

INTRODUCTION

Executive Statement

This study is a Contextual Historical Overview of Christchurch City; it has attempted to identify a comprehensive range of tangible and intangible heritage values and items which include built and modified landscapes, places, structures and features that define the City as a unique place within New Zealand. It is proposed that this document will set a framework to assess places and items of cultural heritage to Christchurch City.

It recognises that the Christchurch City Council has compiled a considerable amount of material for the preparation and analysis of the schedule of protected items within the District Plan. Much of this was used to provide overall direction for more detailed work, or to undertake broader contextual studies linking associated research for appropriate heritage outcomes.

The thematic analysis has identified that there is a range of protected items across all areas, although, no assessment has been made on how representative these may be, nor whether they are the most appropriate examples.

This is the first stage of an ongoing project and it is important to understand that this is a work in progress. It should, therefore, be regarded as an initial process of gathering historical information, and reassessing how we see the history of Christchurch, and describing what best represents its past (Refer Map 1).

General Recommendations

Analysis of current listings has identified particular areas where further research and assessment is required. The purpose of this will be to add to existing resources, or to better understand specific places in the context of a broader cultural landscape, or to fill identified gaps by developing a wider co-ordination and assessment of places considered as historic (for example the consideration of modern architectural heritage).

The priority for further projects should focus on adding to material associated with historic areas in central and inner suburban locations. These areas are facing the most significant development pressure and should be investigated first. Individual places under any potential threat should also be pro-actively investigated and options presented that best protect the heritage values of that place.

Greater consideration should be given to places or elements individually protected under the City Plan but also identified or potentially related historically as “Cultural Landscapes”. Christchurch City Council should develop a method of cultural landscape overlays to manage such sites in a more comprehensive manner.

The Christchurch City Council has undertaken a large number of studies which identify important street character, but these need to be developed further to include issues specifically relating to heritage.

This contextual history should be treated as a dynamic document, widely published and regularly updated.

The presence of historic places can often only be confirmed by specific and detailed research and site survey. Potential sites need to be identified, in order to identify, manage and, where appropriate, protect the resource or mitigate adverse effects on them.

Strategies for identifying further potential sites will include:

- a) Predictive modelling - the development of the city and its infrastructure will determine the types of historic places and sites which potentially still remain. Analysis of the development of infrastructure will contribute to a predictive model of where certain types of places are likely to be located. Methods such as the mapping of transport expansion, subdivision patterns and municipal boundary evolutions can assist in confirming site survey observations.
- b) The analysis of currently recorded places and sites within their wider context. While there are many recorded within Christchurch city, their context needs to be examined in more detail.
- c) Analysis of historical photographs and paintings - photographs may contain evidence of sites, structures or features (and their context) that no longer exist, and will allow for better understanding of these places.
- d) Analysis of key historical texts and reports - such books and reports may identify known or possible sites, or indicate types of local activities that may assist in the identification of historic places or a more holistic understanding of existing sites.
- e) Analysis of known landscape features and names - street names or suburb names, or formal or familiar locality names can often indicate previous land use, activities or ownership.
- f) Analysis of historical survey maps - early surveyors often noted sites, occupation areas and building outlines. These sites are often noted on survey plans, or in the associated surveyors' fieldbooks. This type of information allows for the opportunity to locate these places and guide decision making.
- g) Development of a specifically targeted and related oral history programme.

Authorship

This report has been produced by Dr John Wilson with input from Sarah Dawson (Boffa Miskell, Christchurch) John Adam (Endangered Gardens), Jane Matthews (Matthews and Matthews Architects), Bruce Petry (Salmond Reed Architects) and Mary O'Keeffe (Heritage Solutions).

This group of consultants has combined to prepare this thematic Contextual Overview for Christchurch City. It is proposed that this document will form a background to the redefinition of the city's heritage inventory of culturally significant buildings and sites.

It is proposed that this document will deliver to the Council a clear and distinctive statement of heritage features unique to the City.

Acknowledgements

Considerable assistance has been provided by others in the preparation of this report – far too many to acknowledge in detail. The consultant team would like to acknowledge the following representatives and groups:

Heritage & Urban Design Unit – Neil Carrie, Miriam Stacy
Project Steering Group

The New Zealand Historic Places Trust, Pouhere Taonga.– Pam Wilson also Project Steering Group

Civic Trust – rep. Ian Clark

Heritage Trust – rep. Anna Crighton (Christchurch City Council Councillor)

Department of Conservation – rep. Ian Hill

Environment Canterbury – rep. Peter Ross

New Zealand Institute of Architects, Canterbury Branch, rep. Stewart Ross

Council Internal Stakeholders - Environmental Services Unit, Facilities Asset Unit, Central City Revitalization, Area Planning, Strategic Policy Unit, City Plan, Green Space Unit, City Solutions, City Care and Communications

John Dryden, for his knowledge of planning history
Jenny May, Heritage Consultant

A special thanks to the large number of enthusiastic members of the community who attended and contributed at the two public workshops including Janet Begg and Dave Hinman for their review of the final draft.

We are grateful for permission to reproduce photographs and plans from the collections of the Alexander Turnbull Library, Canterbury Museum, Christchurch City Council, Christchurch Public Libraries, New Zealand Archives, Christchurch, and Auckland Public Library.

Particular thanks are due to John Wilson whose contextual historical research resulted in the historical narrative which forms the basis of this document.

Background

Heritage items need to be considered in the context of the history and historical geography of the surrounding area. This contextual history will identify and explain the major factors and processes, expressed as historical themes, that have influenced the history of Christchurch. The study utilises and develops the historical thematic framework produced by the Australian Heritage Commission, with sub-themes particularised to the Christchurch City context. The use of historical themes has been used to draw attention to gaps in existing histories which could lead to an incomplete assessment, study, register or list. This

overview, when used in combination with physical evidence of a place, can suggest areas requiring more detailed historical research.

The development of specific historic themes has been explored with varying success around the world and in New Zealand. The aim of this study was to develop a contextual historical framework in which to focus on the specific nature of Christchurch City, to identify what makes it special, and which markers, places and characteristics can be identified to chart its changing history.

The contextual historical framework has been developed around historic themes distilled from an informed knowledge of Christchurch, based on frameworks developed elsewhere such as Australia and America, but also using models formulated for New Zealand such as the draft New Zealand thematic study by the New Zealand Historic Places Trust and those prepared by the Department of Conservation.

The framework and the wider contextual studies were each undertaken in isolation. Once completed, the themes for Christchurch were analysed in group workshops, first by the consultant team and then by the Steering Committee. This work was then presented for initial consultation at a number of sessions (including two public workshops) on August 30 and August 31 2004.

The feedback and comments from this consultation have been incorporated into the current document, and have resulted in refinement of the present themes, which are now presented for Christchurch City Council publication during 2005.

Report Structure

The current document provides a commentary that is to be read in conjunction with the developed Thematic Contextual Overview. It is proposed that this will act as a commentary and discussion to raise issues chapter-by-chapter (by sub-theme). It addresses general points, relevant current listings, areas for possible listing, related bibliographic references and guidance for possible research.

The thematic framework and commentary is not intended to be an exhaustive research document but rather the first part of a potentially multi-staged project, to initiate the on-going and more detailed process for the identification of places of historic significance, reflecting the diverse and distinctive character of Christchurch City, to show what makes it unique in New Zealand and within the Pacific Rim.

The following stage will involve broad public scrutiny of this document and will require further development to achieve an agreed working document. It is proposed that this will be an organic framework that can be added to and developed as information is confirmed and goals revised. This will have particular relevance if it is to remain a dynamic document.

Project Scope and Limitations

This project will be the lead project in the review and updating of the heritage inventory, and is intended to provide a contextual historical framework to inform future projects. It is

intended to provide a broad historical context that will assist identification of items in future projects. No detailed archive research was undertaken, nor was there any detailed research carried out on individual listed protected places or trees.

The historical overview has tried to be inclusive of all cultural values and comprehensively represent the cultural diversity that makes up the current community of Christchurch. It should be noted that a separate project that will focus on Maori heritage and history is planned as part of a Maori heritage overview.

The historical overview has attempted to identify a comprehensive range of tangible and intangible heritage values and items which include built and modified landscapes, places, structures and features, known and potential below and above ground archaeological remains and Maori heritage that are generally 30 years or older.

Report Objective & Outcomes

Christchurch City Council commissioned this multi-disciplinary consultant team to prepare an historical overview of Christchurch and historical thematic framework, to form the basis for a review and future update of the Christchurch City Proposed City Plan heritage inventory.

As part of this project, the consultant team (with the assistance of Christchurch City Council) sought community input in the historical overview initially through Community Development Advisors, Community Boards and a range of key agency and professional stakeholder groups.

The contextual history and historical sub-themes that were developed as part of stage one of the project were then used to review the existing heritage listings, and recommendations made on the updating and expansion of the existing heritage inventory. The recommendations have focussed on identifying gaps (broad item types and specific items as appropriate) and under-represented item types and groups, to ensure a comprehensive range of heritage items including built and landscape items, places and features for the Maori and European and more recent multicultural settlement history of Christchurch and within the context of New Zealand.

The contextual historical overview has been developed using a regional approach, to ensure an holistic contextual understanding of city planning in the surrounding regional context with regard to how the city was settled, has grown and changed in response to city planning initiatives. The history will need to be comprehensive to ensure that heritage items can be identified as part of future projects. There will be a focus on the history of Christchurch city planning, how this has influenced and shaped the city, and the historical and social attachments of the diverse cultural groups that make up the Christchurch community. It will combine various approaches including an historical chronology, national, regional and local historical thematic context and thematic overview to guide broad and site specific identification.

Specific tasks are identified as follows:

- i) Preliminaries and project kickoff meeting. Full Project Team meeting to include review of tasks and confirmation of methodology. Preliminary time-lines and background information exchange;
- ii) Review of background material, including primary and secondary source materials, written records, maps, photographic records and other documents. The research component will commence immediately after arranging a review of initial material, and following receipt of available Council documentation;
- iii) Initial consultation with key stake holders, and initial outline of work confirmed;
- iv) Historical research and preparation of Contextual Historic overview, describing the historical development of Christchurch and including a planning overview within the regional context. We note that a separate project focussed on Maori heritage is planned. This study would provide a preliminary overview, and a context for that study;
- v) Preparation of outline thematic framework and identification of specific research and analysis tasks;
- vi) Review and evaluation of current District Plan listings. Preliminary consideration of potential gaps;
- vii) Meeting with Council's Heritage Division. Preliminary field visit to review current listings and identify potential heritage themes with potential for further investigation. Study of general areas and potential themes, field recording and assessment based on an understanding of the historic development and thematic framework - the intention being to identify elements in the context of the thematic framework, and to identify heritage values and areas that may have been previously overlooked.
- viii) Liaison with Council officers, internal stakeholders and community representatives.
- ix) Preparation of draft reports including maps, photographs (current and historic) and other graphic material to support the heritage analysis and the developed thematic framework.
- xiii) Analysis of District Plan and Historic Places Trust registered items against proposed Christchurch thematic framework;
- x) Develop draft Historic Thematic Frameworks and Sub-Themes as part of project group discussions;
- xi) Summarise and make on site investigation of areas of potential future research and possible scheduling of items;
- xii) Investigate Special Character Areas defined in the district plan for potential development into conservation or heritage defined zones/areas with more detailed and

specific rules related to heritage preservation and enhancement. Make site visits to representative areas that may be potentially fruitful;

xiii) Discuss initial findings with Stakeholders and Steering Group;

xiv) Visit key suburban centres and sites/landscapes to assess group and individual significance.

DRAFT THEMES HISTORIC THEMES & SUB-THEMES

THEME I LAND AND PEOPLE

1. *The site of Christchurch*
2. *The people of Christchurch*

THEME II INFRASTRUCTURE

3. *Transport*
4. *Communications*
5. *Utilities & Services*
6. *Energy*

THEME III THE BUILT CITY

7. *Development of Christchurch*
8. *Building a City of substance*
9. *The modern city*
10. *Public open spaces & gardens*
11. *Adorning the city*
12. *Residences*

THEME IV INDUSTRY & COMMERCE

13. *Industry*
14. *Shops and shopping*
15. *Accommodating visitors*
16. *Professional & trade services*

THEME V GOVERNING & ADMINISTRATION

17. *The City and its Administrative Growth*
18. *The ad hoc Authorities*
19. *Province and Region*
20. *Justice, law and order*

THEME VI LIFE IN THE CITY I

21. *Social life and class*
22. *Political life*
23. *Religion and the Churches*
24. *Education*
25. *The Arts and Culture*
26. *Popular Entertainment*

THEME VI Part II

27. *Sport and recreation*
28. *Health, hospitals and related institutions*
29. *The military and war*
30. *Christchurch & the world*

THEME I : LAND AND PEOPLE

Chapter 1: The site of Christchurch

Before human beings arrived

Christchurch is built on land of very recent formation. Most of it sits on the seaward edge of a plain which slopes gradually from its inland edge, against the foothills of the Southern Alps, to the coast. The plain was formed by the outwash from glaciers which were eroding the Southern Alps. One of Canterbury's major glacier-fed rivers, the Waimakariri, flows a short distance north of the city. At different times the site of Christchurch has been both far inland (when sea levels were lower during glacial episodes of the Pleistocene) and below sea level. The sea last covered the site of Christchurch perhaps 7,000 years ago. Since then sea levels have fallen slightly and gravel and other sediments have accumulated against the northern side of the volcanic hills of what is now Banks Peninsula (but was at different times in the past both entirely landlocked and an island).

The city is built on what was a mosaic of lobes of shingles deposited by the Waimakariri River, swamplands and waterways located south and east of these shingle lobes, and belts of sandhills running parallel to the coast. Two small spring-fed rivers (the Heathcote and Avon) drained the Christchurch swamplands into an estuary. North and south of the city, the Styx flows into the Brooklands lagoon and the Halswell into Te Waihora/Lake Ellesmere.

The site of Christchurch has three dominant landscape elements deriving from its geological evolution: the flatness of the plain; the moderating of the sense of expanse by the volcanic Port Hills to the south; and the distant relief to the west of the outlying ('foothill') ranges of the Southern Alps, which are snow-covered in winter.

The natural vegetation of the site was another mosaic – of swampland plants (flax and rushes), drier grasslands with shrubby vegetation (kanuka, matagouri, ribbonwood and cabbage trees) and patches of true forest, dominated by kahikatea.

Before the arrival of human beings, the Port Hills were almost entirely forested, with now extinct species – moa, the giant rail, the adzebill and Haast's eagle – all present.

The city's site in Maori times

The swamplands and varied seashore (estuary, open beach and rocky foreshore) were productive eco-systems for the first Maori inhabitants of Christchurch. Early archaeological sites close to the sea suggest periodic, temporary exploitation of the area's resources. Closer to historic times there were permanent or semi-permanent settlements on the margins of the Estuary (notably at the mouth of the Otakaro/Avon) and built, like the city of Christchurch itself, on the first areas of higher, drier ground up the Avon and Heathcote Rivers (Refer Map 2).

The Christchurch area had generous resources for Maori. They included eel and other fresh water species in the rivers and wetlands, flounder and other fish and shellfish in the Estuary, and birds in the patches of forests on the plains and more extensive forests on the flanks of the Port Hills. Exploitation of these resources by Maori did not significantly modify the site, except through the destruction by human-lit fires of forest on the northern flanks of the Port Hills and possibly also on the flat. These Maori fires reduced the forest cover of the Port Hills by between 30 and 50 per cent. Significant areas of the short tussock, which is now the dominant vegetation on the hills, developed in Maori times. By the time Europeans arrived the extent of forest cover on the Hills was between 15 and 20 percent to the east and between 50 and 75 per cent to the west. Almost all the remaining forest disappeared in early European times. About 8.5 hectares of true old-growth forest remain on the hills. This drastic reduction of forest cover, and the introduction of predators, after the arrival of Europeans led to the rapid local extinction of such species as kiwi, kakapo, tui, kaka and native bats.

Thomas's choice of a site for Christchurch

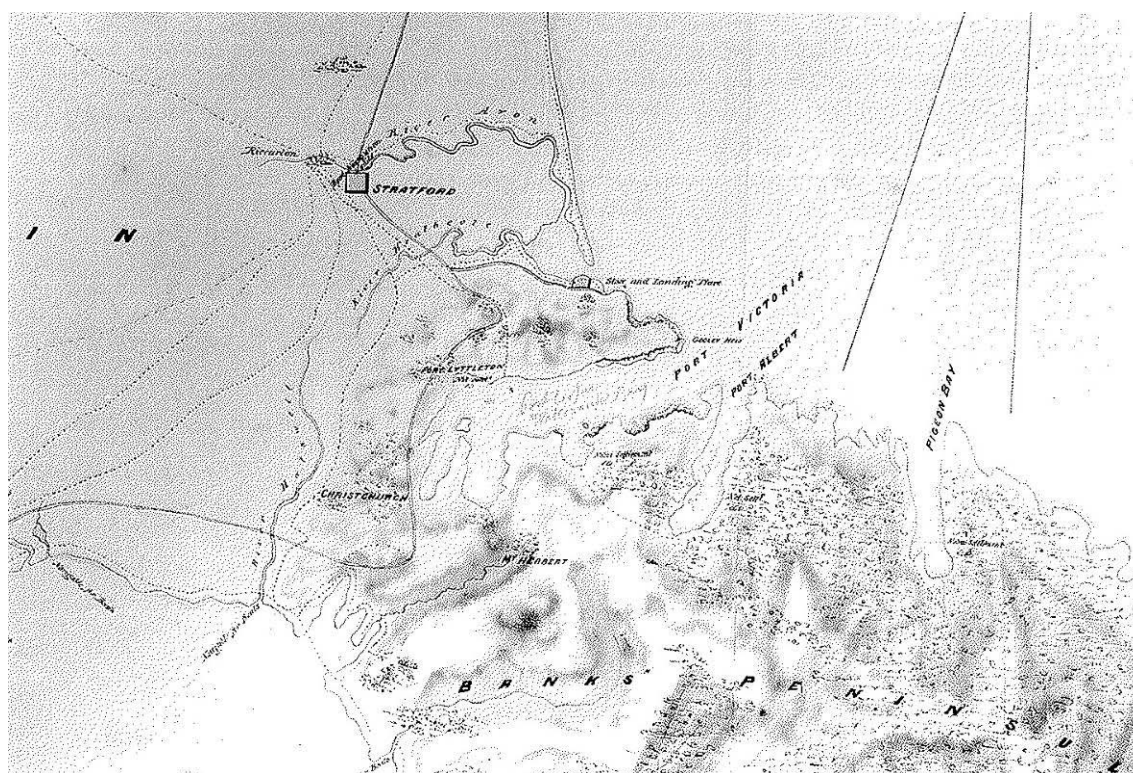


Figure 1. Detail of Captain Thomas's 1849 map, showing Lyttelton Harbour as Port Victoria, Christchurch at the head of the harbour and Stratford near the Deans' farm at Riccarton. CM 11024

The site of Christchurch was probably traversed or visited in the 1830s or even earlier by whalers using the bays and harbours of Banks Peninsula. A first attempt to settle on the plains was made in 1840 by a party which landed at the whaling station at Oashore. They established a farm at Putaringamotu (later Riccarton), on drier ground to the west of the site later chosen for the capital of the proposed Canterbury Settlement. This pioneering party soon abandoned their venture. The Deans brothers established their farm at the same location in 1843 and were the only permanent residents on the site of Christchurch until 1850. Their farming operations had little impact on the site beyond the immediate vicinity of their farm.

The 'Port Cooper Plains' were considered as a site for a European settlement prior to 1848-49, but remained largely empty of Europeans until they were selected in 1848 as the site of the Canterbury Settlement. When the plains were considered as a site by those planning the Nelson and Otago settlements, the problem of access between the plains and 'Port Cooper' (Lyttelton Harbour), the scarcity of timber and the extent of swampland were considered serious obstacles to settlement (Refer Map 3 and 3A). In 1848, the Canterbury Association sent out Captain Thomas, accompanied by surveyors, to select and prepare a site for settlement. Thomas originally placed the principal town of the proposed settlement at the head of Lyttelton Harbour, but when he realised there was insufficient flat land there to meet the Canterbury Association's requirements, he relocated Christchurch to where he had previously placed a town called 'Stratford' at a point on the Avon where those coming up the river first encountered slightly higher, drier ground. This left Christchurch with the problem of access to its port which was not adequately solved until the rail tunnel was completed in 1867. It also left the original settlers of Christchurch with the two other problems which had dissuaded those looking for a site for the Nelson and Otago settlements from choosing the Port Cooper Plains – the lack of timber and extent of swampland.

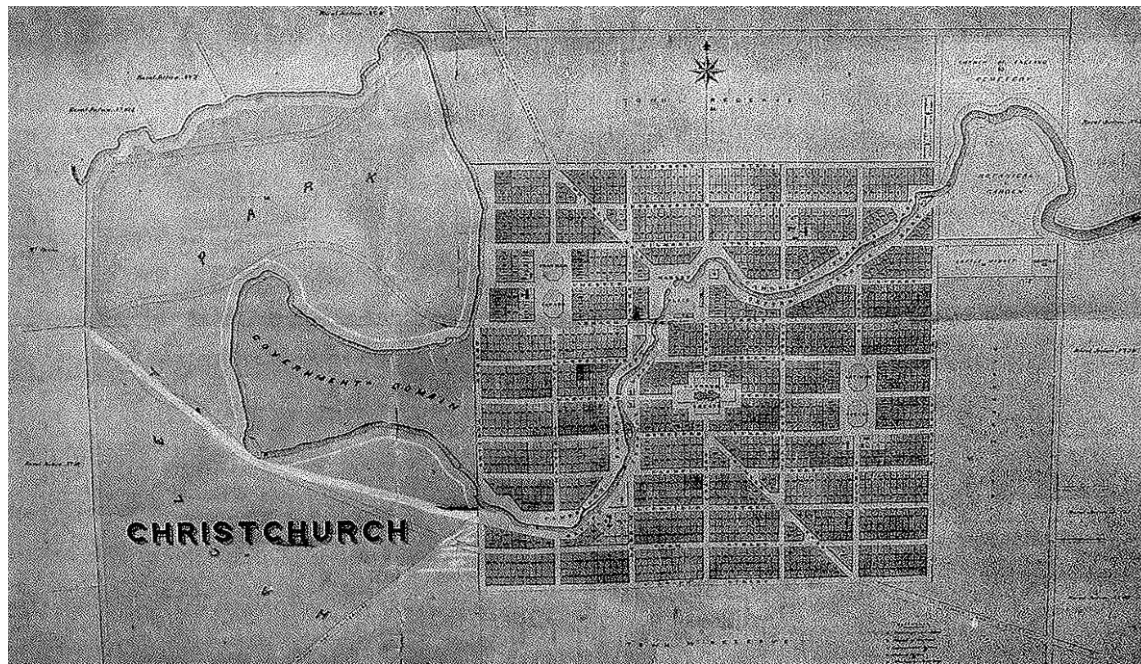


Figure 2. Edward Jollie's 1850 plan of central Christchurch, showing the Town Reserves, Hagley Park and the Government Domain (now the Botanic Gardens). CM 4296

Thomas's plan for Christchurch (laid out by the surveyor Edward Jollie by March 1850) was the 'standard' rectangular grid of colonial settlement (adopted for ease of survey and to facilitate land sales). Thomas did not allow Jollie to include crescents to provide variety, but the Avon River ran eccentrically across the site. Two diagonal streets (High Street/Ferry Road leading to Ferrymead, Heathcote and Sumner and Victoria Street/Papanui Road leading to the Papanui Bush) also broke the regularity of the grid (Refer Map 4 and 5). At the very centre of the city was a 'Square' (actually cross-shaped) intended as a grand centre for the city and the site of the proposed cathedral and grammar school. East and north-west of the Square were two more 'squares' (actually oblongs) which were placed more or less regularly in relation to the diagonal line of the Avon running in a north-easterly direction across the city to the west and north of the central square.

The grid was laid out originally between Salisbury Street to the north and St Asaph Street to the south and between Barbadoes Street to the east and Rolleston Avenue/Park Terrace to the west. Between Salisbury, Barbadoes and St Asaph Streets and (respectively) the North, East and South Town Belts was land with-held from immediate sale which was, however, sold off by the Provincial Government in the 1850s. The streets of the original grid were mostly projected out to the Town Belts, but the street system is less systematic between Salisbury Street and Bealey Avenue, Barbadoes Street and Fitzgerald Avenue and St Asaph Street and Moorhouse Avenue.



Figure 3. Early wooden Christchurch, the scallered village. *Canterbury Museum, neg.3119*

The names chosen for the streets of the inner city almost all commemorate the English colonial origins of the settlement, but further out there are some streets with descriptive names which recall original features of the site which have long since disappeared.

West of the grid a large area was reserved as Hagley Park and Government Domain. Parts of this large area were subsequently allocated for the use of the Hospital, Museum, Botanic Gardens and Christ's College, but the presence of a large area of public open space close to the city centre has had a profound effect on the character of Christchurch and the lives of its citizens (Refer Map 6 and 7)

Although the ideals of the Canterbury Association harked back to an earlier, even mediaeval, England there is little about the layout of the city which reflects these ideals. Christchurch is from this point of view unmistakably a mid-19th century colonial town with a layout much more similar to that of towns laid out during the westward expansion of the United States, which owed their form in turn to Roman precedents.

Even allowing for the irregularity of the Avon River and the terraces on each of its banks and for the two major diagonal streets, Christchurch is the clearest example in New Zealand of a town laid out in a 'classical', grid plan (Refer Map 8). The other notable example of the use of such a plan was the plan drawn for the town of Britannia at Petone by the New Zealand Company surveyors, but the plan was not executed. The exigencies of their sites meant that Wellington, Auckland and Dunedin all developed more haphazardly. Although comparable plans to that of Christchurch were prepared for Auckland and Dunedin and parts of Wellington. It was only on Christchurch's flat, expansive site that a regular grid was a feasible plan.

Making the site suitable for a city

The site on which Thomas placed Christchurch was conveniently level but was low-lying, poorly drained and subject to a major hazard – flooding from the Waimakariri River – which was only recognised some years after Christchurch had already developed into a substantial town.

Some attempts to improve drainage of the site were made by the Provincial Government and by the City Council in the 1860s and early 1870s, but drainage of the site was only properly taken in hand after the Drainage Board had been set up in 1875-76 (Refer map 9 and 9A) .

The threat posed by the Waimakariri was brought home to the city by the flood of 1868 when water from the Waimakariri entered the headwaters of the Avon and flowed through the central city. Works were put in hand along the southern bank of the Waimakariri after the 1868 flood. Prior to that flood there were two branches to the lower Waimakariri, with the north branch flowing round the north side of Kaiapoi Island. Improvement of these flood protection works which began in the 19th century continued well into the second half of the 20th. The river was eventually confined (notably by Wright's Cut of the 1940s) to a single, more-or-less straight course to the sea. The last break-out of the Waimakariri River in the vicinity of Christchurch occurred in 1957. The last major flood protection scheme was completed in 1989.

On the coast, Sumner suffered from local flooding problems, aggravated by spring tides. After serious encroachment by the sea, a protective wall was built right around the Sumner beach, from Cave Rock to Scarborough. This was supplemented by major stormwater drainage work undertaken by the Drainage Board. The South Brighton Spit, built up after World War II, is considered to be at risk from extraordinary sea events, including tsunamis.

Though it is far from major active faults (the Alpine fault is well to the west and the Hope and other North Canterbury faults well to the north), Christchurch is considered to be at relatively high risk from earthquakes. They have occasionally caused minor damage in the city. Making the city safer against earthquake risk led to significant modification of older buildings in the 1970s.

The site chosen for Christchurch has a reasonably benign climate but is subject to winds. The hot, dry nor'-wester can blow with ferocious strength, as it did in August 1975. In February 1973, a record temperature of 41.6 degrees centigrade was reached during a nor'-wester. Strong cold southerlies occasionally bring snow to the city – there were significant falls in 1918, 1945 and 1992. The prevailing easterlies sometimes cover the city with cloud and drizzle. Rainfall is relatively low, but can fall with sufficient intensity to cause local flooding. The easterly wind especially, but also the windiness of the site in general, has affected patterns of development in Christchurch, strengthening a fundamental tendency to protect dwellings with plantings and with relatively high fences. The horizontal nature of the site, coupled with the prevalence of winds seems to have strengthened the wish to create a sense of protection and enclosure afforded by fenced gardens. The easterly, coupled with the relatively inhospitable beach from the South Brighton Spit to the mouth of the Waimakariri, also explains why, in contrast especially with Auckland and Wellington, Christchurch in a sense turned its back on the sea.

Residual landforms and vegetation

In the course of draining the city, forming roads and building, the site of Christchurch has seen significant surface modification. Traces of old irregularities in the ground surface do, however, remain, as creases running across North Hagley Park, as sandhills in Linwood and, in the heart of the city, as the depression in the St Michael's Church grounds which is all that remains of an old watercourse that caused endless trouble in the city's early days.

Of the vegetation typical of the city's original swamps only very small areas survive. The largest such area, Travis Swamp (purchased by the City Council in the 1990s to avoid subdivision), is highly modified but being restored to something closer to its original condition. There are other small remaining or restored wetlands at Bexley, by Humphreys Drive, at the Brooklands lagoon and in the Cockayne Reserve. On the northern slopes of the Port Hills only tiny, vulnerable fragments of native bush remain, but there are somewhat larger areas on the western flanks of the Hills. The tussock which replaced the original forest in Maori or pre-Maori times is still well represented on the Port Hills. An area of dry plains grassland is being preserved at McLean's Island.



Figure 4. Dean's Farm, Pencil sketch by H.J Gridland. Canterbury Museum, Neg. 3886A

The most remarkable survival of original vegetation is Riccarton Bush, a remnant (less than half) of the patch of swamp forest beside which the Deans, the first permanent settlers on the site of Christchurch, established their farm in 1843. Since the remnant was given to the city by the Deans family, it has been administered by a Trust. Though the bush is highly modified, management plans now call for it to be restored to closer to its original condition. The bush is an 'island' in an urban landscape now heavily dominated by introduced species such as oaks, limes, willows, poplars, Tasmanian blue gum, pines (radiata and maritime), macrocarpa and the like. The planting of these trees gave parts of Christchurch a quasi-English character.

In the late 20th century, a new focus on retaining what was left of the City's natural heritage and on replanting with native rather than exotic species became evident in the city's management of many public open spaces. This practice was not entirely new in the late 20th century. Native plants were recommended by Sewell for the Canterbury Botanical Garden in 1864. There were a number of specialist nurseries in Christchurch growing native plants through the second half of the 19th century and the first half of the 20th and there has been a native plant section of the Botanic Gardens for more than one hundred years. The scenery preservation movement of the early 20th century, which had some impact in Christchurch,

tended not to discriminate between natives and exotics, but in the 1970s the Beautiful New Zealand programme used only natives.

The new focus on restoring native vegetation in parts of Christchurch was evident in plantings along the river banks, of the Avon in particular, and in the purchase by the City Council of Travis Swamp (which had been zoned for housing since the 1970s). The switch to greater use of natives in planting public open spaces was resisted by some who felt the city's true identity was reflected in its plantings of English and other introduced species of trees. The City Council also purchased relatively large areas of tussock land and regenerating native bush on the Port Hills, to provide recreation areas and a natural landscape backdrop for the city. These purchases were also intended to limit the expansion of housing further up the Port Hills.

Chapter 1: Land

Comment and recommendations

General discussion

The site of Christchurch has been very significantly modified from its ‘natural’ state especially since the arrival of Europeans. The major modifications have been the almost total elimination of wetlands and the almost complete displacement of native by exotic vegetation. (By contrast, native vegetation (bush) remained a more conspicuous element in Dunedin and Wellington and to some extent Auckland landscapes.) Nevertheless, the main elements of the wider landscape – the Port Hills and the more distant foothill ranges of the Southern Alps – remain and descriptions of the way views of the hills and the ranges visually modify the flatness of the site from the earliest days of European settlement remain true today, even allowing that the site is no longer bare, treeless and exposed.

The original grid lay-out and disposition of open space in the central city remain remarkably intact, despite such minor changes as the creation of pedestrian precincts and the road closures associated with the building of the Town Hall and its neighbouring hotel and the redevelopment of Victoria Square.

Relevant listings

Surviving patches of original vegetation and original landforms or surface features have been recognised in different ways by City Council agencies but not been protected by listing. (Listing is probably not the appropriate way to protect such features). The relic forests on the Port Hills, **Deans Bush** and the **Travis Swamp** (and several smaller surviving areas of wetland of which the Travis Swamp is representative) are protected through being reserved and managed according to plans that acknowledge their historical importance as the last surviving reminders of the original vegetation of the site of Christchurch.

Further possible listings

Surviving landforms and surface features (such as the **Linwood sandhills** and the **St Michael’s gully**) are recognised in some written sources but do not appear to enjoy any form of protection at present and would probably be difficult to protect through listing.

Less tangible aspects of the site – notably the importance of views and glimpses of the Port Hills and the foothill ranges from city streets and open spaces – would be almost impossible to protect by listing, but their importance needs to be recognised and acknowledged in some formal way.

Because the protection of relic landforms and surface features and of distant views of the Port Hills and mountains (which are crucial to the city’s special ‘sense of place’) cannot be addressed satisfactorily through any listing process other techniques and processes will have to be applied in these cases. The possibility, however, of listing surviving ‘original’ land surface

features (which could easily be eliminated overnight by site development works) should possibly be investigated.

The historic **Waimakariri flood protection works**, though partly outside the city's boundaries, are important to the story of the city's site and its modification.

Evidence of **early stormwater drainage works** – original ditches or modified natural waterways, culverts and subsurface drains, outlets for drains or piped natural streams – remains. But what actually does remain of historically important stormwater drainage works appears not to have been systematically investigated or protected in any way.

Bibliographic note

There is information on the site of the city and its modifications dispersed through several sources. Among the most useful of these are:

The Natural History of Canterbury

Wilson, *Swamp to City*

Ogilvie, *Pioneers of the Plains*

Amodeo, *Forgotten Forty-niners*

Wall, *Botany of Christchurch*

The bibliography also lists the several sources which relate to the botany and management of Deans Bush.

Further research

There are no serious gaps in the information available in reasonably accessible sources which pertains to the nature of the city's site and its modification.

Chapter 2: The People of Christchurch

Maori

Early archaeological sites at Redcliffs and on the shores of the Estuary, particularly near the mouth of the Avon River, provide evidence that Maori frequented the Christchurch area in the earliest years of Maori occupation of New Zealand, seven or eight hundred years ago, when moa were still hunted.

The area would certainly have been known to subsequent Maori iwi – Waitaha, Ngati Mamoe and Ngai Tahu – but Christchurch gains a history (as opposed to an archaeological and traditional past) only with Ngai Tahu. Tracks crossed the country on which Christchurch was later built, which lay between Ngai Tahu's largest pa, just to the north, at Kaiapoi, and the centres of population on Horomaka (Banks Peninsula) and around Te Waihora (Lake Ellesmere). The Rapaki Track follows the line of a principal Maori route from the plains to Whakaraupo (Lyttelton Harbour).

On the swampy area of plains now occupied by Christchurch, which would have been rich in food and other resources for Maori, there were pa or kainga at the Barbadoes Street bridge (the pa of Tautahi, the Ngai Tahu chief whose name is part of the now commonly accepted Maori name for Christchurch, Otautahi) and a pa called Puari on, approximately, the site now occupied by the city's Courts. There were urupa near St Luke's Church and on the site of the former Public Library.

The margin of the Estuary and the mouths of the rivers which flow into it were important food-gathering places. Early Europeans reported middens and the remains of eel weirs and other structures at the mouth of the Avon. A pa known as Te Kai o te Karoro, associated with extensive middens, was located in what is now the South Brighton Park. There are strong Maori traditions associated with the Port Hills. The Maori names of many of the hilltops and outcrops of the Port Hills are still known though not in common use. There was known to be a pa from at least Ngati Mamoe times near the top of Mount Pleasant (Tauhinu Korokio).

The site of Christchurch was largely devoid of people when European settlement began, although the Deans brothers "legitimised" their farm at Riccarton by leasing the land from Maori so ownership and use rights to the area were well established. The site was included in the Kemp Purchase of 1848. When reserves for Ngai Tahu were being set aside subsequent to this purchase a small area on the north side of the Estuary was set aside as a reserve. This reserve was obliterated when the oxidation ponds of the sewage treatment works were built. There were no other reserves made in Christchurch, those nearest to the city being at Tuahiwi (north of the Waimakariri River) and at Rapaki (on the shores of Lyttelton Harbour).

A customary right to camp in Little Hagley Park when coming to Christchurch to trade fell into disuse. When the claim to the area was revived in the second half of the 20th century, the right was exchanged for a site in Bromley on which the Nga Hau e Wha Marae was built.

Early European settlers

The first Europeans to see and travel across the site of Christchurch came after sealers, flax traders and whalers began frequenting the bays of Banks Peninsula. The first small settlements were tiny groups at shore-whaling stations, followed by the French and few German settlers at Akaroa in 1840 then a few predominantly British farming settlers elsewhere on the Peninsula. Apart from the Deans brothers and their predecessors at Putaringamotu (Riccarton), there were no permanent European settlers living on the site of Christchurch until the Canterbury Association settlers arrived at the end of 1850. Several early European travellers and explorers called at Riccarton between 1843 and 1850. One of the Deans' dwellings of the 1840s remains on the edge of the Riccarton Bush (a short distance from its original site), along with the substantial house which the Deans built later (in several stages, beginning in the 1850s). Farm buildings from the later 19th century still stand on the grounds of Christchurch Boys' High School.

The first significant influx of European settlers were the more than 3,000 individuals who came to New Zealand under the auspices of the Canterbury Association. The early development of Christchurch was profoundly influenced by the ideological belief in the role of the city held by those who founded and supported the Association. A large, vigorous urban centre was thought necessary to serve as a civilising centre for the surrounding farming community.

The Canterbury Association settlement

The settlement of Canterbury was one of a number of private company immigration schemes in New Zealand. Others include the New Zealand Company settlement of Wellington in 1840 inspired by Edward Gibbon Wakefield, the famous theorist of colonisation who, with John Robert Godley, was principally responsible for the Canterbury settlement. Wanganui, Nelson and New Plymouth were also established by the New Zealand Company in the early 1840s. Dunedin was established as a Scottish Free Church settlement in 1848, the year in which the Canterbury Association was founded and began planning the Canterbury Settlement. The planned settlements at both Christchurch and Dunedin were based on New Zealand Company models. Of all the New Zealand settlements which Wakefield had a hand in founding, Christchurch came closest to his ideal of transporting a cross section of English society to a new land.

After the Canterbury Association was formed in 1848 by Godley and Wakefield, it gained support from clergy of the Church of England, including the Archbishop of Canterbury, and other members of the English elite.

Godley arrived in Lyttelton as leader of the new settlement in April 1850. He spent two years in New Zealand, acting as a de facto governor of Canterbury in that period. The first four ships carrying immigrants arrived in December 1850. Within a year, a further 15 ships had arrived, bringing the population of the settlement to more than 3,000. The last of the Canterbury Association immigrants arrived in 1853.

Though extensive pastoralism developed on the Canterbury Plains and in the high country soon after organised European settlement began, most of the Canterbury Association settlers set up homes in or about Lyttelton and Christchurch. Lyttelton was slightly older than

Christchurch, but was eclipsed by Christchurch before the end of the 1850s. The Canterbury Association settlers came predominantly from southern England, with smaller numbers of Scots, Irish, Welsh and English from other parts of England. Most of the immigrants assisted to come to New Zealand by the Canterbury Provincial Government in the 1850s and 1860s were also drawn from England.

In the 1860s, Christchurch's southern rival, Dunedin, grew rapidly in population and became more diverse ethnically as a result of the Otago goldrushes. Although the West Coast was originally part of Canterbury, the West Coast goldrushes did not have the same impact on Christchurch. Hokitika had closer links with Melbourne than with Christchurch.

Later 19th century immigrants

In the 1870s, Canterbury gained a significant influx of the Government-assisted immigrants of the Vogel era. In 1874, however, Christchurch was the smallest of the original 'four main centres', with only 14,270 inhabitants, compared to Dunedin's 29,832, Wellington's 15,941 and Auckland's 27,840. These Vogel-era immigrants were still overwhelmingly British, and still predominantly English, though there were also sizable numbers of Scots. Christchurch had fewer Irish than Auckland, but enough came that one of the few episodes of civil disorder in Christchurch erupted in 1879 between Roman Catholic and Protestant Irish.

The Welsh and Scots among the British immigrants thought themselves distinct enough from the English majority to establish societies in which their distinct identities were celebrated. These societies continued to be active right through the 20th century and the Caledonian is one of the strongest and most active of Christchurch's 'ethnic' societies in the early 21st century.



Figure 5 Young Chinese in Victory procession, Christchurch, 16 August 1945, *Press* 17Aug 1945 p6.

By 1900, the population of Christchurch was still overwhelmingly British. The tiny non-British minorities included a few Chinese who had come to Christchurch from the West Coast and Otago goldfields. There had been enough Jews arriving in the 19th century (from Britain and from Continental Europe) for a congregation to be formed in the 1860s. There were small Maori populations near Christchurch in Tuahiwi, Rapaki, Little River and Taumutu, but their presence in the city was negligible. When Maori performers were needed for the 1906-07 Exhibition in Christchurch they were 'imported' from the North Island. The 1926 census recorded only 144 Maori living in Christchurch. That same census recorded

only 235 Chinese, 50 Indians and 13 non-Maori Polynesians. Between 1918 and 1926, 35,000 new settlers made their homes in Auckland compared to 9,000 who came to Christchurch.

Canterbury remained the most Anglo-Saxon-Celtic of all New Zealand regions. Christchurch always had larger numbers of people of different nationalities and ethnicities than rural Canterbury, but until the late 20th century had smaller and fewer non-European immigrant communities than North Island New Zealand cities. There are no groups in Christchurch's history comparable to say the Scandinavians of the Wairarapa and Southern Hawkes Bay, the 'Dalmatians' of Northland, or, somewhat later, the European refugees who made such a difference to Wellington in the years before, during and immediately after World War II or the Pacific Islanders and then Asians who in the later 20th century, profoundly altered the character of Auckland.

Greater ethnic diversity

Christchurch's population remained predominantly British in origin through the first half of the 20th century. Only after World War II did this begin to change, though not to the extent the situation changed elsewhere in New Zealand. A few of the 'displaced persons' who arrived in New Zealand after the War from such countries as Latvia and Greece settled in Christchurch. In the 1950s, a Dutch community established itself with the large Dutch immigration of that and the following decade. A small number of Hungarians arrived after the 1956 uprising in that country. A Russian Orthodox church opened on Brougham Street in 1963. A Greek Orthodox Church was also established in the city. After the 1973 coup in Chile a small Latin American community became established in Christchurch.

One of the most striking features of Christchurch's post-war population growth was the increase in the number of Maori living in the city. In 1926 only 144 Maori were living in Christchurch. Their post-war increase in numbers was partly a result of more Ngai Tahu choosing to live in Christchurch than in the 'traditional' Maori communities elsewhere in Canterbury. It was also a result of some of the young Maori brought to Christchurch from the North Island for trade and other training schemes deciding to stay and settle in the city. Rehua Marae (where a meeting house was opened in 1960) developed out of a Methodist trade training hostel. Other Maori came south to work in industries traditionally staffed by Maori, especially freezing works. Groups with iwi identifications other than Ngai Tahu became established in Christchurch. In 1996, 7 per cent of the city's population was Maori, compared to 14 per cent for the country as a whole.

By the 1960s there were also enough Pacific Islanders living in Christchurch to form Pacific Island congregations. These churches continued to flourish through the remainder of the 20th century.

But by the 1970s, Christchurch was lagging far behind Auckland in attracting immigrants from countries other than Britain. In 1976, 24 per cent of the population of Auckland was foreign-born, but only 13 per cent of the population of Christchurch were not New Zealand born.

In the 1990s, people of various Asian nationalities became a more obvious presence in Christchurch, adding new strands to the previous history of Chinese in the city. By 1996

people of Asian birth made up 4 per cent of the city's population (almost as many as the combined number of those born in Canada, the United States, Europe and South Africa). The 'Asian presence' was noticeable in the inner city partly because of the number of young people coming to the city to study. Avonhead was where the greatest concentration of Asians settled. In the 1990s too a small Somali community became established after numbers were admitted, nationally, as refugees. Small numbers of Iraqis and Iranians also arrived. By this time there was already a mosque on Deans Avenue serving the city's Muslims.

Chapter 2: People

Comment and recommendations

General discussion

Archaeology

Recorded and known archaeological sites in Christchurch include sites of both Maori and European origin. An archaeological site is defined by the Historic Places Act 1993 as

“any place in New Zealand that

(a) either –

(i) was associated with human activity that occurred before 1900; or

(ii) is the site of the wreck of any vessel where that wreck occurred before 1900; and

(b) is or may be able through investigation by archaeological methods to provide evidence relating to the history of New Zealand.”

Sites of Maori origin include both large permanent settlement sites, probably used over successive years or decade, and smaller functional sites, often to take advantage of a local resource, such as fish, eels, flax or good gardening soils.

Sites of European origin include a wide range of buildings and structures, originating from activities associated with domestic life, industry, obtaining and utilising resources and industrial activities. Sites may include large industrial sites or a small rubbish pit at the rear of a worker’s cottage.

All archaeological sites, irrespective of origin, size, or location have the potential to yield significant and unique information about the various human populations of Christchurch.

Archaeological sites of Maori origin are clearly of significance to iwi, as well as the archaeologist. However, this report is focusing only on the archaeological features and values of such sites. This is not to undermine the importance of sites of cultural value, merely to place them in their appropriate context – cultural values are for iwi to determine.

The report does not contain a specific heading or section on “Archaeology”. This is deliberate – the archaeological resource has been placed in the wider context of human activity of all types and ages, and therefore the headings and section of the report will implicitly include archaeological features.

Ethnicity of Christchurch’s population

Christchurch’s population has, for the full span of the city’s history, been markedly more British, and more English, than the populations of North Island cities. Its population has been closer, in composition, to the populations of smaller towns and rural areas. Nevertheless, there have been persistent, small, ethnic ‘minorities’ living in Christchurch. These have included, from the 19th century, small numbers of Indians and Chinese and equally small numbers of non-British Europeans. There are references to many of these non-British

communities scattered through the literature on the city. Systematic study of the ethnic composition of Christchurch's population (based on census data) remains to be done.

Relevant listings

Archaeological

The *caves at Redcliffs* appear to be the only Maori archaeological sites listed.

Later Maori

Rehua Marae appears to be the only place relevant to later Maori history of Christchurch listed.

Places associated with specific ethnic groups

Association with ethnic groups, whether the non-English British groups (Scottish, Welsh and Irish), non-British European groups or non-European groups does not appear to have been a criterion in the selection of places for listing, with the sole exception of the *Caledonian Hall* on Kilmore Street.

Further possible listings

Recommendations for identifying further potential archaeological sites

The presence of *archaeological sites or features* can often only be confirmed by exposing the archaeological material below the ground surface. Potential sites need to be identified, in order to identify, manage and, where appropriate, protect the resource or mitigate adverse effects on it.

Strategies for identifying further potential sites will include:

- Analysis of currently recorded archaeological sites and archaeological datasets
While there are a number of archaeological sites recorded within Christchurch city, the context of the datasets needs to be determined. For example, the sites included in the New Zealand Archaeological Association database do not constitute a full or comprehensive record of all sites within Christchurch. There has been no strategic or comprehensive survey of the entire city area; the sites included in the database have often been recorded opportunistically. Further, as this database is primarily for information purposes, many of the sites may no longer exist.

Some of the places identified in the district plan schedule at the time of writing are also legally archaeological sites, as they predate 1900, but this legal and contextual aspect of their history has not been identified.

- Analysis of historical survey maps
Early surveyors often noted sites or occupation areas of early Maori and European populations. These sites are often noted on survey plans, or in the associated surveyors' fieldbooks.

- Analysis of historical photographs and paintings

Early photographs may contain evidence of sites, structures or features that no longer exist, but which may leave archaeological remains.

- Analysis of key historical texts and reports

Such books and reports may identify known or possible sites, or indicate types of local activities that may leave archaeologically locatable remains. This technique was utilised in a study of the Heathcote Valley, where analysis of the key historical text resulted in recorded of a large number of extant and previously unknown archaeological sites (see O’Keeffe (2001) reference)

- Analysis of known landscape features and names

Street names or suburb names, or formal or familiar locality names can often indicate previous land use or activities (for example, Mill Road)

- Predictive modelling

The development of the city and its infrastructure will determine what type of archaeological sites and features may potentially still remain. Analysis of the areas of development of infrastructure will develop a predictive model of where certain types of sites may be located. For example, early worker’s cottages will have had rubbish pits and privies located in their back gardens. Privies were also used as domestic rubbish pit when they had fulfilled their original function. Domestic rubbish can provide primary and compelling data about the day-to-day lives of the people who lived on the site, plus changes in fortunes over time can be seen in changes of the type of rubbish seen in the lower and upper parts of a rubbish pit. Therefore the zones of early workers’ cottages should be identified as an area of rich archaeological potential.

Further zones of predictive modelling will include:

- Areas of older housing, where shallower and less invasive piles and foundations may have had a minimal impact on potential archaeological features below.
- Identification of pre-1900 buildings, which are archaeological sites in their own right, and may have archaeological remains of associated buildings in their grounds, such as privies, washhouses, etc.
- Identification of known or potential areas of pre-European Maori occupation, as such sites will be a great significance, due to the relative rarity of such sites, especially within the Christchurch urban area.

The archaeological sites currently in the New Zealand Archaeological Association database should be added to the City Council’s listings.

Other Maori sites

A method of dealing (for purposes of protection and public education) with known traditional sites such as the pa *Otautahi* and *Puari* which are unlikely to have any archaeological remains needs to be developed.

Early European land use

Boundaries (including ditches and banks to keep out animals) of gardens, farms and nurseries, parks may survive all across city.

Recommendations concerning places connected with other ethnic groups

There is a clear need to introduce the criterion of association with different ethnic groups into procedures for assessing buildings and sites for listing. This applies to buildings and sites associated with

- the ‘sub-groups’ of 19th and 20th century British immigrants
- the small 19th and early 20th century Chinese and Indian communities
- the post-World War II migration of Maori into Christchurch
- the post-World War II non-British migrant groups, from the European displaced persons through to the Somali refugees

The **Salvation Army property at Poulson Street**, Addington needs to be examined for anything that remains from the years it was the site of the city’s immigration barracks. Some of the buildings at **Wigram** used for the reception of post-World War II migrants may remain. (If Banks Peninsula amalgamates with Christchurch City there will be a need to relate sites connected with the arrival and reception of immigrants in the present city with such places as Camp Bay, Quail Island etc.)

Bibliographic note

The only substantial publication on any Christchurch archaeological site is Trotter’s booklet on the Redcliffs caves.

O’Keeffe’s report on the Heathcote Valley includes data on a range of archaeological sites in that area.

The books by Harry Evison provide information about the nature of Maori occupation of the area that became Christchurch. There is also a useful City Council leaflet covering the Maori heritage trail.

No comprehensive study of different ethnic groups in Christchurch has been made, but there is some information in some of the general histories, notably Eldred-Grigg’s *New History*.

Further research

Field research needs to be done to identify archaeological sites, including historical archaeology and landscape archaeology. This is detailed under **III**, above.

Further research of the broader cultural landscape associated with the Deans Estate should be undertaken to identify all surviving associated structures, significant planting, modifications to landscape and fence lines that relate to the farm. A series of individual places related to the city's first farm are included in the schedule, (Deans Cottage and Riccarton House, the Riccarton Bush, and farm buildings now forming part of Christchurch Boys High School) but given the significance of this estate, investigation of the cultural landscape of the farm estate as a whole is warranted. This study could be expanded to identify further early farms now within suburban areas.

Many aspects of the history of immigration into Christchurch and of the community lives of the smaller ethnic groups have yet to be studied. The basic census data about the composition of the city's population needs to be compiled as a preliminary step to being able to identify sites and buildings associated with each group. An oral history project to get information from the (most now elderly) people who arrived in the immediate post-World War II years and from more recent refugee and immigrant group arrivals would be a useful supplement to the relatively scant written records available about these groups. Specific questions would need to be asked about places and buildings important in the lives of members of each of the groups.

THEME II : INFRASTRUCTURE

Chapter 3: Transport

Between city and port

Though close to the sea, Christchurch is an inland city and (unlike New Zealand's other three 'main centres') is separated from the port at which its first European settlers arrived and through which flowed the exports and imports that were the lifeblood of Christchurch industry and commerce.

The first transport 'problem' that had to be solved if Christchurch was to thrive was access to the port, Lyttelton, from the city. Captain Thomas had begun to form the Sumner Road to provide a route for wheeled traffic from Lyttelton to Christchurch before the Association settlers arrived, but had been forced to suspend work when money ran out. With the arrival of the Association settlers imminent, he had a track formed over the hills immediately behind Lyttelton to Heathcote. It was called a Bridle Path and was negotiable by horses, but most of the settlers walked and sent their heavy baggage round to Christchurch by sea, that is in boats small enough to cross the Sumner bar and navigate the shallow Estuary and Avon and Heathcote Rivers. The Avon was navigable – just – as far as 'The Bricks' by the Barbadoes Street bridge. (The site is marked by a riverbank cairn.) Most freight was taken up the lower Heathcote to the Ferrymead, Steam (about where the Tunnel Road crosses the Heathcote) or Christchurch (by the Radley bridge) wharves. There was a regular service by steamer from Lyttelton to Ferrymead by at least 1858. Evidence remains at Ferrymead of this use of the lower Heathcote.

