ? Unidentified Local Object

Identify the mystery object – something in the Mount Victoria area – to win a \$20 voucher for your favourite local cafe.

Email your answers to us at editor@the-local.co.nz. If there's more than one correct answer the winner will be selected at random. Congratulations to Carol Toner, who correctly identified May's ULO as the bus stop seat near the corner of Hawker and Moeller Streets. 



LISTINGS

Do you offer guitar lessons? Are you a dog-walker looking for customers? The Listings section is an affordable way to let people know about your service. Advertise in *The Local* for as little as \$40.

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Capital Gymnastics Club offers diverse opportunities for children in gymnastics! Programmes range from beginners to elite athletes, including gymnastics, trampolining, and tumbling. Led by experienced coaches, safety is paramount. Our structured approach fosters skill development and confidence in a fun environment. Book online for classes, parties, or school groups at capitalgymnsport.org.nz or contact us at 027 239 9139 or office@capitalgymnastics.nz.



U3A: Ideas and interest groups

Our lectures are Tuesdays and Fridays from 10.30 am at the Embassy Theatre. \$5 for visitors. June topics include Mt Victoria's Richard Norman on Wellington's Roaring Twenties; lizard conservation; Aotearoa's surveillance history; and the science of food preferences. Visit u3awellingtoncity.org.nz to find out more, also our 24 interest groups and special events programme.



Part time advertising sales job in Mt Victoria

The Local needs someone to help with advertising. If you have a background in sales, particularly for publications, and you're looking for some flexible, part time contract work, get in touch! Contact editor@the-local.co.nz

ADVERTORIAL

Wellington Marathon On June 23



Sunday June 23 sees the 37th Gazley Volkswagen Wellington Marathon. This is the region's premier marathon event with some 4000 participants from more than 20 countries and all ends of New Zealand.

All races start and finish at Sky Stadium and take an "out and back" route along the Quay's and around Oriental Parade, Evans Bay Parade, Cobham Drive and Shelly Bay Road, to Shelly Bay, and then back. The return route takes in the wharves from Herd Street to Bluebridge. With a full marathon, half marathon, 10k and Kids' Magic Mile, there are options for all age and ability. Full info and online entry is available at: wellingtonmarathon.co.nz.

To ensure participant and public safety, the entire route will have various road controls and closures between 6:00am and 1:00pm. Full info can be found at: [!\[\]\(f1c5da15572e3e09d343161be98f508d_img.jpg\)](http://welling-</p></div><div data-bbox=)

ton.govt.nz/parking-roads-and-transport/roads/road-works/current-road-works-and-closures/street-event-road-closures. Bus and taxi access will also be impacted. Info can be found at: metlink.org.nz or 0800 801 700.

Community notices are free for local groups and not-for-profits. Get in touch if you would like to include your listing in *The Local*.

Mt Victoria Residents' Association

MVRA holds regular monthly meetings at the Mt Vic Hub on the first Thursday of the month at 5.30pm. All members welcome.

Pikopiko Clyde Quay Kindergarten

Spaces available: Pikopiko sessions are open for 2-5 year olds, Monday to Friday, 9am-3pm during school terms. 20 Hours Free. Phone 04 385 0441 or email: pikopikoclydequay@wmkindergartens.org.nz Please see wmkindergartens.org.nz for more information.

Quaker meeting rooms

7 Moncrieff Street has meeting rooms for regular or one-off meetings for non-profit and government agencies. Wifi and projector available. Call: 04 385 4897 or email wgtquakers@gmail.com

Innermost Gardens

Gardening Sundays: 10am-12pm on the first and third Sunday of the month. Also Tuesday morning gardening every week during school term 10am - 12 pm. Everyone is welcome. Contact innermostgardens@gmail.com or check out our website innermostgardens.org.nz to find out more about how the gardens are run and allotment and composting opportunities.

Crossways Community Creche

61 Majoribanks Street, is a parent-run early learning centre for children aged 1 to 5. It is open Monday to Friday and offers 20 hours of state-funded ECE for over 3s. Contact us at 04 384 8201 or email info@crosswayscreche.org.nz

Wellington Girls' East Open Day

We welcome any students interested in joining us in 2025 to come to our Open Day on Thursday 13 June 2024. We are running two sessions to learn about our school from staff and students. Parking will be available on site, 30 minutes prior to each session via Gate A. Session 1 starts at 3.00pm, ends 5.00pm. Session 2 starts at 6.00pm, ends 7.30pm. Please register your attendance by completing the form on the website: wegc.school.nz/enrolments

Table tennis for over 60s

Table tennis is a fantastic sport for older people as it helps with movement, brain stimulation, and muscle/bone strength. We have 8 tables and play 3 times a week at the stadium on Alexandra Road. We want to encourage new people to join our fun social event. Only \$4 each time - no subscription. For more information contact Diana Winn, email winnich@xtra.co.nz or phone 04 801 9556.