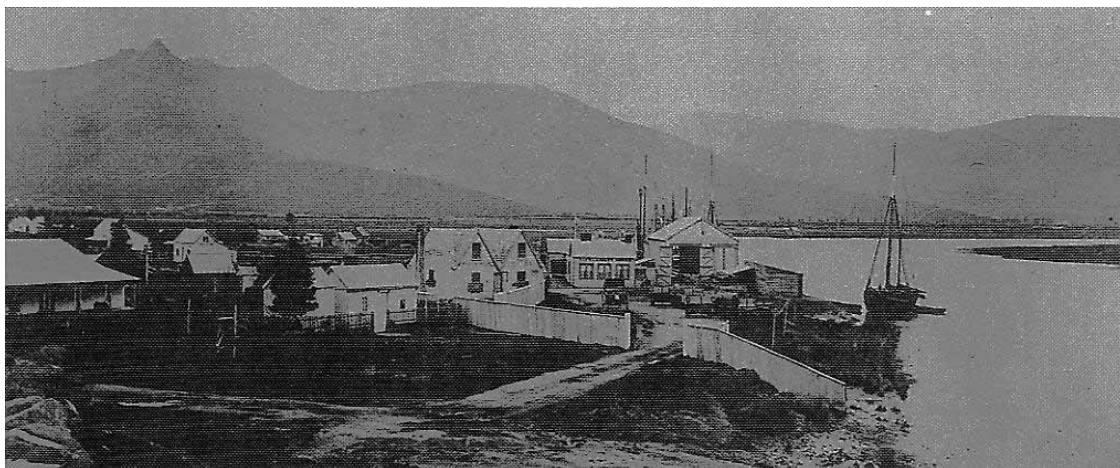


Figure 6. Detail from W.T.L. Travers' photograph of Ferrymead Wharf, 1863. The gabled Ferrymead Hotel (centre) still survives, though much altered. Nothing else is left, apart from some wharf piles. This was Christchurch's main port of entry for heavy goods until the opening of the Lyttelton rail tunnel.
Auckland Art Gallery/Toi o Tamaki

The Rapaki Track was also used to cross the Port Hills between Lyttelton and Christchurch. The Sumner Road was completed in 1858, but the notorious zig-zag near the top of Evans Pass, on the Lyttelton side, was not eliminated until 1920.

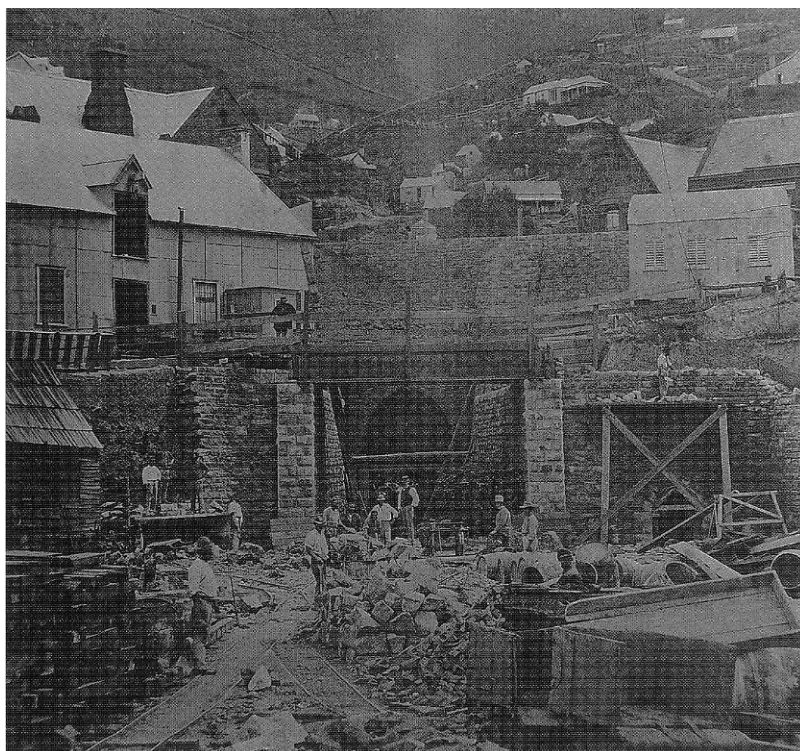


Figure 7. The portal of the Lyttelton rail tunnel during construction, in February 1867. Edward Dobson, Provincial Engineer, is the figure with the white top hat, centre right. The rail link made Lyttelton a suburb of Christchurch and became the economic lifeline of Canterbury Province. D. L. Mundy photograph, CM 9200

The practice of bringing goods round from Lyttelton by boat into the lower Heathcote contributed to the construction of Christchurch's (and New Zealand's) first public steam railway. The line from the South Belt to Ferrymead was opened in 1863. It became largely redundant with the opening of the Lyttelton rail tunnel in 1867 and was finally closed in 1877.

The solution to the problem of linking Christchurch to its port, of constructing a rail tunnel beneath the Port Hills, was a bold one for a small colonial society. The tunnel was one of the most significant achievements of early New Zealand engineering. It was the first tunnel in the world through the wall of an extinct volcano, New Zealand's first rail tunnel and for many years its longest. Construction began in July 1861 and the tunnel was opened in December 1867. The tunnel eliminated the need to use small vessels coming into the Estuary to get goods to and from Lyttelton. The line through the tunnel, for its full length from Christchurch to Lyttelton, was electrified in 1928. After diesel replaced steam locomotives, the electric engines were eventually replaced by diesel.

The Estuary, however, continued to figure in the story of port facilities serving Christchurch until the 20th century. Some were sure the difficulties of access between Christchurch and Lyttelton and the shortcomings of Lyttelton as a port could best be overcome not by improving facilities at Lyttelton and upgrading transport links between city and port but by creating a 'Port of Christchurch', by dredging the Estuary and building a new port.



Figure 8. Road tunnel to Lyttelton nearing completion. Opened on 27 February 1964, it was designed as a toll tunnel (New Zealand's longest) but became toll-free in 1979. *Christchurch Star*

The proponents of this scheme continued to press their case into the early years of the 20th century.

The last chapters in the story of access between Christchurch and Lyttelton were not written until the second half of the 20th century. The long-mooted road tunnel was finally opened in 1964. Prior to that an oil pipeline had been built over the Port Hills, along, roughly, the line of the Bridle Path, to a tank farm in Heathcote. Later a natural gas pipeline was built across the Port Hills, taking a route from Lyttelton to Rapaki then over the hills.

(Although Christchurch and Lyttelton are interdependent, economically and socially, the port has always come under a separate local body jurisdiction.)

When Christchurch was founded, canals were still an important part of Britain's transport system. A wide reserve for a canal was set aside running from the Estuary to the Avon at Avonside, above the river's lower meanders. This is the line of Linwood Avenue. Other canal reserves were also surveyed but no canal, however, was ever constructed. The excavated waterway down the canal reserve beside lower Linwood Avenue is a later stormwater drainage outlet.

The age of rail in Christchurch



Figure 9. The lift bridge near Ferrymead, where the heathcote joins the Estuary. The bridge has been replaced. *J. Wilson Private collection*

Though canals were still in use in the Britain from which Christchurch's first large group of organised settlers came, by 1850 Britain was well into the railway age. The building of the lines to, first, Ferrymead and then Lyttelton was followed by the construction of railway lines to the south, west and north. These lines both linked Christchurch to its expanding farming hinterland and provided long-distance links between the city and other parts of New Zealand. The lines also served a limited role as commuter lines (see below) and played a role in the recreational lives of residents of Christchurch.

The line south (built initially on the wider provincial gauge) was completed to Selwyn by 1867, to Rakaia by 1873, to Ashburton by 1874, to Timaru by 1876 and provided a through route to Dunedin by 1878. The north line reached Rangiora by 1872 and Waipara by 1880. The north line was also built initially to the wider gauge as far north as Amberley. From Waipara the line was extended to Culverden and then Waiau, and to Parnassus, but the through route to Picton via Parnassus and Kaikoura was not completed until 1945. The line west (which left the south line at Rolleston) reached Springfield in the 1880s, but there was no through connection to the West Coast until the opening of the Otira Tunnel in 1923. Coal and timber came from the west; newspapers were sent west.

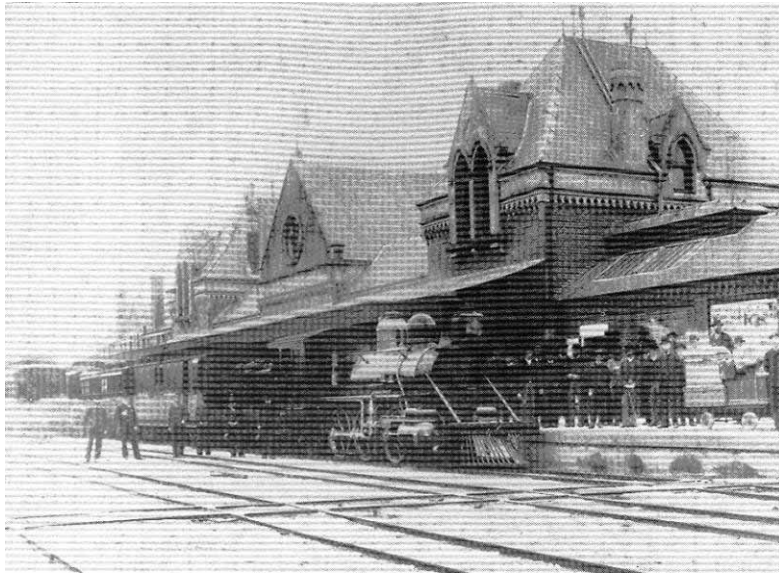


Figure 10. Canterbury citizens were justly proud of their rail station, opened on 21 December 1877.
Coutes K, A picture Book of old Canterbury, p80

The building of a South Island rail system centred on Christchurch helped cement the city's position as the economic and social 'capital' of at least Canterbury if not the entire central and southern South Island. The city acquired new rail stations in 1877 and again in 1960, the latter ironically just as passenger train travel was in near-terminal decline. Though a motor bus service to Timaru began in 1904, road challenged rail for passenger transport beyond Christchurch only after private cars became commonplace.



Figure11. New Railway Station, Moorhouse Avenue, 1960. It was designed in the thirties but construction was delayed by the war. The well-proportioned brick building was obsolete within a decade, as passengers deserted the railways for motor cars and air travel. It now houses Science Alive and a cinema complex. *Rice GW, p13, Christchurch Star*

Trains also played an important role in the working and social life of Christchurch itself. Although trains were used far less by Christchurch commuters than commuters in Auckland or, particularly, Wellington, commuter trains did run on the line to Lyttelton until 1972 and out to Rangiora on the north line until 1976 (though from 1967 there was only one return train per day). Until 1954, there was a station at the Riccarton Racecourse and race trains

were an alternative way of reaching the races to trams from the Square. The Addington racecourse and showgrounds were served by a station on the South line. Until travel by car became common, farmers and their families came into Christchurch by train for sale days (the saleyards were close to the Addington station) and to shop or for professional services. For many years, children travelled into Christchurch by train for their secondary schooling. Trains were used to escape the city. Excursion trains took hundreds of city people to Caroline Bay and Arthur's Pass. Firms and churches used trains for their annual picnics. At the time of the International Exhibition of 1906-07, a temporary railway line was built across Hagley Park from the north line to the exhibition site on the Park Terrace side of the park.

The main rail corridor – the line south and the line to Lyttelton forming a continuous through route – ran east to west across the southern side of the central city, with the city's station situated on this corridor, some distance from downtown. The line to the north left this through line at Addington; there was no direct through connection between the lines north and south until a new passenger station was built at Addington in 1993. The existence of this corridor had a significant effect on the physical development of Christchurch. Along the rail corridor were marshalling yards and goods sheds in the vicinity of the station, the Addington railway workshops to the west and the Linwood locomotive depot to the east.



Figure 12. Addington Railway Workshops, soon after completion of the water tower (1883), one of New Zealand's earliest reinforced concrete structures. The workshops became one of the city's biggest employers in the late nineteenth century, and produced New Zealand's first locally designed steam locomotive (W192) in 1889. French collection, CHAC/CM 931

The building of the new railway station at Addington (on former railway workshops land, right next to the water tower which is the sole reminder that the workshops ever existed) and the transfer of all rail passenger services from the imposing station on Moorhouse Avenue was a striking physical reflection of the changes status of rail travel in the city.

The closure of the central city station and the Addington workshops and the consolidation of marshalling yards at Middleton, combined with the closure of the Addington saleyards, opened the way for zoning changes over large areas of ex-railway land along the main rail corridor in the central city and beyond. New business and residential development on the land vacated by the railways became possible.

The development of the rail corridor and the industrial and railway-related workshops, buildings and other structures (including the gasworks established in 1863) along the corridor had a profound impact on the structure of the city. As the rail network expanded an increasing population of workers settled nearby to the south of the station, to form the

district, later borough, of Sydenham. Industrial development occurred in Addington and Woolston, and Moorhouse Avenue became the centre of large stores and factories. The remote location of the rail station from the central city was also the spur to the building of the first tram line, opened in 1880, which linked the station to the central city.

Road links out of Christchurch



Figure 13. Road construction, Sockburn. 1930s. ATL collection

As with railway lines, main roads leading north, west and south linked Christchurch to its agricultural hinterland. But until the mid 20th century these roads were less important than railway lines as links between Christchurch and other parts of the country. The roads to the south and west diverged at Upper Riccarton. (When St Peter's Church was built in the resulting gore, this junction became known as Church Corner.) Subsidiary routes to the south which tied outlying farming districts to the city led down Springs Road into the Ellesmere district and down Lincoln and Halswell Roads to Banks Peninsula.

The road north led out to Papanui where again two roads diverged. Harewood Road was an important access route to the Oxford district, by way of fords across the Waimakariri River. This ceased to be a main outlet when the Waimakariri was bridged between Belfast and Kaiapoi in 1858. The construction of that bridge ensured that the other of the roads which diverged at Papanui would become the 'Main North Road'.

This pattern of main road outlets from Christchurch was set early on and has been subject to only minor later modifications. A motorway was built from the northern side of Belfast when a pair of new bridges were built across the Waimakariri in the late 1960s as part of the northern motorway to bypass the bottleneck of the two-lane Waimakariri bridge. Congestion on Riccarton Road, which led to the main roads south and west, prompted the transformation of Blenheim Road, which ran parallel to Riccarton Road a little to the south, from a country lane running through farmland which was used as a stock route to a four-lane highway lined with commercial and industrial premises. This improvement of Blenheim Road, planned since the 1930s, was completed by 1957.

Long-distance bus services

Christchurch's position as the focus of main road routes in the central South Island made it a centre for long-distance bus services in the region. One local company, Days Motors, ran buses on medium-distance routes into the Ellesmere district and out to Darfield. Days Motors was eventually taken over by Midland Motors, which had services to places like Oxford, Lake Coleridge, Darfield, Springfield, Whitecliffs and Hororata. It also ran local services to Harewood and Burwood and to Templeton before the city bus services were extended into these areas. In 1952 the company introduced a service to Dunedin. Midland Motors also ran sight-seeing tours (notably along the Summit Road) and excursions (to many destinations, including Lake Ida for ice-skating in winter). The Midland Motors' later terminals were on Lichfield Street.

The other 'main player' in providing long-distance bus services was the Road Services of New Zealand Railways. Based for many years in a former motor showroom and workshop on Victoria Street (on the site now occupied by the casino), Road Services ran buses to Akaroa, the Coast, Hanmer, and on the main roads north and south. In the 1990s, most long-distance bus services were replaced by smaller, more flexible shuttle-bus services.

Other links to the rest of the country

Associated with railway lines as a link to the rest of the country was the inter-island ferry between Lyttelton and Wellington. A scheduled service began on the run in 1895 and continued until 1976. For the first two-thirds of the 20th century, the ferry was important in Christchurch life. It was the usual way by which people from Christchurch travelled to the North Island. People from the south and west generally travelled by train to Christchurch and on to Lyttelton to catch the ferry. This linkage gave Christchurch station an important place in the national transport system – and its dining room a 'captive' clientele as people waited for the boat train to take them to Lyttelton or the express to take them further south.

Air travel

The demise of the Lyttelton to Wellington ferry resulted from both improvements to main roads and increasing use of the private motor car and the growing popularity of air travel. Of Christchurch's two airports, Wigram was primarily an air force base and is discussed in chapter 29. The City Council decided to purchase land for a municipal airport at Harewood, north-west of the city, in 1935. Other sites, including one in Linwood, had been considered (with proximity to a rail station then considered desirable by some). The use of the Estuary as a sea-plane base was also discussed in the 1930s, but unlike Wellington and Auckland, sea-planes played no part in Christchurch's transport history. The following year, United Airways began inter-island air services. The airport was officially opened in 1940. Shortly afterwards, it was taken over by the government for the duration of the war as an air force base (see chapter 29). After the war, the airport reverted to civilian use and in 1950 was designated New Zealand's first international airport.

The most important step in the steady expansion of the airport was the replacement, in the 1960s, of the old wooden terminal building by a modern terminal designed by Paul Pascoe.

This terminal has subsequently been greatly extended. Burnside Road, leading to the airport, was upgraded in 1959 and renamed Memorial Avenue. The widening of Fendalton Road, completed in 2004, along with the earlier improvement for traffic of Hagley Avenue, gave Christchurch an attractive route from the airport right into the edge of the central city. The creation of such an entry route, from the airport to the north-western corner of Hagley Park was first planned by Waimairi County (later District) in the 1950s.

The era of horse transport within Christchurch

For the first 50 years of the city's life, the people of Christchurch walked, rode horses or rode in horse-drawn vehicles. (In the earliest years, while the roads remained particularly bad, bullock teams were also used for heavy haulage.) The hey-day of the horse lasted from approximately 1870 to 1910. A wide range of horse-drawn vehicles plied Christchurch streets. Some were for hire. A cab stand was established in front of the City Hotel, at the High Street 'triangle' in 1863; a year later eight licenses were issued under the new City Council's first Hackney Carriage Ordinance. A horse-drawn omnibus began running to Sumner in 1858.



Figure 14. Tram being pulled by horses. Canterbury Museum 11524 (W.A. Kennedy collection)

Keeping the horses fed was a major preoccupation of those who provided passenger and freight services using horse-drawn vehicles. Hagley Park and other open spaces in or close to the city were grazed and were sources of hay or wet grass which were taken to stables. Oats were grown on farms around Christchurch and cut to chaff which was transported in sacks.



Figure 15. Stirling bus, parked outside the railway station in Moorhouse Avenue with horse-drawn cabs in the foreground. Auckland Institute and Museum 1264 (H. Winkelmann)

Many different sorts of buildings and structures were associated with reliance on horses for transport. They included stables (both public stables and smaller structures associated with private homes or hotels), the premises of horse traders (some of which were large buildings) and the premises of the saddlers, farriers and blacksmiths, which were the horse-age's equivalent of service stations and car workshops. Hitching posts were provided in front of public buildings and commercial premises. Horses were generally taken to drink or to be washed down in the Avon River at recognised watering places.

The early roads were poorly formed and surfaced – dusty in summer and muddy in winter. They generally lacked side-channelling. One of the first tasks the newly established City Council took up in 1862 was improving the city's streets, using horses and carts and wheelbarrows. Gravel was initially sourced from local pits for road surfacing. Levelling, especially the filling of gullies and depressions, contributed to the smoothing out of the original land surface of the city. Wooden culverts and stone gutters and kerbs were formed. Some use was made of rectangular cobbles to surface heavily used stretches of road. A council yard was established at the corner of Worcester Street and Oxford Terrace, where the statue of Captain Scott now stands. Later the council established a yard (with, initially, stables) on Montreal Street. Later again it moved its main yard to Milton Street in Sydenham.



Figure16. The second Victoria Street bridge, 1865. Probably the earliest iron-and-stone bridge in New Zealand, it is now preserved as the Hamish Hay Bridge in Victoria Square. Dr A.C. Barker photograph, CM41

A particular problem Christchurch faced was bridging the rivers, particularly the Avon which flowed at an angle across the centre of the city. The necessary bridges were built through the 1850s and 1860s. A footbridge was built at Worcester Street in 1852 and the first cart bridge on the Whateley Road (now Victoria Street) in the north-western corner of Market Square in the same year. By 1862, there were also foot or one-way cart bridges at Armagh (west), Montreal, Hereford and Gloucester Streets and two-way cart bridges at Colombo and Manchester Streets. In 1864, the original wooden bridge on the Whateley Road was replaced by the city's first masonry and iron bridge. Subsequently, other early wooden bridges were replaced by either larger wooden bridges or masonry and steel structures. Later again, reinforced concrete bridges replaced the second-generation bridges at many of the crossings of the Avon.

Several bridges were also built across the Heathcote. The first two bridges at the river's mouth were a swing then a lift bridge (to allow for the passage of ships up the river).

Asphalt came into use, initially for footpaths, in the late 19th century. Some streets had been cobbled prior to the use of sealing. Stone was also used for edging streets and forming gutters. When concrete came into use for streets edging and guttering, a deep, dish-shaped gutter became the norm. Subsequently many of these deep gutters have been replaced by flat concrete gutters terminating in a low curb.

Trams and buses

The first 'revolution' in transport in Christchurch came with the construction of the city's first tramways in the 1880s (Refer Map 10 and 10A). In 1880 itself, the Canterbury Tramway Company opened the first steam tram line between the Square and the railway station. By the year's end the line ran between Sydenham and Papanui. In 1882 the first horse-drawn tram line opened. (Some trams remained steam-hauled, but horse power was cheaper on shorter, lightly used lines and to some extent supplanted steam power.) Tram lines reached Addington station and Woolston by 1882; by 1887 these lines had been extended to the Addington Showgrounds and Sumner respectively. New Brighton was linked to the city by tram by 1887, using the Corporation and New Brighton Tramway Company lines which met in Linwood. The Corporation line had been built out as far as the Linwood Cemetery, but a planned tramway hearse service did not 'catch on', although a tram hearse was built to run on it. Trams were used to carry rubbish out of the city along the Corporation Line. There was a tram service to North Beach by 1894.

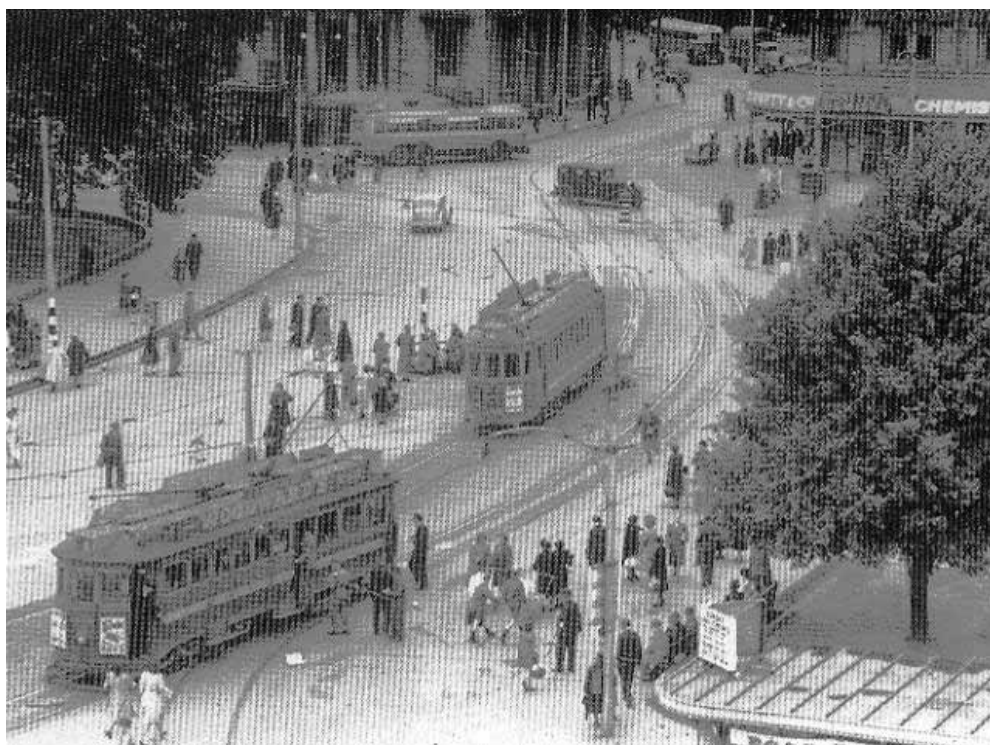


Figure 17 . Electric trams in Cathedral Square. c 1930s. Canterbury Museum 12382

After electric trams were introduced in 1905, the city's tramway system grew significantly. But even these steam- and horse-drawn trams were important in the city's development. Travel over some distance became affordable even to people of modest means. They could now live at greater distances from their places of work. The introduction of trams therefore spurred the peripheral residential growth of Christchurch. Local shopping centres developed at some train termini. But because the tram lines all radiated from the Square, they also had a centripetal effect.

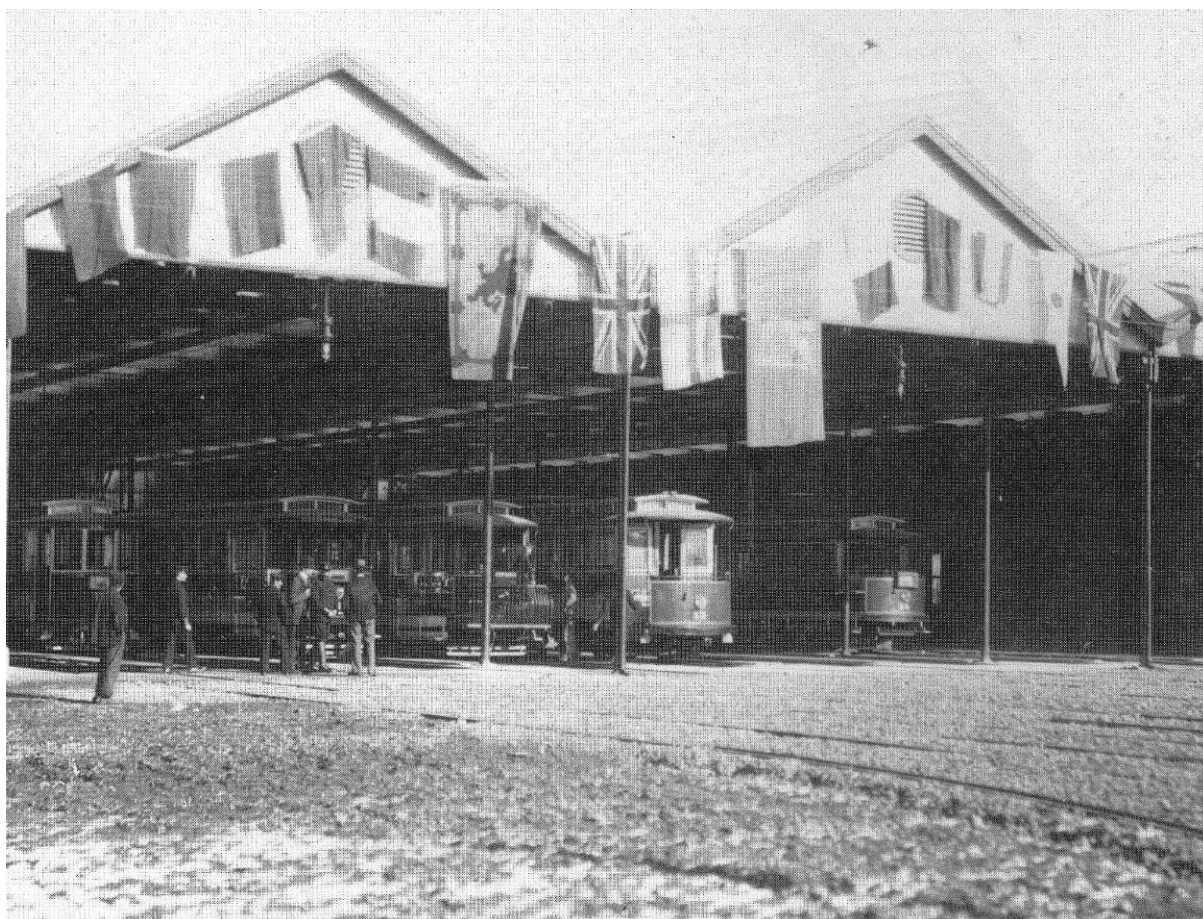


Figure 18. Christchurch's shiny electric trams began running on 5 June 1905. The tram in the centre has a front fender designed as a safety feature, because of the density of bicycle traffic. *Coutes K, p80*

It became easier to get into the central city for shopping and entertainment. Although the peripheral 'villages' and shopping centres along Ferry Road (Woolston), Colombo Street (Sydenham), Riccarton Road (Lower Riccarton) and Papanui Road (St Albans, now Merivale) and elsewhere in the city remained important, it is no accident that the years that trams were a key part of the city's transport system coincided with the years the central city drew its largest numbers of people from the suburbs, to work, shop or seek entertainment or other social diversions.

The establishment of the Christchurch Tramway Board in the first years of the 20th century led to the electrification of the old 'company' lines and the extension of the entire system. The Board built a large power station and car shed on Falsgrave Street (between the eastern end of Moorhouse Avenue and the railway corridor). The first electric trams ran on 5 June 1905. By 1914, the tramway system had reached its maximum extent – 53½ route miles. In addition to the termini reached in the horse and steam tram age, trams ran by that year to Riccarton, St Albans Park, Cranford Street, Spreydon, Fendalton, St Martins, Opawa, Northcote, Dallington and Cashmere Hills. The system was the largest in New Zealand, but because Christchurch was so dispersed and settled so lightly (it had a much lower population density than Auckland, Wellington or Dunedin, largely because of the abundance of flat land) the Board had to try to make the system pay with fewer passengers per route mile than other New Zealand tram systems. Nevertheless, between the wars only the bicycle competed with the tram as the way most people of Christchurch moved about the city. Tram shelters were erected along many routes and the tram shelter in the middle of the Square – where all the lines converged – became the subject of controversy.



Figure 19. Colombo Street, 1950. *Anon. 1950 Centennial Canterbury. (p21)*

The city had two trolley-bus lines, from the Square to Richmond and North Beach. The line to North Beach was discontinued in 1956.

The tram cars themselves were initially imported from Britain and the United States, but later a Christchurch firm, Boon and Co., manufactured cars for the city's system.

By the end of World War II, however, the tram system was badly run down and already facing competition from the private car. The Transport Board decided to scrap the trams and base the city's public transport system on diesel buses. The Board had begun using buses on some routes (to Bryndwr and Hornby and between central and south Brighton) in the 1920s. The last tram ran in 1954. Fifty years later, however, there are still some tram lines buried deep in some roads and they can be seen on the now pedestrianised Hamish Hay Bridge in Victoria square. The buses followed, generally, the same routes as the trams, though as the city expanded at its edges the routes to the north, west and south-west were extended steadily further and further out.

All the routes continued to run through the central city until 1999 when the Orbiter service was inaugurated to link suburban malls and other destinations so that those using public transport no longer had to travel into the inner city and out again to move perhaps just a short distance round the circumference of the city. Even after the inauguration of this service, the city's public transport system remained overwhelmingly radial, centred on downtown, although this no longer reflected the patterns of movement and living of most Christchurch residents who used their private cars rather than the buses. The Square retained its role as the central node of the public transport system, even after it was remodelled and partly pedestrianised in the early 1970s, until the bus transfer station was built on Lichfield Street. By 2001 all the main central city bus stops had been moved from the Square to the Bus Exchange. This significantly shifted much inner-city activity to the south in the very first years of the 21st century.

Although the old tram car shed and power station were demolished, the Transport Board maintained its presence in that south-eastern sector of the inner city by establishing its bus depot between Ferry Road and Moorhouse Avenue.

The bicycle

The bicycle has a special place in the history of Christchurch's transport system. The first velocipedes appeared in the late 1860s and the first safety bicycles in the 1880s. The first cycle track across Hagley Park was formed in 1897. Through the years between about 1900 and 1950 those Christchurch people who didn't take the tram to work probably biked if they didn't walk. People also biked to social events like dances, many parking their bikes in Crooks cycle storage facility, which used a token system to ensure people reclaimed the right machine. There were also cycle storage facilities at the main railway station. It was used by Lyttelton watersiders who lived in Christchurch, who would bike in to the station and take the train to Lyttelton. The station's cycle storage facilities were also used by trampers and mountaineers who used trains (the 5.30 p.m. Perishable and the early morning Press rail car as well as regular passenger services) to reach the mountains of Arthur's Pass National Park.



Figure 20. Before long the cycle became everyone's means of transport. *Canterbury Museum 10003 (Robinson collection)*



Figure 21. Kids on bikes! These boys are arriving at Elmwood School. *Alexander Turnbull Library 55162 1/2*

It was customary also for schoolchildren of all ages to bike to school and long bike sheds were a feature of all school grounds (with what happened ‘behind the bike sheds’ part of the child-lore of growing up in Christchurch). The city gained a reputation, which was probably correct, for having more bicycles per head of population than any other city in the world with the possible exception of Copenhagen. The popularity of cycling in Christchurch stemmed, of course, from the fact that the city is mostly flat, which means cycling is easy. The manufacture of bicycles was an important Christchurch industry. The last of the earlier cycle manufacturing enterprises closed in the 1950s, but in the late 1960s the manufacture of bicycles in the city was revived by Healings which was a significant city business for several years. The manufacture of bicycles in the city is also referred to in chapter 13. Bicycle repair shops were found throughout the city – every suburban shopping centre of any size had at least one ‘bike shop’ which sold new and second-hand bicycles but were primarily repair shops.

Cycle use went into steep decline with the proliferation of the private motor car (see below). In 1959 there were still 90,000 bicycles in the city, but it was noted that while children were still riding bikes to school, adults were increasingly using cars. By the end of the 20th century it had become commonplace for some parents to drive their children to school. Christchurch still has more cyclists (absolutely as well as in proportion to its population) than any other New Zealand city. Providing for cyclists has been a preoccupation of the City Council for two decades and defining cycle lanes on roads and building designated cycle paths is part of the Council’s over-all transport strategy.

The private car



Figure 22. Mackie's Station Garage, 339-341 Moorhouse Avenue. *Alexander Turnbull Library 73994 ½*

The motor car first appeared in Christchurch in 1898. The Canterbury Automobile Association was formed in 1903 and in 1905 an 'auto gymkhana' was held at the Addington trotting grounds. Car numbers rose steadily but remained relatively low until after World War II, then expanded dramatically in the 1950s and 1960s. A network of small service stations appeared, most of them on corner sites and most with just two or three pumps on a small forecourt. In the earliest years petrol was provided from kerbside pumps often outside general stores. Petrol stations with initially small forecourts were a slightly later development. Between the wars, a few larger service stations were built, but into the 1960s and even later most city service stations were still relatively small, with just a handful of pumps and small repair shops attached. Specialist car repair shops also began to appear in the city between the wars. The city's first traffic lights were installed in 1930 at the corner of Colombo and Cashel Streets.



Figure 23. A typical petrol station of the sixties: the Ace Service Station, Sydenham, on the corner of Hastings and Colombo Streets. Port Hills in the background. Stan McKay photograph, CM

Most car firms established premises in the central city, often in substantial buildings newly built for the purpose. Somewhat later two further classes of buildings resulted from the increasing numbers of private motor cars in the city. The city council's first down-town parking building was constructed on the corner of Manchester and Gloucester Streets in 1965. Another early multi-level car parking development was the private one of Amuri Motors on the corner of Durham and Armagh Streets. Somewhat later there was a significant proliferation of new and used car yards on the southern side of the inner city, especially in the south-western sector. This was one way in which the increasing popularity of the private car, which had generally the effect of dispersing commercial activity away from the inner city (see below), contributed to the economic survival of the inner city (though not, in several cases, to the survival of its historic building stock). Vehicle testing stations were run for many years by local councils.

By 1959 of the 500,000 trips the people of Christchurch made each week-day, 40 per cent were by car, 10 per cent on foot, one-third by bicycle and only one-fifth by public transport. Making provision for people to journey to work by car became a key consideration for town-planners from the 1950s on. The increasing use of private cars also unshackled the need for residential developments to be at least relatively near a tram line or bus route. Areas between the older 'tramway' suburbs were filled in by new suburbs and suburban expansion began to spread well beyond the terminuses of the tram lines.

The improvement of the city's road network to cope with the increasing volume of vehicles took a particular course in Christchurch, similar to that taken in Dunedin but very different to that taken in Wellington and (particularly) Auckland. There were some minor improvements made as relief works during the depression, notably the widening of the causeway to Sumner to take road traffic and not just trams. A comprehensive motorway system was planned in the 1960s. The Regional Planning Authority released a master transportation plan in 1962 and an overseas expert reported on the city's traffic plans in 1965. The Christchurch City Council undertook a major strategic review of planning for the city's growth in 1966-67, including planning for the city's transport network.

Two major motorways, supported by expressways, were planned and were included in the 1972 Christchurch City Council planning scheme. However, only small parts of the proposed system were ever built, on the city's edges. One particular part of the proposed system – the 'road across the park' to link Fendalton Road with Salisbury Street and on to the northern motorway – aroused particularly strong opposition and influenced the 1971 mayoral election. The northern motorway was built from Belfast across the Waimakariri on new bridges and on the western side of Kaiapoi to Pines Corner. The first section of this motorway was opened in 1967. But plans to extend this motorway through St Albans to link with a motorway along the southern side of the inner city leading from Sockburn to Lyttelton were never implemented (though a large number of residential properties were bought with the motorway in mind).

Although the planned motorways mostly did not eventuate, the city's traffic problems were solved by a number of alternative solutions. A one-way system was introduced progressively from 1969 to 1973. It was designed to make journeys by car around and across the inner city quicker and was the first area traffic control scheme in New Zealand. In the inner city, rail overbridges were built over the rail corridor at Waltham Road, Colombo Street (in 1965) and Durham Street (in 1977). Further out, rail overbridges were built at each end of Blenheim Road. The first length of limited access motorway in the urban area was built in Addington in 1977. This was eventually linked through to the Brougham Street Expressway which became a major cross-town route.

With the lack of money available for major public works in the 1970s, some of the major transportation proposals of the 1960s were scaled back. However, transportation planning continued for a ring-road system around the city. The ring road concept was supported politically by the various Christchurch Councils in the 1980s, as a safe alternative to constructing major motorways through areas which included some of the city's mostly older housing stock. Around the city's periphery a number of new roads were built or existing roads upgraded to create the ring roads. A key part of this ring road concept, the southern arterial from Brougham Street to Curletts Road, was opened in 1981. A comparable expressway on the northern side of the city was not completed until the 1990s. The eastern expressway linking the Main North Road at St Bede's to Bexley, with a new bridge over the Avon River, was not completed until early in the 21st century, despite the Bexley Expressway having been included in the 1972 Christchurch City Planning Scheme.

These improvements reinforced the trend towards ever-greater reliance on the private car, which in turn contributed to the spectacular growth of suburban shopping malls one of the major attractions of which were the extensive areas of carparking they had available. (The significant changes in the patterns of retail shopping associated with the mutually reinforcing growth of car use and suburban malls is dealt with in chapter 14.)

The historic development of the city's roading network led to a number of localities becoming identified by a particular feature of the roads in the area. In the suburbs, the two best examples of this are the Papanui Roundabout and Church Corner (Upper Riccarton). In the central city, the southern entrance to Cathedral Square is still occasionally referred to as 'the Bottleneck', even though changes to the layout and traffic functions of the Square itself have meant that the congestion which characterised this short stretch of road no longer occurs.

Chapter 3: Transport Comment and recommendations

General discussion

Maori trails and water routes laced the area on which Christchurch was later built, associated both with exploitation of the resources of the site itself and with travel between the pa at Kaiapoi and the settlements on Horomaka (Banks Peninsula), particularly Rapaki on the shore of Whakaraupo (Lyttelton Harbour), over the Port Hills from the area later occupied by Christchurch. The important early story in the European city's transport history was the creation of efficient and economic ways of moving people and goods between the port, Lyttelton, and the town, Christchurch. The construction of the Lyttelton rail tunnel (made possible by provincial land sales, based in turn on profits from wool shipped overseas) was an achievement not matched by other early New Zealand settlements. Later Christchurch became the focus of provincial and national transport networks, rail, road and air.

Within the city the early reliance on foot and horses had given way by the early years of the 20th century to the tram car and bicycle. In the second half of the century these in turn gave way the private motor car and residual public transport services provided by diesel buses. The story of transport within Christchurch follows a common New Zealand pattern, except for the abundance of bicycles in the city through the first half of the 20th century. Christchurch's local road network needed substantially more bridges than other New Zealand cities.

Relevant listings

Transport is one of the themes better represented than some others in the current listings.

For the early routes over the Port Hills and into the lower Heathcote and up the Avon there are: *'The Bricks' memorial*, the *Ferrymead wharf and railway embankment*, and *Ferrymead House*. The later links between Lyttelton and Christchurch are represented by the *Lyttelton rail tunnel portal* and the *Lyttelton road tunnel control building*.

Some of the now very few relics of the age when horses dominated transport in and beyond the city have been listed. They include: the *Victoria Square watering ramp*, the *horse auction (bazaar) building*, the *Canterbury Club hitching post*, the *saddlery building*, Upper Riccarton and the *Daresbury stables*.

Rail transport is relatively poorly represented by the *main railway station*, the *Papanui railway station* and the *Addington workshops water tower*. (The Lyttelton rail tunnel portal is mentioned above.)

The single tramway-associated listing is the *Redcliffs passenger shelter*.

Roading is represented by the *Armagh Street kerbstones* and by a number of *bridges* (*Antigua Street, Armagh Street, the Bridge of Remembrance, Gloucester Street, Helmores*

Lane, Victoria Street and Colombo Street). The *Halswell quarry* was an important source of road metal.

There are several buildings associated with aviation at *Wigram Aerodrome* and also the *Kingsford Smith landing plaque*.

The *Bell's Motorworks building* on Lichfield Street is the only listing which has even a tenuous connection to the early development of private motor car transport in the city.

Further possible listings

The *footings of the former ferry crossings on the Heathcote River*, close to its outlet into the estuary, should be listed.

The *lines of the proposed but never built canals* and the *Carlton Mill Road towpath* may need formal identification in some way.

The *women's memorial and other features on the Bridle Path, and the formation itself*, have not been listed. Other *early road and track formations* such as Captain Thomas's track at Evans Pass and the Rapaki Track should possibly be listed.

There may be (several or many?) more *buildings and other relics associated with horse transport* (including private stables at surviving larger houses) that could be listed.

Possible structures for listing associated with the past dominance of *bicycles* in Christchurch need to be identified (e.g. any surviving school bicycle sheds).

The *sites of the demolished suburban railway stations*, along the Lyttelton, north and south lines, should be examined for any remaining physical features of historic interest that could be listed. So should the site of the *Linwood locomotive depot* and the entire length of the 'railway corridor' from Linwood through to Middleton. The surviving *railway goods sheds* in the corridor, including those in Waltham and Sydenham, should be assessed.

The remaining evidence of the *history of roads* themselves, including relics of trams and early bus routes and of different eras of road formation and gutter styles should possibly be represented in listings (as a sequence on from the Armagh Street kerbstones).

The *original Harthcote swing bridge* was later located to Swanns Road in (1907, when the lift bridge was built) and later relocated again to Bowenvale where it still exists. Parts of the *lift bridge* are at Ferrymead and are being restored for re-erection on the tram line.

Nothing is so far listed that refers to *the development of the motor age* in Christchurch (except, perhaps the Bells Motorworks building). There may be some *early service stations and car repair buildings* remaining (in other uses) and the building on Colombo Street at the Strickland Street corner (in Beckenham) should be considered for listing. Representative *early garages for cars on private properties* should also be considered. The old *vehicle testing station* on Lichfield Street may warrant listing.

Nothing is listed which reflects the role of *long-distance bus services* centred on Christchurch. The sites of or remaining structures at *the Midland terminals* may still have relics or remains that could be considered for listing. The building on the corner of Cashel and Barbados Street which was the Mount Cook Company depot until the 1960s may need listing.

The early history of aviation is well represented by the various listings at Wigram but the lack of any listings at *Christchurch Airport* (including the Paul Pascoe terminal which won an New Zealand Institute of Architects A Gold Medal in 1960 and the remaining World War II era buildings) is an omission that should be addressed.

Bibliographic note

Section 5 of the annotated bibliography identifies the main sources of information about the city's transport history.

In the published work horse, tram and other rail transport is reasonably well covered, but the history of roading and the motor car is mostly only touched on in other general works or works on specific topics, such as Ince on the city's bridges, Lamb on the city's early government and the Avon River, and Smith on the history of the Halswell Quarry.

Further research

The focus of past research has been on trains and trams. There is a need for specifically Christchurch-related research on early (and later) motoring and aviation to establish a general historical framework for the identification of buildings, structures and sites that could be listed.

Chapter 4: Communications

Mail



Figure 24. Victorian Christchurch: solid, respectable and sunny, but struggling with the ‘Long Depression’. View south-west from the Cathedral tower, 1885. The Torlesse Building is now dwarfed by the New Zealand Insurance Company building (1885) and the Post Office (1879). The latter, designed by W.H. Clayton in Venetian Gothic, is one of the city’s most important nineteenth century public buildings. *F.A. Coxhead photograph, CM 182*

The first post office was opened in Christchurch in 1850s, in a wooden building on Market Square (when a number of public services were concentrated there). When the new Government Building on the Square was opened in 1879, the post office was just one of several government departments in the new building. It gradually squeezed the other departments out and had the building to itself after 1911, when the new Government Buildings on the opposite side of the Square was completed. The 1879 building then became known as the city’s Chief Post Office and remained this until, with the reorganisation of the whole department, it moved out in the late 20th century. By 2004 one of the main tenants in the building was the city’s visitor centre, serving the increasing numbers of overseas tourists visiting the city.

Two other important post-related buildings in the inner city are the High Street post office (now a video parlour), designed by the Public Works Department under J.T. Mair in the 1930s, and the Cecil Wood designed building on Hereford Street which was also used by the Post Office Savings Bank.

Construction of the other major postal structure in the inner city, the Postal Centre on Hereford Street in 1981, provoked considerable controversy because of its size and its expected effect on Hereford Street. It remains the city’s main post handling facility.

An extensive network of suburban post offices played an important part in the city’s life in the years the Post Office Department also ran the Post Office Savings Bank and the telephone system and acted as agent for many other government departments. The post

offices were often the ‘anchors’ of local suburban shopping and business centres. As an example, Sumner’s first post office opened in a shop in 1873; the government built a new post office building in 1901, then another new one in 1938. Another example is Woolston’s 1908 post office, which became a police station when a new post office was built nearby. After the old Post Office Department was ‘dismembered’ during the reforms of the 1980s, ‘post shops’ (often agencies run in conjunction with other businesses) replaced post offices. Some suburban post offices were demolished; others were put to new uses; a few remain dedicated post offices (though now described as post shops).

The Telegraph

Christchurch had the first telegraph system in New Zealand when the line between Christchurch and Lyttelton was opened in 1863. The telegraph system expanded rapidly through the 1860s. Christchurch, linked to Bluff and Nelson by the middle of 1866, became a key ‘node’ in the South Island’s telegraph system. Telegrams, sent via local post offices, were an important means of communication before telephones became common.



Figure 25. Edwardian Christchurch: Intersection of Lichfield (foreground), High and Manchester Streets, c. 1910. The Clock Tower was erected here in 1897 for Queen Victoria’s Diamond Jubilee, and moved to its present site in Victoria Street in 1930. F. W. Dutch photograph, F. W. Harris collection, CHAC/CM 172

Telephone

Telephone services began in Christchurch in 1879. The first exchange, with 30 subscribers, opened in 1881. It was housed in the Chief Post Office building on Cathedral Square. By 1902 there were 1,164 subscribers. As the telephone system expanded relatively large buildings by modern standards were required for exchanges. Exchanges were also built in the suburbs, for example the early large exchange on St Albans Street and later, post-World War

II, exchanges on Glandovey and Papanui Roads. In the central city a new exchange building was erected in the late 20th century immediately behind the Chief Post Office building in the Square.

The other physical change that the extension of telephone services brought was the proliferation of overhead telephone lines on poles. These telephone lines went in at about the same time power lines also began appearing on city streets. The Christchurch Beautifying Association began urging that these services be put underground in the 1920s. Both these services have since been put underground on most central city and a few suburban streets, but power and telephone poles and lines remain a feature of many suburban Christchurch streets.

Public telephone boxes of several different models were used through the years. In 1988, a 'telephone box war' erupted in Christchurch when the 'Wizard of Christchurch' took direct action when Telecom began painting the telephone boxes blue instead of the traditional red. The 'Wizard' won the battle but lost the war when the old boxes were shortly afterwards replaced by new steel and glass structures.

Recent developments

Christchurch people proved as ready as those in other New Zealand cities in using the internet. The proportion of the city's population with access to the internet and worldwide web is about the same as in other New Zealand urban areas, but higher than in the country districts. Cell phone use in Christchurch is also at the average New Zealand urban level. The most obvious sign of this is the cell phone towers placed strategically around the city; one in Bryndwr is disguised as a clock tower.

The rapid advance of new information technologies had the same impact in Christchurch as in other New Zealand cities. It became much easier for businesses, large and small, to operate internationally. It also probably affected the decisions of some immigrants from such countries as the United States to consider settling in what might, in the absence of access to the new means of communication, have seemed a backwater, cut off from the main world centres of business and cultural life.

Chapter 4: Communications

Comment and recommendations

General discussion

The provision of post, telegraph and telephone services from the times each were introduced until the government and economic reforms of 1980s was dominated by the New Zealand Post Office. This means that the history of the provision of these services is illustrated mostly by post office-related buildings and structures. Christchurch (like New Zealand as a whole) has historically taken up technological innovations relatively rapidly and comprehensively but the survival of features associated with successive technologies has been purely by chance.

Relevant listings

The listed post office buildings (which are generally associated with mail, telegraph and telephone services) are the three main central city buildings – the former *Chief Post Office* in the Square, the *Post Office building on Hereford Street* and the former *High Street Post Office*. Of the suburban post offices, the former *Sydenham Post Office* and the former *Woolston Post Office* have been listed.

The *Victoria Square telephone box* is the only public telephone box listed.

Further possible listings

A survey and assessment of the surviving **suburban post offices** and related structures (including the relatively large number no longer in post office use) would probably identify a number of buildings that should be listed to reflect fully the story of communication systems in Christchurch.

A similar survey and assessment of **telephone exchange buildings** of different ages around the city (for example in St Albans, Papanui, Bryndwr and Shirley) should also be a priority.

The possibility of listing some *representative suburban overhead telephone lines* and their supports should be considered. Key examples should be recognised and preserved, preferably as parts of groups of associated buildings and structures in a townscape setting.

Bibliographic note

There are many passing references to post, telegraph and telephone services in several general titles and (mainly in reference to suburban post offices) in histories of particular parts of the city. The international aspect of telecommunications is touched on in the history of The Press newspaper.

Further research

The physical extension of first the telegraph and then the telephone system in Christchurch and the role of telecommunication has played in the city's social and physical development have yet to be examined systematically. (Some international literature touches on the topic.)

Chapter 5: Utilities and Services

Drainage: Sewerage

Christchurch was located on a flat, low-lying, water-logged site that quickly created serious drainage problems. Initially most dwellings and business premises were served simply by cess pits. These quickly polluted the city's rivers and ground water. A night-soil collection system was introduced to remove human wastes from the city itself. The newly established City Council took over responsibility for night-soil collection soon after it was established in 1862. A night-soil reserve was created among sandhills in Linwood for disposal of the wastes. In 1864, the Council took steps to build a pipe system to carry away "sullage" (household waste water) but not night soil. The plan was, however, abandoned in 1866, though only after an expensive shipment of pipes had arrived from England.

The city's sewage disposal problems were only put in hand after a Drainage Board was established in 1875-76 (with responsibility for drainage over an area that included land administered by several territorial local authorities). After making investigations and having reports prepared, the new Board decided to build a system that would take both sullage and night soil. Between 1879 and 1882, the Board constructed a main pumping station at the eastern end of Tuam Street, from which the sewage was pumped along a rising main to a sewage farm at Bromley, and also laid sewage pipes through the city itself and into Sydenham, south of the South Town Belt, and St Albans, north of the North Town Belt. The system relied largely on gravity, but because the terrain was so flat subsidiary pumping stations were needed to get the sewage to the main pumping station on Tuam Street. Though no longer part of the city's sewerage system, this pumping station remains and is one of the most significant remaining structures related to the drainage of Christchurch.



Figure 26. Drainlaying in Jeffreys Road, Bryndwr, November 1928. The Drainage Board managed to complete a major extension of the city's sewerage system to outer suburbs during the twenties, just before the Depression. Pheloung collection, CHAC/ CM 542

As Christchurch expanded through the following century, the sewerage system was progressively extended (along with the boundaries of the Drainage Board district), creating a complex system of both gravity and rising mains, with a large number of subsidiary pumping stations, including a large station at Woolston which came into service in 1970 to pump sewage from Sumner and the hill suburbs from Mount Pleasant round to Clifton to the sewage treatment works. This allowed the city's last large communal septic tanks to be retired. It also meant that industrial wastes, which had been polluting the lower Heathcote for more than a hundred years, could be diverted to the treatment station.

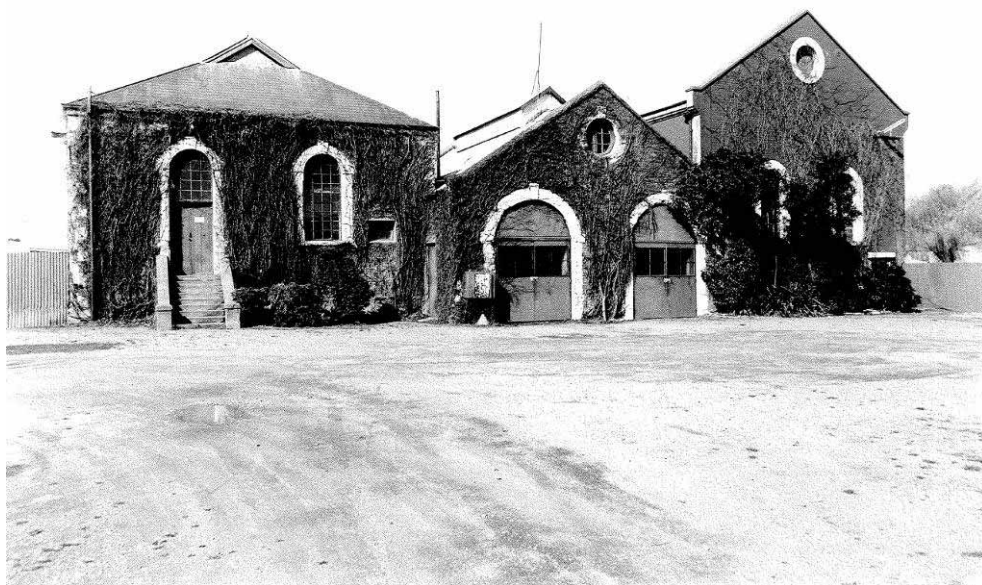


Figure 27. Old Drainage Board No.1 pumping station, now a recycling yard. J. Wilson Private collection.

The extension of sewers in the immediate post-war years failed to keep up with the rapid growth of new suburbs on the fringes of the city and the collection of night-soil, which had been a feature of the city's sewage disposal system since the 1860s, continued in some areas until the 1960s. New Brighton and South Brighton were the last significant areas to be served by sewers and the last areas in which night-soil collection on any scale continued.

The sewage was not properly treated at Bromley until a new sewage treatment station was built between 1957 and 1962 on the site of the old sewage farm. At the same time a new main pumping station was built on Pages Road (making the historic Tuam Street station redundant) and very large oxidation ponds were built on the northern edge of the Estuary. The 'Aranui smell' plagued the operation of the treatment works in their early years, but was largely eliminated by the building of new trickling filters in the 1970s (which were covered by large fibre-glass domes in 1986-87). The treated effluent continued to discharge into the Estuary, though by the early years of the 21st century, a long-talked-about ocean outfall was being actively planned.

Drainage: Stormwater

Prior to the formation of the Drainage Board, the Provincial Government and City Council had undertaken work to improve the drainage of stormwater from Christchurch. The city, in particular, built a brick stormwater sewer down Tuam Street east from the Town Belt. This eventually discharged into the Estuary down Linwood Avenue. This main stormwater outfall, constructed between 1871 and 1874, has served the city ever since.

When the Drainage Board was set up, it made an early decision to keep the stormwater drainage system entirely separate from the sewage system, to avoid having to pump stormwater through to the sewage farm (later treatment station). This would have meant that larger sewer pipes would have to be laid and greater operating costs. The Board continued the work the City Council had begun and created a complex system of drains, both open and piped, to carry stormwater from the city to the main stormwater outfall down Linwood Avenue. Natural streams and creeks were utilised. Many became boarded drains or were piped.

More recently the practices for coping with stormwater have changed, with the creation of swales and retention basins to relieve the stress on stormwater drains at times of sudden heavy rainfall.



Figure 28. Waltham Road, 30 March 1909, looking north towards the Cathedral of the Blessed Sacrament. Railway goods sheds on the left gasworks chimneys on the right. This area was prone to flooding until the completion of a major stormwater relief scheme in the late 1960s. F. W. Hulme photograph, Bougen collection, CHAC/CM 117

Stormwater flooding remained a problem in parts of the city – St Albans, Waltham and the Barrington Street area for example – until well into the 20th century and major stormwater relief works were periodically undertaken by the Drainage Board. Among them were the Dudley Creek diversion (which came into operation in 1979) which largely ended surface flooding in St Albans and the Woolston Cut (operative in 1986) which improved the capacity of the lower Heathcote River to carry stormwater to the Estuary.

The Woolston Cut, however, had the unintended consequence of allowing salt water to move further back up the Heathcote River at high tides with disastrous effects on vegetation along the banks of the river. This was subsequently alleviated by the construction of tidal barrage gates in 1993.

The Drainage Board went out of existence in 1989, the sewerage and stormwater systems thereafter being managed by the City Council. Two of the office buildings in which the Drainage Board's staff formerly worked independently of the City Council staff remain. Both are of architectural as well as historical interest.

Water supply

Christchurch was highly unusual in acquiring a sewage system long before it had a high-pressure water supply. For the first decade and a half, Christchurch households drew their water supplies from the rivers, from shallow wells or from rainwater tanks. In the absence of an effective sewage system, water from these sources quickly became contaminated, which contributed to the poor health record of early Christchurch. The problem was solved by the discovery of abundant supplies of artesian water from aquifers that lay under most of the city. The first public artesian well was drilled in February 1864 at the corner of Tuam and High Streets. Water was struck at 80 feet and the pressure was sufficient to force the water more than 10 feet above the ground level. By the end of 1864 the City Council had drilled seven more wells. A very large number of private wells were also drilled in the following years. Many households used ram pumps which used the pressure in the artesian system to lift the water into tanks on stands which ensured an even, high-pressure supply in the house. These ram pumps were, however, very wasteful of water.

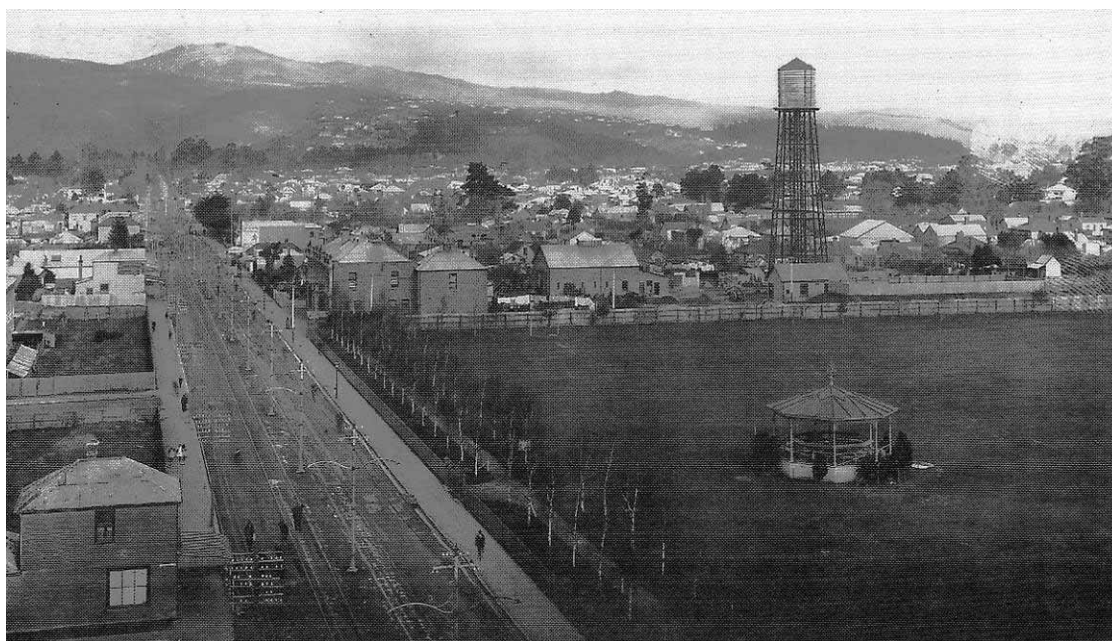


Figure 29. Sydenham, c. 1914, showing the tower for its water supply, and Sydenham Park, Christchurch's first A&P Showgrounds. *Alexander Turnbull Library, Wellington, G5377*

By the beginning of the 20th century, depletion of the supply from the upper strata of the artesian system and lowering of pressure in them prompted the City Council to plan a city-wide high-pressure water supply. A number of wells were drilled at a site on Colombo Street in Beckenham and water pumped up to large tanks on Cashmere Hills, then fed by gravity throughout the city. The system was inaugurated in 1909. Just prior to its amalgamation with the city in 1903, Sydenham had decided to build its own high-pressure water supply and for several years that part of the city was supplied with water from a huge tank on a 90-foot-high stand just south of Sydenham Park. (The existence of the system meant Sydenham could mark the 1903 coronation of Edward VII by erecting a water fountain in the Park. It survives,

relocated and reconstructed.) The Cashmere Hills were served by a high-pressure water system installed by the Heathcote County in 1914.

Although the site of Christchurch appears to be level, it actually slopes markedly from the west, so that suburbs like Burnside, Sockburn and Hornby are considerably higher than say Cathedral Square. Because these western areas were too high and too far away from the Cashmere Hills for adequate water pressure large public water tanks were built at various points as the city spread to the west and north-west to provide the new suburbs with high-pressure water.

Street lighting

Prior to the establishment of the City Council in 1862, the city was lit by just a handful of kerosene lamps. The City Council set about installing more, but shortly afterwards, in 1864, the gasworks opened (see below) and the Council came to an agreement with the Gas Company to supply gas to street lights. New gas lights were installed and most of the kerosene lamps converted to gas. The Canterbury Club Gaslight (c. 1875) is a surviving early example.

Gas was superseded by electricity for street lighting in the early years of the 20th century, especially after Lake Coleridge power became available in 1915.

Fire fighting

The first fire services were provided in Christchurch by a volunteer brigade set up in 1860. It was based in the cluster of public buildings on Market Square. In 1865, the City Council first became involved in fire fighting when a steam fire engine was bought for the volunteer brigade. The City Council ran the city's fire fighting service from 1867 until 1907, when the Christchurch Fire Board took over. In 1976, the New Zealand Fire Service took over in turn from the Board.

The city's second fire station (after the Market Square station) was established on Lichfield Street in 1871 (in a converted former Baptist chapel). The Chester Street station was built in 1876 (it survives, converted to the city's Plunket rooms). A new station was built on Lichfield Street in 1900, then another new station on the same street in 1913. This remained the city's main fire station until 1962 when a new station (the present one) on Kilmore Street was opened.

Just before they amalgamated with the city, both the Sydenham and St Albans boroughs were obliged (by the city refusing to continue to cover the boroughs for fire-fighting purposes) to create their own brigades and both had built their own fire stations by 1903. A further suburban fire station was built in Woolston in 1916 and remained in use until 1963. A network of suburban fire stations was built after the Second World War. Some remain in use as fire stations but some have been withdrawn from service.

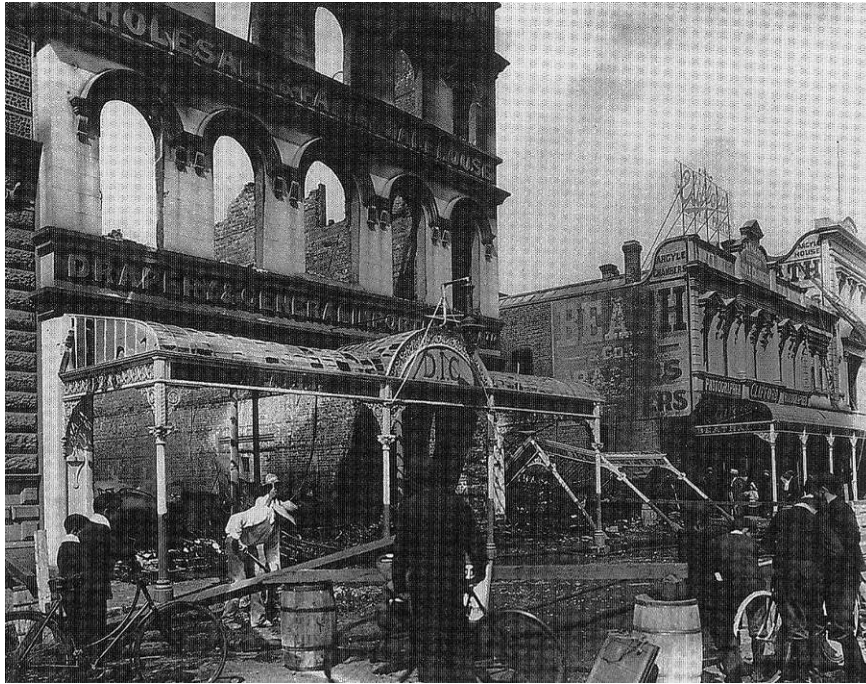


Figure 30. Aftermath of Strange's fire, February 1908, showing the burnt-out shell of the DIC and scorched wall of Beath's. This was Christchurch's biggest fire to date and destroyed half of an inner-city block. The city high-pressure supply was completed in 1909. *Brittenden collection, CHAC/CM 1209*

Before the high-pressure water system was inaugurated in 1909 fire fighters had to pump water from available sources. They included tanks at various points in the city, as well as the rivers. The need for a reliable high-pressure water supply was one of the reasons why the system was built. Ironically, just before high-pressure water became available, Christchurch suffered one of its worst fires – the fire of 6 February 1908 which burned a large number of buildings between Lichfield and High Streets.



Figure 31. Ballantyne's department store, corner of Cashel and Colombo Streets, the day after New Zealand's worst fire disaster, in which forty-one staff died. *Wenborn collection, CHAC/CM 18*

High-pressure water did not prevent the city's most notable fire – the Ballantynes fire of 1947 – from resulting in the loss of 41 lives. Other notable fires included fires in the grandstand at Addington racecourse in both 1953 and 1961 and the gutting of the Regent Theatre building on Cathedral Square in 1979. The most recent notable fire was the burning of the former Farmers store on Cashel and Modras Streets in 2005. One feature of firefighting – the street alarms mounted usually on lamp-posts or power-poles – has disappeared.

Rubbish disposal

In the city's early days, scavenging pigs were important for disposing of city rubbish. After 1863, a license from the city council was needed to keep pigs within the city. The City Council first inaugurated a rubbish collection service not long after it was established in 1862. The rubbish was disposed of in rubbish dumps at various points around the city. For a period prior to 1902 rubbish was transported from the city out to the Linwood sandhills by a special tram.

In the early 20th century, the Council decided to dispose of the city's rubbish by burning it in a destructor. The destructor came into use in 1902, its tall chimney a now long-demolished city landmark. Heat from the destructor was used to generate electricity (see below) and also to heat the water for municipal tepid baths which were opened nearby. The destructor remained in use until the 1930s. Thereafter the city's rubbish was all disposed of in dumps or landfills run by the city's different local authorities. Many of these were in locations that today would be considered highly inappropriate (such as on the edge of the city's rivers). Some former landfill sites later became parks or the sites of recreational facilities. Waimairi County for many years had a dump near the airport. The major dump at Bexley was in use until early in 1985, after a major new landfill was developed in the Bottle Lake Forest in 1984. The Waimairi County Council's dump near the airport was also closed when the Bottle Lake landfill was opened. In conjunction with this new landfill, rubbish transfer stations were built in Sockburn, Styx and Bromley. The Bottle Lake landfill is due to be closed when a new regional landfill at Kate Valley, near Waipara in North Canterbury, comes into use.

In the later 20th century, plastic bags replaced household-owned rubbish tins and recycling was inaugurated, with major resource recovery and processing centres established at the transfer stations. Individual local authorities ran their own rubbish collection systems prior to amalgamation in 1989, but before that were already co-operating in metropolitan rubbish disposal schemes. The collection and handling of materials put out in household recycling crates and collected in other ways was in the hands of a Recovered Materials Foundation. The efforts of the Christchurch City Council to make Christchurch a 'sustainable' city, in line with developing thinking about the environment, are most evident in these efforts to promote recycling and reuse of discarded materials.

Chapter 5: Utilities and services Comment and recommendations

General discussion

Christchurch is unusual (in New Zealand and even world terms) in having had a water-based sewerage system well before it had a high-pressure water supply. This was possible because abundant water was available from the aquifers under the city. Reduction of pressure in this artesian system eventually obliged the city to establish also a high-pressure water system. Both systems were in place by the early 20th century. The site on which Christchurch was built created peculiar drainage problems. This led to Christchurch having first the worst rates of water-borne diseases in the country and then the country's first comprehensive, effective drainage system.

Street lighting was a municipal responsibility from the start. The transition from kerosene and candle lamps to gas lamps was made relatively early and quickly after the gasworks began production in the 1860s. The later transition from electricity followed the arrival of power from Lake Coleridge in 1915, although there were prior electric lights based on the city's two steam power stations.

Fighting fires required special provision of water tanks until after the high-pressure water system was inaugurated in 1908. The efforts to prevent destruction by fire led to the construction of successive fire stations both in the central city and in the suburbs. New Zealand's most famous fire, the Ballantynes' fire of 1947, occurred in Christchurch.

The city's rubbish has mostly been disposed of in landfills, though for a period some of it was burnt in the destructor in the inner city.

Relevant listings

The ***Tuam Street pumping station*** is the most important building listed because of its association with the city's sewage system. Some of the early sewage pumping stations are also listed, including those on ***Matai Street*** and ***Bangor Street (Oxford Terrace)***. These are all Council owned and managed.

None of the city's older (or more recent) water pumping stations are listed. The ***Addington workshops water tower*** is the only one of the several large community water towers which were associated with providing high-pressure water in different parts of the city, both before and later in association with the city-wide system, to have been listed.

The ***Canterbury Club gas light*** on Cambridge Terrace is the only item associated with street lighting listed.

A single fire station building has been listed: the old, but long since converted to another use, ***Chester Street fire station***.

Further possible listings

Other *sewage and water pumping stations* should almost certainly be listed. No.10 in the City Council's *Architectural Heritage of Christchurch* series would be the starting point for identifying the stations which are of historical and architectural interest. The *Drainage Board's second office building* should also be assessed for possible listing and *the treatment works* examined for features or structures of historic importance. (Some features on the site pre-date the modern treatment works.) If any important *larger water towers* remain they should be considered and the possibility that there are still a few *backyard pump houses and water stands* behind older houses examined. Any surviving older public drinking fountains should be located and evaluated for listing.

With the conversion of many boarded drains back to natural waterways listing and protecting *representative types of stormwater drains* from the past should be considered. The older riverbank *outlets of piped waterways and stormwater drains* should be identified and some possibly listed. Features of more *recent stormwater drainage schemes* like the Dudley Creek diversion and Woolston Cut may be candidates for listing. Any subsurface remains of *original sewage reticulation* lines should be investigated.

If any older forms of *street lighting*, including the early electric lights, remain they should be considered for listing.

Other former and current *fire station buildings* besides the former Chester Street station should be assessed for possible listing.

The *archaeological remains of domestic rubbish pits* may remain in the grounds of dwellings in the older parts of town as evidence of rubbish-disposal practices before the introduction of municipal services. Some may need to be listed to help prevent their destruction prior to their being examined or excavated. Former *landfill sites* should be at least identified and if any significant features remain from the former use of areas which are now mostly park consideration should be given to listing them

Bibliographic note

References to the development of the various utilities and services are scattered through many general references, especially those pertaining to the work and activities of the City Council and other local bodies. Donaldson's *History of Municipal Engineering* is especially useful.

On the work of the Drainage Board, Hercus and Wilson are the most useful and readily accessible sources.

Phillips, *Always Ready*, is the indispensable source on fire fighting in Christchurch.

The history of the Municipal Electricity Department (see the following chapter) refers to streetlighting.

The City Council's *Architectural Heritage of Christchurch, 10, Pavilions, temples & four square walls*, is a critical source for information on structures associated with utilities and services.

Further research

There are no critical gaps in the general research on utilities and services, except that no single work deals with water supply (responsibility for which was previously divided among several local bodies).

Archaeological research for sub-surface evidence of the development of the sewage, stormwater and water supply systems could be usefully undertaken.

Continued investigation and incorporation of Council owned and managed utilities onto the heritage list should be undertaken. Their heritage status should be evaluated during any processes of maintenance or upgrade.

Chapter 6: Energy

Water and wind

Several early Christchurch flour mills used water-power and one used wind-power. (These industries are mentioned in chapter 12.)

Wood

The first settlers relied on firewood for cooking and home heating. All of the Papanui Bush and about half of the Riccarton Bush were cut down in the earliest years of settlement for firewood as well as building timber. Timber was also obtained from the remnant forests on the Port Hills. Other more distant sources were then tapped, notably Banks Peninsula and the foothill forests of the Oxford district. A tramway was planned round the eastern edge of Te Waihora/Lake Ellesmere to bring timber from Little River to the city, but was built, from the Christchurch end, only as far as Halswell. Harewood Road developed as an early city outlet partly to provide access to the Oxford forests.

Wood has remained an important fuel for home heating, with supplies now coming almost exclusively from exotic forests and being burnt (to reduce air pollution) in approved burners.

Coal

Christchurch drew its first supplies of coal from deposits found in the foothills of the Southern Alps, notably in the Malvern Hills, where coal was being mined in the 1850s. Malvern coal was being advertised for sale in Christchurch by at least 1855. After the southern railway reached Selwyn in 1867 coal was brought down the 'coal track' from the Malvern Hills mines to Selwyn and then railed into Christchurch. Coal was also mined for the Christchurch market at different times at Avoca (Broken River), Acheron and Mount Somers. Coal became an important fuel for industry and for domestic heating and cooking.



Figure 32. This iron puffing-billy of the road is seen leaving the Moorhouse Avenue State Coal Depot in the 1900s. *Coates, p116*

In general, the Canterbury coal deposits were small and difficult to mine. Supplies from the much larger West Coast deposits of coal reached Christchurch initially by sea, via Lyttelton. After the Otira Tunnel was opened in 1923 West Coast coal arrived by rail. Coal yards were then located largely along the southern rail/industrial corridor. Coal for domestic use was generally bagged at these coal yards and delivered in sacks to homes. This practice continued until at least the 1950s. Although by then domestic cooking was almost all on electric stoves and most domestic hot water heated in electric cylinders, open coal fires remained an important form of home heating.

Air pollution



Figure 33. Smog has been a perennial winter problem for Christchurch. The city's worst daytime smog level was recorded in June 1977, but night-time levels were a great deal worse. *Rice GW, p138, Christchurch Star*

The reliance on wood and coal open fires for domestic heating gave Christchurch a serious air pollution problem. The problem became acute when inversions formed over the city. Pollutants accumulated in cold air trapped below a layer of warmer air against the flanks of the Port Hills. The city's territorial and regional councils began tackling the city's air pollution problem first by monitoring and publicising pollution levels, then by progressively banning open fires for domestic heating and requiring householders to install approved solid fuel burners. Air pollution was at its worst in the 1960s and 1970s but through the 1980s and 1990s began to show improvement as the City Council's measures took effect. Planning for the city's first comprehensive air quality management plan was well under way by 2004, under the auspices of the Canterbury Regional Council (Environment Canterbury). As the efforts to clean up Christchurch's air intensified, coal yards and retail coal merchants disappeared from the city. Firewood merchants tended to locate on the city's edges, in Sockburn and along Johns Road for example.

Coal gas

The availability of coal allowed a Gas Company to begin manufacturing coal gas at a gasworks on the South Belt in 1864. (This was about the same time that gasworks were built in Auckland and other New Zealand centres.) The gasworks grew through subsequent decades into a major industrial plant. Large areas of the city were reticulated for gas distribution. Gas was available in St Albans and Riccarton by the end of the 19th century, but did not reach Fendalton until 1907. The number of gas consumers leapt from around 7,000 in 1905 to around 25,000 in 1928. After that the increasing use of electricity in homes and factories halted significant increases in the number of coal gas consumers, but gas continued to make an important contribution towards meeting the city's energy demands until the last quarter of the 20th century. The large gasometers became city landmarks. Coke was also available as a domestic and industrial fuel from the Gas Company. As a major company, the

Gas Company had substantial premises in the central city which were used for administration and to sell gas appliances to the public. A small part of the earlier premises of the company remains on Gloucester Street, but the later building was demolished to allow Noahs (now Rydges) Hotel to be built.



Figure 34. The Christchurch gasworks, c. 1930. Coal gas was produced here from 1864 until 1982, after which the site was completely cleared, including large quantities of contaminated soil. S. W. Perkins photograph, CHAC/CM 873

After production of coal gas ceased in the early 1980s, the site was cleared through 1982 and the land, after being decontaminated, used for other commercial purposes. There was also a small gasworks at Sumner which came into operation in 1912, but closed down long before the city works. The city was not subsequently reticulated for the distribution of liquid petroleum gas (which became available nationwide once the Maui gasfield was developed).

Electricity

Limited supplies of electricity became available in Christchurch in 1903, after the city's rubbish destructor was commissioned in 1902 and then from the Tramway Board's power station at Falsgrave Street, which was commissioned in 1905.

But the electric age really began for Christchurch when it became the first New Zealand city to benefit from construction of a major State hydro-electricity station. Power from the Lake Coleridge station reached Christchurch in 1915. It was brought to the city from a substation at Hororata along lines strung from wooden power poles, the antecedents of the later lines of metal power pylons that subsequently brought power to Christchurch from other major State hydro-stations on the Waitaki and Clutha Rivers. Major substations were built on the western side of the city at Addington (in 1913) and at Islington. Later large substations were built at Papanui and Bromley, the latter fed by way of power pylons built across the lower slopes of the Port Hills.

The retail distribution and sale of electricity became the responsibility of the Municipal Electricity Department of the City Council. The MED had its headquarters on the corner of Manchester and Armagh Streets, where successive buildings housed offices, sale rooms for electrical appliances, workshops, for a time a garage for a fleet of electric-powered vehicles and a substation. The MED also had a visible presence throughout the city in the form of its

many small substation buildings (which still remain), and the power poles and lines of the local distribution system.

Energy for horse transport

To feed horses, grass was gathered as “green pick” and carried to forage sites where horses used for pulling trams and mail services etc. Public park lands were leased for the grazing of animals in the 19th century. The size of Hagley Park meant Christchurch had an ample area of public park land that could be used for grazing or to harvest hay. Animal manures were also cropped from these sites for commercial garden and landscape use.

Petroleum products

The conveying of petrol (and diesel oil) by pipeline from Lyttelton to Christchurch for transport was mentioned in chapter 3. Service stations, their forms and sizes changing through the years, were the most visible manifestation in the city of an economy shifting from reliance on coal (and, in the case of animals used for transport, on grass and fodder crops) to reliance on petroleum products. A tank farm was built near Heathcote after the oil pipeline over the Port Hills was constructed. This later also became the terminal for a (buried) petroleum gas pipeline which followed a different route over the hills, from Rapaki rather than Lyttelton.

Other forms of energy

Use of solar power for water-heating has occurred on a small, individual household scale in Christchurch, but is another manifestation of the growing wish to see Christchurch become a ‘sustainable’ city. The city’s electricity has continued to be drawn from distant hydro-electric stations (still including the older Lake Coleridge and Highbank stations), though in the first years of the 21st century a Christchurch company which had begun developing a wind turbine to generate electricity installed a single turbine at Gebbies Pass.

Chapter 6: Energy

Comment and recommendations

General discussion

Until the first quarter of the 20th century, coal and wood were the major sources of energy in Christchurch. Coal was converted to coal gas at the city's gasworks from the early 1860s. Wind and water power played a small role in powering the earliest of Christchurch's industries. The relative lack of sources of firewood close to the city made Christchurch heavily dependent on 'imports' of coal, partly from small Canterbury coalfields, but increasingly and far more importantly from the West Coast. The increased air pollution caused by burning coal and wood has prompted many residents of Christchurch to change the ways they heat their homes.

Electricity had an early impact on energy supplies in Christchurch. Dunedin had a public supply earlier than Christchurch from its own Waipori scheme, but Christchurch benefited from 1915 on from supply from the country's first state hydro-electric scheme at Lake Coleridge. Apart from the nationwide shortages of electricity in the 1950s, which made domestic blackouts necessary, the city has enjoyed ample and reliable supplies of electricity from the major South Island power stations.

Oil products were all imported into Canterbury through Lyttelton. The story of getting these products over the Port Hills is a continuation of the earliest chapters of the history of transport in Christchurch.

Relevant listings

A number of *Municipal Electricity Department substations (Gasson Street, Woolston Park, Linwood Ave, Retreat Road, Seddon Street, Milton Street and Woodard Terrace)* have been listed, as have some of the *former MED buildings* in the central city. Many of these are owned and managed by Christchurch City Council.

The remaining part of the *Gas Company building* on Gloucester Street has been listed.

Further possible listings

Any significant remaining features that reflect the importance of coal in domestic and industrial heating in Christchurch in the past should be listed. Possible examples are any *coal yard buildings or structures, coal handling facilities* along the railway corridor and even *domestic coal bins*.

The *gasworks administration building* on Moorhouse Avenue (as the probably only surviving structure which is a reminder of that major industrial plant on the site) should be considered for listing.

There may be an opportunity for more, representative, examples of the great number and variety of *MED electricity substations* to be listed. This process may need to be linked to the possibilities for re-use if the original function of these structures changes. Any relics of the Tramway Boards electricity distribution system should be considered for listing.

The *electricity transmission network* should be investigated with a view to identifying any remaining features of historic interest, especially of the early transmission of Lake Coleridge power into Christchurch and of the large former *New Zealand Electricity Department substations*. Changes in local reticulation systems should also be represented in the listings if significant examples of older systems remain.

Any early bulk *oil and petrol storage and distribution facilities* on the Christchurch side of the Port Hills should be identified for possible listing. (Early service stations are mentioned under the earlier chapter on transport.)

Bibliographic note

The major works by Pollard on the gasworks and Alexander on the Municipal Electricity Department are indispensable sources for general historical background and detailed information about structures and sites associated with gas and electricity. The booklet in the City Council's *Architectural Heritage* series on utilities buildings is an exemplary example of an investigation of specific structures and buildings based on sound general background information. Donaldson's *History of Municipal Engineering* also touches on aspects of energy supply and distribution in Christchurch.

Further research

No authoritative, comprehensive work on the supply and distribution of coal to Christchurch homes and industries exists.

The general background information available on the coal gas and electricity supply industries needs to be applied to specific sites, features and buildings, along the lines of the City Council's publication on electricity substations.

THEME III: THE BUILT CITY

Chapter 7: An over-all view of the development of Christchurch

The Canterbury Association origins of Christchurch

The city of Christchurch today provides physical, relatively intact evidence of the practical and ideological concepts of the Canterbury Association's planned settlement. The settlement of Christchurch was planned in England by lawyer John Robert Godley and colonisation theorist Edward Gibbon Wakefield. They formed the Canterbury Association with the support of members of Parliament and the Church of England. Godley and Lord - Lyttleton, chairman of the Association, were the key members of the committee responsible for planning the settlement. Captain Joseph Thomas, an experienced surveyor was sent to select the site. Thomas with assistants William Fox, Thomas Cass, Charles Torlese and Edward Jollie surveyed the site and laid out streets. The formal, geometric lay-out was typical of contemporary approaches to urban design for new towns. Streets were laid out on a grid broken by the course of the Avon River, and diagonal roads, the first leading from the city to Ferrymead, and the second to the Papanui Bush. Land was designated for the Cathedral and other churches, a market place, civic buildings, cemetery reserves and a major area of public open space, Hagley Park. Land was set aside between the northern, eastern and southern sides of the grid and the respective Town Belts (later renamed Avenues) for later expansion of the city.

The establishment of a "chief town" was fundamental to the vision the Association had for its new settlement. The town was intended to ensure that civilisation and appropriate moral standards were transferred to the new colony. The two key institutions were the cathedral and the college. Designs for both of these were prepared by architects in England.

The capital city of 1,000 acres was to be divided into town sections. These were to be allocated to land purchasers by ballot after the settlers had arrived in Canterbury. The first land selections were held in January 1851 at the Land Office, on the site now occupied by the Our City Centre, which was originally the city's Municipal Offices. Most of the first town sections were chosen in Lyttleton, which was already an established town. By 1854 Christchurch had a population of around 900, while Lyttleton had a permanent population of around 550 (it had been higher, when settlers first disembarked from the immigrant ships). By the early 1860s Christchurch had indisputably taken over from Lyttleton as Canterbury's chief town.

At this time in Christchurch most people lived within the boundaries of Barbadoes, St Asaph, Salisbury and Antigua Streets. Sale of the town reserves (between the grid of the original city and the Town Belts) began in 1855. Larger houses were built on rural sections in the areas beyond the Town Belts. Concentration of the population in the urban centre provided the early and ongoing demand for and supply of a broad range of services and products.

Suburban growth

By the late 1870s, the distribution of the population had changed significantly. Nearly as many people were residing in the early suburbs around the city (beyond its formal boundaries) and on rural sections as within the inner city. Important early suburban centers were Sydenham to the south of the city, which grew as a working class area immediately south of the railway line, Addington to the west of Sydenham, and St Albans, north of the North Town Belt. (Sydenham and St Albans eventually became the largest of the city's independent boroughs). Other early suburbs – they were initially separate villages – somewhat further out included Papanui, which developed around the small area of bush which was eventually milled out, and upper Riccarton, which grew up at the point where the main roads west and south of the city diverged. East of the city, Richmond and Linwood became early centres of population. Ferry Road was the main route south-east of the city. It led to the wharves on the lower Heathcote which were crucial in Christchurch's early transport history. Woolston developed along this route, as a residential, commercial and industrial area. Sumner and New Brighton were originally, like Papanui and Upper Riccarton, independent villages.

Building of residences on the Port Hills, at Cashmere, began in the very last years of the 19th century. Even after there were numbers of houses on the hills, areas which later supported southern residential suburbs – Opawa, St Martins, Beckenham, Thornington and Lower Cashmere – remained rural in character. They became built up through the first four decades of the 20th century. Through the same decades, the city's residential areas expanded. The 'new' suburbs of these years also included Spreydon. Large parts of St Albans and, to its east, Shirley and Dallington, were also built up through these years.

The inner city

As this residential expansion occurred around the edges of the city, commercial development slowly transformed the inner city. In the inner city, the earliest shops were built along High Street and Cashel Street, and on Colombo Street between Hereford Street and Cashel Street. This area has remained the main shopping area in the inner city ever since. It is at the heart of a broader commercial core to the east and south of Cathedral Square. Market Square, now Victoria Square, was another early focus for trade and commercial activities. The area between Cathedral Square and Victoria Square developed as a secondary shopping area in the inner city.

Although there have always been some shops of one sort or another on the perimeter of Cathedral Square, shopping has never been the primary activity in the Square. It has served a variety of different functions through the years. It has been a centre of cinema-going, and a number of commercial enterprises, including newspaper publishers, banks, insurance firms and stock and station agencies, have occupied buildings around the Square.

Houses which were initially built in the centre of the city were replaced by commercial buildings as the city developed. But a residential area to the west of Cathedral Square, centred on Cranmer Square, has remained largely residential and retained some of its historic fabric. Latimer Square, east of Cathedral Square, was also formerly residential, but it became more markedly commercial than Cranmer Square although some buildings on Latimer

Square are being converted to residential use. Cranmer Square is also close to a 'precinct' of educational and cultural buildings which has kept this function since the city's early days. The buildings of the Arts Centre (built originally for Canterbury University College), the Canterbury Museum and Christ's College are key elements of this precinct, which also extends north of these particular groups of buildings.

Industry

In 1850s and 1860s, industry became established in the central city south of Cashel Street towards the South Town Belt and also in Woolston. In the 1860s there was considerable expansion of small scale workshops producing such items as boots, wheels, barrels, harnesses, rope, foodstuffs and beverages (including beer) and a wide range of other goods to supply the local population. Industrial development further expanded with the advent of the railways in the 1860s and again in the 1870s when there was a marked increase in demand for agricultural machinery and growth of industries that processed the increasing production of wool and wheat from Canterbury farms.

The range of industrial activities within the town centre, as the 19th century progressed, included foundries, manufacturing engineers, printers, flour mills, breweries as well as numerous smaller industries. The area north of Salisbury Street never supported as much industry as the area south of Tuam Street; what industry there was on the north side of the central city has mostly relocated elsewhere and the area is now predominantly residential. The area south of Tuam Street has lost most of its major factories but retains a mixed commercial and light industrial character.

Industries also became established south of the railway corridor, in Sydenham and Addington, reinforcing their working class character. Other industries, notably, for obvious reasons, freezing works, were located further out from the city. In the 20th century, new industries tended to develop along the railway corridor, extending the industrial zones of the city to the west. Woolston remained a significant industrial area and eventually much of Sydenham north of Brougham Street changed in character from residential to light industrial.

Determinants of growth

In the second half of the 20th century, how Christchurch developed was increasingly determined not by unrestrained economic and social forces but by planning. 1948 was a key year with the publication of the final report of the Christchurch Metropolitan Planning Committee. Planning was undertaken by both the territorial local authorities (which drew up plans under the Town and Country Planning Act) and regional planning bodies – the Christchurch Regional Planning Authority was established in 1954. Particularly significant was the zoning of different parts of the city for different land uses or activities and the designating of a 'green belt' intended to restrain sprawl of the city into surrounding rural land. Transportation planning also influenced how the city changed and grew. The passing of the Resource Management Act significantly changed the planning environment in the 1990s and the city's development took new directions.

Chapter 7: The Development of Christchurch Comment and recommendations

General discussion

More than other New Zealand cities, Christchurch's development was affected, both initially and for many decades after it was founded, by the ideals and practical plans of the founding body. In Christchurch's case, this was the Canterbury Association. Subsequently, the inner city and the suburban areas had different development histories. In the second half of the 20th century, planning by different bodies and under different pieces of legislation affected the city's growth and development.

Relevant listings

There are no specific listings relevant to this topic which are not covered in following chapters.

Further possible listings

Possible future listings are also covered in the following chapters. But the criterion of the extent to which a building or place reveals past development or growth patterns and aspects of past planning initiatives should be introduced to assessment of buildings or places being considered for listing on other grounds.

Bibliographic note

There is information about the general development of the city in many titles, especially those listed under I. The founding of the city, II. General histories and III. Histories of specific areas. The proceedings of the Canterbury Regional Jubilee Symposium, 19 November 2004, contain much information on planning for the metropolitan area.

Further research

Relevant topics for further research on the general question of Christchurch's development are identified in the following chapters. The history of planning in Christchurch would have been an area for research prior to the November 2004 Symposium.

Chapter 8: Building a city of substance

The early wooden city

As land was taken up in Christchurch through the early months of 1851, a straggling village of small wooden buildings developed. (A very few buildings were of cob.) The first buildings were cottages, houses, shops and hotels. There was, initially, little to distinguish buildings of different use. There were no marked concentrations of buildings of particular uses in particular areas. Many buildings were of mixed, residential and commercial, use. Gradually, shops and hotels, initially domestic in scale and appearance, became somewhat larger and concentrated in the few blocks that became the central city. Only churches (uniformly Gothic until the 1870s) were significantly larger than other buildings. Most of the earliest buildings were severely plain, and almost all were 'Gothic' in form (with gable ends, steep-pitched roofs and dormer windows).



Figure 35. Detail from Dr Barker's 1860 panorama of Christchurch. View towards the south-west, with Gloucester Street in the foreground and W. D. Wood's 1856 Antigua Street windmill in the distance. Note the sod wall in the foreground, wooden fences and well-built brick chimneys. These signs of progress contrast with surviving tussock, even on the streets. CM374

By the time Christchurch was founded the attenuated Georgian influences apparent in the early architecture of northern settlements had almost entirely disappeared. But some Christchurch buildings from early on were decorated or embellished. Bargeboards became decorated in a simplified 'carpenter Gothic' fashion; a significant group of buildings was Elizabethan or Tudor in decoration, with exposed framing and slightly overhanging upper floors. The fondness for Early English and Gothic in these buildings which transcended the severe simplicity of the purely functional, original buildings perhaps expressed the wish of the Canterbury Association settlers to reproduce English society in the Antipodes.

A cluster of public buildings developed rather quickly on Market Square, but the city's first public building, the Land Office, was on the corner of Worcester Street and Oxford Terrace, a site occupied ever since by a public building, The Land Office illustrated perfectly the domestic character of the great majority of early Christchurch buildings.

The 1850s also saw the first, wooden, buildings of the Provincial Government erected on a slightly elevated site on the west bank of the Avon River. These survive. So, remarkably, does a simple wooden commercial building of c. 1860 on Hereford Street (now known as Shands Emporium).



Figure 36. The second Victoria Street bridge, 1865. Now preserved as the Hamish Hay Bridge in Victoria Square. Dr A. C. Barker photograph, CM 41

Wood remained a common material for some public and commercial buildings through the rest of the 19th century. By about 1870 it had become common for wooden shops and commercial premises in the inner city to have ‘false’ Italianate facades with the wood fashioned to mimic stone. Among the substantial timber buildings which were built in the 1860s for administrative and commercial purposes were additions to the Provincial Government Buildings, the Christchurch Club, built in 1860-62 and, somewhat later, the Canterbury Club, completed in 1874.

From the 1860s to about 1890

The early wooden buildings of Christchurch were regarded by those who built them as temporary expedients. The founders of Christchurch envisaged a city of substantial buildings in permanent materials to house such transplanted institutions as churches, political bodies, schools, libraries, universities and courts and also the commercial firms which it was hoped would soon flourish. Both brick and stone were soon available. Brickworks were established along the foot of the Port Hills where there were deposits of suitable clay and quarries were opened up on the same hills.



Figure 37. Christchurch in transition from wood to masonry, looking south from cathedral.

In making the transition (over several decades) from wood to brick and stone, Christchurch generally remained faithful to Gothic forms. (Even the railway station, when a new masonry building was erected in 1877, had, this being Christchurch, to be Gothic in style.) The first substantial stone buildings which began to rise in the wooden town in the 1860s were all public buildings (though they were preceded by a few small stone commercial premises). A second town hall was built of stone in 1862-63; a stone building at Christ's College in 1863; and the first stone churches in 1864-65. In 1865 the triumph of the Gothic revival in Christchurch, the stone Provincial Council Chamber, designed by the city's leading early Gothic revival architect, Benjamin Mountfort, was completed. It has been described by architectural historian John Stacpoole as "the finest High Victorian interior in New Zealand". Mountfort also designed (in stone) the Canterbury Museum, and the Clock Tower building, the Great Hall and other buildings of Canterbury College. An earlier stone educational building, the Big School at Christ's College, built in 1863, was designed by the Province's first superintendent, James Edward FitzGerald.

The stone Methodist church in Durham Street, built in 1864, was the first church in Canterbury to be erected in permanent materials. It was designed by Melbourne architects Crouch and Wilson, and supervised by local architect Samuel Farr. The first stone church for

the Anglican Church in Christchurch was St John the Baptist in Hereford Street, built in 1864-65, and designed by Maxwell Bury. Foundations for the stone Anglican Cathedral were laid in 1864-65, although the building was not completed until much later.



Figure 38. Shops in Victoria Street, between Kilmore and Peterborough Street, in the 1870s. The enterprising Mr Woodard ('Boots made to order... pegged, sewed and riveted') would not have been out of place in the American Wild West, but the whole scene is also reminiscent of an English provincial town of the mid-Victorian era. *CM 4333*

The city's early wooden bridges also began to be replaced in the 1860s with more permanent structures. The first Victoria Street Bridge was built in timber in 1852. It was replaced with one of New Zealand's earliest iron and stone bridges in 1864.



Figure 39. Fisher Building, Hereford Street. c. 1890's. *Alexander Turnbull Library, ref. 77802 1/2*

Public buildings of grey stone in a Gothic style continued to be built into the 20th century. They became the ‘signature’ buildings of the city. This was especially true of the cluster at the western end of Worcester Street and along Rolleston Avenue, where the former university buildings (now the Arts Centre), the Museum and Christ’s College form a group without peer elsewhere in New Zealand. The last grey stone, Gothic revival buildings were put up in the 20th century. The Teachers’ Training College on Peterborough Street dates from 1924; the Sign of the Takahe on the Port Hills was not completed until 1949.

Masonry commercial buildings of the later years of the 19th century were typically (but not exclusively) built not of stone but of brick, often surfaced with a cement render. These commercial buildings (generally of two or three storeys) were in a great variety of styles. Between the 1860s and the 1880s, Christchurch acquired a number of commercial buildings in a Venetian Gothic style, some from the hand of the leading commercial architect of the period, W.B. Armson (1834-83). They may be another manifestation of the particular predilection for Gothic in Christchurch.

The use of Venetian Gothic elements was fashionable in English architecture at the time, and was used on a wide range of commercial, institutional and civic buildings in London. In designing primarily in Gothic, Christchurch architects of the 1860s and 1870s were following English precedents, illustrated and described in such architectural periodicals as *The Builder*. Use of the Gothic style in Christchurch demonstrates a clear understanding by members of the architectural profession of contemporary architectural trends in Britain.

Boom years from the late 1850s to mid 1860s saw the establishment of banks in Christchurch. The Bank of New South Wales opened in 1861, the Bank of New Zealand in 1862, the Bank of Australasia in 1864. The banks built some of the earliest and grandest early masonry commercial buildings in the city. Classical and Italianate styles were used for these bank buildings. In 1866 the BNZ moved to a building on the corner of Colombo and Hereford Streets, on the southern side of the Square which had been designed by a Melbourne architect, Leonard Terry, in a Greek Revival style.

The great majority of the new larger commercial buildings of the 1870s and 1880s, and beyond, (including several by Armson) were Italianate, a style common in other New Zealand cities. The architect most faithful to Italian Renaissance models was probably J.C. Maddison (1850-1923) but many of the city's imposing Italianate buildings came also from the hands of other architects like T.S. Lambert (1840-1915).

1890-1914 The Edwardian city

Through much of the second half of the 19th century in central Christchurch, older, smaller wooden buildings co-existed with large, newer masonry structures. Through the prosperous years from the late 1890s to 1914 most (though not quite all) of the remaining older wooden buildings were replaced by large, handsome commercial buildings in permanent materials and a 'marvellous miscellany' of styles (Refer Map 11 and 12).

The Roman Catholic Cathedral of the Blessed Sacrament (built 1901-04) on Barbadoes Street, designed by Francis William Petre, was one of the most substantial and significant additions to the cityscape in the early 20th century and a telling symbol of the architectural maturity of the city.

By the beginning of World War I, Christchurch had evolved from its pioneering beginnings to a substantial regional centre. Streets in the central city were lined with two and three storeyed public and commercial buildings in stone and brick, plastered and plain. Confident, ornate masonry structures in a great variety of styles formed continuous lines along streets like Colombo, Lichfield, Cashel, High, Worcester, Gloucester and Armagh. They also enclosed Cathedral Square. Among the architects who introduced new architectural styles into the architectural vocabulary of Christchurch were J.J. Collins (1855-1933) and R.D. Harman (1859-1927), who succeeded to the practice of Armson. S. Hurst Seager (1854-1933) began to make his architectural impression on the city in 1884 with the Queen Anne City Council Chambers. Seager was significant as one of the earliest architects to explore and debate the development of a New Zealand tradition of architecture.

The Luttrell Brothers brought from Tasmania not just new construction techniques but also skill at adapting elements of the Chicago style for large office blocks to the more modest requirements of Christchurch. The seven-storeyed New Zealand Express Company Building, designed by the Luttrells, was described as a 'sky scraper' by the Canterbury Times in 1906. The Luttrell Brothers were influential for introducing modern American commercial building trends to Christchurch where architecture had previously been based almost entirely on English traditions. Other buildings designed by the Luttrell Brothers included the Lyttelton Times Office on the Square, the King Edward Barracks, the Royal Exchange Building, and the Theatre Royal in Gloucester Street.

The New Zealand International Exhibition held in Christchurch in 1906-07 had a significant if temporary effect on the fabric of the city. Joseph Maddison designed the exhibition buildings in a French Renaissance-influenced style, with towers and domes facing the river Avon and Park Terrace. Several new hotels, also designed by Maddison, were built to accommodate visitors to the Exhibition.

Despite the variety of styles, the central city never, before or since, looked so coherent architecturally as it did by 1914. The Square epitomised this sadly lost quality of streetscape

and architectural coherence. Something of it survives, however, in the south-eastern quadrant of the inner city, especially along parts of High, Lichfield and Manchester Streets. Cashel Street, from High Street to Oxford Terrace, also has a large enough number of historic commercial buildings standing for something of the sense of ‘the city that was’ to remain.

Between the wars

Between the two world wars, steel and reinforced concrete came into more general use and American influences became more pronounced. But generally the relatively few inter-war buildings were ‘inserted’ among the existing buildings without significantly modifying the over-all late Victorian/Edwardian character of the mature inner city. Art Deco was poorly represented in Christchurch, except for cinemas. Bauhaus modernism arrived with a flourish with the Millers department store building (now the City Council offices). The Georgian revival made a more minor impression on Christchurch’s commercial architecture than on its domestic architecture. Cecil Wood, adept at several styles, produced some creative commercial buildings that combined features of Modernism with stripped classicism. The three major Wood-designed buildings in this class are the Hereford Street Post Office, the Public Trust building on Oxford Terrace, and the State Insurance building on Worcester Street. All survive. Between the wars Christchurch also acquired, in New Regent Street, a notable example of Spanish Mission architecture.

Christchurch’s architectural tradition

From the mid 19th century to the present, a significant number of nationally significant buildings were erected in Christchurch. The architects responsible for these buildings are prominent in the general history of New Zealand architecture. The architects who worked most of their lives in the city, or who built notable buildings in it, included, in the 19th and early 20th centuries, Benjamin Mountfort, William Armson, Francis Petre and Samuel Hurst Seager.

The strength of Christchurch’s architectural traditions was continued by such 20th century architects as Cecil Wood, Pascoe and Hall, Peter Beaven, Warren and Mahoney and Don Donnithorne. Christchurch architecture was distinctive in combining respect for the ‘traditions’ established in the 19th century with Modern and even Post-modern innovation (Refer Map 13).

Chapter 8: Building a city of substance Comment and recommendations

General discussion

Christchurch's building history (excluding, for this chapter, housing) follows a general, New Zealand-wide pattern, of the steady addition of masonry buildings inserted into an original wooden town, until by the outbreak of World War I the central city was dominated by 'permanent' masonry commercial buildings, mostly of three to five stories, plus substantial masonry churches and public buildings. Relatively fewer buildings were erected between 1914 and 1945, three decades dominated by war and depression. In those decades the city acquired some notable individual buildings, but the late Victorian/Edwardian streetscapes remained largely unmodified. This remained true until a burst of development between about 1964 and 1974 described in the following chapter. However, the inner city still retains a number of relatively intact historic streetscapes, and the early urban pattern, including numerous small lanes.

Christchurch buildings are also, by style, typical of buildings in other New Zealand cities, but the strength of the Gothic tradition in the 19th century and a sense of continuity evident in the design of many 20th century buildings have made Christchurch architecture distinct within the broader national history of architecture.

Relevant listings

The attention given in the past to built/architectural heritage in the listing process is reflected in the fact that there is reasonably comprehensive coverage of all the main building types and periods in the current listings. The listings include the obvious remaining examples of early wooden commercial buildings, a large number of inner city commercial buildings (including theatres) of the later 19th and early 20th centuries, the major surviving public buildings and masonry hotels of the same period, and a large number (almost all) of the churches built up to about 1914 and a few (but not all) of the inter-war churches. Similarly some but not all of the inner city commercial buildings of the inter-war years are listed. (There is a general tendency in all categories for the listings to become more complete the further back in time one goes.)

A large number of individual buildings and structures in central Christchurch are currently scheduled in the District Plan, based on an evaluation against identified criteria.

There are also Special Amenity Areas identified within the central city which include SAM #22 Gloucester/Montreal, SAM #24 Avon Loop, SAM #31 Park Terrace/Rolleston Ave, SAM #32 Cramner Square, and SAM #33, Latimer Square. All of these are in the Living 4C zone, and although they focus on different urban areas, including the squares, and each contains a number of scheduled buildings they all have a primarily historic residential character and focus. The 1931 New Regent Street is scheduled as a whole in the district plan.

Further possible listings

The inner city should probably be examined closely for any further remaining examples of wooden buildings from the earliest years of Christchurch that have not yet been identified or listed.

Commercial buildings of the 19th and early 20th centuries are well represented in the present listings. But the listings need to be examined first to establish if any significant individual buildings have not yet been listed and then to establish if any relatively minor buildings which are crucial parts of groups or precincts have been overlooked.

Surviving, intact groups of historic buildings, and the network of lanes in parts of the central city, are a primary asset of the city, giving it a unique heritage character. Undertaking further research and analysis on specific precincts to identify heritage character and investigation of appropriate mechanisms for protection should be considered.

Although the present listings do reflect the building activity in Christchurch in the years between the wars, there are some **inter-war, inner city commercial buildings** and some **inter-war churches and public buildings** which should be considered for listing.

Where groups of buildings on key historic sites are currently listed a careful review of these areas should be undertaken to check that no other significant structures have been overlooked. Christ's College and Canterbury College (now the Arts Centre) are examples.

Significant historic structures associated with currently individually listed places should be reviewed. For example the listing of **Wood Bros Flour Mill** appears to apply only to the main building although there are a number of other surviving store buildings which form part of a whole complex, and help provide an understanding of the way this important industrial site functioned. Very few major industrial sites remain this intact in Christchurch (or possibly elsewhere).

Generally the current pattern of individual scheduling in the central city does not adequately identify surviving historic commercial streetscape character or key groups of historic commercial and retail buildings which remain intact, and represent themes in the city's development such as commerce and shopping. The survival of this urban fabric, together with numerous small lanes, is a primary asset of the city. In addition to Christchurch's significant individual buildings, key areas retaining largely intact groups of historic commercial and retail buildings contribute to the uniqueness of the city.

Bibliographic note

Part IV of the annotated bibliography, on the city's architectural history, lists most of the titles which deal with the city's built history. Two useful starting points for information on the city's architectural history in general and on certain specific buildings are the two recent general titles, Rice, *Christchurch Changing* and Cookson and Dunstall, *Southern Capital. New Zealand Architecture* by Peter Shaw also sets architectural developments in Christchurch within a national context.

References to specific buildings are scattered in titles throughout the bibliography. Some of the old guide books listed also contain useful information on buildings.

Further research

Further research and analysis should be undertaken to identify in greater detail the historic pattern of development in precincts within the central city, and to provide a greater understanding of social, architectural and historic significance, and to analyse in detail the urban and streetscape character which defines these precincts. Based on a more detailed understanding of historic development, potential mechanisms for protection could be investigated. In Auckland city a range of approaches are in place or are being developed including registration of historic areas under the Historic Places Act, for example the whole of the Britomart precinct, or district plan mechanisms including scheduling of conservation areas, or the more recent use of heritage and character overlay zones.

Key areas to investigate, to which such new mechanisms for protection in addition to individual listing could be applied, include the earliest retail and commercial precinct to the south and south east of the square generally between Gloucester Street and Tuam street and Oxford Street to Madras Street, including High Street and Colombo Street.

The existing SAMs could be strengthened by further research and analysis to summarise the historic significance of these areas in more detail, and to analyse the urban form and streetscape character in more depth. Increased awareness would add to the appreciation and support for retention of the distinctive urban character associated with each of these areas.