Hall for hire: Tararua Tramping Club

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Getting triggered

The intersection at the bottom of Elizabeth Street has a sensor under the road that is triggered by the weight of a car, which gives the cars a green light.

If you don't roll your car far enough forward, or you're a cyclist without a car behind you, you won't get a green light. Unfortunately many drivers politely sit their cars a few metres back from the line, don't trigger the lights, and as a result wonder why they are sitting there for so long.

If I had a dollar for every time I've been in a car stuck behind one of these incidents, I would have about \$8.

Which is a reasonable amount of dosh in these straightened times.

What do you do in these circumstances?

If you're me, you put the hand brake on, jump out of the car, run forward and make strange gesticulations at the person in the driver's seat, hoping they will understand that what you are saying is 'roll forward' and not 'get out of the car this is a carjacking'.

Over time I have refined my gesticulations and made them look more like wheels rolling and not the first part of the Staying Alive dance move. Which is important, otherwise the car might think they are in the middle



of some kind of Mt Victoria flash dance occasion, and settle back to enjoy the show instead of clearing the intersection.

The problem is, there aren't many other options. You can try tooting your horn but that will just confuse the driver. Or you can do a u-turn and go down another street.

This lights signal thing frustrates me so much that I intervene even when I'm not in a car.

Recently I saw quite a large truck turning off Taranaki Street onto Cable Street. Stopped a metre back from the white line, the queue of traffic was building with no sign of a green light. What to do?

Without really thinking too hard, I headed for the middle of the road. Because the cab on the truck was quite high, I needed to jump up and down and wave my hand to get their attention, as well as simultaneously carrying out the roll forward/grease lighting routine. It was quite a performance, and only in the moment I realised how ridiculous I looked. To my relief the guys in the truck realised this wasn't a spontaneous street dance event and rolled the cab forward. Hurray! I had saved at least five motorists about five minutes in their day! I continued my walk home, feeling good about myself and imagining how the country's productivity had improved marginally as the result of my selfless actions.

Sometimes I think my compulsion to help is getting out of hand.

The other day I was heading through town on foot when I saw a car at an intersection, a few metres back from the white line. Behind them, a very long line of traffic.

I was in a hurry but I still had to stop myself from running into the middle of the intersection to do my little dance.

All the way home I worried about all those cars, stuck behind the front car, unable to move.

Although I get a lot of satisfaction out of my intersection performances it does occur to me that this is an inefficient way to fix the problem. I really should write to the council and tell them to put a sign by these intersections, letting people know how they work. (And don't even get me started on how bikes are supposed to navigate such intersections.)

Meanwhile, if you're at an intersection and someone taps on your window and starts waving their hands around, don't necessarily assume the worst. It's probably just me. **TL**

Mt Victoria's longest streets – and their names



This photo from c1880 shows Majoribanks Street in the centre, with Hawker Street going off to the right and Austin Street to the left in the foreground. Brougham Street goes off to the left closer to Courtenay Place, but isn't so visible because of the contours of the land and buildings. [Te Papa, 'Wellington from Mt Victoria', O.036613]

Joanna Newman looks at the names of some of Mount Victoria's longest streets.

These were all laid out in the earliest days of European settlement in Wellington, in accordance with the 1840 plan by William Mein-Smith, surveyor for the New Zealand Company.

Four of the five streets which divided up the bulk of Mount Victoria unsurprisingly honour his masters: Majoribanks, Pirie and Ellice. Stewart Marjoribanks, Sir John Pirie and Russell Ellice were all directors (and funders) of the New Zealand Company, though none of them came to New Zealand.

Marjoribanks was a shipping magnate and an MP in Britain. There are a couple of curiosities about this name. You might have spotted that it's spelt differently in this paragraph from the previous one. The name of the street is misspelt – and has been for many years, despite efforts to correct it. Also, the pronunciation of upper-class English names is often a mystery to outsiders, but Marjoribanks should actually be pronounced Marshbanks, the way its owner did. (Be sure to pronounce it this way to show you're a local!)

Pirie was a shipbroker and Lord Mayor of London from 1841–1842. Ellice was involved in commerce and, at one point, Chairman of the East India Company.

Of the two north-south streets, Austin is named after another New Zealand Company official and Brougham after Lord Brougham (or possibly indirectly after the immigrant ship 'Brougham'). Brougham was a former Lord Chancellor of Britain and a reformer who, amongst other things, is known for playing a prominent part in the Abolition of Slavery Act.

We've moved on from those times and our view of New Zealand and its place in the world have changed, but there's a richness in these daily reminders of the journey. **TL**



Here's a portion of Mein Smith's 1840 plan for Wellington, showing the main streets of Mt Victoria laid out. [Alexander Turnbull Library]



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