There remain serious gaps in information about many of the city's 19th and early 20th commercial buildings, especially those designed by the 'second tier' of primarily local architects.

There is no over-all account of the city's architectural history.

A database of architects who practised in, or designed buildings for, Christchurch would be an extremely useful aid to evaluating buildings for listing.

Chapter 9 The modern city

The central city

Although some new buildings were erected in the 1920s, 1930s and 1950s, central Christchurch remained largely unchanged between 1914 and 1960. (These were, of course, years of depression, war and post-war recovery.) Beginning in the 1960s, through until the stock market crash of 1987, several large, modern high-rise office blocks and hotels were built, usually on sites that had been occupied by a number of older commercial buildings. Zoning and other provisions of the various plans which came to have a marked influence on the development of the city from the 1950s on had a significant impact on the sizes and locations of these new, larger buildings, though the process of replacing the city's older commercial building stock by new, larger office and other buildings was driven primarily by economic factors.

The first of these modern high-rise buildings, the Government Life building (opened in 1964) on the Square, belatedly introduced the glass curtain wall to Christchurch. On an opposite corner of the Square, the new Bank of New Zealand building (opened in 1967) required the controversial demolition of the old Bank of New Zealand building. The impact of the arrival of the large office block in Christchurch was felt most strongly on the Square. Although some distinguished older buildings survived on the perimeter of the Square, the new buildings dominated the townscape and, again controversially, dwarfed the spire of the Cathedral.



Figure 40. Downtown Christchurch looking west from the Cathedral Tower, SRA 2004

Another cluster of high-rise buildings rose south of the Square, clustered around the intersection of High and Cashel Streets (which became the south-eastern angle of the pedestrian City Mall). On the south side of Cashel Street, on opposite sides of High Street, were high-rise buildings designed by the two architects who dominated Christchurch architecture in the second half of the 20th century, Miles Warren and Peter Beaven. Both were built for financial institutions. Tall buildings were also put up for the next generation of inner city hotels – the Ramada Inn on Victoria Square in 1974, Noahs Hotel on Oxford Terrace in 1975 and the Park Royal Hotel on Victoria Square in 1988.

The two highest buildings were erected on Armagh Street, in accordance with a plan to ‘frame’ the inner city with high-rise buildings concentrated along Armagh Street.

Most of the new high buildings were commercial office buildings or hotels. When supply of office space exceeded demand, several new tall office buildings were converted to hotels. Two new high buildings on Hereford Street, the Police Station and Postal Centre, were public buildings. On the north-west side of Victoria Square, the city’s courts were re-housed in a high building.

Rebuilding in the central city over the quarter century from the early 1960s to the late 1980s was not confined to high-rises. The central city also acquired a number of smaller new buildings, up to six or seven storeys. These were not concentrated in any one part of the central city, but spread rather uniformly through it. Some of the better of these smaller buildings, both public and commercial, were designed by the firm Warren and Mahoney. Most notable of all, architecturally, was the city’s new Town Hall, completed in 1972, designed by Warren and Mahoney, which consciously related back to the city’s earlier architectural traditions. So did the same firm’s new Public Library, opened in 1982.

By style, the high-rise buildings generally eschewed the ‘glass skin’ (although there are such buildings in Christchurch; the first of the new larger buildings, the Government Life building on the Square had a glass curtain wall clearly influenced by such American precedents as Lever House in New York and subsequently two smaller true ‘glass skin’ buildings – again with American precedents – were erected on corner sites, at Cashel/Durham Streets and Armagh Street/Oxford Terrace). Many modern Christchurch commercial buildings have a distinctive relationship between window and wall surfaces that perhaps also marks a continuation of Christchurch’s earlier architectural traditions.

The substantial rebuilding in central Christchurch through the quarter century was driven by a commercial demand for higher quality office space (in the case of the office buildings) and the growth of the tourist industry (in the case of the hotels). After the stock market collapse of 1987, Christchurch was over-supplied with office space. One of the largest and most recently built of the office towers only became fully occupied in 2004. As the tourist industry continued to grow, some of the buildings put up as office blocks were converted for use as hotels.

Historic preservation

As development of the city proceeded and increasing numbers of older commercial buildings were demolished to provide clear sites for the new buildings, a heritage preservation

movement began to have an impact on how the city was perceived and, to a lesser extent, on the city's form and appearance.

One of the earliest examples in New Zealand of buildings being retained because they were perceived to be of historic importance were the steps taken in the 1920s to protect the stone Council Chamber of the Provincial Government Buildings. But this was an isolated case of concern for a particular building of exceptional importance and a wish to preserve old buildings in general did not begin to have a significant effect on the built fabric of the city until the late 1960s and 1970s. The demolition of the Bank of New Zealand in 1963 was one key point in the growing realisation that the city had an architectural heritage which deserved protection. What to do with the old buildings on the university's town site was also an issue which, in the 1970s, affected how the city regarded all its surviving older buildings.

Criticism of the large new buildings on the perimeter of Cathedral Square – the Government Life building, the Bank of New Zealand building, Carruca House, the AMP building and the Housing Corporation building – was particularly strong. There were a few significant 'saves' – the former Public Library building, the Theatre Royal, the Nurses' Memorial Chapel, the Coachman Inn, the Excelsior Hotel and the original Star and Lyttelton Times buildings – but rather more significant losses. One ambiguous 'success' for the preservation movement was the retention of the facades of the old Clarendon Hotel at the base of the new Clarendon Towers. The leading groups in the preservation movement in Christchurch were the Christchurch Civic Trust (founded in 1965) and the Canterbury Regional (later Branch) Committee of the New Zealand Historic Places Trust. Some local neighbourhood groups included preserving the existing character of inner-city residential areas among their goals.

The other significant event in the emergence of an awareness of the city's heritage was the founding of the Ferrymead Heritage Park. The first steps towards establishing 'Ferrymead' as it became generally known were taken in 1963. Established on a site of historical significance, the Park is now home to a number of organisations concerned with different aspects of the past. There are a number of relocated historic buildings there and working examples of several vehicles of vintage transport.

In the suburbs

From the 1960s on, many of the activities which had been largely confined to the inner city, or at least concentrated there rather than in suburban centres, moved out into the suburbs. This shift was associated with the construction and then expansion of suburban malls (as described in chapter 14). Numbers of new churches were built in new suburbs in the 1950s and 1960s. As inner city congregations declined, some redundant churches were demolished, others found reprieve through being taken over by alternative (Pacific Island and evangelical) congregations.

Most professional and commercial services remained in the inner city, though these too to some extent shifted to suburban locations. The construction of the State Insurance building in Riccarton, close to the Riccarton (now Westfield) mall, was the most conspicuous evidence that some providers of professional and financial services followed the shopkeepers out into the suburbs. Banks began to open branches in the suburbs in the 1960s, but the main inner city banks remained important until the late 1980s. Their relative decline in importance

through the 1990s was due as much to the increasing use of electronic banking as to increasing use by customers of suburban branch banks.

Among the most notable public buildings of the late 20th and early 21st centuries were libraries. The central library itself was extended in these years, but the most conspicuous sign of changes in the city's library system were the new libraries at New Brighton and on Colombo Street in Beckenham (on the site, interestingly, of the old Heathcote County offices, which were demolished). The city also acquired in the early 21st century a conspicuous, and controversial, new art gallery on a central city site.

Chapter 9: The modern city Comment and recommendations

General discussion

In the early 1960s, central Christchurch still looked much as it had in 1914. A first commercial building boom began in the 1960s and continued into the early 1970s, when the recession following the first oil shock cut it short. During this boom, Christchurch acquired its first modern, high-rise commercial buildings (and lost, in the process, a number of significant older buildings). Considerable new construction resumed in the 1980s, but ceased abruptly with the 1987 stock market crash. Several proposed projects never came to fruition, but a large enough number did to further change the character of the inner city.

Over the period spanned by the two ‘booms’, the city acquired a number of important new public buildings, including the Town Hall, the new Public Library and the new court buildings. Through the same period a heritage conservation movement began to have some effect on the built fabric of the city. By the end of the 20th century, the physical changes in the inner city had been matched by changes in its economic and social roles. Perhaps as many tourists as locals kept shops in the inner city going (see chapter 14) and accommodating visitors (see chapter 15) became, relative to the provision of professional and financial services, much more important in sustaining the inner city economically.

Relevant listings

The influence age has apparently had on the present listings is reflected in the fact that there are almost no buildings – including commercial buildings, public buildings and churches – from later than about 1950 listed.

Further possible listings

The best or most significant examples of *post-war inner city commercial buildings* should be listed. So should significant post-war churches (see later), most of them in the outer suburbs which developed after the war, and post-war public buildings.

In general the lack of post war listings is the most pressing and least researched omission. All buildings recognised by awards of the New Zealand Institute of Architects up to the late 1970s should be considered for listing as these were considered among the best in the country at the time. Awards since that time have become more numerous with an emphasis on regional merit but would be a good reference point.

Bibliographic note

The note under Part III, chapter 8 (the immediately preceding chapter) also applies here. One particular title, the history of the firm of Warren and Mahoney, is relevant to inner city

commercial building in the second half of the 20th century. So are parts of the exhibition catalogue relating to the work of Peter Beaven and the book *Round the Square*.

Further research

There are many topics relating to the post-war architecture of Christchurch (e.g. the post-war churches and post-1960 commercial architecture) which still need extensive research. The preliminary step would be to check what art history theses on relevant buildings or architects have been done at Canterbury University and to scan the Art History Department's vertical file on Christchurch buildings.

Further research and identification of significant examples of modern architecture (of which relatively few examples are listed) should be undertaken. It would be useful to identify buildings which have been awarded local or national awards by the New Zealand Institute of Architects. Reference could also usefully be made to a self-guided walk *Modern Architecture in Christchurch City Within Walking Distance of the Cathedral*. (Published around 1960, this walk included 44 modern buildings designed by 14 architectural practices including: Collins and Son, Peter Beaven, Don Donnithorne, Hollis and Leonard, John Hall, Griffiths, Moffat and Partners, Lawry and Sellars, Manson, Steward and Stanton, Margaret Munro, Minson and Henning-Hanson, Paul Pascoe, Tengrove and Marshall, Warren and Mahoney, and Hall and McKenzie.)

An oral history project on Christchurch architecture in the second half of the 20th century should be given priority (with interviews of, at least, Sir Miles Warren, Peter Beaven, Don Donnithorne, Gavin Willis and William Tengrove).

Chapter 10: Public open spaces and gardens

Transforming an open, barren site

The site on which Christchurch was placed was quite unlike that of any of New Zealand's other early settlements. To start with it was flat and exposed and without any natural features that defined or enclosed different areas. The only prominent geographical features – the Port Hills, relatively close to hand but not immediately present, and the mountains far distant – intensified rather than mitigated the dominating sense of open exposure. In addition, Christchurch also lacked, except for the small patches of forest at Riccarton and Papanui, the native bush or scrub which gave the sites of the other early settlements entirely different original characters.



Figure 41. Advertisement for Adams & Sons. 1885. *Murphy, M. ca 1885. Gardening in New Zealand (2nd edition)*

Critical to making this site habitable and pleasant in the eyes of immigrants from closely settled and partly wooded England was the planting of trees, which created a sense both of enclosure and of protection from wind and weather. Introduced trees were quickly planted throughout the city and, many proving quick growing, soon created the desired sense of enclosure and protection. The other means of mitigating the sense of exposure on the plains was the erection of fences and walls or planting of hedges around individual buildings and gardens.

Materials for fences and walls and items of garden furniture were all produced locally. Stone from the Halswell quarry was used for curbing, paving, grottos and walls. Locally produced tiles, terra cotta statuary and bricks all found uses in Christchurch gardens.

The importance of planting trees and creating gardens within enclosed spaces to rendering a bleak and frighteningly open landscape pleasant and suitable for habitation on English terms meant that nurserymen were prominent among Christchurch's early businessmen and that the professions of gardening and landscaping developed strongly in the city in the 19th century (Refer Map 14). Many of the more prominent of them were employed by or undertook work on contract for the Christchurch City Council.

One of the first popular New Zealand gardening guides, *Gardening in New Zealand*, published in the early 1880s, was written by a Christchurch garden journalist Michael Murphy. Later editions ran into the early years of the 20th century. For one of them, the noted botanist Leonard Cockayne wrote a chapter about cultivating New Zealand plants. Later a Superintendent of the Botanic Gardens, Morris Barnett, wrote significant papers about city parks in New Zealand and tree planting in Canterbury.

Three national politicians from Christchurch – Henry Sewell, Edward Stafford and William Rolleston – played important roles in the passing of the 1860 Public Domain Act and had an interest in tree planting, including the ornamental planting of native species.

Christchurch's parks and gardens



Figure 42. Border in mid-summer, Botanic Gardens. c. 1962, *A Garden Century*. Christchurch City Council., 1863-1963, p182

The history of parks and gardens in Christchurch is dominated by Hagley Park and the Botanic Gardens in the central city, by the central city's other four open spaces – Cathedral, Cranmer, Latimer and Victoria Squares – and by the central city riverbanks. But the city is

also well-endowed with suburban parks, formed as the city steadily expanded outwards, and with a number of larger open spaces on the city's periphery which are of regional significance. Cemeteries are the other main public open spaces in Christchurch

Hagley Park

The boundaries of Hagley Park were defined when the city was first laid out prior to the arrival of the Canterbury Association settlers. It is not clear why the large public park the Association required was placed by Thomas and Jollie on the western side of the city. It may have been to create a buffer between the new town and the Deans brothers' farm already established at Riccarton.

The Park was subdivided at an early stage by two major avenues into three units and the Botanic Gardens (described on Jollie's original map of Christchurch as a government domain) were located in an area separated from the rest of the park by a loop of the Avon River. Early losses from the original area of the park were ten acres to Christ's College in 1855, a smaller area for the Museum in the late 1860s and the site for the Christchurch Hospital in 1859-60. (In 1922, the Hospital gained a further small area from land that had been leased to the Acclimatisation Society to build a new nurses' home.)

The planting of introduced species of trees which transformed Hagley Park into an essentially English landscape, of open parkland (with provision for sports grounds – see chapter 27) and woodland, began in the mid 19th century and continued into the 20th. The major water feature, Victoria Lake, was formed in 1897. Some of the finest individual trees, and groups of trees, in Hagley Park date from the 19th century. The notable Japanese flowering cherries on Harper Avenue were planted somewhat later.

One feature of the city's custodianship of Hagley Park has been the jealousy of the citizenry for it. Two major proposals for roads cutting across the park were resisted vociferously. So have been encroachments on the park, from the placing of the hospital in one corner of the park onwards. Nevertheless, many buildings have been erected within the park, generally to support sporting and recreational use of the parkland. The Horticultural Society complex in South Hagley is the most conspicuous example. Car parking has been permitted within the park, with access off Riccarton Avenue and over the Armagh Street bridge, to give visitors access to the Botanic Gardens. A network of paths for pedestrians and cyclists covers the park.

The Botanic Gardens

The area within the loop of the Avon River that makes up the Botanic Gardens has been even more comprehensively and carefully planted to replicate essentially English garden- and land-scapes. The foundation of the gardens is generally dated from the planting on 9 July 1863 of an oak to commemorate a royal wedding. Commemorative trees are among the host of fine specimen trees in the Gardens. (A leaflet lists 56 planted in the period 1863-1990.) From 1864 on, the area was steadily planted and landscaped. Several of the major surviving plantings, including, for example, the line of Wellingtonias by the United Tennis Club courts, across the river from the Gardens proper, were in place by the 1870s and there are many trees now more than a hundred years old.

The native vegetation of the Botanic Gardens (and of the whole of Hagley Park) was entirely eliminated by the 19th century plantings. But a New Zealand natives section was established in that century, and shifted in the early 20th century to its present location. In 1938 the Cockayne Memorial Garden was added to this section to commemorate a botanist who had a profound influence on the character of Christchurch. The area was enlarged in 1960-61.

Of the conservatories in the Gardens today, the oldest is the Cuninghame House, a notable structure built in 1923. Three further conservatories were added in the 1950s and 1960s.

The woodland area between the Botanic Gardens and Riccarton Avenue has become in effect part of the Gardens, though separated by the river from them. The first extensive daffodil plantings in this area were made between 1933 and 1945.

Cathedral Square

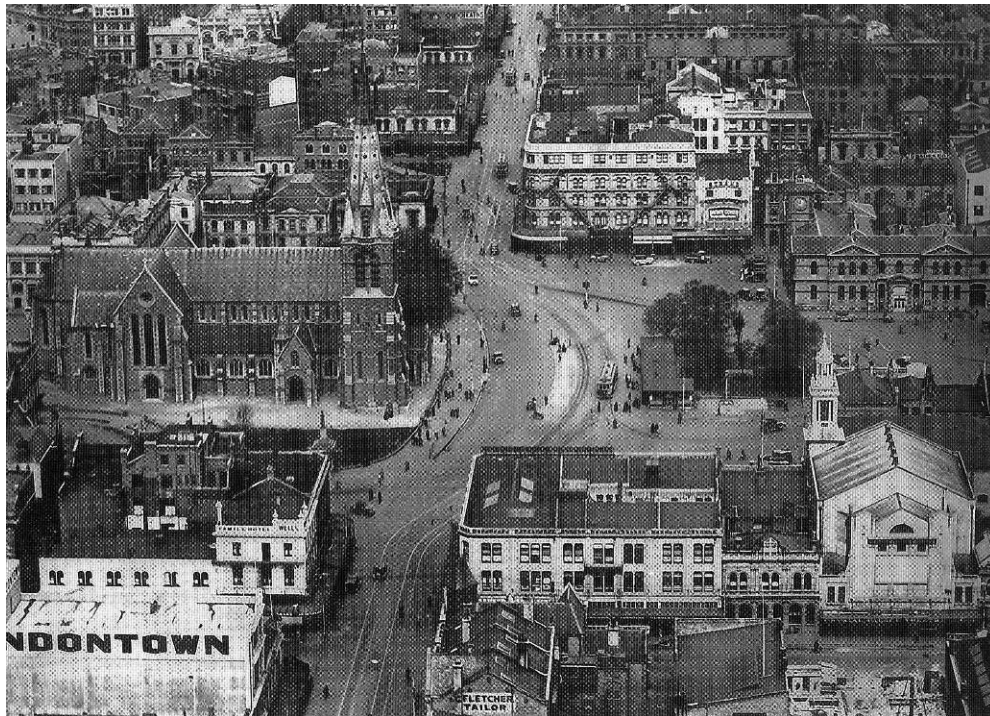


Figure 43. Cathedral Square, 1928, viewed from the north. Crystal Palace cinema lower right, Londontown drapery store lower left. The Rink Stable site (lower right) has been cleared for construction of Hay's department store. Note the Godley statue beside the Cathedral. RNZAF Museum Wg F22

Despite its occupying a central position in the city, the role Cathedral Square has been expected to play in the city's life has never been quite clear or satisfactorily defined. Its 'cross' shape and the central placement of the cathedral has not made resolving this 'problem' any easier. (The central plot was, in the original plan for the city, to have been occupied by the grammar school; Christ's College eventually exchanged its interest in this land for the site in the Domain. The rest of this area – after school, museum and hospital had been placed on it – became the Botanic Gardens).

Historically the Square has never functioned as a major commercial or retail area, though there have always been some shops on its edges. Some major concerns have been located at

different times in buildings around its edge. The moving of the post office from Market Square to the new building on Cathedral Square in 1879 was an important step in Cathedral Square becoming more important in city life. Other businesses and concerns which became established on Cathedral Square ranged from the Press and Lyttelton Times newspapers, to the Housing Corporation, Dalgety's (a major firm serving farmers), the Tramway Board (later Transport Board), the Bank of New Zealand, and the Government Life Insurance office.

While movies were a dominant form of popular entertainment, the Square had a specific role as the place where cinemas were concentrated. Some hotels have always been on the Square, in greater numbers in recent years with the conversion of some modern office blocks to tourist hotels.



Figure 44. South west corner of Cathedral Square c1920 looking towards the central post office.
Alexander Turnbull Library, G 48529 1/2

One major role of the Square in the past was as a transport hub. The first tram lines laid in 1879-80 ran from Cathedral Square to the railway stations on Moorhouse Avenue and in Papanui. The early tramway companies had offices and yards on or near Cathedral Square. Almost all the city's tram lines and, after trams were superseded in the early 1950s, its bus routes converged on or passed through the Square. This was the source of one of the major past controversies concerning the appearance and use of the Square. The building of a tram shelter in its centre in 1907 inaugurated a 20-year saga, including legal action, which saw the shelter eventually removed, but not before the Godley statue had been moved, in 1917, then moved back to its original position, after the tram shelter had gone, to make way for the war memorial.

In 1961 Cathedral Square was described as little more than an oval traffic rotary. The Square's role as a transport hub diminished when the Square was remodelled in 1973-74 (largely following a plan prepared by a city architect G.A.J. Hart, in 1952). This was preceded by the closing of roadways in front of the Cathedral in 1965 and in front of the post office in 1972. The 1973-74 remodelling saw traffic excluded from parts of the Square and a large area paved as pedestrian space. The area was planned not as planted parkland in which people could relax but for such activities as concerts, public speaking and market stalls. Several of these activities subsequently became usual in the Square, including the public speeches by 'the Wizard'. Level changes were used to define different areas of use. This remodelling of the Square in the early 1970s made it more a central square or plaza in the tradition of European cities than it had ever been in the past.

Some public occasions have always brought crowds to the Square, notably, on a regular basis, dawn Anzac Day services after the war memorial was dedicated in 1937. Public rallies for various 'causes' have been held intermittently in the Square from at least the 1880s, when crowds gathered to support the building of the railway to the West Coast. For some years, The Press posted election results on a large board on the front of its building, which drew large election-night crowds.

In the late 20th and early 21st centuries, the Square underwent further significant changes. Notably it finally lost its role as a transport hub (with the building of the Bus Exchange on Lichfield Street). This was associated with repaving, some reorganisation of different areas of the Square and with further restrictions on traffic movements. These changes have generally reinforced the role of the Square as a central public space in the European tradition. Through these changes, the place of the Square in the city's life and the extent to which the changes were thought sensible or desirable remained a major topic of debate in the city.

Victoria Square

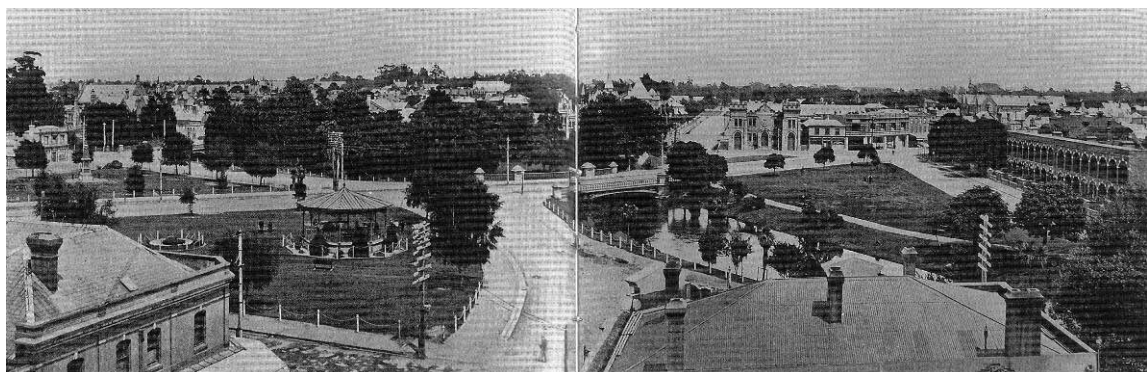


Figure 45. Victoria Square, June 1909. The Salvation Army Citadel (with crenellations) is upper right and the roof of the Oxford Hotel in the right foreground. CM 161

Through the second half of the 19th century, Victoria Square was the city's Market Square. It served both as place for trading and as a centre for several municipal and civic activities. Mostly rag-tag structures cluttered the area until the very end of the 19th century, when they were cleared away and the space transformed into parkland. It gained statues (Queen Victoria and Captain Cook) and a fountain, but lost its band rotunda. In the early 1970s it gained the new Town Hall on its north side, across the river from the Square itself. In the same decade a modern hotel (which was subsequently significantly altered) was built on its

eastern side. But a 1987-88 plan to build a tourist tower in the Square's south-east corner did not proceed after opposition to encroachment on the open space. Older buildings on its southern side were demolished in the 1990s, but the site was not built on until work began in 2004 on high-rise apartment blocks. The surviving old buildings on the eastern side running north from the corner of Armagh Street are important to the character of Victoria Square, but were offered for sale in 2004 with the site identified as one with great potential for development.



Figure 46. Victoria Square original market hall, then post office one of the city's important early public buildings. Alexander Turnbull Library, ref. 111246 1/2

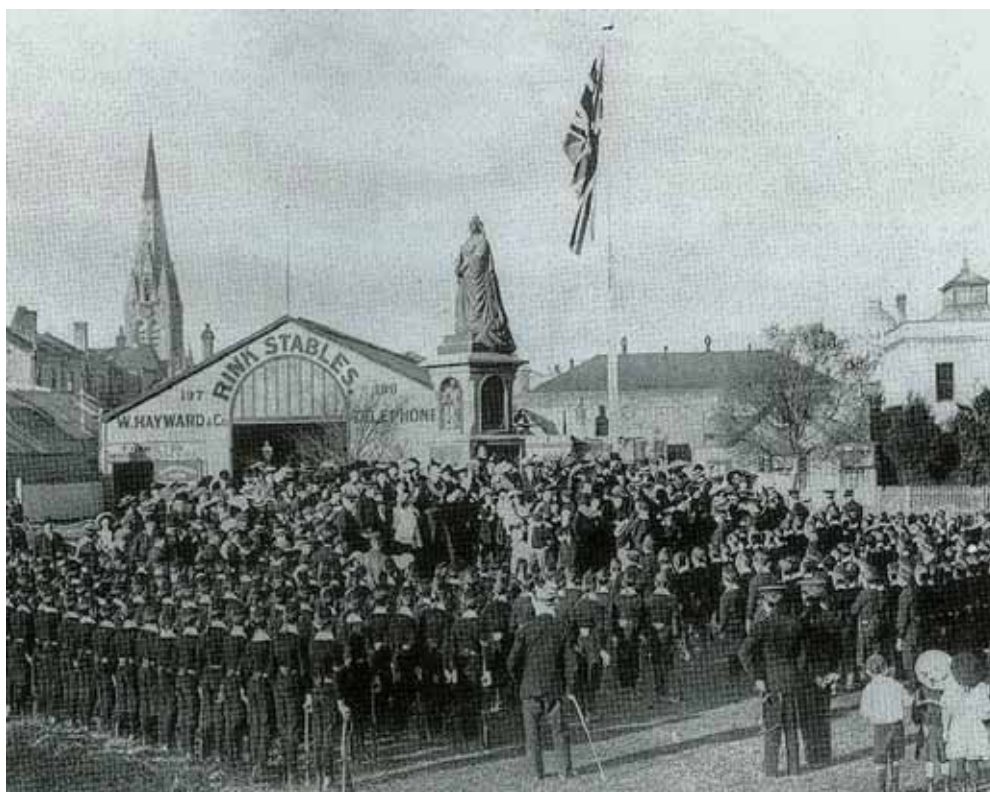


Figure 47. Cadets, all from public schools, have gathered in Victoria Square on Empire Day 1907 to salute the flag. Canterbury Public Library 641 (Weekly Press)

The Square remained bisected by Victoria Street until the 1980s. In 1983, the City Council decided the stretch of street from Armagh to Kilmore Streets should be closed. A major hotel was subsequently built to close off the north-west corner of the Square. Oxford Terrace was also closed and the surface of the Square reshaped and replanted. The ‘make-over’ of Victoria Square was one of the city’s most successful enhancements of a public open space. But it gave the area a very different character from its successive characters in the past – market place and location of public buildings until the turn-of-the-century improvement which gave it an appearance and functions closer to those of the late 20th century ‘remake’. But the closing of the roads that made a whole of the Square’s previously divided areas of grass altered its character markedly. It is probably used less now than ever in its past for public gatherings of different kinds but considerably more as a space for ‘passive’ recreation, for workers to have their lunch in or visitors to rest from sightseeing.

Latimer and Cranmer Squares



Figure 48. Cranmer Square during WWII showing women soldiers on parade. *Ref. John Wilson, Private Coll.*

These two rectangular open spaces in the inner city were included in the original plan of the city. They served the early city as sports grounds, but with the development of alternative grounds (especially Lancaster Park) this use largely ended and the squares were landscaped, with central open spaces and trees around the perimeter. Worcester Street was extended across Latimer Square, but later plans to improve the city's road system by encroaching on the squares (both of which are on the lines of one-way streets) did not proceed.

Both squares, particularly Latimer Square, have been used for open-air meetings and political rallies and both still provide areas of lawn for informal sports.

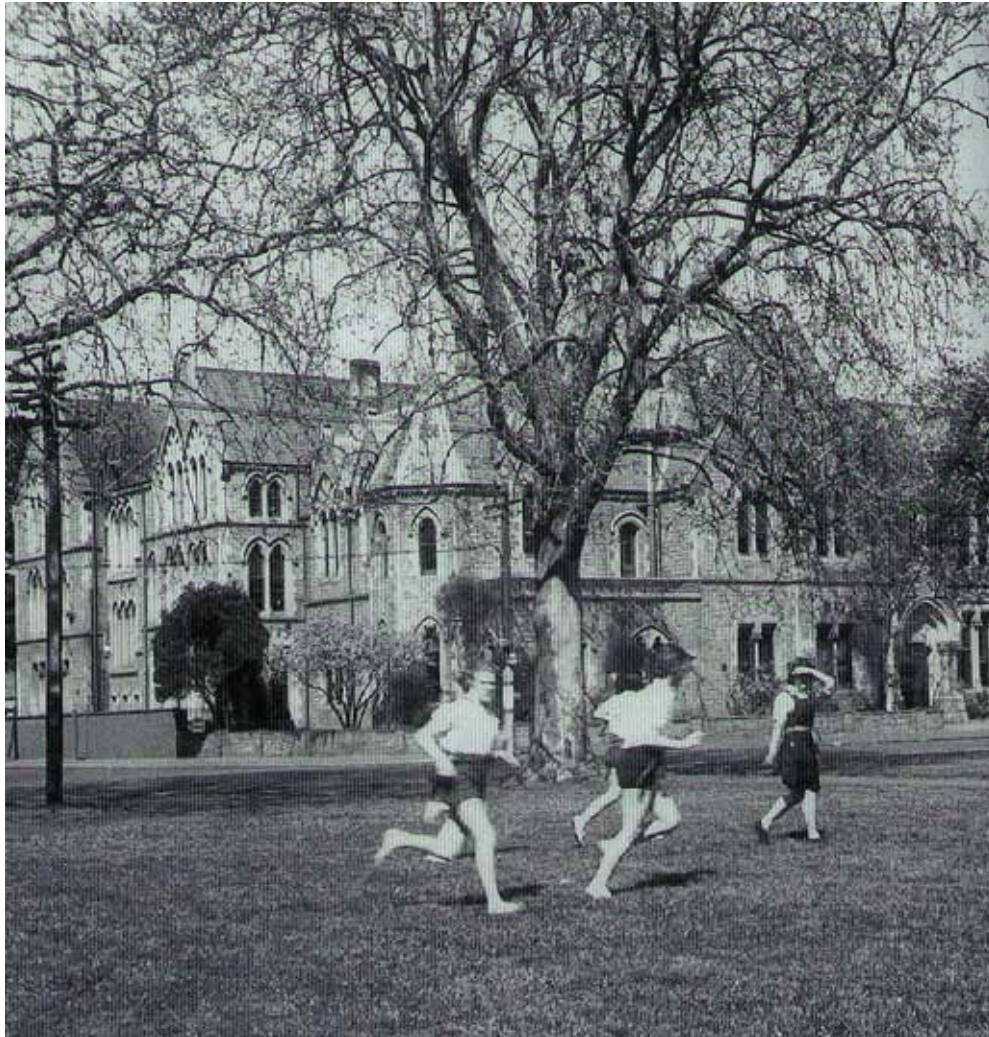


Figure 49. School students running on Cranmer Square by Christchurch Girls' High School. Alexander Turnbull Library 1567 1/4

The central city riverbanks

In the city's original plan, Oxford and Cambridge Terraces were laid out flanking the Avon River where it flowed through the inner city, leaving irregular open spaces between the roadway and the river itself. But it took some time for the city to realise the landscape potential of these riverbanks. The river itself originally served the city as a source of water and then a drain. Its banks in their natural state were thickly vegetated with flax, niggerheads and other swamp plants.

Much of this original vegetation was gradually cleared away, but the more open banks remained largely unkempt and rough for many years, although there were some early plantings by the City Council of trees like willows and oriental planes on some stretches of riverbank. In the 1890s tidying up and planting began in earnest. The Christchurch Beautifying Association (formed in 1897) and the Avon Improvement League (formed in 1903) were active in this work. Mill Island, by the Hereford Street bridge, was an early project of the Beautifying Association. The 1906-07 Exhibition prompted further riverbank improvements. By the 1930s the banks from the Carlton Mill bridge right through to beyond Madras Street were largely manicured lawn with specimen trees. A city benefactor, Thomas

Edmonds, contributed to the improvement of the riverbanks from the rotunda which bears his name east along Poplar Avenue.

In 1978 a plan to use a triangle of riverbank land between the Bridge of Remembrance and the then new Durham Street bridge for car parking was rejected and the area was planted as Friendship Corner, to highlight Christchurch's sister-city relationships. It was planted before any concern to restore the city's natural vegetation was evident and consists of mown grass and 'English' trees.

Further change in the appearance of the riverbanks did not come until the late 20th century. There was then a move to return some native vegetation to the river's edge, to improve the environment for wildlife and to recreate to some extent the appearance of early Canterbury. This was resisted by some who feared the 'traditional', 'English' look of the riverbanks would be compromised but from its inception the Beautifying Association had been concerned with protecting and planting native flora and as early as 1908 flax and cabbage trees had been planted near the Armagh Street bridge. This development had particular application in Christchurch but was part of a worldwide 'natural' park movement. It affords an interesting example of a wish to accommodate both natural and cultural aesthetic values.

The riverbanks outside the central city

Most of the banks of the Avon and its tributaries above the Fendalton Road bridge are private land. Below the central city, east of Barbadoes Street, the reserves on each side of the river are less manicured, but have generally been 'beautified' to some extent, especially with tree plantings. Attention was focused on these stretches of riverbank in the 1920s and 1930s by R.B. Owen, who also had a hand in the creation of the city's prettiest small riverbank park further upstream, the Millbrook Reserve which was formed in 1924.

The lower Heathcote has been blighted by industry, but in recent years some riverbank restoration has been undertaken in these lower reaches, following the elimination of the worst pollution and the building of the Woolston Cut. Above the Woolston industrial zone, the banks of the Heathcote have been 'beautified' in a similar fashion to the banks of the Avon below the central city – with grassy banks and trees. The south bank of the Heathcote by Cashmere Road was improved in this fashion by the Beautifying Association in the early years of the 20th century.

As the city has expanded to the north, attention has begun to be given to the banks of the Styx, which was formerly essentially a rural stream.

Planting the avenues

Wide town belts were laid out on the northern, eastern and southern sides of the original city in the first survey. In time, the northern and eastern belts, renamed Bealey and Fitzgerald Avenues, acquired handsome central belts of trees. The planting of the avenues began with the 1863 planting of a commemorative oak at the corner of Ferry Road and the East Belt.

For most of the 20th century, these two avenues were handsome streets. In the last quarter of the 20th century their appeal diminished as trees aged or were sacrificed to the increasing demand of cars for road space.

Moorhouse Avenue (formerly the South Belt) has always been the 'poor relation' in terms of planting and visual appeal to Fitzgerald and Bealey Avenues, which were largely residential while Moorhouse Avenue was lined from the early days by wool and grain stores and factories (and in later times by large commercial establishments and car yards). Some plane trees were planted at the very beginning of the 20th century, and more in the 1970s, but trees have never really moderated the commercial/industrial character of Moorhouse Avenue, except at its extreme western end where it runs for a short stretch along the southern edge of Hagley Park.

Rolleston Avenue, on the western side of the inner city, was also planted. In 1964, the overnight felling of an avenue of elms along Rolleston Avenue was controversial. The replanting of Rolleston Avenue was cautious, but successful in opening up views of the buildings of Christ's College and the Museum and also views into the Botanic Gardens.

Suburban parks

The city's suburban park system has expanded steadily as the city has grown. These suburban parks generally combine the provision of playing fields for different sports with plantings of trees and gardens.

The older inner suburbs are generally less generously supplied with parks than more recent suburbs. Sydenham was lucky that the Agricultural and Pastoral Association had its first showgrounds there. The first show was held at the corner of Brougham and Colombo Streets in 1864. In the 1890s the Association moved to a new site on Lincoln Road and the old showgrounds, in 1893, became Sydenham Park. Nearby, in 1928-30, an old water-filled shingle pit known as Smart's Pond was filled and the area became Bradford Park.

Several earlier and later city parks were originally rubbish tips. In eastern St Albans, St Albans Park provided a generous area of open space. In 1940 advantage was taken of the opportunity to purchase part of the grounds of a large house to create Abberley Park in an area of St Albans poorly provided with open space. A similar pattern of the later provision of parks in older residential areas can be traced in other parts of the city. In Opawa, in 1943 Sir John Mackenzie bought an historic property called Risingholme and presented it to the city to use as a park. The old homestead in 1949 became one of the city's first community centres. In 1968 another notable old homestead and its grounds, Mona Vale, was added to the city's public open spaces when it was purchased by local bodies, supported by vigorous community fundraising spearheaded by the then-young Christchurch Civic Trust..

Examples of the steady provision of new parks as the city's residential area expanded are found in the north-west. Fendalton Park dates from 1944. Burnside Park began life as a county reserve when it was purchased by the Waimairi County Council in 1955. In 1956 a benefactor donated land to the county which was opened in 1960 as Jellie Park. A similar pattern was followed in other new residential suburbs, of parkland being acquired in anticipation of the 'tide' of residential development spreading further out. Reserve

contributions from developers contributed to the city's generous provision of parks in new subdivisions.

The suburban parks met the practical needs of the areas for sportsgrounds and for green space for passive recreation (many had children's playgrounds and some, in years past, band rotundas). They also served as venues for public events. In many cases, the people of particular suburbs identified as strongly with their local park as with their local shopping centre.

In the late 1970s and 1980s, Christchurch councils made some strategic purchases of land for new reserves and parks which were to shape the future form of the City. These were intended to form long-term open space edges to the City's suburban growth. Examples are Nunweek Park in Bishopdale purchased by the Waimairi District Council and land in Hillmorton purchased by the City Council. Part of the land at Hillmorton became the new Showgrounds when the Agricultural and Pastoral Association decided to move from the constricted site in Addington which it had been using since the late 19th century. Parts of the rest of the Hillmorton land are being used for equestrian activities and parts planted and developed to emphasise the history of farming on the fringes of the city.

Suburban street plantings

The planting of trees on suburban streets has been haphazard and sporadic in Christchurch. Before World War I some streets of the inner suburb of Merivale were planted. Streets in some later developments further east in St Albans were also planted. These streets were formed in the 'bungalow' era and they are matched by similar streets in other 'bungalow suburbs' such as Spreydon and Somerfield. In Papanui some streets were planted by the Papanui Beautifying Association as war memorials.

Public open space on the Port Hills



Figure 50. . Touring party on the Summit Road, looking down on Redcliffs. *Alexander Turnbull Library* 73988 1/2

For much of the city's history, most of the land on the Port Hills has been privately owned and farmed. Even after some large additions in recent years to the area in public ownership, only about one-fifth of the Hills is reserved in one way or another. A string of small scenic reserves mostly on the higher points of the hills were set aside relatively early, around 1910, when H.G. Ell persuaded landowners to donate the land. Ell's dream of walking tracks, a summit road and a string of roadhouses increased the sense of the Hills being in some sense publicly owned, even though they were mostly still, legally, private land. The Summit Road, begun in 1908 and completed between Evans and Dyers Passes in 1938, became the primary means of access for the people of Christchurch to the Hills and Sunday afternoon drives on the Hills a major recreational pursuit. The Summit Road Protection Society was formed in 1948 to maintain and extend public access to the Hills.

Victoria Park, a major reserve lower down on the Port Hills, immediately above the tram terminus at The Takahe (one of Ell's roadhouses) and above the Dyers Pass Road, was set aside in 1897, to mark Queen Victoria's jubilee. It became a major place for picnics and short walks. The area of Port Hills land in public ownership was not significantly augmented until the purchase of the Mount Vernon Park by the Christchurch Civic Trust in 1984. Subsequently other large Port Hills properties have been bought by the City Council and set aside as reserves. The Summit Road Act protects the very tops of the Port Hills from intrusive development.

In the late 20th century, what had been military land at Godley Head came to be increasingly used for public recreation, with an emphasis also on preserving the historic coastal defence works on the headland.

In their 'original' state, when the Canterbury Association settlers arrived, the Port Hills were partly forested. (The forests had been more extensive before the arrival of the Maori several centuries earlier.) Protection of the surviving forest fragments, mostly on the western Port Hills (within the Ahuriri and Cass Peak reserves), and the possible restoration of forest cover combined with the retention of some open tussockland on the central and eastern flanks of the Hills, are now key management goals for the Hills, both as a visual backdrop to the city and as an important area offering recreational opportunities.

A controversial 1989 decision by the Minister of Conservation allowed the top station of the gondola to be built within the Mount Cavendish Reserve. Residential encroachment up the lower slopes of the Port Hills has also become a matter of contention at times, with opponents of it fearing the Hills' scenic role as an uncluttered visual backdrop to the city was being compromised.

Other peripheral and 'regional' parks

Towards the coast are relatively large areas of publicly owned land which offer recreational opportunities to the people of Christchurch. The Rawhiti Domain in New Brighton is one of the largest suburban parks. Further north, Spencer Park is another popular place for swimming and other recreational activities. The Bottle Lake Forest (the area came into the hands of the City Council as early as 1878 and the first plantings began in 1883, originally to control erosion of the sandhills by wind) has been used partly for the disposal of sewage sludge and has been the location of a major metropolitan landfill. Recreational use, including walking, horse riding and mountain bike riding, of the Bottle Lake Forest is now very high,

spurred by the development of new suburbs, notably Parklands, on the southern side of the forest.

In a sense the Estuary is a public open space with recreational, scenic and conservation values and its management is a major concern of the City Council.

North of the Estuary one of the city's last remaining areas of low-lying land, the Travis Swamp, had been designated for housing. Most of the area was saved from being drained and filled through purchase by the City Council and the swamp, though it had already been severely modified and degraded, is now being managed for the restoration of the wetland to a condition as close as possible to its original condition. At the end of the restoration, the Travis Swamp will be the only large area which will illustrate what most of the site of Christchurch was like when European settlement began.

On the south bank of the Waimakariri River there is a large area of publicly owned land at McLeans Island which is used by various organisations including a steam railway club. McLeans Island is also the site of an effort to preserve and restore an area of largely unmodified indigenous grassland, one of the very few such areas anywhere on the Plains. An area known as The Groynes, where there are relics of very early flood protection works on the old south branch of the Waimakariri, has been developed as a major picnic and recreational area.

On the other side of the city, the abandoned Halswell Quarry, at the foot of the Port Hills, is being developed as a regional rather than local park.

One important aspect of recent trends in the acquisition and management of parks and reserves in the city has been an effort to restore significant areas to their original state, through regeneration of surviving pockets of vegetation and replanting of locally sourced species. This revitalisation of a natural heritage which was almost entirely lost as the city developed through the first 150 years of its life has arisen partly from aesthetic and nostalgic roots and from a wish to establish a distinct identity for Christchurch based on its unique original land forms and vegetation cover. It was also inspired by a wish to tell the story of the original natural environment and its impact on the city's growth and development clearly to following generations. The restoration the vegetation of such areas as the Port Hills and Travis Swamp is part of the same general movement which has seen native plants used for new plantings throughout the central city.

The administration of public open space

For many years (1873 to 1946) Hagley Park and the Botanic Gardens were separately administered by the Christchurch Domains Board. But major responsibility for managing the city's public open spaces has rested through the years with different divisions of the City Council. By the end of the 1920s, the city's parks and reserves department had taken over much of the work which had been done by the volunteer Christchurch Beautifying Association. This Association, founded in 1897, had undertaken key work especially on the central city riverbanks and in Victoria Square and had a significant impact on the nature and maintenance of public open space in the city.

The fact that Christchurch has a remarkable legacy of specimen, mostly exotic, trees was acknowledged in the early 1970s when both the Waimairi County and Christchurch City Councils adopted tree protection by-laws.

The garden city

The title of ‘garden city’ was apparently first conferred on Christchurch by Sir John Gorst when he re-visited the country (which he had lived in for some years as a young man) at the time of the 1906-07 Christchurch Exhibition. Gorst had clearly in mind the sort of city being advocated by the British Garden City Movement. But the term as it was applied to Christchurch soon lost the architectural and town-planning overtones of the British concept and was understood to refer to the presence in Christchurch of extensive public and numerous private gardens.

It is sometimes unclear whether Christchurch’s later reputation as a ‘garden city’ derives from the fine planting and maintenance of public open spaces of the central city or from the efforts made by those Christchurch citizens who assiduously tend flower-filled front gardens.

Large sections fostered a strong tradition of home gardening in Christchurch. The Christchurch Beautifying Association and Horticultural Society and other organisations have, through the years, run competitions for the best home gardens. Christchurch’s reputation as a ‘garden city’ is based at least in part, if not primarily, on the skills and efforts of its home gardeners in the suburbs or on the civic beautification and planting schemes, most the result of co-operation between the Beautifying Association and the City Council. The Beautifying Association was also instrumental in the ornamental planting of many suburban streets in different parts of the city.

Private garden and street competitions have been a feature of Christchurch life since the 1890s. The first competitions, inspired by Leonard Cockayne, a botanist and member of the first executive committee of the Beautifying Association, were held in 1898 under the auspices of the Horticultural Society. That Society, sometimes working with other organisations such as the Sweet Pea Society, offered best-kept garden awards in annual competitions for many years. In the 1920s, the Papanui Beautifying Society ran a similar competition in that suburb.

Street competitions inaugurated in the 1950s judged both general upkeep of the whole street and the contributions of front gardens collectively to the streetscape. Many homeowners, even on streets that were not entered into the competitions, came under pressure to maintain at least a minimum standard of tidiness. The competitions may also have contributed to suburban Christchurch being characterised by low front fences or walls.

There were also competitions run for factory gardens and Christchurch gained a reputation for having many attractive factory gardens. Two firms, Edmonds on Ferry Road and Sanitarium in Papanui, had particularly renowned gardens. The surviving portion of the former Edmonds factory garden, now in public ownership, is an important reminder of this part of Christchurch’s gardening history. Many other factories, such as the Ernest Adams and SX Bread bakeries, the cable factory at Sockburn, the Ovaltine Factory in Northcote and the rubber and other factories in Woolston also had gardens, but most of these, in more cost-conscious times, no longer exist in their former glory.

Some railway stations , including Riccarton and Papanui, formerly had attractive gardens. Many large private properties of members of the Christchurch elite had magnificent gardens at different points in their life. Most of these gardens have been lost as properties have been subdivided for residential development, but a few remain, still in private hands. One significant formerly private garden which came into public ownership and has been managed as a large garden is at Mona Vale. Elsewhere, for example at Risingholme, only relics or the 'bare bones' of once fine large private gardens remain, but something of the past garden history of the city can still be 'read' there.

In a city that is relying increasingly on international tourism to underpin its economy, its reputation as a 'garden city' is an important asset. The status of the Botanic Gardens is a key element in making its 'garden city' reputation a national and international drawcard in an era of growing cultural tourism.

Chapter 10: Public open spaces and gardens

Comment and recommendations

General discussion

Because Christchurch started out with a site – flat and devoid of bush or geographical landmarks – unlike those of any other early New Zealand city it has a distinctive history of planting and the development of its public open spaces. The important inner city spaces of Hagley Park (and the Botanic Gardens), Latimer and Cranmer Squares and the Market Place (later Victoria Square) all played different roles in the early city and had subsequently different histories of development. The planting and grooming of the banks of the Avon in the inner city were crucial to the development of Christchurch’s reputation as an ‘English’ city, but for the full story of the development of the city’s riverbanks as public open spaces which have helped define the city’s character it is necessary also to look at the development of the banks of the Avon above and below the inner city and the banks of the Heathcote.

The abundance of flat land has meant that Christchurch suburbs have been generously endowed with parks and playing fields – a single open space often fulfilling both purposes. Some older suburbs – Sydenham, Addington, Merivale and inner St Albans – did not originally gain open space to the same extent as later suburbs, but the shortfalls are being made up to some extent by creating new pocket parks.

With widespread car ownership in the second half of the 20th century, larger parks on the outskirts of the city, which played regional rather than local, neighbourhood roles, became increasingly important in the city’s park system. They included the Travis Swamp, McLeans Island, the Halswell Quarry, Canterbury Park in Hillmorton, the Groynes and the large new reserve areas on the Port Hills.

The Port Hills also figure prominently in the (sometimes controversial) new trend towards planting public open spaces to reflect that Christchurch is a New Zealand city and not just an English transplant. Associated with this new programme are the efforts to protect and enhance the fragmentary remnants of indigenous vegetation. The cumulative effect of these new trends may well be to give Christchurch another identity than the one it has had, of being an ‘English’ garden city.

Relevant listings

The three ‘original’ (that is, on Thomas’s plan) inner city open spaces of *Cathedral*, *Latimer* and *Cranmer Squares* are listed.

Stretches of the inner city riverbanks are already listed: Mill and Rhododendron Islands, the setting of the Edmonds band rotunda and poplar avenue, the setting of the Bridge of Remembrance and of the Provincial Government Buildings (including its grounds).

The High Street ‘triangles’ are all listed.

The ‘**settings**’ or **gardens of a number of larger houses** are listed. Some of these are in public ownership of one sort or another (**Risingholme, Mona Vale, Ilam Homestead, Riccarton House, Ngaio Marsh house**) but others are still in private family or institutional use (**Daresbury, Hatherly, Parkvale, 60 Glandovey Road, McLean’s Mansion, Bishopspark**).

Only two suburban parks, **Abberley Park and Elmwood Park**, are listed.

Only one former factory garden, **Edmonds Garden**, is listed.



Figure 51. Sumner foreshore and Cave Rock. 1930s. *City of Christchurch, 1923-1933. 144p, pg118,*

On the Port Hills only the settings of the Signs of the Kiwi and Takahe are listed. The Sumner foreshore is listed.

Two cemeteries, Barbadoes Street and Selwyn Street, are listed, but the settings or graveyards of several churches are also listed (St Paul’s, Papanui, St James, Harewood, St Luke’s and St Michael’s in the inner city, St Peter’s, Upper Riccarton)

Further possible listings

There does not appear to be any consistency or ‘rhyme or reason’ about the listings of public parks and gardens and the possibility of listing more **suburban parks** should be examined and criteria for listing them (including landscape design history and history of public use) should be developed.

All the city’s **riverbanks** should be examined systematically so that any stretches of particular historic interest or aesthetic merit can be considered for listing.

Others of the city's *historic cemeteries* (Sydenham, Woolston, Linwood, the original crematorium rose garden) should be considered for listing.

The relationship between the city's register of significant trees and the listing of areas which include such trees should be clarified.

Bibliographic note

Several individual titles have information about the development of open spaces and gardens in different parts of the city. They include Lamb on the Avon and the Acclimatisation Society, Ogilvie on the Port Hills, Herriott on Hagley Park, Loughton on the Summit Road Society, Strongman on the Beautifying Association, Tipples on Buxton and A Garden Century (the history of the Botanic Gardens). There is an enormous amount of information on various reports and management plans prepared by different divisions of the City Council, but these are not listed in the Bibliography.

Further research

There is a need for concise histories of changes in the appearance and uses over time of all public open spaces, including the use of studies based on modern techniques for mapping and recording changes and of historical plans and maps and aerial images. Much of this information probably already exists in the archives of the relevant divisions of the City Council but there is a need for the information to be made available for listing purposes and to be set in context through a study of Christchurch's historical cultural landscapes.

Establishing a regional archive of landscape plans relevant to Christchurch public open spaces and private gardens would assist in the evaluation of the importance of specific areas. For the recent past, an oral history project to record the memories of gardeners and landscape architects who have worked in Christchurch would also assist with this task.

Chapter 11 Adorning the city

Objects that grace the city

Through its 150-plus years, central Christchurch has been graced by a number of commemorative and other objects – statues, war memorials, clocktowers, and fountains. These are mostly in the inner city and the majority are in park or garden settings, with only a few in more strictly urban locations, that is on streets or in paved open spaces. Some were erected at the expense of the City Council, a few after public subscriptions were raised and a number after individual benefactors made donations to the city.

Statues

The city's statues commemorate people important in New Zealand's history as a British settlement colony and part of the British Empire. The first statue erected, the finest artistically, was of John Robert Godley. Its unveiling in 1867 was one of the earliest important public occasions in Christchurch. The statues of three of Canterbury's four provincial superintendents are all on or close to Rolleston Avenue. They are of different ages. In Victoria Square is a statue of Queen Victoria, first erected to mark her jubilee. The statue of James Cook, also in Victoria Square, was given to the city in 1932. The seventh statue, of Robert Falcon Scott, has dual significance as a quintessentially British hero and as a reminder in the central city of Christchurch's links to Antarctica.

One of New Zealand's most notable public sculptors, William Trethewey, lived and worked in Christchurch. Several of the city's most impressive statues and other public works of art were executed by him.

War memorials

These are dealt with in a later chapter under the title 'War and the military'.

Clocktowers

The oldest clocktower in Christchurch is a fine example of mid-Victorian decorative iron work. Originally imported for the Provincial Government buildings, it was rescued from storage in 1897 and erected on a stone base as a memorial to Queen Victoria's diamond jubilee. It stood at the corner of Manchester and High Streets until 1930, then was moved as that corner became congested, to the corner of Victoria and Montreal Streets. It qualifies as another example of Christchurch celebrating its British colonial origins. The other inner-city clocktower has no specific commemorative significance but is a key element in one of the most important, in terms of enhancing the amenity of the city, individual benefactions to the city. These were the improvements effected to the river bank from above the Manchester Street bridge to the Madras Street bridge in the late 1920s and early 1930s at the expense of Christchurch industrialist Thomas Edmonds. One key part of these improvements, the fine classical band rotunda, was opened in 1929.

Although most of the different sorts of objects raised specifically to adorn the city are within the four avenues, the two main seaside suburbs, New Brighton and Sumner, each have clocktowers given by the same donor, R.E. Green (who also gave the FitzGerald statue to the city).

Fountains



Figure 52. The Peacock Fountain in Botanic garden (shown here on one of its earlier sites), was dismantled, kept in storage for years then re-erected on a new site in the gardens. *Canterbury Museum ref. 3692*



Figure 53. Triangle Fountain, Cashel and High Street, the fountain and buildings in the rear no longer exist. *Alexander Turnbull Library, Ref.5224 1/1*

The city's three main decorative fountains – the Bowker fountain in Victoria Square, the Ferrier fountain by the Town Hall and the Peacock Fountain in the Botanic Gardens (erected in three quite different eras) – were all donated by or in the name of the civic-minded citizens whose names they bear. Not all the fountains placed in the inner city have survived, for example two on triangular plots down High Street, although a new water feature has been placed on the site of the original Stewart fountain at the Colombo Street end of High Street. It still bears the Stewart name.

Miscellaneous

Various other primarily decorative objects have been placed around the city. A metal sculpture which once stood in the Square was later relocated to the Arts Centre. More recently, the Chalice has been raised in the Square. A firefighters memorial near the main fire station used damaged girders from the World Trade Centre.

Chapter 11: Adorning the city Comment and recommendations

General discussion

In common with other New Zealand (and worldwide) cities, Christchurch has accumulated a varied collection of different items and objects intended primarily to decorate the city. They include statues and other memorials, clocktowers and fountains and various other items of sculpture. Many of these items have historical as well as streetscape importance. All contribute to the historical and aesthetic ‘texture’ of the city.

Relevant listings

All seven of the city’s statues (Godley, Scott, Queen Victoria, Captain Cook, FitzGerald, Moorhouse and Rolleston) are listed.

The *Bowker fountain* and the *Edward VII coronation drinking fountain* in Sydenham are listed. The *floral clock* (like the Bowker fountain in Victoria Square) is listed.

The *Edmonds clocktower* is listed in conjunction with the other riverbank items donated by Thomas Edmonds – a *drinking fountain*, *kiosk* and the *rotunda*. One block down river, the small *Bricks monument* is listed. Two other *clocktowers* are listed: *Victoria Street* and *New Brighton*. The *Bandsmen’s memorial rotunda* in Hagley Park is listed. So are two detached *church belfries*, at *St Michael and All Angels* and *St Mary’s, Addington*.

The war memorials listed are the *Bridge of Remembrance*, the *citizen’s war memorial* in the Square, the *Elmwood School memorial*, the *Sumner memorial lamps* and the *entrance way to Lancaster Park* (now Jade Stadium).

The *Woolston borough monument* is listed.

Further possible listings

Two particular omissions which stand out are the *Sumner (Scarborough) clocktower* and the modern *water wheel on Mill Island* in the central city.

The *Ferrier Fountain* and the *Peacock Fountain* do not appear to be listed individually and could be considered.

A careful examination of the inventory prepared for the City Council will suggest further possible listings.

Bibliographic note

The inventory prepared for the City Council is a comprehensive list, but of limited use because of its lack of historical information.

Pryor's book on Trethewey is a useful source on several important items identified in this chapter. Stocker's book on Godley includes coverage of one of the city's most significant statues. Lamb, *From the Banks of the Avon*, includes information on several riverside items and Wilson on the Provincial Government Buildings includes information on the three statues of provincial superintendents and on the Victoria Street clocktower.

Further research

The items on the inventory which are identified as being possibly worthy of listing will need to be researched.

Chapter 12 Residences

The city's domestic architecture and building stock

Christchurch has a high level of residential building stock of good quality in design and construction. Much of it appears to be unique to the city and to represent efforts to meet the technical and aesthetic requirements of Christchurch as a particular place. But because the special characteristics of the city's domestic architecture have not been thoroughly or systematically researched such conclusions have to be tentative.

It seems clear, however, that the villa developed in Christchurch with characteristics special to the city. Christchurch seems to have escaped the 'bungled villa' phase which was an important episode in the development of Auckland's domestic architecture. The influence of English Arts and Crafts and cottage styles arrived early in Christchurch and was stronger in the city than elsewhere in New Zealand. 'Modern' architectural thinking also had an early and initially stronger impact in Christchurch than in other New Zealand cities (which is surprising considering the prominence given to Ernst Plischke of Wellington and the Auckland 'group' in the story of Modernism having an impact on New Zealand domestic architecture).

Living in the inner city

In the 1850s, most of the residents of Christchurch lived within the four town belts. Beyond the belts the land was taken up in larger rural sections and a number of larger houses were built, even in the first decade, on the rural outskirts of the town. But most of the houses were in the inner city, where there was a mix of larger houses and smaller workers cottages. The early houses built close to the city centre were all subsequently replaced by commercial premises (shop and office buildings), but it remained a feature of Christchurch that people continued to live, in detached houses, large and small, relatively close to the heart of the city. (Some of the Special Amenity Areas reflect this feature of the city.) A differentiation between areas east and west of the Square emerged relatively early. The west side became the more 'fashionable' area. Many of the larger houses on the east side were eventually subdivided into rental flats. A Mrs Clifford, who divided many large older houses throughout the central city into flats between the 1930s and 1960s is still remembered in the city for her eccentricities. The demand for such flats in older houses in the inner city came partly from university students while the university remained on its original inner city site.

The inner city acquired in its early years a number of groups of small workers' cottages. Pockets of these cottages, built from the late 1850s through into the 1880s, survived, especially to the north and north-east of the downtown, into the 21st century. To the east, a few examples of "row" houses were erected, but in timber and with corrugated iron roofs rather than the brick and slate typical of the British cities from which many of Christchurch's early immigrants came. There were just two brick terraces – one in Sydenham and one on Victoria Square. One is gone and one (in Sydenham) remains.

Even within the four avenues, Christchurch residences almost all conformed to the New Zealand standard of a detached, single-family house on its own section. But in the 1920s and 1930s there were a few apartment or flat developments within the central city. Victoria

Mansions (on the corner of Victoria and Montreal Streets) and Belvedere and Darnley further east along Salisbury Street are examples. So are West Avon and St Elmo's Court, on opposite corners of the intersection of Montreal and Hereford Street and a block of the same vintage on Cashel Street.

After World War II, Christchurch's only significant 'slum clearance' project, the Airedale Place project of 1966, saw multi-unit blocks built on the north side of Salisbury Street. The project had the additional goal of providing a strong residential boundary to commercial expansion north from the central city. This did not in the event occur and most of the south side of Salisbury Street remains residential and has seen very substantial development, with large, multi-unit buildings replacing old cottages, villas and larger houses through the first years of the 21st century.

Although large areas of the inner city east, north and west of the downtown remained residential from the city's earliest days, the population of the inner city declined as commercial premises encroached on previously residential areas. But recently the construction of new apartment buildings (beginning in the 1960s) and the conversion of older commercial buildings to residential uses (beginning in the 1980s with the High Para apartments on High Street) has seen the trend of central city depopulation reversed.

Ever since the first Christchurch City Planning Scheme was adopted in 1962, there has been provision for high density residential development to the east of Park Terrace and Rolleston Avenue. While there has been surprisingly little new residential development east of Rolleston Avenue (that is south of Armagh Street) there has been significant development of higher-density housing around Cranmer Square and between Montreal and Victoria Streets and Park Terrace. Built in the 1950s, in the northern part of this area, Miles Warren's Dorset Street flats are now recognised as a landmark in Christchurch and New Zealand architecture, as well as being important for prefiguring different styles of residence in the inner city than single-household dwellings or large apartment blocks.

Many of the new apartment or town-house buildings were relatively small-scale but a few were controversially tall – notably the Gloucester Towers development on Gloucester Street west (the construction of which prompted changes to regulations that would not have allowed such a high building in such a precinct) and the tower blocks built on Park Terrace south of the Salisbury Street corner.

One aspect of recent residential development in the central city generally, involving both the conversion of former commercial buildings, factories and warehouses into flats or apartments and the construction of new multi-unit buildings, has been a reversal of the long, historic trend for residences to be squeezed further out from the inner city. This trend saw, in years past, houses converted for commercial uses.

Higher density housing is a feature mainly of the inner city. But apartment blocks have been built in Sumner and are proposed for New Brighton and single-household residences are now the exception, not the norm along Carlton Mill Road, where Millbrook (designed by Don Donnithorne) was an early, very large by Christchurch standards, apartment development. (Much later a smaller apartment block, designed by another significant architect, Peter Beaven, was built on the opposite side of the road.) North of Carlton Mill Road, in Merivale, residential densities are increasing as old houses on large sections are replaced, but the replacements have been town houses rather than larger apartment blocks. In the north-eastern

corner of Merivale, near the corner of Papanui and Office Roads is a high-density development of architectural interest, designed by Peter Beaven. Another Merivale development, also of architectural interest, by the same architect, Peter Beaven, is on Tonbridge Street, just off Carlton Mill Road.

19th century 'working class' suburbs

Sydenham and St Albans were originally sold as large rural sections, but parts of them were subdivided within a decade or two of the founding of the city and sold off. Even Sydenham had, originally, a few large houses of members of the elite, but as it rapidly became industrial and working class, following the building of the railway along Sydenham's northern boundary, the better-off moved to places like Opawa, Riccarton or Fendalton. Concentrations of workers' houses developed in Sydenham and St Albans. Though Sydenham, at least north of Brougham Street, is now almost exclusively commercial and industrial, it was Christchurch's working class suburb par excellence, with street after street of old cottages and houses and slightly later small wooden villas. This was a pattern typical throughout the nation in the period 1860-1910. Sydenham also acquired the city's notable only example of brick terrace housing. (Its later conversion to commercial uses was typical of the transitions through which Sydenham has gone.) There were also concentrations of 19th century working class cottages in parts of St Albans, in Woolston (where industries offering employment had become established) and in Waltham.

The transition from residential to commercial/industrial in areas like Sydenham, Woolston and Addington (as opposed to other older working class suburbs) was the result, to a large extent, of zoning of land in the city's planning schemes (Refer Map 15).

19th century homes of the elite

In the first two or three decades of the city's life, clusters of larger houses belonging to professionals, merchants and runholders developed in different parts of the city. Park Terrace assumed its place as a desirable (and expensive) place to live early on. The North Belt (later Bealey Avenue) also soon acquired a number of larger, grander homes; so did Papanui Road, from the Bealey Avenue corner out through Merivale and St Albans to beyond Normans Road. Other clusters of larger homes were found to the south and east in Beckenham and Opawa and to the north and west in Ilam and out as far as Hornby, while it was still essentially a rural area.

Many of these larger homes were built in large grounds. Most were built of wood and in generally domestic Gothic styles. Linwood House, on Linwood Avenue, was an exception, in materials, location and style. Larger houses of the late 19th and early 20th centuries, like Karewa, later Mona Vale, and Daresbury Rookery were usually in English domestic revival styles that further reinforced Christchurch's traditional architectural character.

Although there tended already to be residential segregation – with the larger homes of the richer and more influential separate, and usually some distance, from the smaller houses and cottages of workers – the segregation was not complete. On the western side of Papanui Road, for example, just north of the North Belt, a group of small houses and cottages was

built, close to an early local business which provided employment and close also to the larger houses along the North Belt and in Merivale which needed servants.

A number of these larger homes of the 19th century survived even when the areas in which they stood were no longer thought desirable. Park Terrace remains a fashionable street, but almost none of the earlier large old houses survive. Conversely, several large older houses survive on Bealey Avenue and up Papanui Road, but are no longer the single family homes of members of the city's elite. They have in some cases been subdivided into flats, in others been taken over by institutions like schools and in others again been converted for use as accommodation for travellers. Even where larger houses remain the dwellings of single families and have not been subdivided into flats, the grounds have often been subdivided for 'infill' housing.

The particular case of Fendalton

In the 19th century, a number of substantial houses were built on large grounds (in the first subdivision of 1852, the sections were an acre each) in the area served by Fendalton Road, which ran in a north-westerly direction from the north-west corner of Hagley Park. Fendalton retained its role as a desirable place of residence for the better-off, even after the grounds of the larger houses were subdivided. The large Riccarton and Ilam estates were subdivided progressively from the late 1870s until the 1920s. Other large properties were not subdivided until well into the 20th century – most of the Helmore estate in 1913, Clifford Avenue in 1936, the grounds of Daresbury in 1955, and Desmond Street in the 1960s. Although the houses in Fendalton were larger and more expensive than the houses in less desirable residential areas, they showed little stylistic variation from the general domestic architecture of Christchurch. Heaton Street east of its intersection with Strowan and Glandovey Roads is, socially and economically, an extension of Fendalton.

Houses on the hills

The Port Hills have been described as a southern barrier to the city's residential growth, forcing development north and west. But even before the flat ground between the central city and the hills were fully built over, houses had started to appear on the hills. The initial building was people who appreciated the advantages of north-facing slopes and of being above the level of fogs and frosts. Development was spurred by the extension of the tramline to the Sign of the Takahe in 1912. Although some larger dwellings were erected on the hills (notably Cashmere House itself) Cashmere Hills never became quite as 'exclusive' a suburb as Fendalton, but it was certainly an upper, rather than lower, middle class suburb and developed a distinct sense of community based on its early popularity with intellectuals and university people. Some commentators have detected a marked contrast between those who chose to build homes on relatively difficult hill sites and those content to remain on the flat.

As residential expansion extended to other spurs, the hills remained desirable places to live for the more affluent. Different hill suburbs were developed progressively through the 20th century. Clifton was built up in the first decade of the 20th century, Moncks Spur a little later, Scarborough in 1914, and Mount Pleasant and St Andrew's Hill by the mid 1920s. In the later 20th century, development began to move west of Cashmere Hills and areas like Westmorland were built up. Westmorland had been first designated for residential expansion

by the Paparua County Council in the late 1960s. By the beginning of the 21st century, the hills were built up more or less continuously from Scarborough to Westmorland, with a gap only for a short distance from west of the Heathcote Valley.

Architecturally, the most interesting phase of the residential development of the lower slopes of the Port Hills was one of the earliest, the building of the early ‘cottage bungalows’ (houses which combined features of simple, English-influenced vernacular cottages with features that later became associated with the New Zealand variant of the California bungalow) designed by Samuel Hurst Seager.

Working and middle class housing in the 20th century

Between about 1890 and 1914, ‘villa’ suburbs were built in inner St Albans, Merivale and Opawa. Some handsome bay villas were built in that period. In these pre-war years, Christchurch saw the development, earlier than elsewhere in New Zealand, of first the transitional villa and then the ‘California’ bungalow.

After the First World War, Christchurch, like other New Zealand cities, saw a large number of ‘bungalows’ built. The Christchurch variant of the New Zealand bungalow was more affected by English Arts and Crafts detailing – shingles in the gable ends, prominent exterior brick chimneys among other features. These ‘bungalow’ suburbs formed a further irregular ‘ring’ outside the villa suburbs. Large tracts of bungalows were built in ‘outer’ St Albans, Spreydon, Beckenham, Shirley, Richmond and parts of Linwood. Many of these ‘bungalow’ suburbs were served by tram lines. The areas of ‘outer’ St Albans, for example, were served by the St Albans Park (1915) and Cranford Street (1910) tram lines, Spreydon by the Spreydon (1911) tram line, Dallington by the Dallington (1912) tram line and Richmond and Shirley by the Burwood line (1910) which was extended to North Beach in 1914. Other extensions of the tram system before and during World War I opened other areas for residential growth.

After World War II, most small and medium-sized houses were still called ‘bungalows’ though they differed markedly from the bungalows of the inter-war years. They were built of wood or brick veneer, usually with shallow-pitched, hipped roofs. Developments dominated by these later bungalows formed a further ring outside the inter-war bungalow suburbs. Examples of such suburbs are found especially round the northern and western fringes of the city – Redwood, Avonhead, ‘outer’ Bryndwr (beyond the tracts of post-war state house suburbs) and the suburbs that spread steadily out along Memorial Avenue.

Architects continued to design larger houses through the 20th century, while most middle and lower class houses were built off pattern books or to standard designs that builders were familiar with. The connections between the domestic work of architects and the designs of smaller, ‘mass-produced’ dwellings have not been properly traced, but the inter-war bungalows built in Christchurch are distinctly different from those of Auckland, Wellington and Dunedin and these differences may be related to the popularity among domestic architects of the early 20th century of the Old English and Arts and Crafts styles.

The pattern of residential expansion in the 20th century

The way the ‘villa’ and ‘bungalow’ suburbs form irregular rings around the central city indicate the particular pattern of growth that was typical of Christchurch – a relatively steady expansion outwards in all directions. The city grew in a series of rings around an original nucleus. The ‘edge’ of urban expansion eventually engulfed what had been quite separate outlying villages, notably Papanui and Upper Riccarton. Expansion also eventually bound the originally detached seaside villages of Sumner and New Brighton into the greater metropolitan area.

The ‘edge’ of suburban expansion was never smooth because houses were often built in ‘blocks’ creating salients in different particular directions. Sewer extensions sometimes determined at which point on the ‘front’ of urban expansion development would surge ahead, although at times house construction actually forged ahead of the sewers. Parts of St Albans were developed later than would have been expected in a uniform outward expansion because the Anglican Church was slow to develop endowment land it held in the area. The area north-west of Clyde Road, which had been formed as early as 1873, remained rural until after World War II.

As Christchurch expanded in the second half of the 20th century, the new suburbs to the north and west tended to be middle and upper middle class (with larger homes on sections up to, at the upper end of the scale, half an acre) and the areas to the east, through Bromley and Aranui, to become lower and working class (with smaller houses on sections down to as small as one-eighth of an acre). Aranui grew between 1945 and 1951 from 404 to 1,141 residents. The eastern expansion eventually tied New Brighton to the city with continuous urban development. South of New Brighton, houses spread down the Spit in the years after 1945 (Refer Map 16). North Beach, which had first developed as a community of baches, used by city-dwellers at week-ends, became a more conventional residential suburb from the 1950s on. The patterns of development on the flat throughout the 20th century were determined primarily by the changes in dominant modes of transport – by foot, bicycle and tram and the private car. (Railway in Christchurch was never a significant determinant of patterns of residential growth.)

Growth in the late 20th century (that is from the 1980s on) was on the hills, including upper Mount Pleasant in the east and Westmorland in the west, and the area above the Takahe in the centre. But growth continued to be concentrated on the north-western and north-eastern flanks of the city. The names of new suburbs such as Westlake, Broomfield, Hyde Park, Casebrook and Parklands began to appear on the destination boards of the buses of an ever-expanding if under-used bus system.

The quarter-acre section

Despite its intermittent history of housing being provided in blocks of flats, both low-rise, from the 1930s on, and, more recently, high-rise, Christchurch’s history of domestic architecture is one of the single-family, detached house on (again until relatively recently) large sections. The dominant Christchurch pattern of single-storey houses on relatively large sections (more similar to Auckland than Wellington or Dunedin) was determined also by the availability of large areas of flat land that were relatively easy to subdivide and service.

This abundance of flat land means that Christchurch has had, historically, much lower densities than other New Zealand cities – in 1926 its population density was about one-half that of Auckland and one-third that of Wellington. Despite the increasing number of flats and apartments in the inner city and the replacement of bungalows and villas in such disparate suburbs as Merivale and Spreydon (or the 'in-fill' building of townhouses on the back sections of older dwellings) population densities in the city, over-all, remain low by national standards.

'In-fill' housing has been particularly marked in Christchurch because the original sections were large. In the villa and inter-war bungalow suburbs, the large sections were so large that 'infill' housing was relatively easy – either by subdivision and the building of new houses or units in front of or behind the original house, or by the demolition or removal of the original house and placement of several units on an area of land that originally had a single house on it. This has been particularly prevalent, in recent years, in areas like Merivale where land is of a higher value because the suburb is considered a desirable place to live. Zoning, which specified different residential densities for different areas, also had a strong influence on where infill housing, or the replacement of single dwellings by 'sausage' flats and then townhouses, became prevalent. The 'Residential 2' zone under previous town plans, which allowed multiple dwellings on a single site, contributed to the erosion of the older streetscape character of older residential areas. Later, even after the previous zonings had been abandoned, Merivale became one of the most severe examples of recent infill development eroding the formerly cohesive character of a residential area.

The first Metropolitan Planning Scheme had indicated a plan for housing intensification in the central city and inner suburbs as early as 1936. This was further reflected in the first Christchurch Planning Scheme proposed in 1959, which included medium density housing in Merivale and Linwood (east of Fitzgerald Avenue) and higher density areas east of Park Terrace and Rolleston Avenue. This planning approach, of concentrating medium and high density residential development around the city's core or at selected suburban nodes, was maintained through the first and second reviews of the Christchurch City Planning Schemes (proposed in 1968 and 1979) and resulted in substantial redevelopment of the inner city and of the suburbs immediately outside the central core.

The patterns of suburban growth taking the course of largely single-storey, single-family homes on relatively large sections, with some streets at least planted with trees, is an American rather than English pattern, reinforcing the argument that Christchurch, except for a few distinctive features of the inner city, is far from being 'the most English city outside England'.

The green belt

The outward growth of Christchurch was at the expense of farmland on the fringe of the city. There were still farms along Memorial Avenue and Blenheim Road when those roads were first widened and improved in the 1950s. Concern about the swallowing up of good farmland led to efforts being made to maintain a 'green belt' around the city. Initially the urban fence was placed far enough out to allow for further expansion. In 1959 only two-thirds of the 50 square miles within the urban fence were developed. The first Metropolitan Planning

Scheme for Christchurch, in 1936, included a plan for future urban expansion with the outer limits being shown much as they still were in the 1990s.

The green belt remained a feature of town planning in Christchurch until the entire basis of town planning was altered by the Resource Management Act. In 1993 there were still provisions, in the City Plan, which reflected a belief that the ideal was consolidation and increasing densities in already built-up areas rather than expansion into farmland around the city's edges. But the Canterbury Regional Policy Statement eventually replaced the previous regional planning schemes, which had attempted to control the growth of metropolitan Christchurch through the establishment and maintenance of a "green belt"

In the early 1970s, in an attempt to force residential development onto poorer, lighter soils, the third Labour Government made plans to develop a 'new town' at Rolleston which was to be connected to Christchurch by a commuter rail link. The plan was scrapped by the incoming National Government, after National won the 1975 general election. Subsequently, in the later 20th century, Rolleston did develop significantly, serving Christchurch as a 'dormitory' new town for commuters, becoming economically and socially an outlier of Christchurch although it lies wholly in Selwyn County.

By the early 21st century, housing developments, usually of an 'up market' character, though the houses were on smaller sections than had been usual in the past even in middle and lower class suburbs, were closing the gaps between the outer edge of the city and Belfast to the north and Halswell to the south-west, extending over land that had been beyond the urban fence and part of the city's green belt.

State housing

In the course of its steady residential expansion, Christchurch acquired examples of different kinds of public housing. In the early years of the 20th century a number of 'settlements' of workers' dwellings were built in Christchurch under the Workers' Dwellings Acts. These settlements were Walker (on Mandeville Street in Lower Riccarton), Camelot (on Seddon and Longfellow Streets in Sydenham), Chancellor (on the boundary between St Albans and Shirley) and Hulbert (in Linwood). The scheme was a hesitant start at public housing in New Zealand. Christchurch was typical in that only a few score houses were built.

The only other major building programme by a government department in the first third of the 20th century were the houses put up in groups by the Railways Department to rent to members of the Railways' staff. None appear to have been built in Christchurch itself.

The building of houses by the State resumed on a much larger scale after the election of the First Labour Government in 1935. After the war, the state house construction programme resumed and large tracts of state houses were built in Riccarton, Ilam/Bryndwr, Hoon Hay, Hornby, Mairehau, Aranui, Shirley, Avonside and other areas. In these various state house developments Christchurch acquired examples of most of the designs to which state housing was built – detached family homes, both single and two storey, and blocks of flats.

While the state house building programme was in full swing, much of the major suburban expansion of Christchurch in the 1950s and 1960s was undertaken by the Housing Division of the Ministry of Works, which planned the roading layout and subdivision design forming

the basis of these large areas of Christchurch. Local shopping centres were built in some of the larger of the state house developments. Rowley Avenue in Hoon Hay and Hampshire Street in Aranui are examples. The most important of these was probably the Bishopdale shopping centre, which formed a transition between the former suburban shopping centres, most of them lining a main road, and the later malls, but there were other examples in almost all the new suburbs of the 1950s and 1960s. (These shopping centres are also discussed in the chapter on shopping; their significance here is as part of the pattern of the city's residential expansion.)

It was not until later in the 1960s that private subdividers and developers started to play a significant role in the residential expansion of the city. Areas such as Mount Pleasant, Westmorland, Avonhead, Burnside and Parklands were all built as private subdivisions, and set the pattern for subsequent residential expansion of the city. By this time malls were becoming the chief suburban shopping places and small shopping centres were no longer built as parts of suburban housing developments.

Council housing

The City Council has played an active part in meeting the housing needs of people in the community who have difficulty meeting their own needs. In 1922, the Council began making advances to workers to help them purchase sections or houses. Pensioner flats, rented to elderly people, have been built in small clusters in different parts of the city. The first were built in Sydenham, on Barnett Avenue, in 1939. These were the first local body pensioner units built in New Zealand. There are similar units, built to the same design but disposed differently on their site, at Church Corner.

The only example of 'slum clearance' and 'urban renewal' – the Airedale Place scheme opened in 1966 – has already been mentioned under the heading 'Living in the central city'. The council has also built rental housing along Brougham Street, which was upgraded to a major cross-town route, on Antigua, Cecil, Jordan and Harman Streets, beginning in 1977. One goal of building housing on the south side of Brougham Street was to stem the southward spread of industry. Some of these developments also had urban renewal aspects. They eventually extended almost right along the south side of Brougham Street from Waltham Road in the east through to Selwyn Street in the west. Unlike most of the city's state housing, these council housing schemes have mostly been blocks of flats, several of architectural interest.

Special amenity areas

The fact that the city's steady residential expansion through 150 years has given it coherent areas of housing of different ages and characters has been recognised in the designation of special amenity areas. The main purpose of designating such areas was to maintain the existing residential character and amenity of the areas rather than to protect intact areas which were of importance because of their place in the city's social or architectural history. But 'design coherence' was a criterion applied in the selection of some groups of residences for designation as special amenity areas.

Chapter 12: Residences

Comment and recommendations

General discussion

Christchurch's domestic architecture is overwhelmingly dominated by individual, single-family dwellings on their own sections. This is a New Zealand-wide situation but Christchurch's housing stocks differs from that of some other New Zealand towns and cities because the ready availability of flat land and because the city had an architectural tradition that was distinct from the traditions of Auckland, Wellington and Dunedin. The houses of Christchurch range from tiny cottages on small sections to large mansions with extensive grounds. The general spread of housing and the distribution of larger houses were determined by transport modes at different periods and by social and then planning factors. There are large tracts of medium-sized houses on quarter-acre sections. These range from villas of various sorts built from the late 19th into the early 20th centuries, through bungalows that were an amalgam of influences from England and California in the inter-war years, to state housing in the immediate pre-war and post-war years and on into the speculative building from the late 1950s of, especially for a time, the brick veneer 'bungalow'.

All styles of domestic architecture ever used in Christchurch are still represented in the existing housing stock, but the extent to which Christchurch's domestic architecture differs from those of Auckland, Wellington and Dunedin has not been systematically investigated.

The street pattern in most areas until well into the 20th century followed the pattern set by the original survey of inner Christchurch of wide straight streets intersecting mostly at right angles. (Though in some areas, such as parts of Sydenham, St Albans and Merivale there were areas of narrow streets laid out irregularly, and in most others there was no regularity of block size, as there was in the original city in the area within Salisbury, Barbadoes and St Asaph Streets and Rolleston Avenue.) In post-war years the street patterns of subdivisions showed greater variety, notably with the introduction of gentle curves and cul-de-sacs.

Though the detached house was overwhelmingly dominant, Christchurch did gain a few examples of 'row' housing and the 1920s and the 1930s saw the start of building blocks of flats.

The notable features of housing development in the last two decades have been the building of multi-unit blocks (low, medium and high rise) in the inner city, 'infill' housing in inner suburbs and, especially following the changes to the planning regime introduced by the Resource Management Act, a further episode of peripheral expansion (breaching the former 'green belt') of single-family, single-storey houses on extensive tracts, but with individually smaller sections than in most residential areas of the past.

Relevant listings

By a rough count there are more than 230 *residential buildings* (including blocks of flats) on the existing list. (Six of the listings are blocks of flats and four of these date from the inter-war years.)

The present listings appear to be weighted heavily in favour of larger, older houses of architectural interest or associated with prominent personalities in the city's history. But some important smaller dwellings are included in the listings.

Age appears to have been an important consideration in adding a house to the list and to be a criterion applied consistently and reasonably uniformly. Age appears to have been regarded as increasing the value of any individual dwelling listed. By contrast association with a person of historic significance appears to have been applied quite randomly as a criterion.

Assessing the current listings is complicated by the fact that a large number of houses (especially in groups or concentrations) are already *identified* by inclusion in a special amenity area, but this is not comparable with listing.

Further possible listings

There appears to be a need for clarification of the criteria applied when assessing dwellings for listing – age, type, architectural style, architect, association with an important individual, uniqueness, international significance.

The value apparently given in the past to the age of houses when assessing them for listing means one of the major gaps is that there are very few *modern houses* (for example houses by Paul Pascoe, Don Donnithorne and Sir Miles Warren among others) listed. This omission should be made good after the research requirement (see below) has been met.

The task of assessing whether more houses or other dwellings should be added to the lists should be undertaken in conjunction with further studies of the heritage values of houses (and ancillary buildings and general streetscapes) included in the special amenity and neighbourhood improvement areas (Refer Map 18), especially those with a coherent architectural character. Special amenity areas for which this should be made a high priority include #30 (Inner East), #8 and #8b (Fendalton & Heathfield), #39 (Mays, Chapter, Weston and Knowles Streets), #11 (Heaton and Circuit Streets), #17 & #17a (Hackthorne and Dyers Pass Roads and Macmillan Avenue), #27 (Otley and Ely Streets), #20 (Rastrick and Tonbridge Streets), #21 (Gilbey and Englefield Streets), #9 (River Road), #35 (The Spur). Special amenity areas which should be given a medium priority include #18 (The Esplanade), #10 & #10a (Slater, Poulton and Dudley Streets), #4 (Aynsley Terrace), #7 (Totara, Hinau and Puriri Streets), #1 (Heathcote Valley), #2 (Beckenham Loop) and #6 (Tika and Piko Streets and Shand Crescent).

Bibliographic note

Most of the titles which cover houses are included in Section IV, Architecture, of the annotated bibliography. Individual houses are included in books in Section III, Defined areas of the city, specific suburbs etc. There is material on the social aspects of housing and of residential growth in several titles, including Rice, *Christchurch Changing* and Eldred-Grigg's *New History. New Zealand Architecture* by Peter Shaw also sets domestic architectural developments in Christchurch within a national context.

Further research

A typological study of housing design through all the different periods of residential development (including into modern times) would pave the way for an informed evaluation of the present lists and of the value of the special amenity areas as a tool for identifying important parts of the city's historic housing stock. Such a study is necessary to be able to establish satisfactorily that all housing types and styles are adequately represented in the listings. A neighbourhood focus when specific house types or areas are being researched with a view to possible listing could be helpful

A particular area needing research is houses built since the end of World War II.

THEME IV: INDUSTRY AND COMMERCE

Chapter 13: Industry

Farming

Farming was in a sense the city's first 'industry'. Much of what is now built-up city was farmland for a good part of the city's history. The farming fringe retreated as residential development extended inexorably outwards. Most buildings and structures associated with the farming of what is now urban land have been swept away. One remarkable exception is the group of surviving buildings at Riccarton, the city's first farm, which are now on Christchurch Boys' High School land. Elsewhere, where former farm buildings or other relics of a farming past like fences, (post and rail, wire, hedges, turf ditch and banks), gates or drains, survive in areas which have subsequently been developed for housing, the relics are likely to be on a number of separate properties.

From the 1870s, valleys of the Port Hills, especially Heathcote, Horotane and Avoca, were used for horticulture and orcharding. There were also glasshouses in these valleys. The valleys remain one of the significant areas of rural activity within the city's boundaries.

On the rural fringes of Christchurch were found, particularly, market gardens, properties on which berry fruits were grown and town milk supply farms. Some of the market gardens, particularly in Riccarton and Lower Cashmere, were owned by Chinese, mostly descendants of Chinese who had come to New Zealand in the 19th century seeking gold.

In the last quarter of the 20th century, the Canterbury wine industry had its origins on Coutts Island, then on the city's rural fringe. Grapes were planted in the late 1970s and the St Helena Winery produced its first vintage around 1983.

By the end of the 20th century, following the city's spectacular growth through the past 50 years, areas which had supported orchards, berry farms, market gardens and the like had become the city's outer suburbs. Only Marshlands, where there were exceptionally good soils, remained a predominantly market gardening area, though even there houses had begun to encroach on the good land, particularly at the southern end of Marshlands Road.

Early industry



Figure 54. Moffat's mill one of the city's large 19th century flour mills. *Alexander Turnbull Library 5241 1/1 (Steffano Webb)*

Christchurch's role as a manufacturing and industrial centre began early in its history. Among the early industries were flour milling (which has the longest continuous history of any Christchurch industry) and brick making, based on the resources of clay along the lower Port Hills. The flour mills were water-powered, with the single exception of the Antigua Street windmill. The water-powered mills were spread around the city, from the inner city out to Fendalton and Hoon Hay. Wool scours were early polluters of the lower reaches of the rivers. One early industry – flax milling – made use of a local resource that had made the site of Christchurch valuable to Maori, but the history of flax milling in Christchurch is poorly documented, and scarcely even recognised.



Figure 55. Brewing began on this site, on the corner of Kilmore shed and Fitzgerald Avenue, in the 1890s and continued until 1954. The buildings remain, in other uses. *John Wilson private collection.*

While Christchurch was growing steadily through its first half century of life, the building industry itself was an important industry. Some timber yards, where wood was milled and made into planks, mouldings and other finished products, were reasonably large industrial establishments. Small, artisan brick kilns were soon replaced by large works, especially along the base of the Port Hills where there were deposits of suitable clay.

Later industrial development

Christchurch's later industrial history was characterised by two main strands. The first was the handling and processing of farm products from a large rural area stretching from the northern boundaries of the province (the Cheviot and Amuri districts) to the Rakaia River. (South of the Rakaia, farm products were handled and processed in the secondary industrial centre of Ashburton.) Associated with the industries based on the region's primary production were the industries which supplied farmers with the equipment and machinery and other 'inputs' they needed to be able to produce from their farms.

Quite distinct from these farm-related industries were industries producing a wide and varied range of consumer goods – some for the local market, others for 'export' to other parts of New Zealand. Some of these industries drew their raw materials from farm products, for example the leather that was both tanned in Christchurch then made up into boots and shoes, or the flour that was used by Aulsebrooks to produce biscuits and by bakers to make bread. The city's large clothing industry was also partly based on wool produced on Canterbury farms and the brewing industry on barley grown on the same farms and malted at several malt works. The largest malt works were at Heathcote. But the major rubber industry relied entirely on an imported raw material.

In many industries a need for relative self-sufficiency was an important stimulus to innovation. This was evident in the field of heavy engineering and farm implement manufacture. Though all Canterbury's early tractors, for example, were imported, Christchurch firms made much of the other machinery and many of the implements used on Canterbury farms. The Addington railway workshops made not only rolling stock and carriages but complete steam locomotives.

Christchurch enjoyed a brief pre-eminence as New Zealand's main centre of manufacturing in the late 19th and early 20th century. Though it soon lost this lead to Auckland, manufacturing remained important in the city's economy through most of the rest of the 20th century.

The arrival of abundant electric power from Lake Coleridge in the city in 1915 helped sustain the city's industrial growth. The Addington railway workshops, for example, went over to electric power between 1925 and 1928. World War II had the same impact in Christchurch as elsewhere in New Zealand, of stimulating industrial production to sustain the war effort and to make good shortfalls of imported goods through the war years.

In the 1980s, Christchurch industry had to adapt to the deregulation of the economy and the opening of New Zealand markets to imports. Several large firms or enterprises either closed down completely or were 'down-sized'. They included the railway workshops, the Crown Crystal glass works in Hornby, and two large clothing manufacturers, Lane Walker Rudkin and Lichfield Shirts. Compensating to some extent for these closures or reductions was the development of different electronic industries, including both hardware (Tait Electronics) and software (Jade Corporation). A foundation for these industries had been laid earlier by the plastics industry which manufactured in particular electrical fittings.

The newer, tertiary, technology and service-sector oriented industries tended to become concentrated in other areas of the city than those where the older secondary manufacturing industries had been located. To some extent the older industrial areas became under-used 'wastelands', though some saw replacement economic activities move into the spaces created by the decline of the manufacturing industries. In some cases large industrial buildings were re-used. The Kaiapoi Woollen Company's buildings on Manchester and Allen Streets, for example, became the home of Tait Electronics for a time, before the new firm moved to new, primarily electronic, industrial area on Wairakei Road on the city's north-west edge. The Kaiapoi Woollen building then housed a fitness centre, before it was demolished. A car yard now occupies its site. Another large car yard occupies the site of the demolished Aulsebrooks factory. When the railway workshops closed down the site was cleared and has since been developed as a retail centre.

Industry in the central city

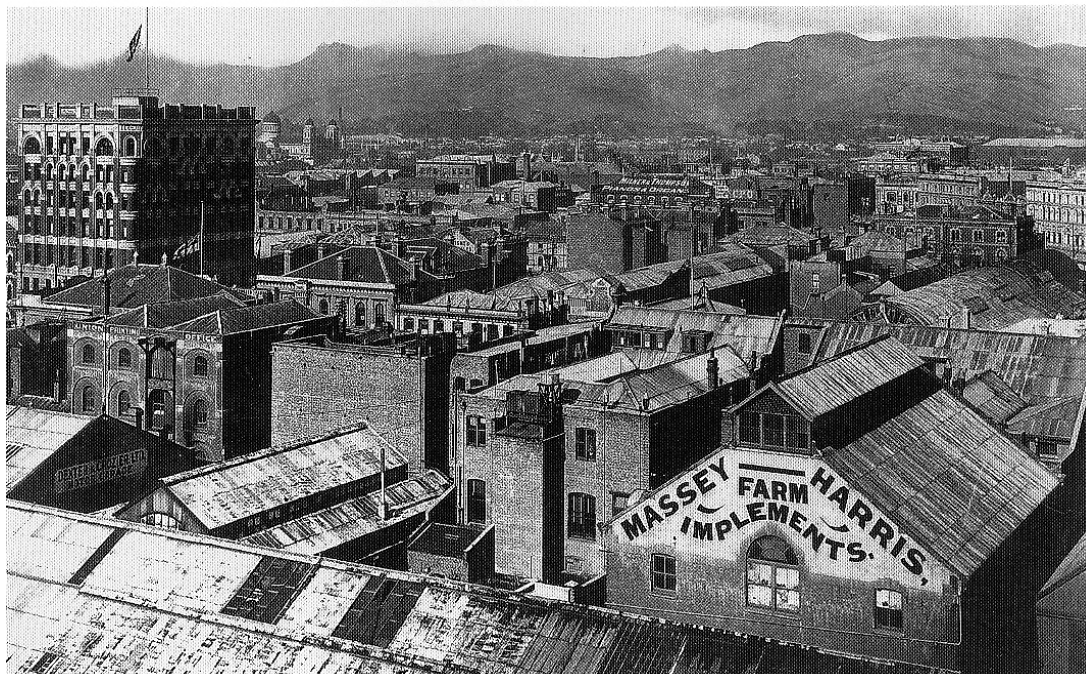


Figure 56. View south-east from the Cathedral tower, c. 1910, showing at left the New Zealand Express Company building (1906) on the corner of Manchester and Hereford Streets. This was Christchurch's first 'skyscraper'. In the foreground, right is evidence that form-related industries were in the heart of the city for many years. *Brittenden collection, CHAC/CM 1199*

In the 19th century most Christchurch industry was either within the town belts or immediately south of the city, in Sydenham. There was some "heavy" industry, including major foundries such as Andersons, P. and D. Duncans and Buchanans, even within the town belts. There was also a significant agricultural implement manufacturing industry, reflecting Canterbury's pre-eminence as a farming province in those years. Boon and Company made tramcars on Ferry Road for the city's tramway system. Some of the factories were quite large, including those for clothing and footwear manufacture and joinery and furniture manufacture. What developed into one of the largest was the Aulsebrooks biscuit factory, which started in 1863 and moved to the Montreal/St Asaph Streets corner in 1879. The large brick factory there was demolished in the 1980s. Another large factory building was that of

the Kaiapoi Woollen Company (mentioned above). After the company's first building on Cashel Street burned down, it moved to Manchester Street, where a large brick factory stood behind a notable Edwardian façade. This building too has been demolished.



Figure 57. Inside one of many footwear and clothing factories in Christchurch. *Canterbury Museum 27/1 (Kinsey Collection).*

But Christchurch was more typically a town of 'artisanal' industries, relatively small concerns with just a handful of employees and producing more for the local market than for 'export', even to other parts of New Zealand. Typical of these industrial concerns were coach builders, cycle manufacturers, and foodstuff processors, jam and pickle makers, bacon curers, aerated water bottlers and the like. Breweries and malt houses were also established early on in the inner city. (Brewing vies with flour milling as the industry with the longest continuous history in central Christchurch.)

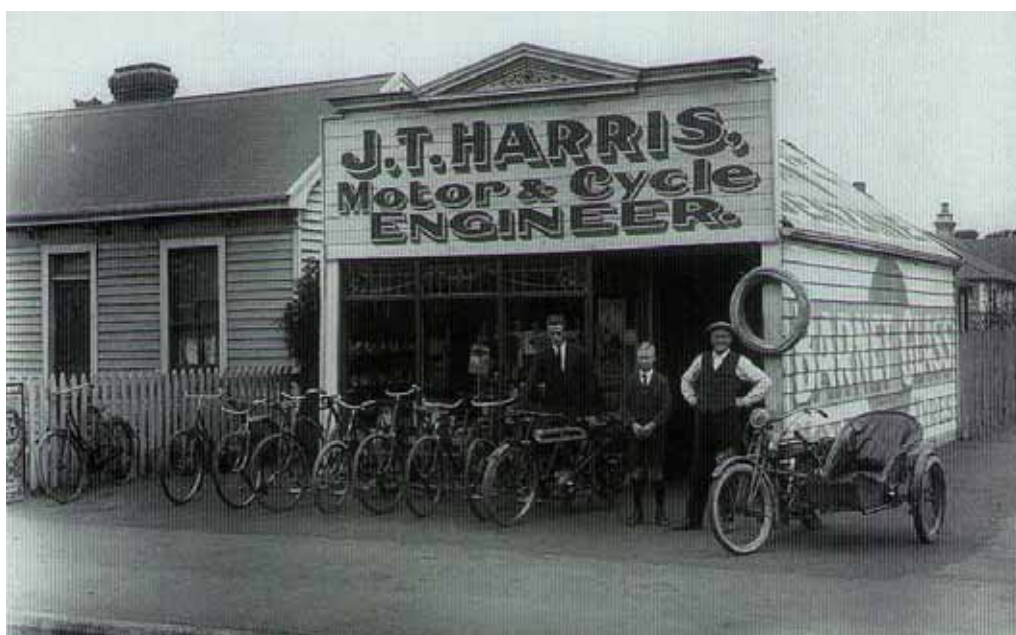


Figure 58 J.T. Harris Motor & Cycle Engineer. *Alexander Turnbull Library G 23957 1/1 (Adam Maclay)*

Initially industries were distributed throughout the central city. Until well into the 20th century, there remained industrial establishments north of the Square. But these gradually closed or shifted until by the mid century the area north of Salisbury Street was as predominantly residential as the area south of Tuam Street was industrial.

As late as about 1960, the southern and south-western sectors of the central city were still primarily industrial. In 1959, land use in the area from Tuam Street to Moorhouse Avenue was still largely industrial. Much of the rest of the city's industry was just south of the city, in Sydenham. In 1972, fully half the city's factories were still in the inner city, but the growth was occurring in suburban industrial zones like Hornby, Bromley and Papanui.

The first statutory planning scheme for Christchurch City, which became operative in 1959, planned for an industrial zone in Bromley. The first Paparua Scheme in 1961 included planning for large-scale industrial expansion in Sockburn and Hornby. Much of the development of industry in Christchurch in the following years occurred in the areas which had been 'zoned' by town planners for industrial activity. The current importance of Bromley and of Sockburn/Hornby in the city's industrial base reflects these deliberate efforts to confine industry to areas remote from the city's commercial centre and separated from residential areas.

Sydenham as an industrial area

Sydenham, like the southern central city, contained a mix of larger factories and smaller 'artisanal' concerns. The Luke Adams Pottery on Colombo Street was really a large 'artisanal' industrial establishment, but the clothing manufacturer, Lane Walker Rudkin, founded in 1880, grew to become a very large concern, occupying more than a full block of land north of Brougham Street on Montreal and Durham Streets. The Booth Macdonald Carlyle Implements Works, on Carlyle Street just south of the railway line, was also a large concern. Sydenham as a whole contained more residences than the southern industrial zone of the central city until, in the second half of the 20th century, small industrial expansion in the area squeezed most residents out of the area north of Brougham Street.

The 1936 metropolitan planning scheme showed future potential for expansion of industrial activity into the established residential areas of Sydenham and Phillipstown. However, it was not until the first review of the City Planning Scheme, proposed in 1968, that the zoning of this areas was fully changed to make provision for industrial use out to Brougham Street.



Figure 59. Thomas Edmonds' 'Sure to Rise' baking-powder factory, Ferry Road, 1920. A petrol station now occupies the site. Thomson photograph, Adam collection, CHAC/CM 926

Woolston, on the lower Heathcote, gained another early concentration of industries largely because water was available and the river was a convenient 'sewer' for the disposal of liquid industrial wastes. In 1873 there were seven wool scours and five tanneries on the lower Heathcote; by 1883 there were 11 of each. Subsequently, other industries gravitated to the Woolston area, notably a large gelatine and glue works and a rubber factory. The founding of Para Rubber, followed by the establishment of the Latex, Marathon and Empire factories made Woolston the centre of New Zealand's rubber industry. Along Ferry Road two large brick factories were built in the 20th century, the famous Edmonds baking powder factory (which has been demolished) and a shoe polish factory (which survives).

The Urlwins moulded plastic products factory established in nearby Waltham in 1936 marked the start of the plastics and electrical goods industries in Christchurch which came to be dominated by PDL. Andersons foundry moved to a large new factory in Woolston in 1939, while remaining also on its central city site.

In Heathcote, the early industries were malting, brick making and quarrying, based on stone and clay on the lower Port Hills. Several brickworks were based between Heathcote and Beckenham. The last closed in the 1960s and 1970s. Quarrying also occurred at several points along the Port Hills, for both building stone and road metal. The longest-lasting quarry was at Halswell, at the western end of the hills. Malting, established in 1871, was a major Heathcote industry for well more than a hundred years.

Meat processing



Figure 60. Christchurch Meat Co.'s canning plant. *Alexander Turnbull Library 19429 1/1*

When it was established in 1882 that meat could be exported frozen to the other side of the world, Christchurch (the leading city of the province that had more sheep than any other) was quick to capitalise on the new economic opportunity. (Indeed the first frozen meat company in Canterbury was founded prior to the first successful shipment of frozen meat from Otago.) Freezing works were established on the distant outskirts of the city, at Belfast in 1883, at Islington and later at Hornby. A Christchurch architect, J.C. Maddison, became for a number of years the country's leading designer of freezing works and also designed the municipal abattoir erected at Sockburn in the early 20th century.



Figure 61. Meat and meat products have always been major Canterbury exports, giving employment to hundreds of Christchurch workers. Here a diminutive Barclay locomotive pulls three meat wagons from the Islington freezing works, c. 1914. Wright collection CHAC/CM 234

The railway corridor

Heathcote was at the eastern and Islington at the western end of what became a major industrial corridor (based originally on ease of access to the Lyttelton and main south railway lines, which formed a continuous through route from Heathcote, past the main railway station, to Islington). For much of its length, this corridor also had road access. This was provided by Moorhouse Avenue across the southern side of the central city and further west by Blenheim Road, which was transformed in the 1950s from a country lane and stock route to a major four-lane highway.

From 1874, the Canterbury Saleyards Company had its major saleyards at the eastern end of Blenheim Road, which had been a major route for bringing stock to and from the yards. (Stock also came and went by rail – the north line running along the western edge of the saleyards.)

After the upgrading of Blenheim Road in the 1950s, a broad wedge between the road and the railway line was developed over several years for industrial and warehousing uses. This meant that industry remained concentrated in this corridor even after road transport made significant inroads on rail in the second half of the 20th century. The impact of zoning on the extension of industry westwards into Sockburn and Hornby has already been mentioned.



Figure 62. Wright, Stephenson & Co.'s grain store in Addington. *Alexander Turnbull Library5120 1/1 (Steffano Webb)*

Earlier on, the reliance on rail to bring farm products from the city's rural hinterland into the city meant that the corridor, especially where the main railway line and the South Belt ran parallel and just a short distance apart, became the main area where farm products were not only processed (by flour mills, a butter factory – after the Tai Tapu Dairy Company moved from Tai Tapu to the South Belt in 1892 – and the like) but also handled. Very large grain and woolstores were built between the railway line and the South Belt and also a short distance up the line north, which left the south line just beyond the Addington Station. The saleyards had been established on a site also close to the Addington Station on Deans Avenue in 1874. Previously stock had been auctioned at Papanui, Spreydon and Woolston, but resistance grew to stock being driven through the city.

Industrial activity associated with running the railway – the construction and repair of engines and rolling stock at the large Addington railway workshops, the routine maintenance of engines at the Linwood locomotive depot, and the handling of goods transported by rail at large railway goods sheds both east and west of the main railway station – all contributed to the primacy of this extended zone in the city's industrial history.

Through the second half of the 20th century, industrial activity moved steadily west from Addington, mainly along the south side of Blenheim Road, between the road and the railway line, through Middleton and Sockburn to Hornby. This was after the upgrading of Blenheim Road in the late 1950s. This had created a similar situation further west to the earlier conjunction of road and rail access along the south side of the South Belt. One of the novel

industries established in Middleton was the Hamilton engineering works, one of the products of which was the Hamilton jet unit for boats, first produced commercially in 1957.

Minor 'pockets' of industry elsewhere in the city

A minor concentration of industry developed north-west of the city around the railway line at Papanui. The major industries here were the Sanitarium Health Food factory, established in the early 20th century, the architecturally important Ovaltine factory on the Main North Road and the Firestone tyre factory established close to the Papanui railway station in 1949. In Upper Riccarton, a large carpet factory developed, anomalously, on Waimairi Road.

Other subsidiary industrial zones became more important in the second half of the 20th century as industry moved out of the central city and became less reliant than it had been in the past on rail transport. The Aranui/Bromley light industrial zone developed after 1960, following its zoning in the first City Planning Scheme of 1959. As was the case earlier in Sydenham, working class housing (in this case large tracts of state housing) were associated with the industrial development of the area. With the economic recession of the 1970s and 1980s, more flexible approaches to zoning for businesses started to evolve, such as the mixed business (light industrial/commercial) zones replacing older industrial areas in the vicinity of Moorhouse Avenue.

Later still, at the north-western end of Wairakei Road, a group of firms manufacturing electronic equipment and developing computer software became established in an informal 'technology park' promoted by the Waimairi District Council and Canterbury Development Corporation. The Aoraki Corporation, founded in 1982, became a key industry in this area. It was a reflection of the industrial changes of the later 20th century that one of these firms was, for several years before it moved out to Wairakei Road, based in a large factory building on the southern zone of the central city that had been used for textile manufacture.

Another response to the drive for business innovation in the 1980s was the development by Applefields Limited of a Produce Park on the corner of Halswell Junction and Main South Roads, where a collection of agricultural, horticultural and food-based businesses has been established.

Chapter 13: Industry

Comment and recommendations

General discussion

Farming was the first ‘industry’ on much of the land which was subsequently built over to become part of the urban area of Christchurch. The city’s early industrial development was driven partly by the city’s own physical growth and partly by rapidly increasing production from the developing farms of north and mid Canterbury. Much early Christchurch industry was devoted to handling and processing primary products, including wool, wheat, and, later in the 19th century, meat. Other early Christchurch industries produced goods which farmers needed to maintain their production, including farm implements. Besides these farm-related industries, Christchurch developed a strong manufacturing sector, producing such consumer goods as clothing, footwear, foodstuffs and beverage. Two major factories in the south-west quadrant of the inner city produced, respectively, biscuits and beer.

The reliance of Christchurch’s industries on manufacturing equipment and other ‘inputs’ for farmers and on handling and processing what they produced has given Christchurch an industrial history somewhat different from that of other New Zealand industrial centres, although other aspects of its industrial history follow New Zealand-wide patterns. Christchurch industrialists, like their Auckland, Wellington and Dunedin counterparts, built potteries, flourmills, freezing works and other factories in the later 19th century.

Although industrial production expanded, moved into new areas and added new products through the late 19th and first three-quarters of the 20th centuries, the structure of Christchurch industry changed little through this long period. Significant structural change in Christchurch’s industry came only following the deregulation of the economy in the last two decades of the 20th century. Electronics was one of the new industries which developed to sustain the city economically.

For much of the city’s life, its factories have been concentrated in a ‘corridor’ which followed the railway line from Heathcote, through Woolston, Sydenham and Addington, out through Middleton to Sockburn and Hornby. This remains the case, although the freezing works were always located further out from the city and a number of secondary centres of industrial activity (Papanui and Bromley, for example) became established, partly as a result of the deliberate zoning of particular parcels of land for industry.

Relevant listings

The sole relic of its industrial past on the site of what was Christchurch’s largest industrial plant, the Addington railway workshops, is the **Addington water tower**. It has been listed.

A few buildings associated with farming have been listed. They include the **Pataka fruit storage shed** on Marshland Road, a **barn on Russley Road**, **farm buildings at St John of God** in Halswell and the brick **farm buildings of the Deans Estate** which are now part of Christchurch Boys’ High School.

The former *malt house* (now the Canterbury Children's Theatre) on Colombo Street and the *Wards Brewery buildings* on Fitzgerald Avenue are listed and representative of the brewing industry.

The 1881 *former New Zealand Loan and Mercantile Company woolstore* by the Durham Street overbridge is the only significant building in the zone between the railway line and Moorhouse Avenue which has been listed.

In the southern area of the central city a few old industrial buildings (in an area which is no longer primarily industrial) have been registered. They include the *Wraggs factory building*, Dundas Street, and the *P. & D. Duncans* and *Buchanans and Sons buildings* on St Asaph Street. Some listed buildings have an industrial past which has been overshadowed by different later uses, for example the *Guthrey Centre/Bells Arcade building* (formerly part of the Andersons foundry), the *Fuller Bros building* on Tuam Street and the former *Wellington Woollen Mills building* on Lichfield Street.

Two important listed buildings are representative of the industrial importance of Addington and Woolston respectively. They are the *Wood Bros mill* on Wise Street and the former *Nugget factory* on Ferry Road.

A number of smaller buildings that were small-scale factories and retail premises combined appear on the lists, for example the *Ayrshire bakery* on Colombo Street and a *Robertsons bakery* on Victoria Street.

Further possible listings

Although there is a reasonably large number of industrial buildings already listed, there is no evidence that they have been selected for listing in a systematic way, to make sure that all major industries and all eras of industrial development and change are represented. Almost all of these suggested listings presuppose completion of further research as detailed under V. below.

If there are further buildings related to farming in areas which are now part of the urban area they should be considered for listing. If the sites of such farm buildings or groups of buildings can be identified they should possibly be marked in some way and their possible importance as archaeological sites taken into account.

There are almost certainly more factories and warehouses in the industrial zone between Moorhouse Avenue and the railway line, from Waltham to Addington, which should be listed. The same is true of the Woolston industrial area.

The meat and nursery industries appear to be entirely ignored in the current listings.

It is important to acknowledge the full extent of any factory complexes and ensure that any listing of an individual complex identifies all its elements, which only describe or represent the process or function of the place when they are considered together and in their entirety. The **Wood Bros mill complex** in Addington is the obvious case in point.

Bibliographic note

Section VII of the bibliography lists titles which deal with specific industries or firms. There is material on particular industries and the city's industrial history in general in a number of the general histories of the city, especially the two recent titles by Cookson and Dunstall and Rice. Nos 8 and 9 of the *Architectural Heritage of Christchurch* series touch on major industrial buildings. The Canterbury volume of the *Cyclopedia of New Zealand* and an 1898 publication, *Industries of New Zealand*, (not listed in the bibliography because it is not Christchurch-specific) both have detail not easily accessible elsewhere about Christchurch industries in the years each side of 1900.

Further research

The general outline of Christchurch's industrial history has been established, but there is a need for systematic surveys of areas of the city which have supported (and in some cases still do support) numbers of factories. This applies especially, at least initially, to the Moorhouse Avenue zone, the Woolston industrial area and Sydenham.

Chapter 14: Shops and shopping

The central city



Figure 63. Cobb & Co.'s booking office at the corner of Cashel and High Streets. *Canterbury Museum 12386 (A.C. Barker)*



Figure 64. By the late 19th century High Street had developed as the main shopping thoroughfare. *Auckland Institute and Museum 1591 (Winkelmann).*

Shops were among the first buildings erected in the infant town of Christchurch, as they were in all early New Zealand settlements. Because most early settlers approached Christchurch from the south-east, having walked across the Bridle Path or taken a vessel of some sort over the Sumner bar and up the lower Heathcote, the earliest shops appeared along High Street and on Cashel Street, one of the principal cross streets. Shops also appeared on the stretch of Colombo Street from the High Street corner to the Cashel Street corner. This area has remained the heart of inner-city retailing ever since. It enjoyed a heyday from about 1900 to 1960, which coincided roughly with the peak of reliance on a public transport system (of trams and then buses) which radiated out to the suburbs from the city centre. It was customary for people living in the suburbs to come into town by public transport to do their major (but not food) shopping at the department and other stores of the inner city. Friday night in town was an important occasion, with most people coming in from the suburbs, into the 1950s, by tram and then bus. Those who came into town to shop mid-week often took afternoon tea in the tea rooms of the major department stores. These were all New Zealand-wide features of city life.



Figure 65. DIC, one of a number of departments on Cashel Street. *Canterbury Museum 2495 1/4*

In the late 19th century and first two-thirds of the 20th century, major department stores in the High, Cashel and Colombo Streets area became the main anchors of central city shopping. On the south side of Cashel Street, Ballantynes and Beaths were on opposite corners of Colombo Street and the DIC closer to the High Street intersection. In 1908-09, Ballantynes, Beaths and the DIC all built substantial new buildings. Stranges was a little further south, in a number of buildings which turned the north-west corner of High and Lichfield Streets. In the 20th century, the Farmers emerged as a major store, even though it was some distance from the main focus of downtown shopping, on the south-west corner of Cashel and Madras Streets. (For a time the Farmers ran a free bus on Friday evenings from Cathedral Square to their store.) Millers, established in 1926, moved into a substantial new building on Tuam Street in 1939. Drages, Drayton Jones and Calder Mackay were smaller department stores in the retailing area south of Cathedral Square. These major and minor department stores all occupied imposing buildings, which were rebuilt or extended at different times. The department stores were, in their hey-days, major employers, especially of young women.



Figure 66. The Triangle at the junction of High, Colombo and Hereford Streets. *Alexander Turnbull Library C 16016.*

Market (later Victoria) Square became the other main focus of shopping and trading in early Christchurch. For a time there were market stalls in the Square itself. Shops also became established on the stretch of Colombo Street between Cathedral and Market Squares. On the Whatley Road (later Victoria Street), which was the main route north out of the city, there were shops mixed with other commercial premises from the north-west corner of Market Square out to the Salisbury/Montreal Streets intersection and beyond from relatively early on. On Colombo Street across the Avon from Market Square, the two blocks between Kilmore and Salisbury Streets also supported shops. So did the block of Armagh Street east of Market Square to Manchester Street, but there were always fewer shops, as opposed to other commercial premises, on the two stretches of Gloucester Street east and west of Colombo Street.



Figure 67. The royal visit of January 1954 brought out the bunting and flags in great abundance. Here is the display on Miller's department store, Tuam Street. This building is now the Civic Offices. *Biggs collection, CHAC/CM 14925*

The area north of the Square received a boost in the 1930s when J.L. Hay established his store (founded in 1928) in the block bounded by Colombo, Gloucester and Armagh Streets and Oxford Terrace. It became one of the major department stores in the city and joined Armstrongs as one of the major stores in this part of town. The block on the other side of Colombo Street (bound by Colombo, Armagh, Manchester and Gloucester Streets) gained a place in New Zealand retailing history when New Regent Street was built in 1931 as a single development in a uniform style on the site of a large building, the Colosseum, that had served, at various times, as a skating rink, a boot factory, the premises of a taxi firm, movie theatre and a venue for public meetings.

Cathedral Square itself has had a few shops on its perimeter at different times in its history, but it has never been an important location for retail businesses.

Shop buildings in downtown Christchurch followed a similar architectural progression to other commercial buildings. A first generation of wooden buildings that were markedly domestic in style was followed by a second, more predominantly Italianate generation. The first of these Italianate buildings were also built of wood, but many from the 1860s on were built of brick, usually plastered over. They were generally not more than two or three storeys high. Many had verandahs over the footpaths from an early date. Typically, buildings which had small shops at street level had professional and other offices on their upper floor or floors.

The survival of the central city as a shopping area



Figure 68. Hay's new Sydenham store. *Johnson D, Christchurch a pictorial history, p63.*

The central city retained a dominant role in shopping through the 1950s. Starting in the 1960s, with the decline in use of public transport and increase in use of the private car and associated development of suburban malls, retailing shifted significantly into the suburbs. Significant steps in this process were Hays building a new store at Church Corner in 1960 and opening a store in Sydenham, Beaths opening branches in Lower Riccarton and New Brighton. and the development of the first mall on Riccarton Road, which began in 1965.

In 1965, as this important change was just beginning, the central city was still the pre-eminent retailing area. In 1965, of the labour force engaged in staffing shops, 77 per cent was still working in what was defined for planning purposes as the 'central traffic district' and a further 11 per cent in areas immediately adjacent to that district.

The central city survived as a shopping area even after the department stores ceased trading on their central city sites (with the exception of Ballantynes, protected by its reputation, and the Farmers Trading Company which had absorbed Hays which had initially been taken over by Wright-Stephensons). The customers were now primarily people who continued to work in the inner city, in professional and government offices, tourists staying in inner city hotels and 'locals' drawn to particular specialty shops. This local custom probably diminished as the various malls became larger and more sophisticated.



Figure 69 Supermarket in Cashel Street. One of Christchurch's earliest self-service stores. *Canterbury Museum 12005 (P.F. Ford)*

'Downtown' was always important, apart from the department stores, because of the numerous small, speciality shops that lined its streets, beneath the almost universal street verandahs. Colombo (north and south of the Square), High and Cashel (where the City Mall is now) and Armagh (east of Colombo Street) were the streets on which these small retail businesses were concentrated. Manchester, Worcester, Hereford and Gloucester Streets never supported the same concentrations of small retail businesses. Many of these smaller businesses are still remembered, though most are long gone: the Queen Anne chocolate shop, Mrs Popes (for haberdashery and wool) and Minsons (for glass and china) are just three examples.

There remain areas of small retail businesses within the central city (though there are now many more in the suburban malls). The surviving central city areas of many small shops include much of High Street (on and south of the City Mall), the Cashel Street section of the City Mall and the stretches of Colombo Street between Kilmore and Salisbury Streets and between the Square and Armagh Street. This last stretch of street has a concentration of small and medium-size retail businesses which cater especially to Asian tourists. South of the Square, Colombo Street has a large number of small retail businesses, down as far as the major South City development, south of St Asaph Street.

Towards the end of the 20th century the central city to some extent deliberately 'fought back' to retain or recapture retail trade it had lost to the malls. The Christchurch City Council pursued several planning initiatives to support the central city and make it more attractive for workers, residents and visitors. The pedestrian City Mall was created on High and Cashel Streets, its second stage opening in 1982. This included closing the Bridge of Remembrance to vehicle traffic. In the 1980s, Victoria Square was redeveloped as a pleasant green space in the city center, as a complement to the more formal style of Cathedral Square. On-going improvements have included the development of Worcester Boulevard in 1992, the enhancement of Oxford Terrace for outdoor dining and entertainment, and more recently the refurbishment of Cathedral Square. The recent planning approach of encouraging residences

back into the central city has, in part, been driven by the Council's objective to restore vitality to the City's centre.

Later, South City, a large mall-style development (with an 'anchor' supermarket, a number of other traders, large and small, under one roof and, a little later again, a Warehouse) was built on a site on the southern edge of the inner city from which had been cleared a number of warehouses and industrial buildings, including the large former Whitcombe and Tombs printing works. The South City development (it opened in 1990) revitalised a strip of small shops on the other side of Colombo Street. Further east, two large supermarkets with their own extensive parking lots were built along Moorhouse Avenue.

Shops in the outlying villages

Although they were subsequently swallowed up when the city expanded in the 20th century, Upper Riccarton, Papanui, Woolston, New Brighton and Sumner began their lives as separate villages, served by their own clusters of shops. Upper Riccarton and Papanui were both where important routes out of the city diverged. New Brighton and Sumner attracted residents, and then the shops that served them, as seaside villages. The shops of the villages were, architecturally, indistinguishable from early shop buildings of the inner city. Once the city had engulfed them, they became all-but indistinguishable from other secondary suburban commercial centres. It may, however, be possible still to detect physical traces of the origins of these shopping centres as discrete villages

Suburban shopping centres

As the city steadily expanded at its edge, suburban shopping centres developed, often, though not always, at important intersections. Examples were the Richmond shops, where Stanmore Road ended at North Avon Road, Beckenham, south of Sydenham, where Strickland and Somerfield Streets met Colombo Street, in North Linwood at the intersection of Gloucester Street with Woodham Road, in Thornington at the foot of Cashmere Hills. In Fendalton, by the mid 1930s there were shops on all four corners of the Fendalton, Clyde and Burnside Roads intersection. Shops also extended up Burnside Road for a short distance.

In the former St Albans borough, by the time of World War I, there were three groups of shops. One, on Papanui Road, developed not at an important intersection but because the borough had its offices at the minor corner of Papanui and Office Roads (where a post office was built later). There were also shops at two T intersections – where Colombo Street ended at Edgeware Road and where Barbaboes Street ended at Warrington Street.

Typically, these suburban shopping centres had both shops, like butchers, grocers, fruiterers, chemists and the like, and offered a range of semi-professional or trade services, such as shoe repairs, dressmaking and tailoring, cycle repairs, hairdressing and so on. Shopping centres expanded or in some cases first developed around train termini.

Architecturally these suburban shopping centres came to include old and new buildings. A few old single-storey wooden buildings typically survived alongside two-storey brick blocks of several shops, with either accommodation or offices 'above the store'.

Linear shopping centres along radial roads

Some of the older suburban shopping centres eventually became parts of long lines of shops on both sides of the major radial roads leading out of the central city. Shops on Riccarton Road, at its corner with Clarence and Straven Roads, became part of a continuous line of shops from virtually the railway crossing out to Matipo Street. (The Riccarton Road shops developed some 30 to 40 years after the Addington shops along Lincoln Road, to the south.) The other major strips of shops are on Colombo Street through Sydenham, from just south of the railway line to Brougham Street and on Lincoln Road through Addington from just across the railway line to Barrington Street.

It is sometimes difficult to distinguish these linear shopping centres along radial roads from the more compact suburban shopping centres. The Beckenham shops on Colombo Street, for example, are to some extent a continuation (after the brief interruption of Sydenham Park and the commercial premises on the opposite side of the road from the park) of the long strip of Sydenham shops, from the railway line to Brougham Street. But Beckenham is also a discrete, reasonably compact suburban shopping centre in its own right. Woolston formed a 'village' centre at a particular point on Ferry Road, rather like the Merivale shops on Papanui Road, with public buildings (a post office and police station) as a focus for the centre, but also became extended into a strip running south-east along Ferry Road from Aldwins Road. Most of the longer strips of shops developed along tramlines.

Corner shops and dairies



Figure 70. T.C. Tyson & Sons. At the corner of Tuam Street and Mathesons Road at Linwood.
Canterbury Museum WATX 826 (J.N. Taylor).

When people walked, cycled or used public transport, they did some of their shopping at isolated individual shops, generally but not exclusively on corners. These shops were evenly distributed throughout the built-up area. Relatively few of these businesses survived the competition of malls and convenience stores in service stations once private motor car use became close to universal, but considerable numbers of the buildings remain, a few still operating as shops of one sort or another. Others, converted to residences, still retain their

original shop form. These conversions made sense because most of these shops had accommodation behind or alongside the shop. Many of them were interesting variants of domestic styles of the periods in which they were built. As in other New Zealand towns and cities, the corner dairy was central to life in Christchurch for the first three-quarters of the 20th century.

New shopping centres in post-war suburbs

Christchurch's residential area expanded dramatically in the 1950s and 1960s, before large supermarkets and malls became well-established. Through this period shopping centres were built in a number of the newer suburbs. These were usually single-storey lines of individual, relatively small, 'lock-up' (that is without attached accommodation) shops, usually with verandahs over the footpath. They were also usually set back from the road edge to provide limited parking. Shopping centres of this sort can still be seen in many of the suburbs built in the 1950s and 1960s, for example in Hoon Hay and Ilam. Some are now close to moribund or only partly occupied mainly because of competition from malls. But some still flourish, for example the shops at the Ilam/Clyde Roads intersection which became established when the Ilam state houses were built which have survived in part because a small supermarket developed as a 'mini-mall' with parking in front of the shops.

The Bishopdale shopping centre of the 1960s (developed by the Ministry of Works) is of particular interest as an example of a planned centre, with shops, a library and post office on a pedestrian precinct surrounded by large car parks. It is therefore to be distinguished to some extent from the more purely commercial malls, where community facilities are usually an unimportant 'add-on' rather than integral to the whole development. It is also an interesting point of transition from the form of the 'traditional' suburban shopping centre – individual shops along each side of a street – to the form of the mall, with an enclosed interior pedestrian space, surrounded by carparking.

Saturday shopping at New Brighton

When shop trading hours were limited to Monday to Friday (by a 1946 law which ended Saturday shopping), Saturday trading was permitted at New Brighton. This gave the New Brighton shops, which would otherwise have been just another village/suburban shopping centre, a regional significance over four decades. In 1978 a pedestrian mall was created along a stretch of Seaview Road. New Brighton lost its advantage when shop trading hours were liberalised. It had been on the way to becoming a 'proto-mall' – with a number of large and small shops close together (though not in a single development) and served by extensive areas of car-parking – but it reverted to being a local shopping centre. The regional role New Brighton played for many years is still reflected to some degree in its buildings and lay-out.

The shopping malls

A key event inaugurating the significant changes in retailing in Christchurch in the later 20th century was the opening of the Hays store at Church Corner in 1960. This marked (along with the Bishopdale shopping centre) the beginning of significant retailing in brand new developments which provided off-street car parking – a marked contrast from people taking

a tram or bus to an inner-city department store. The trend these two developments started accelerated rapidly.

In 1965, suburban shopping centres and corner dairies were evenly distributed across the city and were where most residents did their food and local shopping. The city's first self-service shops appeared in the early 1950s, the first possibly at Church Corner. A large downtown grocery, Kincaids, became self-service in the same decade. But the city's first true supermarket, a large, stand-alone, self-service store, with car parking around it, opened on Stanmore Road in 1963.

The various local bodies which then controlled different parts of Christchurch began deliberately planning for commercial expansion of selected shopping centres in the late 1950s, with plans for the expansion of the Papanui shopping centre being included in the first regional planning scheme for the city which became operative in 1959. At the same time, Waimairi District was making planning provision for the Bishopdale shopping centre. However, it was the first review of the City Planning Scheme (proposed in 1968) which contained a specific focus on expansion of suburban shopping centres, with growth planned for Shirley, Linwood, Papanui, Merivale, Barrington and St Martins. Riccarton Borough was similarly planning for the growth of the Riccarton shopping centre on the south side of Riccarton Road, and Waimairi District was planning for expansion at Fendalton and Church Corner.

Two years after the first true supermarket opened in Richmond, ground was broken for the first suburban mall on a site (which had been residential) about half-way up Riccarton Road. The same decade saw the start of mall development at Northlands. In the 1970s, mall developments began in Merivale and Hornby (both are now large malls). In the following decade, development began at Linwood, of what is now Eastgate. The 1990s saw The Palms centre in Shirley replace a previous development that had included a supermarket and large variety store. At the bottom end of Memorial Avenue in Fendalton a small mall was built (replacing the cluster of shops at the nearby Clyde Road/Fendalton Road/Memorial Avenue intersection which roading improvements had rendered largely unviable). It did not develop subsequently to the extent that some other developments did, including Merivale ('where Fendalton shops'). Some of these malls were built near existing shopping centres. Instead of killing these shopping centres off, the malls formed a sort of symbiosis with them. The shops along Papanui Road in the vicinity of the Merivale Mall remain occupied by businesses, but the character of those shops has changed from when they were part of a local suburban shopping centre.

Hornby was one of the few malls built to a coherent and architecturally pleasing design. Few of the malls were planned or designed with anything but function and access by car in mind, though some were, as they expanded, given architectural 'features' to distinguish them in some way.

One of the more recent retail developments has been the use of part of the former Addington railway workshops land for large ('big box') retail outlets, including a large Australian hardware shop. There has also been very recent major retail development along the Main North Road between Redwood and Belfast, to cater to the significant residential expansion on that edge of the city.

The pre-eminence of malls and ‘mega’ shopping centres is now the striking feature of retail shopping in Christchurch. Though the malls are primarily retail shopping centres, many are multi-functional. Several have multiplex cinemas and all have cafes and other informal eating places. The malls thus serve for several social groups as meeting places and even informal community centres. The malls also reflect that shopping is itself now a recreational activity to a much greater extent than it was, although previously trips to town to shop at a department store had such characteristics for many.

Chapter 14: Shops and shopping Comment and recommendations

General discussion

The development of shops and habits of shopping in Christchurch followed common New Zealand patterns. Central city shopping, with large department stores playing a key but not exclusive role, was associated with shopping for foodstuffs and other daily necessities in groups of small shops in suburban (or, further from the city centre, village) shopping centres.

In the immediate post-war years, building of suburban shopping centres in new housing developments continued. As single-development, larger groups of shops some of these post-war suburban shopping centres pre-figured the later malls. The significant change began in the 1960s with the building of these malls. Through the rest of the 20th century malls increased in size and number until most people of Christchurch were doing most of their shopping in large malls which were all located some distance from the central city. This shift was associated with a shift from reliance on bicycles and public transport to the use of private cars. Both established suburban shopping centres and the inner city went into decline because of the loss of retail trade, but the inner city discovered new roles and some suburban shopping centres or strips continued to draw customers.

Relevant listings

In the inner city, the buildings formerly occupied by several of the large *department stores* have been listed. They include *Beaths* (later Arthur Barnetts) and *the DIC* (later Cashfields, both on Cashel Street), *Armstrongs* (later the Union Centre), *Millers* and *Stranges*. The *New Regent Street shops* have also been listed. Other listed buildings in the inner city had shops at street level (but may have been used for other purposes upstairs). These buildings of mixed commercial uses, at least one of which was shopping, include several (around seven) on Colombo Street between Tuam and Hereford Streets, a number on Manchester Street (including the important group on the west side of the street between Lichfield and Tuam Streets). Some of the primarily shop buildings on High Street are also listed, including the important *A.J. Whites buildings* (later McKenzie & Willis) and the *Duncans building*.

Of the smaller older shopping centres, the approximately nine *buildings on Colombo Street in Sydenham* (in the high 300s and low 400s) are the only significant 'main street' grouping listed. Another important group of older shops away from the central city which are individually listed are the three buildings at the intersection of Kilmore and Barbadoes Streets (the *Piko building* and *226 and 228 Kilmore Street*).

In other older suburban shopping centres only individual shop buildings, rather than groups or clusters, are listed. They include *Barrows building* (on Papanui Road in the Merivale shops), *179 Victoria Street* (in the group of shops at the Bealey Avenue corner), *20 Papanui Road* (for long an antique shop), *Dalleys building* (at the start of Riccarton Road), *101A Riccarton Road*, the *Saddlery building* (at Church Corner), *650 Ferry Road* and the *Ozone stores* in North New Brighton

Further possible listings

Although a reasonably large number of *inner city shops and former shops* are listed, there is no sense that the buildings were listed with a view to reflecting the history of inner city retailing in a systematic or coherent way. The possibility of selective further listings to achieve this goal should be considered. *Ballantyne's building*, and possibly some other modern retail developments in the inner city, should be listed to bring the listings forward in time

More of the significant buildings in *pre-World War II suburban shopping centres* should be considered for listing both as individual buildings and as 'main street' groups. The groups of shops that should be assessed in this way so that possible further listings can be identified include Woolston, Riccarton Road, Merivale, Richmond (Stanmore Road), Woodham Road, Sumner and Beckenham. (Individual shop buildings are already listed for only one or two of these centres.) A number of shop buildings on Colombo Street in Sydenham are listed, but the area needs to be re-examined to ensure there are no important omissions.

There are no *post-war suburban shopping centres* listed. One or two representative centres of the 1950s and early 1960s should be considered and the *Bishopdale shops* probably listed as illustrating a key transition, from shopping centre to shopping mall. How to list buildings of the malls themselves to illustrate the history of their growth and development needs to be examined.

Bibliographic note

Ogilvie's recent book on Ballantynes is a key source for the history of inner city retailing. Some of the general histories of the city include some information on inner city shops. For the suburban shopping centres there is information in some of the titles listed in the bibliography under III, Area histories.

Further research

To follow up the suggestions made for further possible listings, above, character and heritage studies for suburban shopping centres of different types need to be undertaken. Any further survey work undertaken in the inner city should have identifying buildings important in the city's retail shopping history which have so far been overlooked in the listings as one of its goals. Particular focus should be given to ascertaining if any further early timber buildings or buildings in other materials constructed before about 1875 still exist and are suitable candidates for listing.

Christchurch shopping centres appear to have developed in a unique manner during the 1950s and 1960s and for this reason a survey of post World War II shopping centres should be undertaken and assessment made of their significance to facilitate the listing of representative examples.

Chapter 15: Accommodating visitors

The place of hotels in city life

Successive generations of hotels have played several roles in the city. They have been ‘watering holes’ for locals, the venues for live music performances and meeting places for different societies and clubs. But their primary role has been to accommodate a very wide range of visitors to Christchurch – farmers and their families spending a night or two in town while doing business, attending to medical or dental needs or attending social or cultural events; domestic tourists; the travelling salesmen of earlier years; but increasingly through the second half of the 20th century overseas tourists. Many of the hotels in the past had ‘beer gardens’ or formal pleasure gardens attached to their properties.

Early wooden hotels

Hotels were among the earliest larger buildings erected while Christchurch was still a wooden village. Some were square, severely utilitarian buildings. Others were more like dwellings but larger. The first Clarendon was established in a former private house. The first White Hart looked like a cross between a dwelling and an Elizabethan coaching inn. Its replacement was a two-storey Italianate building.

In the central city these early hotels occupied mainly, but not exclusively, corner sites. They tended to be on the main routes in and out of town. Coming up Ferry Road from Ferrymead, for example, there were two hotels at the intersection of Madras and St Asaph Streets, where Ferry Road became High Street. The White Hart was half-way up High Street, then the Golden Age on the corner of Hereford and Colombo Streets.

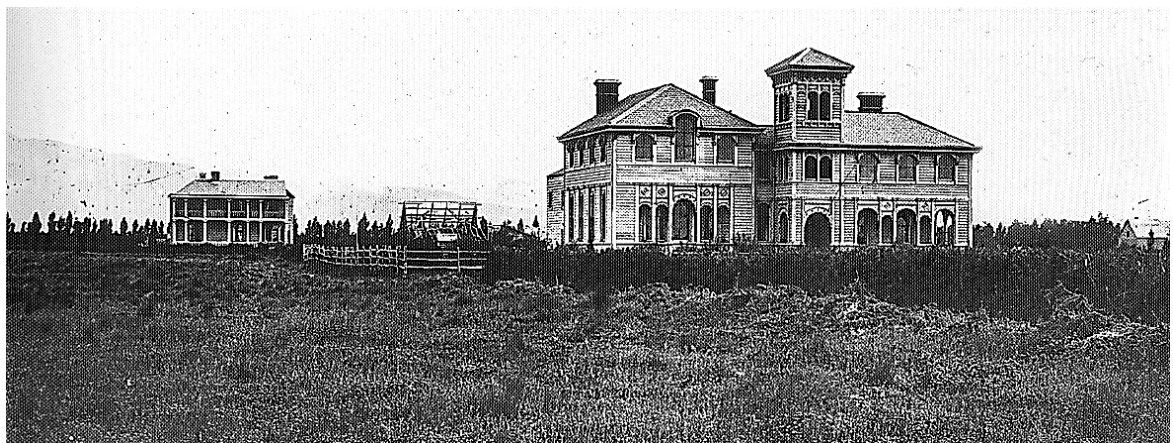


Figure 71. The Christchurch Club, Latimer Square, 26 November 1861, looking south, with Collins’ Hotel (later the Occidental) in the distance. This was New Zealand’s first gentlemen’s club, and gave early runholders a place to stay when visiting town while wives and children stayed in the hotel. Dr A. C. Barker photograph, CM 247/1

These early hotels were ‘watering holes’ for locals but also where visitors stayed or settlers who had taken up properties further out spent the night when they needed to be in town. Many runholders stayed at the Christchurch Club (see below). Their wives and children stayed at Collins Family Hotel, established for that purpose nearby, on the south side of Latimer Square. (It is now known as the Occidental.)

Beyond what became the central city, hotels were built at important intersections on the routes in and out of Christchurch. Heading north up Victoria Street/Papanui Road the Junction hotel was on the corner of Salisbury and Montreal Streets before 1860. The Carlton Hotel was built on the north-western corner of the North Belt and Papanui Road. The Papanui Hotel was where the Harewood and North Roads diverged. On Riccarton Road there was an hotel where Riccarton Road began at the Deans Avenue corner, another, the Bush Inn, at Church Corner then another at Coach Corner, a further distance up Yaldhurst Road, which was the main road west.

Later masonry hotels



Figure 72. Clarendon Hotel, 1869. The hotel started out life as a private residence. *Lamb R, From the Banks of the Avon (The Story of a River), p16*

The early wooden hotels, like other early wooden buildings, were gradually replaced as the later 19th century progressed. From the 1870s on a cluster of hotels, some wooden, some brick, were built on lower Manchester Street and on the South Belt to serve passengers arriving or leaving by train. They included two survivors, Cokers on Manchester Street and the Grosvenor on the corner of Madras Street and Moorhouse Avenue. When the brick generation of central city hotels arrived, some were rebuilt on the sites of earlier wooden hotels (like the Clarendon, the White Hart and Warners, all in the early 20th century) and some on new sites, like the Federal on Market Square.

One architect, J.C. Maddison, designed a large number of the Christchurch hotels from the 1870s into the early 20th century. Almost all his hotels were in a routine Italianate style. At the time of the Christchurch Exhibition of 1906-07 he designed a number of hotels in this style, most built on corner sites, to accommodate visitors to the Exhibition.

Whether they were wooden or masonry, the hotels built in Christchurch up to the middle of the 20th century were mostly relatively small establishments. Some concentrated on providing accommodation for visitors and travellers, including travelling salesmen, while

others were mainly used as ‘pubs’ by locals and made only perfunctory efforts to provide accommodation for visitors. But all were required by licensing regulations to serve these dual roles.

Modern hotels

It was not until the 1970s and 1980s that the ‘second generation’ of hotels was replaced by a number of modern, high-rise hotels. Noahs Hotel (1975, now Rydges) was built as part of the AMP development, immediately west of Cathedral Square. The Park Royal (1988, now Crowne Plaza) was built by the Town Hall when part of Victoria Street was closed off. The Ramada Inn (1974, now Copthorne Central) was built on the site of the old Federal Hotel, but more generally when older hotels were demolished, alternative commercial buildings were erected on their sites. The need for a large number of small hotels had been eliminated by liberalising of the licensing laws, which ended the monopoly of hotels on providing alcoholic drinks, and by the growth of alternative travellers accommodation, both the large, prestigious hotels of the inner city catering to overseas tourists and the motels serving New Zealand travellers. One new hotel catering primarily to international visitors, the Chateau Commodore, was built in 1975 on the far side of Hagley Park from the central city. Architecturally, as a low rise building, it was an exception to the general rule of major new hotel construction.

When the tourist industry expanded in the 1990s, high-rise office buildings, put up during the property boom which ended with the 1987 crash, were converted to hotels. Lower-priced ‘backpackers’ accommodation proved a suitable new use for some older commercial buildings. Accommodation for overseas tourists remained concentrated in the city centre. Although the location of accommodation for travellers arriving by long-distance public transport was no longer dictated by the mode of transport (as reliance on rail had led to a concentration of hotels near the railway station), hotels were built near the airport in the later 20th century.

Tourism

Large modern hotels were not the only evidence of the growing importance of tourism to the Christchurch economy in the last quarter of the 20th century. Passenger rail travel survived largely because tourists began riding the trains between Christchurch and Greymouth and Christchurch and Picton. (The train to Invercargill, of less appeal to tourists, failed to survive.) The Port Hills gondola, the inner city circle tram, the Antarctic Centre at the airport and the casino were all developed in part to create attractions for overseas visitors to the city. The numbers of tourists staying in the large inner-city hotels has also led to a proliferation of duty-free shops (primarily on the two blocks of Colombo Street immediately north of The Square) and of 24-hour convenience stores throughout the inner city. (Tourism is also discussed in the last section dealing with Christchurch’s links with the ‘outside’ world.)

Motels

By the end of the 20th century, most domestic long-distance travellers were arriving in Christchurch by private car. This led to a differentiation (which had not existed previously)

between accommodation for travelling New Zealanders and accommodation for overseas tourists. The motel rather than the hotel became the usual place where travelling New Zealanders stayed. These motels, expectedly, were built along the major roads leading into the city. In the 1950s, Papanui Road between Bealey Avenue and the St Albans (now Merivale) shops was primarily residential. By the 1990s, this stretch of road was largely a strip of motels or larger motor hotels, catering almost entirely to a car-driving clientele. Riccarton Road also acquired a large number of motels, which also appeared in some numbers on secondary routes into the city such as Cranford Street and Lincoln Road. Memorial Avenue and Fendalton Road have been protected from the proliferation of motels by planning controls.

The architecture of these motels changed as their number proliferated. The earliest were small, single-storey developments, often with mono-pitch roofs and single carparking spaces immediately outside the units. Later motels were often two-storey and more elaborate architecturally. Some architectural differentiation between motels and motor hotels developed. The contrast between the motor hotels on Papanui Road and the motels on Riccarton Road illustrates this difference.

Campgrounds

Some of the earliest domestic travellers by car brought tents with them. Between the world wars, the Automobile Association developed a campground next to the Addington Showgrounds. Public campgrounds were developed especially on parks and domains near the coast, like Spencer Park to the north-east of the city. These early campgrounds were set up and operated by public or semi-public (like the Automobile Association) bodies. Some of the post 1960s campgrounds in Christchurch were designed by the Lincoln College landscape consultancy headed by Charles Challenger.

In the later 20th century, 'holiday parks', run as private businesses, proliferated. These offered 'cabin' accommodation as well as tent and caravan sites and, somewhat later, sites for camper-vans, which meant they began to play a limited role in providing places to stay for a small number of overseas tourists. Most of these holiday parks were located, again expectedly, on routes into the city, such as Blenheim Road and Cranford Street, and tended to be on the city's periphery.

Eating out



Figure 73. The Quality Inn in High Street was a favorite meeting place for a cup of tea and coffee.
Canterbury Museum 12008 (Christchurch Star).

Until beyond the middle of the 20th century, hotel dining rooms were where most people of Christchurch enjoyed the then rare-for-most pleasure of dining out. The tea rooms of the large department stores were the main places where people in town for shopping or other reasons bought light refreshments. Into the 1950s there were still only a handful of restaurants as such, among them the Coffee Pot on New Regent Street and two Chinese restaurants down High Street. The Mykonos was among the earliest of the restaurants offering new international types of cooking.



Figure 74. Shopping was never complete without a welcome interlude for morning or afternoon tea. All the larger department stores had their own tearooms, but Quality Inn, pictured here, was one of many small tearooms that dotted inner Christchurch between the wars. *CM 6902*

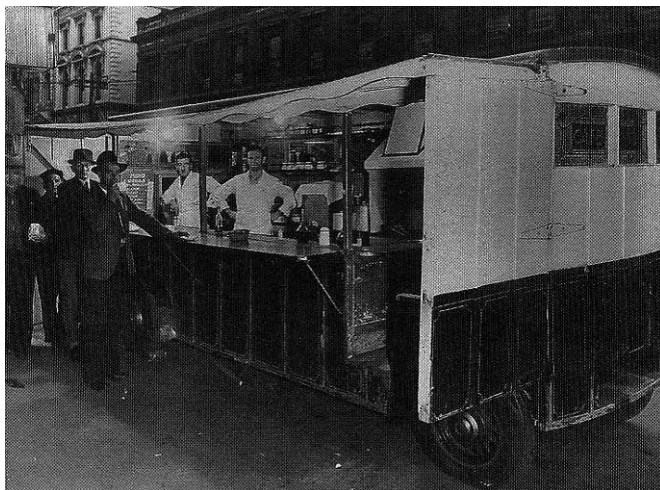


Figure 75. Christchurch had a number of pie carts over the years; this is the one in Hereford Street about 1952. After the movies or a dance or late-night party, it was just the place for a quick hot snack and cup of tea. *Ritchie collection, CHAC/CM 1068*

In the 1950s, several milk bars in the central city offered alternative places for light meals. A pie cart operated in the central city (in various locations) through the mid-century years. There was also for a time a second pie cart in Victoria Square. It was parked where in more recent years a mobile ice-cream vending stall has been parked through the day, as opposed to the evening and night of the old pie cart. Previously itinerant ice cream sellers had used carts around the city. Until the early 1960s, take-out meals were confined to fish and chips and meat pies. The first hamburger bar opened in Christchurch in the early 1960s. In the same decade coffee lounges were established and became the popular late-night haunts of students and others.

Significant change in eating out did not come until as late as the late 1970s and, especially, the 1980s. Changed licensing laws combined with greater affluence among some classes in the community contributed to a growing popularity of eating out and proliferation of

restaurants. So did the increasing trend towards both parents of families working, which not only increased family incomes but also reduced the time or inclination of mothers to prepare meals at home, day in and day out. More liberal immigration policies led to a much wider range of styles of cooking. International fast food chains arrived to bring variety to take-away dining.

Restaurants tended to be scattered around the city. The tendency of some to cluster, evident on New Regent Street, Colombo Street north of Kilmore Street and Victoria Street in the vicinity of the Casino, reached its peak with the emergence of the Oxford Terrace 'strip' in the 1990s, which was a novel development for Christchurch.

Taverns and bars

After the requirement to provide accommodation when selling alcohol was abandoned, some city and suburban hotels became largely or even exclusively taverns. (The Bush Inn on Riccarton Road and Mackenzies Tavern on Pages Road were examples.) the liberalization of licensing laws also led to a much greater variety of venues for people wanting to eat or drink in public places. Working men's clubs and local Returned Servicemen's Association branches were also important for social drinking. (This topic is also covered under social life.)

Chapter 15: Accommodating visitors Comment and recommendations

General discussion

There were hotels in Christchurch from its earliest days. They were among the larger of the city's first wooden buildings. From the start most offered accommodation to visitors and alcohol to locals, but as the 19th century advanced a separate class of 'private hotels' that offered accommodation (and dining) alone emerged. Some were entirely 'alcohol-free'. The earlier wooden generation of hotel buildings was replaced by larger masonry buildings. This process was almost complete by the first decade of the 20th century, though a few older wooden hotels survived longer than this. These late 19th and early 20th century masonry hotels served the city into the 1970s. New, much larger hotels were then built as tourist numbers began to rise. When tourism continued to increase after the 1987 stock market collapse, a number of large buildings erected as office buildings were converted into hotels. Over the same period, some smaller old buildings (among them the Excelsior Hotel and the Lyttelton Times and Star buildings) were converted to backpackers accommodation.

Travelling New Zealanders found accommodation in hotels, public and private, until the emergence of motor camps as car use became more common and then, in the second half of the 20th century, the proliferation of motels.

Until after the middle of the 20th century, 'eating out' in Christchurch was largely confined to patronage of hotel dining rooms, the tea rooms of the large department stores or small independent cafes or tea rooms, to which were added 'milk bars' towards the end of the period. In the 1950s there was still only a handful of true restaurants in the city. This situation changed as people became better off and travelled more (returning with experiences of eating out overseas) and with changes to the licensing laws. Social change (the working mother) also contributed to an increase in eating outside the home.

Relevant listings

The city's sole survivor of the early generation of hotels (though it was subsequently somewhat altered), the *Occidental*, has been listed.

A number of central city hotels of the 'middle' generation have been listed. They include *the Zetland*, *Warners*, *the Coachman*, *the Carlton*, *the Crown*, *the Provincial*, *Cokers*, *the Excelsior* and *the Grosvenor*. The facades of *the Clarendon*, at the base of the Clarendon Towers, are also listed. A building long used as a private hotel (though not originally erected as such), *the Windsor Private Hotel*, has been listed.

Only two suburban older hotels are listed: *the Ozone* in New Brighton and *the Bush Inn* at Church Corner.

Eating out is represented by *the Tea House at the Riccarton Racecourse*, the *Sign of the Takahe*, and two former dwellings later converted for use as restaurants, *the Pegasus Arms* and *the Tudor House (Tiffany's Restaurant)*. One building on the Oxford Terrace strip now

used as a restaurant, the *Canterbury Jockey Club building*, has been listed, but not for its association with dining out.

Listed buildings which have been re-used to provide modern backpackers accommodation include *the Lyttelton Times and Star buildings*, the *Excelsior Hotel* and the *YHA hostel* on the corner of Worcester Boulevard and Rolleston Avenue.

Further possible listings

The sole surviving Maddison hotel not listed, **the Lancaster Park**, is in poor condition and may not warrant listing. **The Valley Inn, Heathcote**, has also been overlooked. These appear to be the only significant buildings of that generation of hotel buildings not so far listed.

No buildings of the second half of the 20th century associated with accommodating visitors or with providing food and drink to locals and visitors alike have yet been listed. Consideration should be given to listing representative examples of such buildings as the earlier high-rise hotels.

Bibliographic note

The city's early hotels are covered in Andersen's *Old Christchurch*, in Lamb's *Banks of the Avon* and in old guide books. There are references to hotels, especially the important group designed by J.C. Maddison, in several of the books listed in section IV of the bibliography.

Further research

A field survey should be undertaken to ensure that there are no other accommodation buildings of the pre-1950 period which deserve listing which have been overlooked.

The history of the ways in which the city accommodated visitors through the 20th century needs to be researched as a preliminary step to identifying buildings for possible listing to illustrate social and architectural trends associated with this activity.

Chapter 16: Professional and trade services

Professionals in the inner city

Until well beyond the middle of the 20th century, people from all over the Christchurch metropolitan area travelled into the central city to see their lawyers, accountants and bankers. General medical practitioners were distributed all through the city (in an age when house calls were the norm) but most of the city's dentists worked in the central city. Most of these professionals had rooms in office buildings in town. From the early days, lawyers and bankers were concentrated along Hereford Street, which never became a major shopping street, even though it was close to the major shopping area of High, Colombo and Cashel Streets.

Banking and insurance

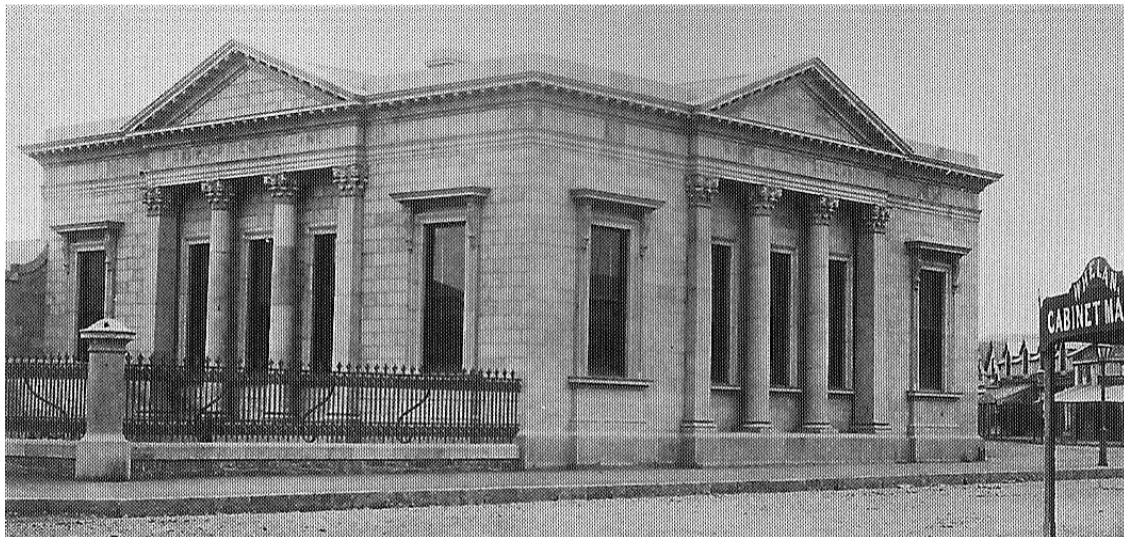


Figure 76. Christchurch's first classical building, the Bank of New Zealand, stood on the corner of Colombo and Hereford Streets. Designed by Melbourne architect Leonard Terry and completed in 1866, it was demolished in 1963, perhaps the saddest loss of all the city's historical buildings. *Dr A. C. Barker photograph, CM 3781*

Banks and insurance offices in particular were concentrated on Hereford Street. The major banks all had large, imposing buildings on that street. They were among the most impressive of all the inner city's commercial buildings. The banks had relatively few branches in the suburbs. The practice of the banks doing most of their business from large, central premises persisted into the era in which the inner city was substantially rebuilt, beginning in the early 1960s. The first of the new high rise blocks built on the perimeter of Cathedral Square was for the Government Life Insurance office. It was followed by the new Bank of New Zealand and then the new AMP Insurance buildings. The National Bank built a new Christchurch headquarters on the opposite side of Hereford Street from its old building and the Canterbury Savings Bank a tall new building on the corner of High and Cashel Streets. The ANZ bank rebuilt on its Hereford Street and Cashel Street sites. Most of the old bank and insurance company buildings were demolished when the businesses moved into new, larger premises.



Figure 77. Hereford Street, looking east from Oxford Terrace, 1880. On the far left is the Bank of New South Wales (1867), designed by Dunedin architects Mason and Clayton, and one of the earliest commercial building in Christchurch. *Wheeler photograph, CM 3363*



Figure 78. Looking towards the Square from the south-east, 1983: the Cathedral spire is obscured by the BNZ building. High Street has become a pedestrian mall with an overbridge. *Rice G W, Christchurch Changing an Illustrated History, p149*



Figure 79. First of the steel-and-glass boxes that have completely changed the character of Cathedral Square: the Government Life building (1964). At right is the Citizens' War Memorial (1937). Beyond it, the classical tower of the old Crystal Palace theatre has been encased in a plain metal box for the Carlton cinema. *Stan McKay photograph, CM*

Subsequently these large bank buildings in the central city became at least in part occupied by other professional or commercial tenants as changes in the banking and insurance industries meant business was no longer conducted primarily from large, central city buildings. These changes were partly technological – with the advent of automatic tellers and telephone or on-line banking. But banks and insurance companies also opened ‘shop-front’ branches in suburban shopping centres and malls as much retail activity shifted from the central city to these new locations.

Lawyers, accountants and architects

Until the later 20th century, people from throughout the metropolitan area continued to come into the central city when they had business with lawyers and accountants. Towards the end of the 20th century, legal and accountancy services became available in some suburban centres, but the legal profession, in particular, remained city-based, partly because the courts are in the central city. Legal and accountancy firms very rarely had buildings of their own; most had suites of offices in commercial office developments.

Architects are among the professionals who remained predominantly in the central city even after much retail activity moved out to suburban shopping centres and malls.

Tradesmen

Typically until the later 20th century, tradesmen, including builders, operated individually or with just one or two employees or apprentices assisting them. Their premises were often their own back-yards or small yards scattered throughout the city. There were only a handful of major building contractors – Luneys and Williamsons were the dominant firms for many years – and much of their work was subcontracted out to individual tradesmen or smaller firms. Luneys had a yard for many years on Kilmore Street, approximately opposite where the Town Hall stands. Williamsons had their yard on Montreal Street, just north of Moorhouse Avenue. There they built a charming small building of architectural interest which remains even though the firm no longer exists.

Timber yards and building supply firms were also typically in years past within the four avenues, but with the shift of industrial and commercial activity into the suburbs this is no longer the case, although some building supply firms remain based in the inner city. (For example, in the early 21st century, plumbing supply stores were still concentrated on Tuam Street, on the northern edge of an area of the city which was in the past predominantly light industrial.) Other building supply firms have moved, or set up, along Blenheim Road or at the development on the old Addington railway workshops site.

The growth of ‘Do It Yourself’ also influenced the patterns for retailing of building, bulk garden and other supplies. Individual homeowners began to buy such supplies, which they would previously have sourced through their tradesmen from wholesale firms, from the large retail premises of national building supply chains. The tendency for the premises of these firms selling supplies direct to the public to cluster along Blenheim Road was reinforced by the development of the Tower Mega-Centre on the railway workshops land at the eastern end of Blenheim Road. Other secondary centres where building and garden supply firms were clustered emerged in other parts of the city. The shift was also reinforced by much more widespread car ownership which allowed the individual homeowners to transport their own supplies, without relying on the tradesman’s truck or trailer.

Chapter 16: Professional and trade services Comment and recommendations

General discussion

For more than a hundred years, the offices of those providing professional services – lawyers, accountants, bankers, insurance brokers, architects, dentists and others – were concentrated downtown. Noticeable dispersion of the provision of professional services did not occur until the second half of the 20th century. (The exceptions to this ‘rule’ are doctors, whose surgeries were always scattered through the suburbs, often attached to their homes.)

Tradesmen and building contractors were always more dispersed, though major firms like Lunneys and Williamsons had central city yards for many years. Timber yards (which often included sawing and fashioning wood) were also spread throughout the city; in more recent times they have tended to move out of predominantly residential areas.

Relevant listings

A considerable number of the commercial buildings in the central city which have been listed were associated with the provision of professional services. They include such buildings as the early (1866) ***New Zealand Trust and Loan building*** on Hereford Street, the ***former ANZ bank building***, High Street, the ***ASB bank building***, Hereford Street, the ***National Bank building***, Armagh Street, the ***State Insurance building***, Worcester Street, the ***Public Trust Office building***, Oxford Terrace, ***Gough House***, Hereford Street, ***Kenton Chambers*** (formerly the T&G building), ***Wave House***, Gloucester Street, and the ***Pyne Gould Guinness building***, Cashel Street.

Some listed buildings were primarily managed as suites of offices which were rented to different sorts of professionals. One of these is ***Harley Chambers***, Cambridge Terrace, another the ***Allan McLean building***, Victoria Square, and yet another the ***Worcester Chambers***, Worcester Street. On the Square were the ***Sevicke Jones building*** and, in the past, the ***Regent Theatre*** (formerly Royal Exchange) ***building***.

Many other listed commercial buildings, especially on Hereford, High and Manchester Streets, come into this category of the provision of professional services.

The only post-World War II building in the category is the ***Manchester Unity building***, on the corner of Manchester and Worcester Streets.

Further possible listings

Although a large number of ***central city commercial (office) buildings*** are already listed, there may still be some significant buildings of this class which have been overlooked.

Some ***later bank and insurance company buildings*** (including those erected in the second half of the 20th century) should be listed to ensure the full chronological development of the

provision of professional services is represented in the listings. Significant groups of office buildings of the past 50 years, such as those designed by Warren and Mahoney on Cambridge Terrace, are not represented in current listings. A survey of such buildings or groups of buildings should be made and representative examples listed.

A representative number of suburban doctors' dwellings with surgery attached should perhaps be included in the listings.

The **former Williamson Construction Company building** on Montreal Street is an example of a specific listing that would illustrate the place of builders yards and building supply firms in the inner city.

Bibliographic note

No titles deal specifically with the provision of professional services in Christchurch, but the topic is touched on in a large number of company histories, such as the history (in the bibliography) of Pyne Gould Guinness and in some of the titles in section IV of the bibliography (on the city's architectural history).

The commercial architecture of Christchurch has not been studied systematically, but in the studies of individual architects or firms many of the city's important commercial buildings are discussed. In the national context three books are of particular importance: Stacpoole's *Colonial Architecture*, Griffin's *Victorian Bank Architecture*, and Shaw's *New Zealand Architecture*. (These are not listed in the bibliography because they are not Christchurch-specific.)

Further research

A systematic survey of surviving commercial buildings within the inner-city, with a particular focus on Hereford Street, should be done to ensure that any significant buildings (including those of the 1950s to 1990s) that have not yet been listed are included.

THEME V: GOVERNMENT AND ADMINISTRATION

Chapter 17: The city and its administrative growth

City status and the city council



Figure 80. The Great Flood of 4 February 1868. This is the Gloucester Street footbridge to the Provincial Council Buildings, already largely obscured by trees. Gas lamps have already replaced earlier kerosene lamps. D. L. Mundy photograph, CM1401/8

Christchurch became a city by Letters Patent from Queen Victoria in 1856. The letters were issued as the key step in the establishment of the Anglican Diocese of Christchurch. This was before the city had governing institutions of its own. Until 1862, most of the matters subsequently handled by the City Council were the responsibility of the Canterbury Provincial Council, which governed all the rest of the province as well as Christchurch. Political life in Christchurch through those years focused almost entirely on provincial and not municipal bodies, although the affairs of Christchurch loomed large in provincial politics.

In 1862, under a provincial government ordinance, Christchurch was constituted a city with its own governing body. The first elections for the City Council were held in February of that year and the first council met in March. The original boundaries of the city were the North, East and South Town Belts and, to the west, Antigua Street (which then included Rolleston Avenue) and the Avon River parallel to Park Terrace. Hagley Park was thus not within the city's boundaries. In 1863, the boundaries were extended to the south-west, to bring the wedge between Antigua Street, the South Belt and Hagley Avenue into the city. These remained the limits of the city until 1903.

The council's first home was the former Land Office on the corner of Oxford Terrace and Worcester Street. Even while the city remained relatively small, the council governing only part of the metropolitan area, the city built its own council chambers, the 1887 Hurst Seager building on the same site as the Land Office. Outgrowing that building, in the 1920s it moved to new premises built in the burnt-out shell of a building erected for the province's 50th jubilee in 1900. This was the building now known as "The Civic" on Manchester Street. The council remained there until 1980, when it moved to its second recycled home, the former Millers building on Tuam Street. These moves reflected partly the growth of the area administered by the city council (see below) and partly the tendency for municipal authorities to take on new responsibilities as the 20th century progressed. The council also owned other properties needed to run the city efficiently, including council yards, electricity substations, the water supply pumping stations and so on. Many of these individual properties or buildings are mentioned elsewhere, under, especially, utilities and services.

Road boards and counties

From the 1860s until, in some cases, the early years of the 20th century there were areas beyond the city's boundaries (which were later to become part of the metropolitan area and, eventually, part of the city administratively) governed by road boards. Most of these boards were established in 1863-64 under a Roads Ordinance of the Provincial Government. The principal road boards surrounding Christchurch City were Avon, Heathcote (originally East Heathcote), Spreydon (originally Central Heathcote) and Halswell (originally South Heathcote). These bodies were mainly concerned, as their name suggests, with roading in their districts.

After the provinces were abolished in 1876, the country (beyond the existing boroughs and cities) was divided up for local government purposes into counties. Christchurch was almost entirely surrounded by the large Selwyn County. But in several areas, the road boards continued to function. Much of the area that became Heathcote County in 1911 was, between 1876 and 1911, a riding of Selwyn County but effectively run by its surviving road board.

Selwyn County survived until 1911. In that year, following the passing in the previous year of the Selwyn County Subdivision Act, the county was split up. (The motive was to get more central government funds, which were allocated to each council, not on the basis of area or population.) After 1911 Christchurch had boundaries with the Heathcote, Waimairi, Paparua and Halswell Counties. (In 1968, Halswell gave up its independent existence and became part of Paparua County.)

The peripheral boroughs

To further complicate the local government picture, a number of separate small boroughs were set up between 1877 and 1913 to govern more closely settled areas around the edges of Christchurch. The first of these boroughs was Sydenham, established in 1877 out of parts of the Heathcote and Spreydon Road Board districts. Sydenham was, by this time, already closely settled and essentially urban in character. In 1881, a Town Districts Act made the setting up of town districts and boroughs easier. St Albans was the next borough, set up in 1881. Linwood (1893), Woolston (1893), Sumner (1891) and Spreydon had all become

boroughs by the early 1890s, some after existing for some years as town districts. New Brighton became a borough in 1897. The last of the boroughs to be set up, Riccarton, was to survive longer than any other. It was established in 1913 from part of the then-new Waimairi County.

These mini-municipalities ran their own affairs for at least several years and all had their own elected borough councils, council offices (some humble) and other local facilities. But there are relatively few reminders now of the days that metropolitan Christchurch was divided up among a multiplicity of local bodies of different sorts (predominantly counties and boroughs).

The city slowly swallows up the rest

The first significant enlargement of the city, beyond its original boundaries of 1863-64, came in 1903 when three of the peripheral boroughs – Sydenham, St Albans and Linwood – were amalgamated with the city.

Over the next two decades, the city extended its boundaries further, mainly by absorbing areas from Heathcote County (and to a lesser extent from Waimairi County) which did not go through a stage of being independent boroughs (Refer Map 24 and 24A). Access to the city's high-pressure water supply (inaugurated in 1907) was a significant factor in some of these areas deciding to abandon their county and join the city. The accretions to the city included Beckenham and Fisherton (1906), Opawa (1916), St Martins and Avonside (1917), East Linwood (1923) and Papanui (1923). Hagley Park and the Botanic Gardens were included within the city's boundaries in 1922, but remained under the control of the Domains Board.

Christchurch city also absorbed more of the small surrounding boroughs. Woolston and Spreydon became part of the city in 1921. Between the mid 1920s and the early 1940s, the city's boundaries were relatively stable. The city gained Mount Pleasant and St Andrews Hill from Heathcote county in 1942-43, the New Brighton borough in 1941 and the Sumner borough in 1945. After World War II, the city gained further areas from both Heathcote and Waimairi counties, including Avonside, Bromley, Murray-Aynsley Hill and Moncks Spur. A 1949 Local Government Commission plan which would have united the city forty years before that goal was achieved was resisted by the surrounding counties (especially by the residents of Fendalton, which was in Waimairi County) and failed to survive the advent of the National Government. Subsequent local government reform schemes were wrecked on the same two rocks of county resistance and National Government pandering to separatist local interests.

1989

Talk of forming a Greater Christchurch became more prevalent after World War II, but though various schemes were drawn up, national politics conspired to defeat them (Labour in general favoured local government reform while National was more ready to let the status quo remain.) It was not until 1989, as part of a sweeping, nationwide reform of local government, that a greater Christchurch, including all of the built-up metropolitan area within its boundaries, came into existence. Paparua county was divided into two, with its

eastern residential and industrial areas becoming part of the city and its western, rural areas, becoming part of a resurrected Selwyn county. Most of Waimairi county and all of both Heathcote county and Riccarton borough were included in the city. Lyttelton, however, despite its close economic and other ties with the city, was included in a new Banks Peninsula district, more to make that district sufficiently large and populous than because Lyttelton was not, effectively, part of Christchurch.

Administratively, the existence of local interests and concerns, which had found expression in a multiplicity of territorial local authorities, was acknowledged by setting up community boards underneath the council itself.

In 2004 the likelihood that Banks Peninsula, with a reasonably large area but small population and rating base, would amalgamate with Christchurch City was strengthened by the results of the local government elections of that year. The amalgamation would at last unite the city and its port (Lyttelton being included, in 1989, in the Banks Peninsula District) and also bring Akaroa, which many Christchurch people visit on holidays or for recreation, under the administration of the city.

Co-operation among the territorial local authorities

The existence of a relatively large number of territorial local authorities governing what was essentially a single urban area greatly complicated the administration of the city's affairs right up to 1989. Some of the complications were resolved by setting up ad hoc authorities which had responsibilities across local government boundaries and bodies with regional planning responsibilities (see below).

Efforts were also made to resolve the complications by co-operation among the various local bodies. The pressure for such co-operation came in part from a growing demand for better town planning. In 1924, a conference of Christchurch local bodies came up with metropolitan guidelines for subdivisions. After passage of the 1926 Town Planning Act, a united Christchurch town planning committee was set up in 1927 and steps taken to draw up a metropolitan planning scheme for the entire Christchurch region. In 1926, the City Council first used vertical aerial photographs for planning purposes. The first national director of town planning, John Mawson, became involved in town planning in Christchurch in 1934, largely at the instigation of a Christchurch architect, Samuel Hurst Seager, who had a long-standing interest in town planning. Mawson produced a scheme for the Christchurch metropolitan area in 1941. Following this, a metropolitan committee was set up, a direct antecedent of the Regional Planning Authority, set up in 1954.

Staff employed by the Christchurch City Council from 1926 to 1960 are known to have been involved with town planning issues in the city. They were also active participants in local and national professional planning institutions. They included A. R. Galbraith (City Engineer 1926/7-1941), Ewart Somers, (Assistant Engineer 1926/7-1941, then City Engineer from 1941), A. H. Bridge (City Land Surveyor 1926-1942), Edgar Hika Macintosh (City Land Surveyor) and V. R. J Hean (Assistant Architect).

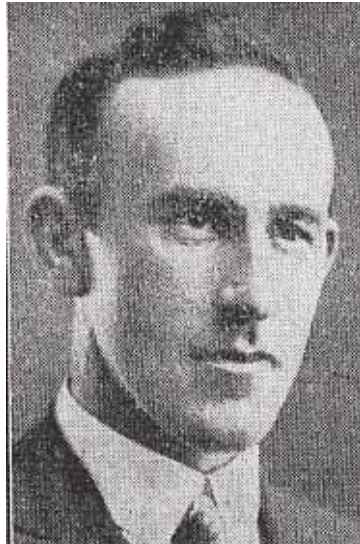


Figure 81. Mr V. R. J. Hean Assistant architect. Christchurch. c. 1935. Board & Council 29 May, 1935 p3

A 1936 metropolitan plan for Christchurch, prepared under the 1926 Town Planning Act, shows a plan for the future development of the greater urban areas, including housing expansion out to boundaries not fully reached until the 1990s; housing intensification in the inner suburbs and central city; a metropolitan roading network; and industrial expansion into the inner city residential areas of Sydenham and Phillipstown (not rezoned until 1968)(Refer Map 25).

In the meantime, slowly, each of the individual territorial authorities drew up planning schemes for the individual areas. Christchurch had such a plan operative from 1 April 1962 (Refer Map 19). Waimairi County adopted a scheme earlier than this (Refer Map 17) and Heathcote County had a scheme from 1965 (Refer Map 17). Increasingly these schemes, in their successive revised forms, came to influence how Christchurch was to develop.

The first statutory planning scheme for Christchurch City, which became operative in 1959, proposed such initiatives as commercial expansion at Papanui (Refer Map 20), industrial growth in Bromley, medium density housing in Merivale and Linwood and high density residential development in the west of the inner city. At the same time Waimairi County was preparing its first District Planning Scheme, which proposed large areas for new housing including Bishopdale, Burnside and Avonhead, as well as the new Bishopdale shopping centre. The first Paparua District Planning Scheme included extensive areas of new industrial zoning in Sockburn out as far as Wigram Road.

Christchurch City and Waimairi County Councils both quickly prepared first reviews of their Planning Schemes, which continued the planning for the expansion and redevelopment of their areas of the city. Waimairi included the new Parklands residential area, as well as provision for the ring road system around the north of the city. Christchurch city continued the outward expansion of the central industrial and commercial areas; extended its policy of inner city residential intensification; planned for the development of major new suburban shopping centers; and made provision for motorways and associated expressways through the south and east of the City (Refer Map 21). At the same time, Riccarton Borough was planning for the expansion of Riccarton Mall and Paparua County was providing for residential expansion in the Hornby area, and the development of the Hornby shopping center.

The role of the council in the city's life

The amalgamation of 1989 not only extended the area governed by the city council but also prompted the council to become more active in many areas of city life. This tendency was reinforced by the council's exercise of powers deriving from its administration of the Resource Management Act. The expectations of ratepayers and residents about what the council would do for them, individually and for the city as a whole, appear to have increased. The council's embarking on a number of sometimes controversial 'upgrade' projects has raised its profile as a body with power to determine how the city changes and develops.

The role of the council itself is likely to change with the dramatic reduction in the number of councillors introduced for the 2004 election. The change is likely to emphasise the council's role as a policy-making body while the power of council officers and staff in routine administration of the city's affairs is likely to increase. Community boards, however, have powers and responsibilities which help ensure public opinion and concerns will continue to influence the council's work.

Chapter 17: The city and its administrative growth Comment and recommendations

General discussion

Until the end of the 19th century, the Christchurch City Council administered only the area of the original city, plus a small addition to the south-west. Much development occurred beyond the city's boundaries, but these areas were administered by a variety of changing local bodies – road boards, counties and boroughs. After a major expansion of its area in 1903, the city gradually extended its boundaries further, but it was not until 1989 that the entire metropolitan area came under the jurisdiction of a single council. In 1989 a number of ad hoc local authorities (discussed in chapter 18), which had exercised city-wide responsibilities, disappeared along with the last of the smaller territorial local authorities.

Much of the history of the administration of Christchurch centres on efforts to create a united city. Other New Zealand cities have similar histories of administrative division but such division and the prolonged efforts to create a single city had a more marked effect on the development of Christchurch than of other cities.

The history of planning in Christchurch is closely bound up with the existence of a multiplicity of local bodies and with efforts to co-ordinate development in areas administered by different councils.

The city council has played a major role in the life of Christchurch and some of its most notable historic figures were mayors.

Relevant listings

After the demolition of the listed Sydenham Borough Council building, the *former Sumner Borough Council Chambers* is the only substantial reminder of the city's local government division. However, on Ferry Road there is also the *Woolston Borough monument* as a further reminder of an amalgamated local body. The *King Edward VII Coronation drinking fountain* at Sydenham Park is a reminder of Sydenham's former status as an independent borough.

The former *Linwood Town Board building* (1885) later a library, has been listed.

Some other listed buildings serve as reminders that areas like Linwood and Woolston were once politically independent, though they were not the premises of the local bodies concerned. They include the *Woolston library* and *police station (formerly post office)*, buildings near each other on Ferry Road.

All the 'homes' of the Christchurch City Council (except the first, the demolished original Land Office) have been listed: the *former Municipal Chambers* (now Our City Centre, on Oxford Terrace, the *former Municipal Offices* on Manchester Street and the current *Civic Offices* on Tuam Street.

The home of the city's longest-serving mayor, Sir Hamish Hay, **70 Heaton Street**, has been listed but apparently for its architectural interest rather than its association with Sir Hamish.

Further possible listings

The *St Albans Library on Colombo Street* has the same significance as the Woolston and Linwood buildings mentioned above. Any surviving **former Riccarton Borough buildings** and other associated buildings should probably be listed and there may be other buildings or items associated with other of the smaller, later superseded, local bodies which should be considered. A detailed heritage schedule prepared for the former Riccarton Borough should be used as a guide for the Riccarton area.

The **residences of other important mayors** could possibly be listed. (This suggestion relates back to the comment made under residences, that association with important figures in the city's history has not been applied systematically when buildings are being considered or assessed for listing.)

Bibliographic note

Lamb, *Early Christchurch*, and Morrison, *The Evolution of a City*, are important sources for the origins and development of city administration. Wigram's *Story of Christchurch* also touches on the topic, as do the three-volume centennial *History of Canterbury* and the two recent general works, Cookson and Dunstall, *Southern Capital*, and Rice, *Christchurch Changing*. The 1927 publication *Public Activities in Christchurch* and the city council's small handbooks put out for a few years in the 1920s and 1930s are useful historical sources.

For the smaller, later amalgamated, local bodies, McBride's works on Paparua County and Riccarton Borough, the Federation of University Women's histories of Sydenham and St Albans and Watson's *Along the Hills* (on Heathcote) are all valuable.

There are a few biographies on figures important in the city's political history – Garner on Hall, Macleod on T.E. Taylor and Noble on Wigram for example. Sir Hamish Hay's *Hay Days* deals with the period he was mayor.

There is valuable information on planning undertaken by the formerly independent local bodies on the edges of the city in the proceedings of the November 2004 seminar on regional planning in Christchurch.

Further research

There are probably no serious gaps in the basic research on the city's administrative and political history needed to identify and assess possible buildings or other items for listing. But systematic 'field surveys' to establish whether there are other significant reminders of past territorial local bodies are required.

Chapter 18: The ad hoc authorities

Running a divided city

While Christchurch was administratively fragmented, it was difficult to get concerted action from a number of sometimes rival local bodies on issues that could only be addressed by action across local government boundaries, notably drainage and public transport. This situation was resolved by setting up 'ad hoc' authorities with responsibilities for specific matters in areas that included the territories of the city and several of its surrounding local authorities. These ad hoc authorities were elected independently of the territorial local authorities and had their own powers to levy rates.

The Drainage Board

The most important of the ad hoc authorities was the Christchurch Drainage Board which from 1875 to 1989 had responsibility for the city's sewer system and for stormwater drainage over a district which, progressively extended, embraced the entire metropolitan area even as it steadily expanded. The Board, established under an 1875 Act of Parliament, first met in 1876 and began construction of the city's sewerage system in 1879. (This is dealt with under utilities.)

The Board had premises in the central city. In 1908 it built new premises on Hereford Street, which it occupied until it moved into a new building on Cambridge Terrace in 1966 which it occupied until 1989, until it was abolished under the local government reorganisation of that year.

The Tramway/Transport Board

In the early 20th century, the city took over the tramways built and operated by private companies and electrified and extended the system over the next few years. An elected Tramway Board was constituted in 1902 to run the city's trams. Prior to the public transport system being changed over in the early 1950s entirely to buses, the body's name was changed to Transport Board. Like the Drainage Board, the Tramways/Transport Board had its premises in the central city. It built a three-storey office building on Cathedral Square in 1919-20, on a site which had been partly occupied by the offices of the Canterbury Tramway Company since 1883. The Transport Board replaced this building with its high-rise Carruca House, built in 1970-73. When Christchurch Transport Ltd replaced the Transport Board in 1989 (the Board was abolished as part of the local government reorganisation of that year), it continued to rent office space in Carruca House until 1993, when it shifted all its operations to the south-east of the city where there had long been tram sheds and bus garages. This move severed the long link between the Cathedral Square site and the administration of the city's public transport system.

The Christchurch Fire Board

The city's fire brigade was run between 1907 and 1976 by a Fire Board. This was a body established under the 1906 Fire Brigades Act on which the organisations which funded fire fighting – the central government, the insurance companies and local bodies – were represented.

Other small ad hoc authorities

Hagley Park and the Botanic Gardens were administered by the Christchurch Domains Board between 1873 and 1946, when control was passed by an Act of Parliament to the City Council. The Board's members were elected politicians. The Board did not administer the municipal lands of Christchurch City.

The Lyttelton Harbour Board was based in Christchurch for many years. When the Tramway Board built a new office building on Cathedral Square in 1919-20, the Harbour Board was one of the Transport Board's tenants. The Harbour Board built a high-rise office building on the corner of Madras Street and Oxford Terrace. The Board eventually returned to Lyttelton and its Christchurch building was converted for residential use.

Chapter 18: The ad hoc authorities Comment and recommendations

General discussion

While Christchurch was divided administratively among a number of territorial local authorities, bodies charged with providing particular services across local body boundaries were established to overcome the difficulties posed by divided responsibilities. These ‘ad hoc’ authorities had their own elected boards, employed their own staffs and had their own premises. The most important and longest-lasting of them were the Drainage Board and the Tramway/Transport Board. Both went out of existence in 1989 when the newly enlarged city took over their functions.

Relevant listings

The single listing which relates specifically to the administration of the ad hoc authorities is *the premises of the Drainage Board*, which it built for itself in the early 20th century at 198 Hereford Street. There do not appear to be any other buildings, other structures or items listed which relate specifically to the existence and administration of the ad hoc authorities, although there are places listed associated with the provision of the actual services they provided (such as pumping stations, tram and bus related structures and fire stations). These are detailed under the relevant earlier chapters of this report.

Further possible listings

The other surviving purpose-built *building occupied by the Drainage Board*, on Cambridge Terrace, should be listed for its architectural as well as historical importance.

The *former fire station building on the corner of Madras and Lichfield Streets* could be considered for listing as a relic from Christchurch Fire Board days, though it has been substantially altered.

The *former Carruca House* in the Square and the *former Lyttelton Harbour Board building* on Madras Street could be considered for listing on the strength of their associations with the two ad hoc authorities concerned.

Bibliographic note

The titles by Hercus and Wilson on the Drainage Board cover the subject adequately.

There are substantial references to the Tramway/Transport Board in numbers 4 and 7 particularly of the *On The Move* series.

Phillips, *Always Ready*, covers the history of the Fire Board.

Public Activities in Christchurch (1927) has information on the main ad hoc authorities.

There is mention of different activities of the ad hoc authorities in the two recent general titles, by Cookson and Dunstall, *Southern Capital*, and Rice, *Christchurch Changing*, and also in Donaldson's *History of Municipal Engineering*.

Further research

The only possibly useful task would be careful scrutiny of the titles listed in the bibliographic note to make sure no possible buildings or structures that could be listed because of their associations with the ad hoc authorities still exist.

Chapter 19: Province and Region

Provincial capital

When New Zealand's first representative political institutions were established under the 1852 Constitution Act, the country was divided into provinces, each with its own elected Provincial Council and Provincial Superintendent. (The central government was based in Auckland until 1865 and then Wellington. Christchurch has no 'central government' history apart from having government departments with province-wide responsibilities based in the city – see below.)

From 1853 until 1876, Christchurch was the seat of Canterbury's provincial government. By 1865 the provincial government had acquired a range of buildings on a central city site which housed not just the provincial council itself but also the province's 'civil service'. The buildings were designed in stages (which were completed between 1859 and 1865) by Christchurch's leading early architect, Benjamin Mountfort, and are considered the country's finest secular Gothic Revival buildings. They are now the only surviving purpose-built provincial government buildings in the country.

The Canterbury Provincial Government Buildings also have an important place in the history of historic preservation in New Zealand. They were among the first buildings in New Zealand which citizens sought consciously to preserve for their historic interest and in 1928 were brought under the control of a local trust board, one of the first public bodies in the country concerned with conserving historic buildings.

Province-wide administration

After 1876, matters which the provincial government had handled were divided up among local bodies (cities, boroughs, road boards and counties) and the central government. Although no longer, politically, the capital of Canterbury, Christchurch retained a regional political role because the offices of central government departments and boards, with administrative and other responsibilities for areas beyond the metropolitan area, were located in the city.

These bodies included the North Canterbury Hospital and Charitable Aid Board, which ran hospitals in country towns as far north as Kaikoura and on Banks Peninsula as well as the Christchurch Hospital and other medical and charitable institutions in the city. First set up under the Provincial Government as a management committee and then board of governors for the Christchurch Hospital, it became an elected body in 1885 under the Hospitals and Charitable Institutions Act of that year. The Board sat in Christchurch and had its offices in the city, in the vicinity of the Christchurch Hospital.

The Canterbury Education Board, based in Christchurch, also had responsibilities for schools beyond the city.

Of the central government departments based in Christchurch, the Lands and Survey Department, and its associated Lands Board, were the most important. They administered government land matters throughout the Canterbury Land District.

Christchurch's role as a centre of government and administration for the wider province had other dimensions than the purely political. Its influence was also exerted informally, through the distribution of Christchurch newspapers throughout the province, through the patronage by country folk of Christchurch department and other stores, through country children boarding at city secondary schools and by way of the city's control over rural credit. The city's dominance was also, partly, a matter of sheer numbers – by the 1990s more than three-quarters of all Canterbury's population was living in Christchurch.

The city's political dominance of its rural hinterland, through provincial bodies and central government departments based in Christchurch and through its being the seat of a later generation of regional bodies (see below) was only the formal expression of a more far-reaching informal hegemony.

Regional government

After World War II a further tier of local government gradually developed. In a sense, the development of regional government returned Christchurch politically, as the seat of regional government institutions, to the position it had occupied during the provincial era.

A Christchurch Regional Planning Authority was established at the end of 1954 under the 1953 Town and Country Planning Act. Eight territorial councils (including Kaiapoi Borough and part of Eyre County, but excluding Lyttelton Borough) were represented on the Authority. By 1956 the Authority had initiated population and land use studies for its area and begun work on a master transportation plan.

In 1979, limited local and regional government reform saw the setting up of the Canterbury United Council. The Regional Planning Authority merged with this new body in 1980. The United Council, however, proved merely a stop-gap because following the local and regional government reforms of 1989, it was superseded by the Canterbury Regional Council (later designated, for public relations and public contact purposes, Environment Canterbury). In 1990 the Regional Council bought an office building on Kilmore Street which became its headquarters.

Under the various successive forms of regional government between 1954 and 1989, regional planning was employed to manage the urban growth of Christchurch by establishing a 'green belt' or urban fence around the periphery of the City to contain the outward spread of the Christchurch urban area, and by encouraging infilling and redevelopment of the existing urban area with increased population and housing densities. At the same time, regional planning also sought to encourage urban development at specific locations outside Christchurch, such as Kaiapoi, Rangiora and Rolleston.

Part of the political history of Christchurch concerns the constantly shifting relationship between the Christchurch City Council and the two tiers of government above it – the regional bodies of the post-World War II period and, over a longer period, the central government.

Chapter 19: Province and region Comment and recommendations

General discussion

The role Christchurch has played as a seat of government for a wider region has shaped both perceptions of the city and, to some extent, its development and growth. It was the seat of the Canterbury Provincial Government until 1876 and from 1954 on of different regional planning bodies which gradually evolved into a further form of regional government. It was also where various other bodies like the Education and Hospital Boards, responsible for providing services throughout the region, were based. Government departments which exercised region-wide powers, notably the old Lands and Survey Department and then the Department of Conservation, also had their provincial or regional offices in Christchurch.

Relevant listings

The spectacular reminder that from 1853 to 1876 Christchurch was a provincial capital, the ***Provincial Government Buildings***, is listed. The ***statues of three provincial superintendents*** (FitzGerald, Moorhouse and Rolleston) and the ***Victoria Street clocktower*** are also reminders of the status the city had as provincial capital.

Two listed buildings, the ***former Chief Post Office*** (which was built to house all the central government departments then active in Christchurch) and the ***Government Buildings***, both on the Square, both reflect the importance of Christchurch as the place through which the central government administered the wider region. The same is true of two further listed buildings, the ***Public Trust Office*** on Oxford Terrace and the ***State Insurance Building*** on Worcester Street. The State Insurance Building is also important because the Lands and Survey Department operated from it for many years.

Further possible listings

The only buildings which could be listed to illustrate Christchurch's role as a centre of regional planning and of regional government in the second half of the 20th century are the former ***Regional Planning Authority Building*** on Worcester Street and the modern ***Environment Canterbury building*** on Kilmore Street.

Whether there are surviving buildings or other items which could be listed to illustrate Christchurch's role as the seat of such bodies as the Education and Hospital Boards would need to be investigated before any appropriate listings could be made.

Bibliographic note

The Hospital Board is covered in Fenwick and in Bennet's book on the Christchurch Hospital.

The Provincial Government Buildings are covered in a number of the titles listed in section IV, Architecture, of the Bibliography, most completely and authoritatively in Lochhead's book on Mountfort, but more succinctly in Wilson's brief guide to the buildings or in the Mountfort exhibition catalogue. Yonge deals with the Government Buildings in detail and they are also the subject of no.5 of the City Council's *Architectural Heritage of Christchurch* series.

The proceedings of the November 2004 seminar on regional planning contain useful information on the role of Christchurch as the centre of such planning and of the slowly evolving regional government of the later 20th century.

Further research

Careful scrutiny of the literature on the different bodies based in Christchurch may result in the identification of other buildings and structures that could be considered for listing to illustrate this sub-theme.

Chapter 20: Justice, law and order

The courts

The Magistrates Court sat in early Christchurch in the first public building erected in the city, the Land Office on the corner of Oxford Terrace and Worcester Street. When the last of the Provincial Government's officials moved out of the building into the Provincial Government buildings, the court had the building to itself, but only until 1862 when it had to share with the fledgling Christchurch City Council.

Between 1869 and 1874 a magnificent Gothic Supreme Court building was erected on a site overlooking the north-west corner of Market Square. This building was demolished in 1980 to allow a modern high-rise court building to be erected on the site. Plans to replace the old building had been under consideration since at least the 1930s, but the plans drawn up in that decade were later shelved. Fragments of the demolished building were incorporated in the new buildings erected in the early 1980s.

In 1880-81 a new stone Magistrates Court building was erected on Armagh Street, on the same riverside block on which the Supreme Court had been built less than ten years earlier. Additions were made to the Magistrates Court in 1909. The building was thought to be doomed in the early 1980s, but remains. In the early 1960s, the court also took over the former Canterbury Society of Arts building next door. This was also expected to be demolished as construction of further new court buildings proceeded, but it too remains, now housing the Environment Court.

The administration of justice in Christchurch has been centred on the site on which the Supreme Court building was erected in the early 1870s. In the days in which transport was slower, courthouses were built in a number of rural towns in Canterbury. But (unlike other aspects of Christchurch life) the administration of justice in the city has always been centralised and no local courthouses were built in what became the entire Christchurch metropolitan area.

The police in the central city

A policeman was first stationed in Christchurch early in 1851 and the first formal police office was located in the Land Office building. A building combining a police barracks and lock-up (designed by Mountfort and Luck) was built in Market Square in 1858. In 1862 land was purchased on Hereford Street (where the city's central police station has been based from 1873 until the present) but instead of building immediately on that site a police depot was established further along Armagh Street in 1862.

A permanent, stone police station was built on Hereford Street in 1873 and first occupied in 1874. It consisted of two stone buildings separated by a yard with a lock-up situated back from the street. In 1906, in anticipation of the crowds expected to flock to the planned Exhibition, a new brick barracks and office building was built along the Hereford Street frontage, joining the two stone buildings. This composite building remained the city's central police station until the late 1960s/early 1970s. The eastern end of the building was demolished in 1968 to allow the new high-rise police station to be built on the corner of

Hereford Street and Cambridge Terrace. After this building was completed in 1973, the rest of the old building was cleared away.

Suburban police stations

While Christchurch life was, in many aspects, local and decentralised, small police stations were established in many suburbs (or, as some were in those days, the independent boroughs). Police stations were established at Heathcote in 1862 (in conjunction with the linking of the Christchurch and Lyttelton police stations by telegraph) and at Ferrymead in 1863.

The process of diffusing the police presence throughout the city got properly under way in the 1870s, when stations were established in Sydenham, Bingsland, (later part of Richmond) Addington, Papanui and St Albans. Other suburbs like Woolston, Linwood, New Brighton, Sumner, Upper Riccarton, Islington and Fendalton gained police stations between the mid 1880s and 1910.

The first and second generation suburban police stations were often just residences with a small office built into the dwelling and perhaps a small separate lock-up behind the main building. A few, however, had more the appearance of small public buildings. When many suburban police stations were rebuilt in the 1950s and 1960s, a quasi-standard design for small, single-storey brick buildings was used. Many of these buildings survive, though now in alternative uses because with changes in policing methods, local police stations were progressively closed down and police activities centralised at the Christchurch police station.

Notable crimes

Christchurch's first murder trial was held in the Supreme Court in 1863. The accused was found guilty and hanged at the Lyttelton gaol. (There were no hangings in Christchurch in all the years capital punishment was in force.) In 1871 the notorious murder of a cook by a butler in the town house of a noted runholder, William Robinson of Cheviot Hills, shocked the city, just as the 1890 severed hand mystery (involving an insurance fraud) puzzled it. A 1905 armed robbery of a jewellers shop in Colombo Street saw an across-town pursuit and gunfire in the streets. The 1933 murder of the licensee of the Racecourse Hotel was never solved. The Victoria Park murder of 1954 (the subject of the film *Heavenly Creatures*) is the best-remembered of the city's more recent crimes.

Civil disorder

Christchurch has seen relatively few episodes of civil disorder. On only four or five occasions have the police had to deal with riots or near-riots. In 1879, Protestant Irish Orangemen marching down Manchester Street were attacked by Catholic Irish. In 1897 the Riot Act had to be read to an angry crowd of many thousands on Lichfield Street after the exposure of the American leader of a sect which had built the Temple of Truth on Latimer Square as an imposter. In 1905, the 'Cashel Street riot' occurred when a policeman was attacked after making an arrest. In May 1932 there were ten days of disorder in the city during a tramway strike and in 1981 several episodes of civil disobedience and violence in

the streets occurred during the controversial Springbok rugby tour of that year. Christchurch, however, escaped the disorder which occurred in other New Zealand cities during the 1891 and 1913 maritime strikes, the depression of the early 1930s and the 1951 waterfront lock-out.

Gaols

For long after Christchurch had grown much larger than Lyttelton, the region's main gaol remained in the port town. In 1870-75, however, a women's gaol was built in Addington (to a design by Mountfort, who also supplied the design for the rebuilding of the Lyttelton gaol over the same years). The Addington gaol remained in use (as both a women's and a remand prison at different times) until 1999 and the building survives. When the Lyttelton gaol was replaced in 1921, the new goal was not built in Christchurch but at a rural location in Paparua well to the west of the city. Another gaol was built later to the south-west of Christchurch at Rolleston. Apart from the Addington gaol, Christchurch has had only a minor role in New Zealand's penal history.

Chapter 20: Justice, law and order Comment and recommendations

General discussion

The location of the courts in central Christchurch from the earliest days of settlement has given the city importance in the region-wide administration of justice, even though more minor cases were heard in courthouses in many smaller centres. The main police station has also been in the central city throughout the city's life, although in the later 19th and for much of the 20th centuries there were also many suburban police stations throughout the city. The central location of regionally important court buildings and of a main police station is common to most New Zealand cities and larger secondary towns.

Only a few notable crimes (most of them murders) have entered the city's general history and there has been relatively little civil disorder, with such incidents as did occur widely spaced in time.

Only one prison was built in Christchurch, at Addington. The region's major prison remained in Lyttelton (which in the earliest years of Canterbury had several provincial rather than local institutions) until, leapfrogging Christchurch, prisons were built first at Paparua and later also at Rolleston. This gives Christchurch a rather different (and less significant) penal history from those of Auckland, Wellington or Dunedin or even those of a number of secondary centres, all of which had town-centre goals.

Relevant listings

The *former Magistrates Court* building (still in use by the courts) is the only older building connected with the administration of justice listed. The *Provincial Government Buildings* and the *former Canterbury Society of Arts Gallery* both have use by the courts as part of their history.

The *Addington Prison* is listed.

The only police station building listed is the *former Woolston police station* (originally a post office).

Further possible listings

Some of the surviving *suburban police station buildings*, of different vintages, should probably be listed. The *modern court buildings*, on the site of the demolished Supreme Court, and *the 'new' main police station*, partly on the site of the old, should be listed in due time.

Some means of identifying and marking important crime scenes should possibly be developed.

Bibliographic note

Thompson and Neilson's exhaustive history of the Christchurch police district provides all the information needed on the development of policing in Christchurch, including the building of police stations.

There is no general history of crime in Christchurch but some information on it in the two recent general titles, Cookson and Dunstall, *Southern Capital*, and Rice, *Christchurch Changing*, and in Eldred-Grigg's *New History of Canterbury*. Eldred-Grigg's *Pleasures of the Flesh* casts some light on extra-legal activities in Christchurch.

Strange's *Brief Encounters* is the only accessible source on the work of the legal profession in Christchurch.

Further research

Field work based on Thompson and Neilson will identify surviving suburban police stations which can then be assessed and considered for heritage listing.

THEME VI: LIFE IN THE CITY I

Chapter 21: Social life and class

The 19th century Christchurch elite

Christchurch has a reputation for having a long-surviving influential group that has monopolised social position and political power for all the city's history. According to this reputation, the city's elite lives in Fendalton and sends its children to Christ's College and St Margaret's or Rangi Ruru. The husbands belong to either the Christchurch or Canterbury Clubs. The wives do good works through various voluntary charitable organisations or support the arts. Christchurch society is believed to have been highly stratified from the start of European settlement. An upper class and clear social differentiation were inherent, according to this description of Christchurch society, in the Canterbury Association's original intent to transplant to Canterbury a cross-section of English society, complete with an aristocracy and suitably deferential middle and lower classes.

There was probably some truth in the prevalent belief in the 19th century that Canterbury was less egalitarian and more 'aristocratic' than the other New Zealand provinces. There was to some extent a 'gentry' dominated by upper and middle-class, university-educated Englishmen. But it was above all wealth from wool which conferred status in early Canterbury and squatters and runholders, not agricultural squires in the English mould, made up the elite. Men of humble origins also made money from wool and joined the colonial elite. The 'wool kings' of the Amuri in North Canterbury remained a force in Christchurch society and politics for longer than the runholders of other parts of the province, long after the abolition of the provincial council which was mostly a runholder stronghold.



Figure 82. The Canterbury Club (established 1874) was the merchants' rival to the Christchurch Club. It still has a membership largely comprising lawyers, accountants and businessmen. Rice G W, p3, Britenden Collection CHAC/CM

Also part of the Christchurch elite through the 19th century were Christchurch businessmen. Some were the middlemen and others who managed the runholders' affairs in the city. They included stock and station agents and shippers such as George Stead, J.T. Peacock and Henry Wigram and, above all, bankers like Joseph Palmer. Urban professionals, especially lawyers, were also part of the city's early elite. Industrialists and manufacturers like Anderson and Aulsebrook were also members, but through the 19th century were generally less wealthy than runholders and large farmers.

The changing elite in the 20th century

Although the power structure and social system remained largely the same from the 19th to the 20th centuries – with economic inequality and a wealthier class wielding disproportionate political power – the Christchurch elite changed character in the 20th century. It became more dominated by Christchurch, urban, interests, though some 'old' runholding and farming money continued to qualify families for membership of the elite. But manufacturers and retailers were, as the 20th century advanced, the most prominent members of the elite. They included manufacturers such as George Skellerup (rubber products), Thomas Edmonds (baking powder) and the Rudkin family (clothing) and retailers such as the Ballantyne and Hay families. By this time the association between membership of the elite and landowning and membership of the Anglican Church was well and truly broken. The belief that a pedigree that could be traced back to 'the first four ships' conferred social status persisted in some circles but was regarded as irrelevant in most. The elevation of the 'pre-Adamites' also diminished the social cachet of descent from someone who arrived on one of the first four ships. Later in the 20th century other industries propelled individuals and families into the elite – plastic electrical goods (the Robertson family), electronic hardware and software (Angus Tait and Gil Simpson), land and property development (the Carter family) and mushroom growing (Philip Burdon).

The Christchurch elite, however, always remained mostly a local rather than national elite. (Few Christchurch businesses grew into national firms.) The national elite tended to draw its members from Wellington (the political capital) and Auckland (the commercial capital). That it remained locally based explains in part why the Christchurch elite, despite residential segregation of the classes, always had a distinctive character and was not as "exclusive" or as "snobbish" as it had the reputation for being elsewhere in the country. Members of elite families associated easily with people of other economic classes or social standing in a host of different organisations.

Elite organisations

One characteristic of the Christchurch elite has been the identification of members of it with certain organisations or institutions. Two business-related organisations – the Chamber of Commerce and the Employers' Federation – drew their members from the elite. So in its early days did the Agricultural and Pastoral Association. The Savage Club and then Rotary brought male members of the elite together socially. The enclosure at Riccarton Racecourse was frequented by members of the elite. The Anglican Cathedral was a focus of elite activity. So were a number of other organisations, including the St John Ambulance Association, the Cholmondley Children's Home, the Navy League, the Royal Victoria League and the Royal

Commonwealth Society. For much of the second half of the 20th century several of these 'patriotic' organisations shared premises in a large Merivale house Elizabeth House, Circuit Street, but in the early 21st century the house was sold, a reflection of the decline in importance of the organisations.

The lower and middle classes

Although most 19th century immigrants to Canterbury achieved their goal of bettering themselves, there was poverty and social distress in Christchurch from its earliest days. Various charitable bodies were set up to relieve such distress, which, as elsewhere in New Zealand, intensified during the 'long depression' of the 1880s and early 1890s. Christchurch, however, had no 'sweating' scandal like Dunedin and did not develop slums as bad as those of Wellington or Auckland.

Above those in real economic distress were the working lower classes, who did not enjoy levels of material comfort remotely comparable to those of the elite. (See the section immediately below on homes.) Working class suburbs, with Sydenham pre-eminent among them, had emerged by the 1870s. These suburbs all developed close to places of work because foot was the only means of moving about for people living in them. A measure of working class identity emerged in these suburbs and underpinned Christchurch's radicalism (at odds with its image and with the ideals of the Canterbury Association) which is dealt with in the next chapter.

In the 19th and early 20th centuries Irish Catholics made up a significant part of the working class in Christchurch. (This was also true of other New Zealand cities and towns.) The identification of Irish Catholics with the lower, working classes persisted into the middle of the 20th century, although by then the identification probably no longer reflected the reality of the Christchurch working class.

The upper levels of the working class merged with the lower middle classes – small self-employed artisans and shopkeepers (often one and the same), clerks and other white-collar workers. There was little differentiation in their standards of living or levels of material comfort and they shared with the true (manual, wage-earning) working class a marked degree of economic insecurity.

Although there were distinct classes in Christchurch through the 19th and 20th centuries, class boundaries in Christchurch were not fixed or impermeable. The classes merged into each other and social mobility appears to have been common, even into (and out of) the elite.

During the depression of the 1930s, and again following the economic reforms of the late 1980s and early 1990s, levels of poverty and social distress increased, but both these episodes proved relatively transient, although persistent 'hard core' of poverty persisted.

Trade unions were the main organisations which expressed lower and working class interests.

Prostitution and deviant behavior

Prostitution has existed in Christchurch from the city's earliest days. The number of prostitutes working was recorded at various times usually by the police authorities (for example, 39 at 31 December 1867 and 142 at 31 December 1892). The same reports usually recorded the locations of brothels. In the late 20th century massage parlours became 'covers' for brothels and street-walkers (some disturbingly young) made a stretch of Manchester Street their beat.

There is anecdotal evidence of Christchurch women visiting Lyttelton to supplement family incomes through prostitution, in the days when ships stayed in port being loaded or unloaded for extended periods.

In the 19th century, general larrikinism and young men and boys bathing nude in the rivers caused the authorities concern and there is a long historical line to be traced from such activities through the 'bodgies and widgies', some of whom in the 1950s used the roadway which then encircled the Square as a raceway, to the 'boy racers' who used Moorhouse Avenue for similar purposes in the later 20th century.

The homes and clubs of the elite and lower classes

The most obvious manifestation of class difference in early Christchurch was the contrast between the large homes of the elite – in Merivale, Fendalton, St Albans, Opawa and on Park Terrace – and the cottages and small houses of the lower middle and working classes in Sydenham, Addington, Waltham and Woolston. (This topic is discussed in the chapter on residences.)

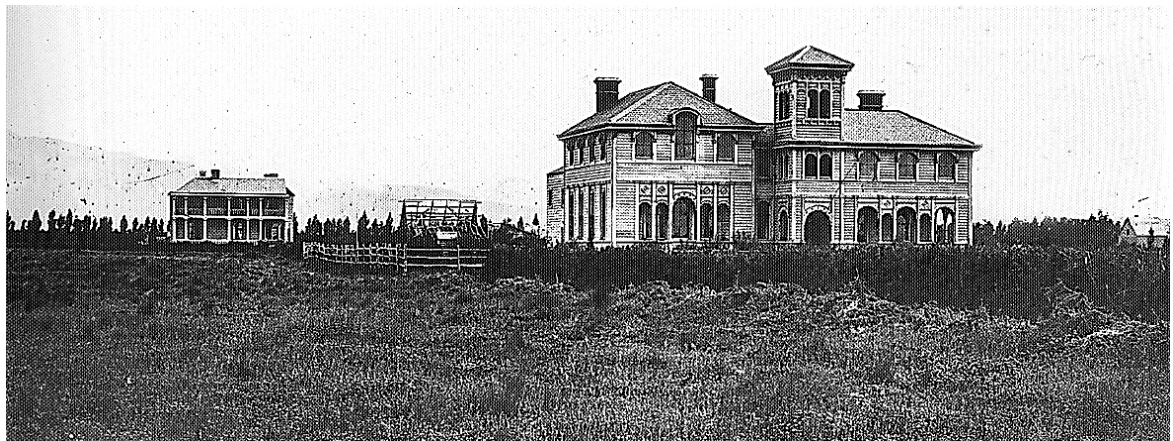


Figure 83. The Christchurch Club, Latimer Square, 26 November 1861, looking south, with Collins' Hotel (later the Occidental) in the distance. This was New Zealand's first gentlemen's club, and gave early runholders a place to stay when visiting town. Dr A. C. Barker photograph, CM 247/1

The Christchurch Club (founded in 1856) was identified primarily with runholders and the Canterbury Club (founded 1872) with the urban members of the elite (lawyers, merchants, bankers). Both institutions were where (male) members of the elite socialised, ate and drank together. Working class men drank in pubs, but they too had their clubs. The original Christchurch Working Men's Club was on Oxford Terrace from early days. It has occupied a succession of buildings on the site. The Sydenham Working Men's Club was founded in the

1880s and had premises on Sandyford Street, where it built a handsome new building in 1903.

There have also been working men's clubs of later foundation in Richmond, Hornby, Hoon Hay, Woolston and Papanui. Clubs founded in Cashmere and Riccarton have also tended to be lower middle and working class. There were in the past RSA premises in several suburbs, but these are mostly now closed. The central city RSA remains.

Family life and the experiences of children

Class differences in Christchurch were manifest in Christchurch to some extent in family structures and perhaps even more in intra-family interactions. There were probably marked differences between how upper and lower class families celebrated family occasions. To know how families of different socio-economic status celebrated children's birthdays and weddings and conducted their funerals would be instructive.

Lodges

For lower middle and working class men, lodges of a number of different orders may have been primarily popular for the security that membership gave, but they were also important social institutions. Lodge buildings were put up in the central city and also in the suburbs. Some smaller suburban lodge buildings survive (usually now in alternative uses), but by and large the architectural presence of lodges throughout the city has been greatly diminished by demolition.

People of lower socio-economic classes also habitually socialised in pubs, many of which were located close to places of work. Drunkenness was perceived by some to be a major problem, and it may be no chance that the prohibition movement was strongest in Christchurch in working class Sydenham.

Sexual minorities

Very little has been written about the experiences of lesbian, gay and transgender communities in Christchurch. A few law cases in the 19th and early 20th century prove the existence of homosexual gathering and 'cruising' places and there was a notorious murder in the 1950s of a homosexual in Hagley Park. 'Gay Lib' was active in Christchurch by the early 1970s and there have been overtly gay bars and saunas in the city since that decade. The lives of some notable Christchurch literary figures (Ursula Bethell and James Courage) throw some light on the experiences of homosexuals in the city. Notable in recent times has been the election of one of the country's first openly gay MPs to represent a Christchurch city constituency.

Chapter 21: Social life and class Comment and recommendations

General discussion

Christchurch society has always been divided along class lines, though the myth that New Zealand was an egalitarian country and the reality of considerable social and economic mobility tended to obscure the existence of economic inequality and social privilege. Members of the Christchurch elite lived better and enjoyed greater opportunities than members of its working and lower classes. In this Christchurch was no different from other New Zealand cities.

Economic and social inequality persisted into the 20th century, although through this century the upper classes in the city became more urban-based, consisting of upper professionals, industrialists and other businessmen and their families and were no longer linked to an Anglican 'establishment'. Through the same years, the middle class expanded, but pockets of poverty and deprivation persisted.

Relevant listings

Many of the houses listed, collectively, reflect the different standards of living and economic well-being of the city's upper and lower classes.

There is a distinct upper class bias in the listing of schools (see chapter 24).

'Elite' institutions are represented by the *Canterbury* and *Christchurch Clubs* (and by the *Occidental Hotel*, which has historical associations with the Christchurch Club).

Elizabeth House, in Merivale, has social importance as having been for long the headquarters of several upper-class, 'patriotic' organisations.

Working class 'institutions' are confined to such pubs as the *Provincial*, *Crown* and *Grosvenor Hotels* which in the past had primarily working class clientele. Working class life is also reflected in the listing of a number of places of work, such as the *Wraggs*, *Nugget*, *P. & D. Duncan* and *Buchanans factory buildings*. The *former Trades and Labour Hall* on Gloucester Street is listed, as a commercial building, Wave House.

One particular listing, *Old Stone House*, Cashmere, has an unusual working class association as the dwelling of Indian farm and household workers of a notable early member of the city's elite.

Further possible listings

The notable omissions from current listings concern working class life. Some of the surviving *lodge buildings* (for example, on Canon Street, St Albans, at the eastern end of Bealey Avenue and on Wordsworth Street, Sydenham – there may be others) should be listed

because of the association between the lodges and members of the working classes. The ***Richmond Working Men's Club building*** should be listed, along with any other surviving older working class club buildings that may be identified.

The listing of some further **school buildings in working class suburbs** would redress the imbalance apparent in the current listings of school buildings. These listings would be best addressed by looking at the school buildings in their community settings, that is in association with other buildings that reflect other aspects of working class life.

Upper class life is reasonably well represented in the current listings.

Bibliographic note

One of the most stimulating explorations of the place of class in Christchurch life is found in Eldred-Grigg's *New History*. There is also interesting material in the two recent general histories, Cookson and Dunstall, *Southern Capital*, and Rice, *Christchurch Changing*. and (though from a more old-fashioned point of view) in the three volumes of the Centennial history of Canterbury.

Looser, *Fendall's Legacy*, gives insight into the lives of members of the elite vis a vis those of the middle and lower classes, especially when read in conjunction with the two Federation of University Women books on Sydenham and St Albans.

Books on Christchurch houses (listed in the bibliography under IV, Architecture) concentrate on the grander houses of the rich and major school histories (listed in the bibliography under VIII, Specific institutions) favour fee-paying private schools although there are a large number of smaller school histories (not listed) which deal with the histories of schools in lower class areas.

Further research

With only a few exceptions, Canterbury historians have not come successfully to grips with the existence and ramifications for the city's development of class and social distinctions and economic inequality in Christchurch. Identification of places and buildings which could illustrate this theme may be difficult before more basic research has been done.

A survey should be considered to identify working class groupings of houses and other buildings, including those in transition, so that representative areas or examples can be identified for listing. This may involve the further refinement of areas identified as Speciality Amenity Areas or Neighbourhood Improvement Areas.

Chapter 22: Political life

Provincial politics

In the provincial period (1853-76), Christchurch politics were dominated by runholders (many of whom maintained town residences). Land issues – terms of leases, tenure etc. – were the main concern of the Provincial Council. But Christchurch, urban issues were dealt with by the council, even after a city council was created in 1862 and there were a handful of working class radicals on the council at different times. To some extent the differing political stances of Fitzgerald and Moorhouse as Provincial Superintendents was a contrast between the rural Canterbury, dominated by large landowners (though pastoral runholders rather than agricultural squires) of Wakefield's vision and a Christchurch in which businessmen and workmen allied themselves to promote urban interests.

A radical city

Christchurch may have a reputation for being dominated by a well-heeled, conservative elite, but also has a strong tradition of political radicalism, beginning with the most prominent radical member of the Provincial Council, Rowland Davis. The most radical member of the Liberal Government of the 1890s, William Pember Reeves, was from Christchurch. This vigorous left-wing tradition, well rooted in the 19th century, is not consistent with either the founding ideals of the Canterbury Association or with the happily hierarchical Christchurch of myth – a city in which an altruistic upper class monopolised economic and social power while a deferential lower class accepted its place.

In the late 19th century, Christchurch was the national centre of two important radical movements – for women's suffrage and for prohibition. The two causes were related. The Women's Christian Temperance Union, founded in 1885 in Christchurch as a body determined to address the abuse of alcohol, also became one of the organisations heading the drive for women's suffrage. In 1896, the National Council of Women was also founded in Christchurch. Kate Sheppard, who headed the suffrage campaign of the WCTU from 1887, was only one of the most prominent of a number of Christchurch women who played leading roles in the temperance and women's suffrage movements. Later, in 1917, one, Ada Wells, became the city's first woman councillor. In the second half of the 20th century, the feminist movement was stronger in Christchurch than might have been expected had the city lived up to its conservative reputation.

The prohibition movement was stronger in Sydenham (which gained a reputation as 'the capital of New Zealand prohibitionism') than anywhere else in the country. Prominent in the movement in Sydenham were Leonard Isitt and T.E. Taylor, who became mayor of the city in 1911.

Labour and union organisations were also a strong presence in Christchurch from the later years of the 19th century. A Working Men's Political Association was formed in the 1880s, a Canterbury Labour Union in 1887 and a Canterbury Trades and Labour Council in 1890.

In the early 20th century, Christchurch's radical credentials were greatly increased. The city became a union stronghold, although it was less wracked by labour unrest than Wellington or

Auckland, perhaps because radical political opinion already had strong expression through various left-wing organisations. The 1889 Kaiapoi Woollen Mills strike and 1932 Tramway strike were the most important episodes of labour unrest. Christchurch was home to the Labour Political League of 1908, followed by the first New Zealand Labour Party (founded in 1909) and also to Social Democratic and Socialist Parties. Dan Sullivan and James McCombs, important figures in the later history of the Labour Party, were prominent in the formation of these early left-wing political parties. Some were based in a building on Oxford Terrace on a site later taken over by the Pioneer Sports Club and then the city's library.

The city's radical traditions were also expressed through the formation of organisations which bridged the gap between political and social action. The Workers' Educational Association, with pronounced left-wing tendencies, was founded in 1915. It continues to this day, though with its radical tendencies attenuated. The Left Book Club, set up in 1937, survived until the 1980s as the Co-op Bookshop. Christchurch was the centre for left-wing publishing; the most important and longest lasting left-wing journals were all published from Christchurch from the 1930s until the end of the 20th century. The Campaign for Nuclear Disarmament was strong in Christchurch in the 1950s. In 1973 the country's first environmental centre was set up in Christchurch and at about the same time it was a stronghold of the short-lived Values Party. The national overseas relief organisation, Corso, had a strong presence in the city from after World War II until the 1980s and became an increasingly radical organisation politically. The national Trade Aid Organisation was a Christchurch initiative.

These all reinforce the impression that a sizeable body of people in Christchurch were, over a long period, deeply concerned about social justice, in the national and international arenas.

Party in local government

One manifestation of Christchurch's radical traditions was the strength of the Labour Party at the local political level. A Baptist clergyman, J.K. Archer, became the country's first Labour mayor in 1925. In 1927, the Christchurch City Council became the first body governing a major New Zealand city to be controlled by the Labour Party. Christchurch had a strong tradition of 'municipal socialism' (expressed through the public ownership of utilities and amenities) from the early years of the 20th century and its reputation for being the most 'socialist' of all major New Zealand cities persisted until the end of the 20th century and beyond. Some of the city's longest-serving and best-remembered mayors were from Labour – Robert Macfarlane and George Manning. The city's first woman mayor, Vicki Buck, began her political career as a member of the Labour Party, but stood for mayor as an independent.

Opposing Labour at the level of local body politics through the 20th century was the Citizens' Association, founded in 1911. Professedly non-partisan, it represented conservative interests in the city and was closely associated with the Employers' Association, the Manufacturers' Association and the Chamber of Commerce.

Despite the strength of Christchurch's radicalism, Labour mayors often faced city councils dominated by the Citizens' Association. A Citizens' Association mayor, Hamish Hay, held the office from 1974 to 1989. His successors had Labour Party links though they were not as closely identified with the party as some of their predecessors.

Christchurch in national politics

Corresponding to the strength of the Labour Party in local politics, Christchurch has long had strong Labour representation in Parliament. In 1919, while Labour was still making a painfully slow ascent to national political power, three of the eight Christchurch parliamentary constituencies returned Labour members and a fourth followed in 1922. Subsequently, though the Canterbury rural seats and Fendalton returned National (or its predecessors) members, the rest of Christchurch tended to return Labour members (though several seats were generally considered marginal). The Labour majorities in the Christchurch Central and Sydenham seats were often among the largest in the country.

Two conservative Prime Ministers were Christchurch men. John Hall was a member of the original runholding elite of Christchurch. Sid Holland, though also a North Canterbury farmer, was primarily a Christchurch man, and his family background was that of a primitive Methodist small-farmer.

The other notable 20th century Prime Minister from Christchurch (besides Holland) was Norman Kirk. Though he started out his political career as mayor of Kaiapoi, he sat for the Sydenham seat. That seat had earlier been held by one of the most colourful Christchurch politicians, Mabel Howard who entered the Labour cabinet in 1947 as the country's first woman cabinet minister. Earlier, in 1933, another Christchurch woman, Elizabeth McCombs had been the first woman to sit in the New Zealand House of Representatives.

Chapter 22: Political life Comment and recommendations

General discussion

Political life in early Christchurch was monopolised by the province's large runholders and their city allies, but from the start there were also radicals advocating an alternative path for the city's development. The split was partly between radical and conservative visions of society and partly between town and country. (The town/country division was persistent: through much of the 20th century, Christchurch returned Labour members to Parliament while rural Canterbury was represented by National members.)

Christchurch has seen vigorous support for radical and left-wing causes from the 19th century when the city was a centre of prohibitionist and women's suffrage agitation into the 20th when it had a strong union movement and was one of the early strongholds of the Labour Party, prior to and after its 1935 accession to power.

In local politics, the division between the Citizens' Association and the Labour Party has become blurred but it was through most of the 20th century, the guiding principle of local elections and government.

Relevant listings

The settings of many important political debates in Christchurch, the *Provincial Government Buildings* and *the three homes of the Christchurch City Council* have been listed.

The Press was regarded for many years as the 'establishment' newspaper. (It was owned until late in the 20th century by North Canterbury runholding interests.) The *Press buildings*, therefore, have particular political significance, over and above that of the *Lyttelton Times and Star buildings*.

Wave House was for many years the centre of trade union organisation in Christchurch.

The *dwellings* of two figures significant in the city's political history have been listed: those of *Sidney Holland*, on Derby Street, and of *Kate Sheppard*, on Clyde Road.

Further possible listings

The **WEA building** on Gloucester Street should probably be listed because of the organisation's association with radical political causes.

Further *dwellings, and other buildings, associated with notable political figures*, of the left and right, (such as Mabel Howard and Norman Kirk) should be considered for listing.

The *McCombs memorial garden* in the Woolston Park should be listed.

Any surviving *buildings* which have played important parts in the growth and influence of *labour unions* in the city should be considered for listing.

Bibliographic note

A ‘conventional’ account of politics in Christchurch is given at places throughout the three-volume Centennial history of Canterbury. There is also some material in Eldred-Grigg’s *New History* and more up-to-date material in the two recent general histories, Cookson and Dunstall, *Southern Capital*, and Rice, *Christchurch Changing*.

Several of the titles listed in the bibliography under Biographies, touch on figures which played parts in forging Christchurch’s radical traditions. They include Gee on the McCombs, Macleod on T.E. Taylor, Lovell-Smith on the Lovell-Smiths, Lovell-Smith on Helen Connon and others.

Further research

Further basic research is probably needed on such topics as the trade union movement in Christchurch in the 20th century, the role of the WEA, left-wing publishing in the city and so on before an adequate representation of buildings and places significant in the history of radicalism in the city can be identified for possible listing.

Biographical research on many prominent political figures who are mentioned only in secondary works would facilitate the identification of residences and other buildings for possible listing on the grounds of their importance in the city’s political history.

A more detailed understanding of the dichotomy of Christchurch as a place managed by a “wealthy runholder” elite yet having strong left-wing political leanings and how this dichotomy has influenced specifically the form and shape of the city as a whole would help ensure listings accurately reflect the city’s complex political identity.

Chapter 23: Religion and the churches

The churches

Evidence of the important place of the Christian religion in Christchurch life in the 19th and 20th centuries is the number of churches throughout the city. The inner city parishes were established and churches built in the 19th century. So were many of the inner suburban churches, in St Albans, Woolston and Sydenham, and even some outer suburban churches, in what were villages well separated from the city by farmland, such as Heathcote, Upper Riccarton and Papanui. The oldest suburban churches were built in the 1850s, only a few years after the first inner city churches.

Anglicans had a dominant role in the affairs of the Canterbury Association and a majority of the early settlers were English and Anglican. This dominance is reflected in the central presence of the Anglican Cathedral and in the number of Anglican churches within the four town belts. It is also reflected in the size of Bishopscourt, both the original wooden Bishopscourt and its 20th century replacement, on fashionable Park Terrace

But the Anglicans did not have early Christchurch to themselves. Methodists, Presbyterians, Baptists, Congregationalists and Roman Catholics had all built substantial churches in the inner city well before the 19th century was out. The Methodists in fact just beat the Anglicans to building the first stone church: Durham Street Methodist was completed before St John's, Latimer Square. (Both these early stone churches survive.) Almost all denominations regarded their original wooden buildings (even though some were large, handsome structures) as temporary expedients, to be replaced by stone buildings as soon as finances permitted.



Figure 84. Durham Street Methodist Church, which opened on Christmas Day, 1864. This is the earliest-known photograph (probably taken soon after completion) of the first stone church on the Canterbury Plains, and one of the city's earliest Gothic Revival stone building. Rice GW, p 37, Britenden Collection, CHAC/CM

Gothic dominated as the style of choice for churches of all denominations, but some non-Anglican congregations built churches in Classical styles, notably the Presbyterians of St Paul's and the Baptists of Oxford Terrace. (The other notable classical religious building was the wooden Temple of Truth, built for a sect led by someone who proved to be a charlatan. The building has since been demolished.)

Several of the city's older churches stand in sometimes expansive and beautifully planted church or grave yards and have associated structures such as free-standing belfries and lychgates.

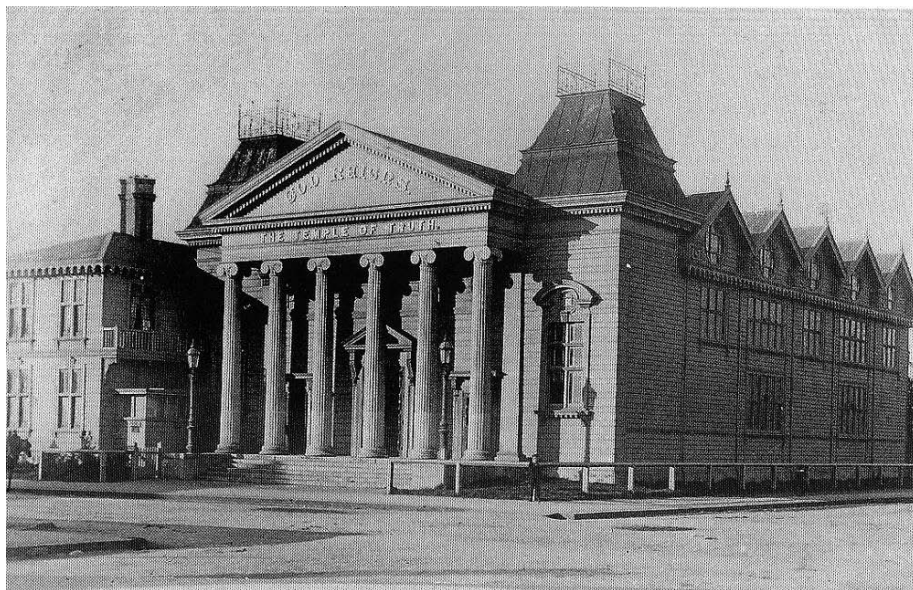


Figure 85. Worthingtons' Temple of Truth' in Latimer Square, c. 1896. (The house on the left was also paid for by the fraudster's adoring Christchurch followers.) Designed by W. A. P. Clarkson and built in 1892, the hall survived until 1966 as the Latimer dance hall. The empty site has remained a carpark ever since. J. G. Lamb photograph, CM 6479

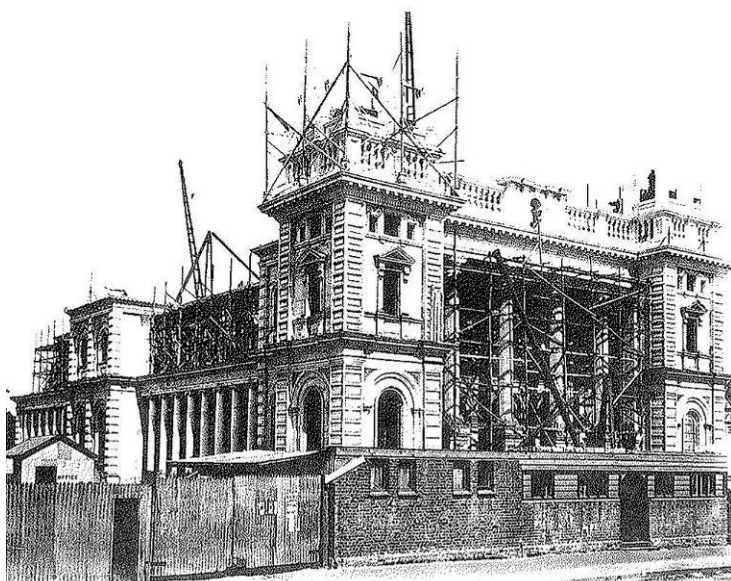


Figure 86. Cathedral of the Blessed Sacrament, Barbadoes Street, under construction in 1902. Designed by F.W. Petre in 1899 and completed in 1905, this is one of New Zealand's finest churches and its most important example of French-Italian Renaissance architecture. CM 4603

Rebuilding churches in the first half of the 20th century

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Figure 87. Church of St Michael and All Angels. *Lamb RC, p36, Brittenden Collection CHAC/CM*

Several of the city's original wooden (or, in a very few cases, cob) churches were replaced before World War II. The most notable example of this was the building of the new Roman Catholic Cathedral on the site of the old wooden pro-Cathedral. St Luke's, Anglican, was another typical inner city example of stone replacing timber. St Mary's, Merivale, and St Barnabas, Fendalton, were suburban examples. In two suburban cases, the replacement of wood by stone was a prolonged process. Holy Trinity, Avonside, and St Peter's, Upper Riccarton, both existed for many years as peculiar hybrids before the last wooden sections were replaced by stone.

In a few cases, when congregations were able to build in 'permanent' materials, they chose brick rather than stone. The notable example was Mountfort's Church of the Good Shepherd, Phillipstown. Other 19th century examples were the East Belt Wesleyan Church (one of the few Christchurch buildings that could be described as Romanesque) and the Classical Oxford Terrace Baptist Church. Up the line of Victoria Street/Papanui Road, the Knox Presbyterian and St Alban's Methodist congregations built fine new churches in brick in the late 19th and early 20th centuries. The wooden Lutheran Church on the Worcester/Montreal Street corner (an important reminder that early Christchurch was not exclusively British) was also replaced by a smaller brick building (which has since been demolished).

Some early wooden churches were never replaced. The notable inner city example is St Michael's, Anglican, the second wooden church on the site. Suburban examples are to be found in Papanui, Addington, Halswell and Heathcote.

Post-war churches



Figure 88. C.R. Thomas's church of Our Lady of Victories in Sockburn. c. 1968. *John Wilson private collection.*

In the period of rapid suburban expansion in the 1950s and 1960s, a new generation of churches was built in the new suburbs. Roman Catholics showed an interesting propensity to build to 'experimental', 'expressive' designs in suburbs like Woolston, Sockburn and Bryndwr. There were also a number of churches of architectural interest built in brick, for example the Presbyterian church in Bryndwr and the Anglican church in Shirley. The Presbyterian church in St Martins is significant as one of the few Christchurch buildings designed by the prominent architect Ernst Plischke.

Redundant inner-city churches

As people moved from the inner city and church attendance declined after about the middle of the 20th century, a significant number of inner city churches in particular became redundant. Some were demolished. A few were taken over by new immigrant, especially Pacific Island, congregations and a further few were 'recycled' for entirely new uses. One church which went through both stages was Mountfort's Trinity Church on Worcester Street. St Paul's Presbyterian Church also became the home of a Pacific Islands congregation for many years.

A further interesting inner-city development in the later 20th century was the taking over of three former cinema buildings by evangelical congregations. The Majestic Theatre remains in this use. The use of the former Odeon/St James by an evangelical congregation was long-term but has now ended. The use of the Avon on Worcester Street by another congregation was brief and the building now houses a sports bar!

Church halls

Many churches had adjoining them church halls which were important social centres in years when church-related women's and youth organisations loomed large in the lives of many Christchurch people. The younger children of even non-church-going families were sent to Sunday School and Bible Class and teen-age dances and other church-sponsored activities were important in the social lives of young people. The meetings of church-related women's organisations, some formed to support Christian missions overseas, were important social occasions in the lives of many Christchurch women. The men of church-going families customarily served on the governing bodies of individual parishes and of the provincial and national governing bodies of the different denominations.

These halls often made for pleasing architectural groupings when associated with churches built in different but compatible styles. Some church halls have been demolished, but this situation still exists at St John's, Latimer Square. In the 1960s, Knox Presbyterian Church pulled down an original wooden church which had long served as the church hall and replaced it with a brick structure designed by Paul Pascoe.

In a few cases, the vicarage, parsonage or manse was also built on the same site as the church and hall but relatively few of these groupings of three buildings survive.

Churches of other denominations or religions

Christchurch's lack of ethnic diversity is reflected in the small number of church buildings belonging to non-British Christian denominations or to other religions entirely. The only significant examples of such buildings in the 19th century were the Jewish Synagogue, built on Gloucester Street, and the Lutheran church on Worcester Street. In the late 20th century a new Synagogue was built on Durham Street and the old demolished. The Synagogues are a reminder that the Jewish presence has been constant in the city since the mid 19th century.

A Russian Orthodox Church was built on Brougham Street in the 1960s. The Greek Orthodox Church took over a redundant gospel hall in St Albans. A mosque was built on Deans Avenue some years later. Indian religions are represented by a house which is the Christchurch headquarters of the Hare Krishna movement. Its adherents are predominantly non-Indian.

The social roles of the churches

Although the majority of people living in Christchurch never attended church services regularly – even before the decline of the church attendance in the second half of the 20th century – churches were important venues for significant events in the lives even of people who were not church members. Until the later 20th century the great majority of weddings and funerals were held in churches. This gave church buildings personal and social significance for many more people in the city than were churchgoers.

In recent years, however, more weddings have been conducted by non-clergy celebrants in alternative venues and many funerals are now commonly conducted at the premises of funeral directors or solely at one or other of the city's crematoria. So while the churches remain significant elements in the city's architectural history their place in the city's social history has diminished and now belongs primarily in the past.

Chapter 23: Religion and the churches

Comment and recommendations

General discussion

The building of churches began immediately on the founding of the Canterbury Settlement and continued through into the second half of the 20th century. New religious buildings, to serve mainly evangelical and Pacific Island Christian congregations and also non-Christian religious groups (which increased in number with the more diverse immigration which followed the changes to immigration policy which began in the 1970s and continued through the next two decades), added to the variety of religious buildings in Christchurch.

More Christchurch people have consistently belonged to the Anglican denomination than to any one other, though Presbyterians and Roman Catholics were never far behind. Although Anglicanism was never the established church in Canterbury, the Anglican bishop was, at least until the second half of the 20th century always *primus inter pares*.

Those who went to church regularly were always a minority in Christchurch and church-going went into decline after the 1950s. Until then, church-related groups were important social institutions, especially for women and children and young people but probably to a lesser extent for men.

Given the relatively greater importance attached to religious observance in the 19th and first half of the 20th centuries, and that the high status of religion in individuals' and society's lives appeared to warrant greater effort to build permanent, appropriate buildings, churches are a very important part of the city's architectural heritage and to some extent of its social history.

Relevant listings

A little more than 40 *churches or other religious buildings* are listed.

Approximately half of all the church buildings listed are Anglican, probably a higher percentage than the numbers of Anglicans or of Anglican churches would justify. Ten of the buildings are not parish churches, but the chapels of church-founded or church-related institutions. One listed building on the edge of fitting the definition of a religious building is the building of the *Theosophical Society*. A single *church hall, of St Barnabas*, Fendalton, has been listed. The three inner-city movie *theatres* which were later used by new evangelical congregations, the *Majestic*, *Odeon* and *Avon*, have all been listed, but presumably not primarily because of this stage of their histories.

The listing of *Bishopscourt*, the former residence of the Anglican Bishop of Christchurch, reflects the prominent role of the Anglican Church in the city.

Further possible listings

Not one of the *churches built after the beginning of World War II* has been listed (excepting the chapel as part of College House in Ilam). There are a number of post-war churches of considerable architectural interest and some of them are also important for illustrating the role the churches played in community formation in the post-war suburbs.

The listing of only a single **church hall** means the lists do not reflect the roles the churches played in the city's social and community life, from the 19th century onwards. The Scottish Society hall on Caledonian Road (formerly a church hall) could be considered for listing. Particular attention should be paid to situations where there are a church, a parish hall and a clergyman's residence (vicarage, manse or parsonage) close together as a group.

Bibliographic note

There are references to the city's religious history as a general topic in the general histories cited for other topics – the three-volume Centennial history of the province and the two recent titles, Cookson and Dunstall, *Southern Capital*, and Rice, *Christchurch Changing*. O'Meeghan, Parr and Chambers have written respectively on the Roman Catholic, Anglican and Methodist denominations in Christchurch or Canterbury as a whole. (These are all cited in the bibliography.)

There are several books on individual churches. Brown has written on the Anglican cathedral and Hanrahan on the Catholic cathedral. In addition there are books or booklets about St Paul's Presbyterian, St Luke's Anglican, St Michael and All Angels Anglican, St Andrew's Presbyterian and Trinity Congregational, all listed in the bibliography. So is a history of the Community of the Sacred Name and a history of Sisters of Mercy. There are several shorter parish histories about other inner city and suburban churches not listed in the bibliography. Many individual churches are also at least mentioned in most of the titles listed in the bibliography under III, Books on defined areas and specific suburbs.

No. 6 of the City Council's *Architectural Heritage* series deals with the Church of the Good Shepherd and no. 7 with the Nurses' Memorial Chapel. Lochhead's book on Mountfort is invaluable on early church architecture in Christchurch and other titles in section IV, Architecture, of the bibliography also contain some information on specific older churches.

Further research

There is a need for preliminary inventories of all the post-war churches in Christchurch and of all surviving church halls of all vintages, to be followed up by detailed research on both the buildings and the roles of new parishes in the lives of the post-war suburbs so that an informed selection of individual buildings of these types for listing can be made.

Chapter 24: Education

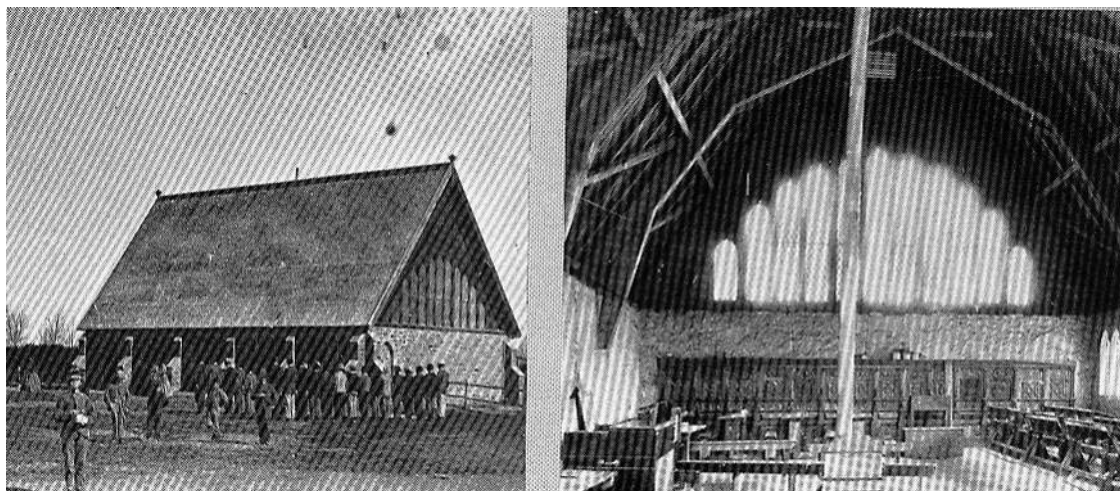


Figure 89. The Rev. Henry Jacobs took the first Christ's College classes for selected boys soon after the settlers landed. The "Big School", this building, dates from 1863. It still stands on the present site.
Coats K, p24

Christ's College, Cathedral Grammar and St Margaret's

Christchurch's oldest school, Christ's College, was founded in Lyttelton in 1851. It subsequently moved to Christchurch, spending a few years in one of the original buildings on the site of St Michael's Church before moving, in 1857, to the site on Rolleston Avenue it still occupies. The site, originally designated part of what became the Botanic Gardens, was given to the school in exchange for rights to land in Cathedral Square, which it surrendered. On that site is now the most important group of educational buildings in the city, the final outcome of a long and complicated architectural history.

Other early Anglican church schools have histories related to that of Christ's College. A day school was founded a little later in the 19th century by St Michael's Church, where Christ's College had begun its life in Christchurch. The St Michael's School buildings now form a smaller cluster of educational buildings of architectural interest. The recent rebuilding on the site has added to that interest, without loss of any the surviving older buildings.



Figure 90. St Margaret's College, founded in 1910 by Kilburn Sisters, an Anglican order, trained young woman in practical matters. *Alexander Turnbull Library G 4336 1/1 (Steffano Webb)*

In 1881 a junior school for Christ's College and also a school for the Cathedral's boy choristers, Cathedral Grammar, was established on the corner of Park Terrace and Chester Street, a site it continues to occupy. Earlier, in 1874, a private girls' school had moved to a site on Cranmer Square, very near the site on which Cathedral Grammar was founded a few years later. This girls' school eventually became St Margaret's College, also with Anglican Church affiliations and the sister school to Christ's College. It remained on its Cranmer Square site until the later 20th century when it moved to a site in the inner suburb of Merivale, where its boarding establishment had long occupied a large old dwelling.

Schools of the provincial period

In the 1850s and 1860s a number of church-related and private schools were founded in Christchurch. (The Anglican schools detailed in the previous section were the most important and longest-lasting of these early denominational schools, except that what is now Hagley High has an interesting Presbyterian origin.) These denominational and other private schools enjoyed some support from the Provincial Government. In 1863, on the initiative of William Rolleston and Christopher Bowen, the Provincial Council set up a Board of Education which from 1864 on built a number of schools which offered Christchurch children an inexpensive, secular, primary education. The advent of these schools led to the closing of several of the older private or church-related schools. The Canterbury schools system became the model for the national system established under the 1877 Education Act.

Among the schools built by the Provincial Board of Education were Sydenham (1872), St Albans (1873), West Christchurch (1873), East Christchurch (1875), Riccarton (1875), the South Belt School and the Normal School (1876). Of these early school buildings, only the Normal School (now converted to residential use) survives. The West Christchurch School (today's Hagley High) was taken over by the provincial authorities from St Andrew's Presbyterian Church.

Early secondary schools

Girls' and boys' public high schools were founded in 1877 and 1881 respectively. Both initially occupied Gothic, grey-stone buildings which were eventually taken over by Canterbury College (later the University of Canterbury). The Girls' High made an early move to the southern side of Cranmer Square then in 1986 abandoned its notable Victorian brick building on that site to move to a site in Fendalton. The Boys' High stayed longer on the central city (college/university/arts centre) site but moved to Fendalton well ahead of the Girls' High, in the 1920s.

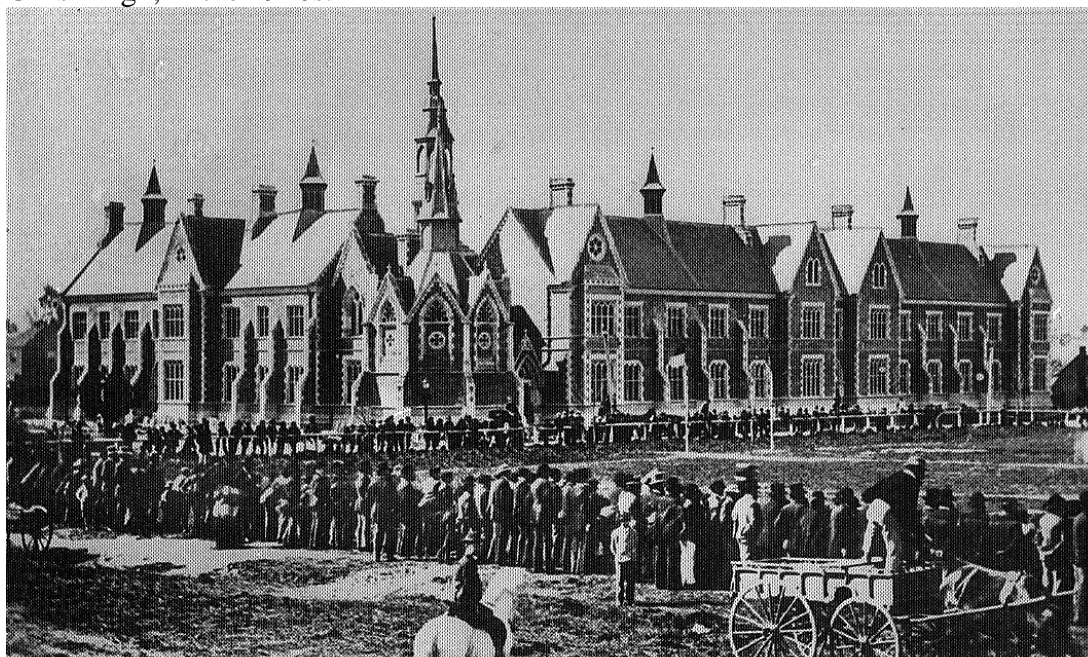


Figure 91. The Normal School, Cranmer Square, soon after its opening in April 1876. (The goalposts suggest that the crowd is watching a football match.) This became New Zealand's first teachers' training college in 1877. One of Christchurch's most important Gothic Revival buildings, it was converted to apartments in the early 1980s. *E. R. Webb Collection, CM 5433*

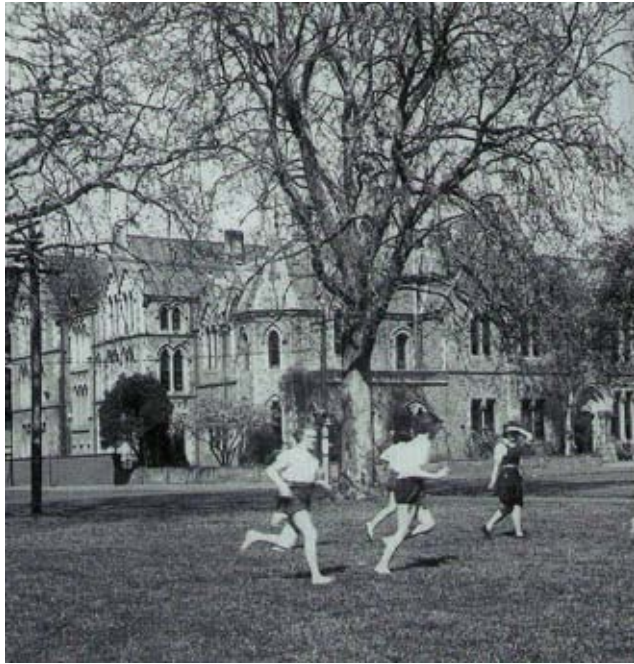


Figure 92. School students running on Cranmer Square by Christchurch Girls' High School. *Alexander Turnbull Library 1567 1/4*

No other state secondary schools were established in Christchurch until between the world wars when Avonside Girls' High and Shirley Boys' High were founded. The next state secondary schools were founded in the great post-war expansion of the city. St Andrew's College was founded in 1917 by Presbyterian Church interests after the Bible in Schools movement failed to compromise the secular character of the state schooling system. Shortly after the Second World War, the Presbyterians also took over a private girls' school, Rangi Ruru, which had been functioning in old houses in Merivale since the late 19th century.

Public primary schools from the Education Act on

The early wooden public schools in Christchurch, straddling the Provincial and early Education Act periods, had in some cases a slight, but in others a marked, ecclesiastical cast about their design. This reflected the belief, not peculiar to Christchurch, that Gothic was the appropriate style for educational as well as religious buildings.

The early wooden school buildings were succeeded by a late Victorian/Edwardian generation of brick buildings. Some were single but others double storey. Such buildings were found at Addington, Waltham, Phillipstown, Elmwood, Richmond, Shirley and other schools. They are now rare. Between the wars, wood again became the material favoured for schools, many of which were stylistically related to state house designs. An important innovation was the open-air classroom. The open-air classrooms introduced at the Fendalton School in 1924 were the first in the country.

Kindergartens and play centres

The results of any research into the history of pre-school education in Christchurch have not yet been published. Kindergartens were certainly in existence by the 1930s, when there was

national interest in pre-school education. An important milestone in the provision of pre-school education in Christchurch was the establishment of a play centre in Fendalton in 1941. The play centre movement developed strength in the city for several decades from the 1950s on. For many years, play centres, which encouraged the involvement of mothers and had a social impact beyond the education of young children, were influential institutions in many of the city's new suburbs.

State primary and secondary schools in the post-war era

During the post-war expansion of the city, new primary, and state secondary, schools were built in many places through the new suburbs. From the 1950s to the early 1970s there was virtually a school-building boom in the new suburbs. Some of the primary and intermediate schools were built to different designs. At Elmwood School, old wooden and brick buildings were replaced by a two-storey block of classrooms. At nearby Heaton Street, a new intermediate school was built with single-storey wings set at right-angles to a main corridor.

Among the new state secondary schools built after the Second World War, Cashmere, founded in the early 1950s, was the first. In 1954, Linwood High School was the first of a new design adopted nationwide for state secondary schools. Burnside High School, established in 1960, grew to become one of the largest state secondary schools in the country. The locations of these new primary, intermediate and secondary schools were determined by suburban housing subdivisions.

Roman Catholic Schools

After the passing of the 1877 Education Act, which provided for the state school system to be secular, the Roman Catholics – determined to sustain their religion (and an Irish ethnic identity) through the schooling of Catholic children – set up a separate system of primary and secondary schools. The Catholic primary schools were generally established beside parish churches and were found throughout the city. The Catholic secondary schools were fewer and more scattered. Boys' and girls' secondary schools were established on opposite sides of the Catholic Cathedral on Barbadoes Street. The large St Bede's College (for boys) was established in northern Papanui and Villa Maria College (for girls) in Upper Riccarton. Further Roman Catholic primary and secondary schools were later established in outer suburbs as the city grew significantly in the years following World War II. Nationally, the question of state support for church schools was a burning issue for many years. Eventually the compromise solution of integration, which allowed such schools to maintain a special character while becoming part of the state system, was devised. This helped ensure that Roman Catholic schools remained part of the city's school system into the 21st century.

School zoning

Because some state secondary schools are more highly regarded than others, 'zoning' has at times been used to regulate entry to those schools. To gain entry to particular schools the children have to live in specified zones around those schools. This has affected the 'character' of some suburbs because a premium has become attached to houses in specific suburbs which will ensure the entry of children to particular schools. The major effect has been to reinforce the 'elite' character of Fendalton since both the Christchurch Boys' and Christchurch Girls' High Schools were relocated to, or near, that suburb from their original central city locations.

Canterbury College and University

A university was part of the original 'vision' of the Canterbury Association, and Christ's College was intended to be a preparatory school for the planned university. But it was not until 1873 that Canterbury College (a college because it was under the umbrella University of New Zealand) was founded. It became Canterbury University after World War II. The first permanent buildings of the new college were opened on a site at the western end of Worcester Street in 1877. Over the next 50 years a group of grey-stone, Gothic buildings were built on the site. At the western end, two attractive quadrangles were formed (the inspiration for them coming from the notable Christchurch architect Samuel Hurst Seager). With the buildings of the Museum and Christ's College, the Canterbury College buildings were part of a precinct that best expressed the wish of the Canterbury Association to re-create England in the Antipodes.

The establishment of the College had a significant impact on the social and intellectual life of the city. Early college professors like Alexander Bickerton and John Macmillan Brown, and later counterparts like James Shelley and James Hight played key roles in many aspects of Christchurch life beyond the confines of the College itself.

With the surge in student numbers which followed World War II, the site became crammed with unsightly prefabs. The College itself, and associated institutions like College House, a hall of residence and Anglican theological college, took over many old houses on adjoining blocks. Other old houses in the western sector of the inner city were subdivided into student flats.



Figure 93. By 1975 the University of Canterbury had completed its move from the old Town Site to the suburb of Ilam, where the School of Engineering (foreground) and the School of Fine Arts had led the move more than a decade earlier. *Rice GW, p133, Frank McGregor photograph, CM*

Shortly after World War II, the decision was taken to move the entire college to a suburban campus in Ilam. The move began in 1957 and was completed in 1975. One landmark of the move of the university to Ilam was the completion of the large Hight Library building in 1969. The university's move deprived the central city of an enlivening student population. Several pubs – the Gresham, Clarendon and Royal – were known to be student pubs (the Gladstone, closest pub to the old Normal School and Teachers' College was favoured by teachers' college students). Botany and zoology students regularly repaired to the Botanic Gardens for field study and areas of Hagley Park were used for student sports, including rugby on the North Hagley grounds and tennis on the courts (which still remain) near the Armagh Street entrance to North Hagley Park. Students shopped in the central city, helping to sustain its commercial life, though the university's move to Ilam more or less coincided with the building of the first suburban malls so the move of the university was only one relatively unimportant contribution to the decline of the inner city.

Although the move of the university to Ilam had a probably deleterious effect on the inner city, it did give the city, eventually, an Arts Centre which has become one of the most important community assets in central Christchurch. The buildings have been strengthened and returned to their former better appearance with the removal of all the post-war prefabs the university had needed to accommodate large student numbers on a confined site. Arts groups and commercial arts-related organisations and shops share the site.

The Teachers' College, which had been established in 1877 in the Normal School on Cranmer Square and extended with the erection of a new building to house its secondary division in 1924, followed the university out to Ilam in two stages, in 1970 and 1978. Both the old stone buildings have been 'recycled' for residential use.

Christchurch Technical College

The city's other main tertiary education institution, the Technical College, later the Christchurch Polytechnic (formally the Christchurch Polytechnic Institute of Technology) was founded in 1902, after technical classes had been held for a few years previously. A large Seddon Memorial block was opened on the site (on the southern edge of the inner city, just west of the Catholic Cathedral) in 1907. This building has been demolished, but the Memorial Hall, erected on Moorhouse Avenue between the world wars remains. An interesting building was also built on a secondary site, on Ensors Road. The Polytech still uses this satellite site and the old building remains.

The college was effectively a slightly glorified high school with a technical emphasis until the last quarter of the 20th century. (Papanui High School began its life as a branch technical college.) As the role of the institution changed, its site saw substantial rebuilding in the last quarter of the 20th century. The campus never achieved the architectural distinction of the University/Arts Centre site, though it does have some more recent buildings of interest. It remains the major educational institution in the central city.

Other particular educational institutions

The national School for the Deaf has stood in the seaside suburb of Sumner since it was founded in 1880. It occupied initially a wooden building previously occupied by a private school. Substantial brick buildings were subsequently erected for the School, but these have been demolished. The institution's role has changed with changing ideas about how best to educate deaf children, but it remains on its original site.

When the city's large railway station, opened in 1960 just as train travel was on the wane, was no longer needed as a passenger terminal, it was eventually taken over by Science Alive, an educational institution intended to promote scientific education among Christchurch school children.

Community education began with the setting up of the Workers Educational Association in 1915. It has long occupied premises on Gloucester Street in the inner city. Later the University and Polytechnic offered extension courses. Public school buildings throughout the city have been regularly used for night classes for adult and community education under various schemes that have enjoyed some public funding.

Recent proliferation

With greater diversity entering the country's educational system from the 1980s on, several new types of educational institutions appeared, mostly in the inner city. They included a 'nanny' school and a tourism college and, a little later, a cooking school and wine college. One organisation took over a notable older house, McLean's Mansion, and used it for running courses, some of which were subsidised by the government. These new schools and training establishments were mostly privately owned and so outside the state system. Language schools proliferated to meet the demand predominantly from young Asian people for instruction in English. Several established high schools also began actively to recruit

foreign, fee-paying students. Young Asians became a notable presence in the inner city in the early years of the 21st century.

Educational precincts

Although primary and secondary schools were distributed throughout the urban area, two areas have been educational 'precincts' at different times in the city's history.

In the 19th and early 20th centuries, the western side of the inner city, west of Montreal Street, running from Hereford Street up across Cranmer Square to Peterborough Street, gained a concentration of different educational institutions. They included College House, Canterbury College, the Christchurch Boys' High School (then still on the Canterbury College site) Rolleston House (a male students' hall of residence), Christ's College, Cathedral Grammar, Helen Connon Hall (a women students' hall of residence), the Christchurch Girls' High School, St Margaret's College, Warwick House School (a private institution), the Normal School and the Training College. A little further out, three old houses on Park Terrace and another on the corner of Montreal and Salisbury Streets were pressed into service to accommodate overflow from the nearby Teachers' College. Two more large old houses further down Park Terrace became Roman Catholic student halls of residence. Across Bealey Avenue at the Carlton Mill corner, another old house became Hogben House, also part of the Teachers' College. By the end of the 20th century, however, only a handful of these educational institutions remained in the precinct.

In the 20th century another cluster of educational institutions became concentrated in St Albans and Merivale. They included Rangi Ruru (a girls' secondary school which was on Papanui Road, but moved a short distance west to Hewitts Road when it took over Te Koraha, one of the city's notable larger homes) and St Andrew's College which took over another notable home, Strowan, further out on Papanui Road. Both St Margaret's College and Christchurch Girls' High also took over large old houses on Papanui Road as their boarding establishments and St Margaret's eventually moved the entire school from Cranmer Square to Merivale. Selwyn House, another private school, was also established in Merivale, just off Papanui Road.

Chapter 24: Education Comment and recommendations

General discussion

The history of education in Christchurch began with the arrival of the Canterbury Association settlers and the founding of Christ's College. Other private and church-related schools followed, but in the early 1860s the establishment of a provincial system of public schools began. This became the model for the national system of education established under the 1877 Education Act. The first public secondary schools were founded soon afterwards. New schools were steadily established as the city expanded through the following decades.

Outside the state system, the Roman Catholic Church established a parallel system of primary and secondary schools. Other churches also founded secondary schools through the same period.

There was major expansion in the years after World War II, with new primary, intermediate and secondary schools established to educate the children of the young families in the city's rapidly expanding suburbs.

Tertiary education has been available since the founding of Canterbury College in the 1870s. The college (later university) remained on its inner city site until the 1970s. Its progressive shift to a new campus at Ilam between the 1950s and the 1970s caused significant changes in the inner city both negative (the loss of students from the inner city) and positive (the chance to turn the old college buildings into the Arts Centre). The Polytechnic remained on its original site in the south-eastern corner of the inner city. Its expansion and elevation in status in the late 20th century made it a significant presence in the inner city.

In more recent years the nature and range of educational institutions in the city have expanded. Teaching English to foreign students became an important feature of the city's education system.

School grounds often contain landscape elements such as ceremonial trees planted to commemorate wars or on arbor days, which can be dated from local school histories.

Relevant listings

The city's two major groups of early education buildings – the *College/University, now the Arts Centre* and *Christ's College* – each have a large number of individual buildings listed. The only listed group of buildings on the new campus at Ilam are those of *College House*.

Of the surviving 19th century school or other educational buildings, the following are listed: the *Belfast Schoolhouse*, the *former Girls' High School building*, Cranmer Square, the *St Michael's School hall*, and the *former Normal School*, Cranmer Square.

The listed school and other educational buildings of the years between the wars are: *Cathedral Grammar*, the *former St Margaret's school building* on Cranmer Square, the

stone building at St Michael's School, the main block of Hagley High, the Polytechnic Memorial Hall, the Teachers' College, now Peterborough Centre, the Shirley Community Centre (a brick block on the old Shirley School site), the 1926 block at Christchurch Boys' High and the Fendalton School open-air classrooms (one of which has been relocated to the new College of Education site).

In addition eleven old houses which had been taken over by educational institutions of one kind or another have been listed: *Middleton Grange, Medbury, Rolleston House, Te Koraha, Strowan, Ilam Homestead, Okeover Homestead, the Kincaid Homestead, McLean's Mansion, Acland House*, and the *former Student Union Building at the Arts Centre*. The *brick farm buildings on the Deans Estate*, which are now used by Christchurch Boys' High, have also been listed.

Further possible listings

The school buildings listed do not adequately represent buildings of all ages and architectural developments. Of the older surviving educational buildings, the *Polytechnic building on Ensors Road* and the *former Victory Memorial School* appear to be the only serious omissions.

Some *school grounds* could be considered for listing for their importance as open space or as they illustrate changing trends in education. (School children and their teachers could be encouraged to undertake their own research projects to learn about educational, architectural and landscape history in their own back yards.)

Although a reasonable number of buildings of the 1920s and 1930s are already listed, it is in these decades that the deficiencies of the present list begin to show up. *Primary schools* are particularly poorly represented. Further representative buildings of the same vintage as, or a little younger than, the Fendalton open-air classrooms and the Shirley Community Centre building should be considered for listing. The listings should also be extended into the post-war years. Specific examples of buildings that could be considered for listing include the *Avonside Girls' High brick block*, the *early buildings at Shirley Boys' High, Heaton Intermediate* as one of the early examples of a post-war intermediate school. (These are just representative examples; there may be more or better examples that should be assessed.)

There may also be further *buildings on the Polytechnic site* that should be considered for listing, including some relatively modern ones. The University has now been long enough on its *Ilam campus* for the listing of many of the buildings on the campus to be considered imperative.

Modern school design has been an architectural issue since the early 1970s and the exploration of *model schools*, as they relate to Christchurch, for possible listing may be fruitful.

Bibliographic note

The general history of education in Christchurch is covered in the general titles already cited for other topics – the three-volume Centennial history of the province, Cookson and Dunstall, *Southern Capital*, and Rice, *Christchurch Changing*.

The larger histories of secondary schools favour older, and often private, schools, but some older public high schools also have comprehensive histories. The secondary schools with adequate longer histories include Christ's College, St Margaret's, Rangi Ruru, St Andrew's, Christchurch West (now Hagley) High, Christchurch Girls' High and Christchurch Boys' High.

A large number of primary schools have had their histories covered briefly in commemorative booklets. These are not listed in the bibliography but are held in the Christchurch City Libraries Aotearoa New Zealand Centre and can be accessed through the library's catalogue.

The history of the University is covered in Gardner et al.'s centennial history and in Strange, *The Arts Centre*. Only the recent history of the Polytechnic is dealt with in Hockley. The Cathedral Grammar School has its own history.

The first title in the City Council's Architectural Heritage series deals with the Normal School. Wells, *The Buildings of Christ's College* covers the building history of the city's oldest school. There is information on the buildings of other individual schools in various titles in section IV of the bibliography, such as Lochhead's work on Mountfort.

The Downie Stewart biography of William Rolleston and Lovell-Smith's biography of Helen Cannon touch on important periods in the city's educational history.

Further research

The main need is for a comprehensive survey of all surviving school and other educational buildings and landscapes in the city. They could then be assessed for possible listing using the historical information in the titles identified in the bibliographic note and using the architectural information in the relevant section of the 1966 *Encyclopedia of New Zealand* (which is still the best general survey of school architecture in New Zealand available).

Chapter 25: The arts and culture

Public libraries



Figure 94. Public library complex with wooden Mechanics Institute adjacent (now demolished. Brick library building (by Rrmonson) remains as part of the Library Chambers. Alexander Turnbull Library, 70586 ½.

In the Canterbury Association's scheme of things, Christchurch was to be a centre of culture and learning for the settlement. The initial pre-occupation of most settlers may have been making a living, and it took some years before Christchurch had thriving cultural institutions and an active intellectual life, but culture and the arts were not neglected even in the earliest years of settlement.

A Mechanics Institute was founded in 1859. It soon developed into a public lending library and in 1873 became the city's public library, administered by the newly established Canterbury College Council. It remained on the Cambridge Terrace site of the original wooden Mechanics Institute building, which survived until the early 20th century, when a second brick building was added to a brick building erected in 1875. The buildings were further extended in the 1920s.

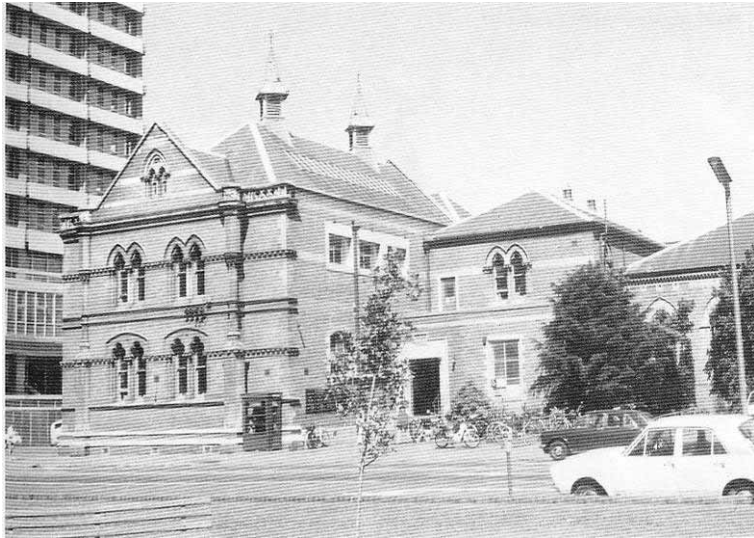


Figure 95. Canterbury Public Library and new Police headquarters (left), 1973. Lamb RC, p6, W.J.A. Brittenden

The library came under the control of the City Council in 1948. The brick buildings on Cambridge Terrace housed the library until 1982, when it moved to a new building on Gloucester Street. The old library buildings then became one of the city's successful examples of recycling redundant old buildings.

Beyond the central city, there were public and private lending libraries in such older suburbs as Sydenham, Waltham Woolston and St Albans in the 19th century. Later, in the 20th century, branch libraries of the public library were established in suburbs that were part of the city. Libraries were also established by the surrounding local authorities (such as Heathcote, Paparua and Waimairi Counties) when the administration of the city was fragmented.

After the 1989 amalgamation of local bodies, all these suburban libraries came under the control of the City Council. The familiar name Canterbury Public Library was replaced by Christchurch City Libraries. A programme to build new suburban libraries was put in train and some of the new library buildings, the one in New Brighton and the one in south Christchurch on the site of the former Heathcote County Council chambers for example, were among the most distinguished buildings architecturally in suburban Christchurch.

The Philosophical Institute and the Canterbury Museum

Julius von Haast was employed as Canterbury's Provincial Geologist in 1861. He was the leading light in the foundation of two early Christchurch institutions. The Philosophical Institute was founded in 1862 and held its first meeting at which papers were read in 1863. It was one of the first bodies founded in New Zealand which concerned itself primarily with the natural and other sciences (it was preceded only by the New Zealand Society in Wellington). The Canterbury Institute quickly established its own library. In 1868 the Canterbury Institute joined with similar bodies in Wellington and Auckland to form a central governing body, the New Zealand Institute. This became, eventually, the Royal Society of New Zealand. The Canterbury Philosophical Institute became the Canterbury branch of this Society.

The Canterbury Museum began life as the personal collection of von Haast, housed initially in a room at the Provincial Government Buildings. The Museum was founded formally as a public institution in 1867 and opened in the first building on its present site in 1870. Under Haast, the Museum gained an international reputation. He greatly augmented the Museum's collections by exchanging moa bones excavated at Glenmark in North Canterbury for objects from overseas institutions. Like the city's other main early cultural institution, the Public Library, the Museum came under the control of the Canterbury College Board of Governors and did not get its own Board until 1948. Under Roger Duff, who was a long-serving Director of the Museum, the institution gained a high reputation as a centre for New Zealand archaeological studies.

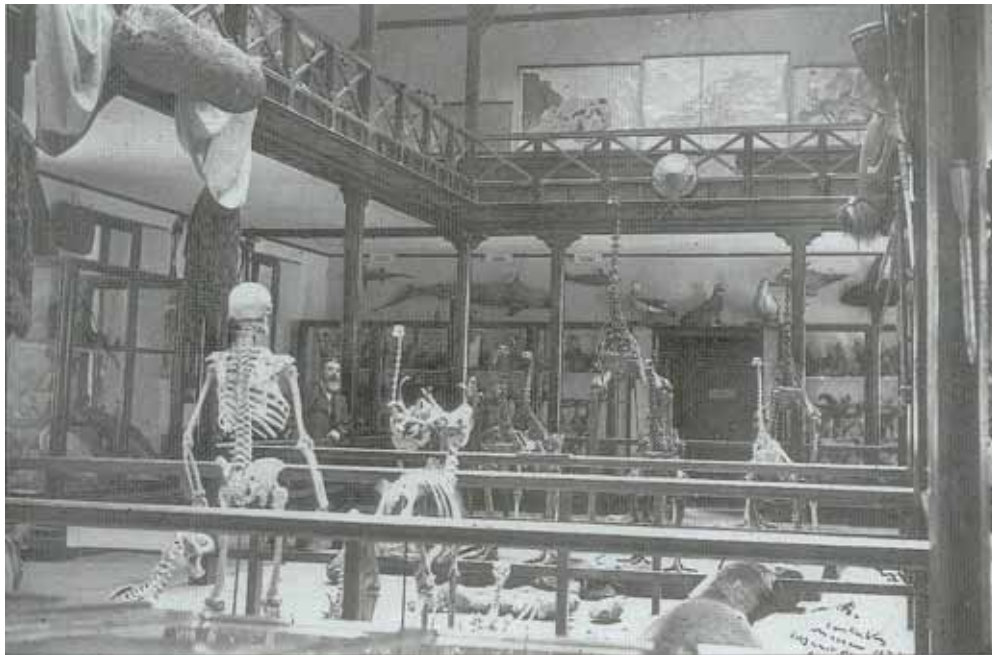


Figure 96. An early view inside one of the galleries of the Canterbury Museum c1900s
Johnson D, p67ACB 84 ½ (A.C. Barker)

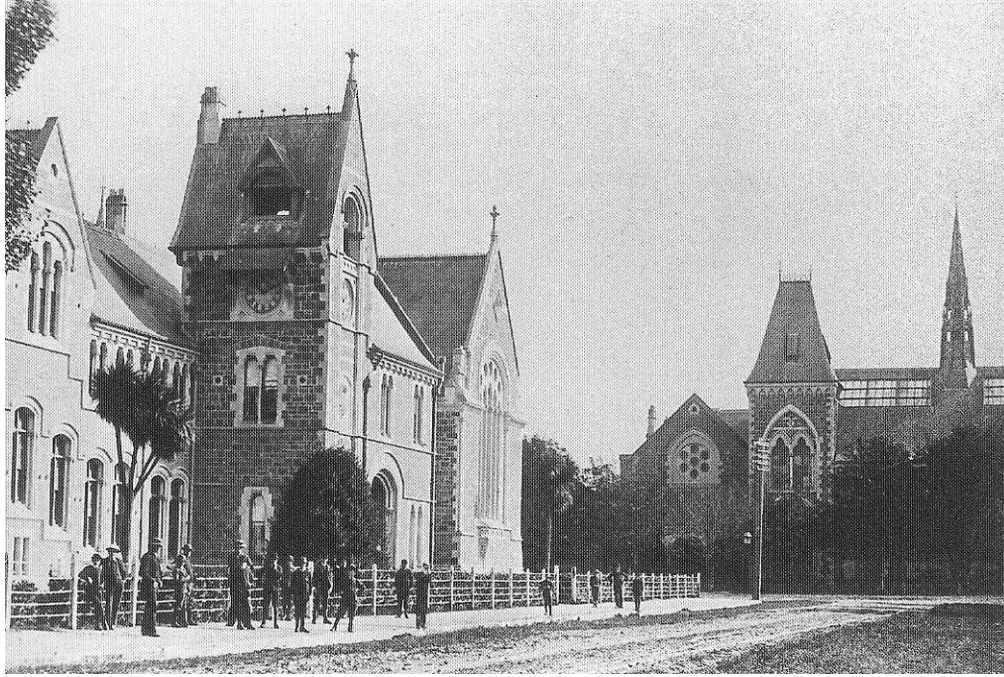


Figure 97. Worchester Street in the 1890s, looking towards the Canterbury Museum, which then had a spire (or flèche). The Clock Tower on the left was the first of Mountfort's buildings for Canterbury University College (1877-79) The Great Hall, beyond it, was completed in 1882. CM 3077

The other major repository of objects which illuminate Christchurch's history is the Ferrymead Historic Park. The Park has been developing since the 1960s in an area of great significance in the city's history. Around twenty independent groups maintain a wealth of different collections, many connected with transport history. Periodic difficulties in the administration and growth of the Park have not impeded its becoming a major institution.

Theatre



Figure 98. Canterbury Hall (1900) in Manchester Street was a major civic project to mark the province's jubilee that year. This shows the admission booths for the Jubilee Exhibition. The building was gutted by fire in 1917, and new municipal offices were built behind part of the façade in the 1920s, and the Civic Theatre behind the rest of the façade a little later. The city council offices remained here until 1980. The Civic Theatre has been demolished. Greenwood collection, CHAC/CM 495

In the 19th century, touring companies presented 'serious' dramatic productions (as well as vaudeville – see below) in Christchurch theatres. The first two town halls on High Street were probably the venues for the first theatrical productions in the city. The other early theatres were in Cathedral Square (the small wooden Gaiety) and on Gloucester Street immediately north of the Square. The 1861 Music Hall became the first Theatre Royal in 1866. The Kings Theatre and the second Theatre Royal were also built on the south side of the street. The third Theatre Royal opened on the north side of the street in 1908. In the meantime, a large public hall on Tuam Street had been erected in the 1880s. It was to go through many different careers – as a live theatre (for both vaudeville and serious dramatic productions), a movie theatre and a church in the following years.

Part of the building erected on Manchester Street to house an exhibition staged at the time of the province's 50th jubilee became, after the jubilee, a live theatre, for vaudeville and other performances. After the building was burned out in 1917, the southern part of the building became, in 1928, the Civic Theatre, which remained in use until after the Town Hall was opened in 1972. It was demolished in 1983.

Live theatre was advanced in Christchurch in the 1920s and 1930s under the influence of James Shelley, a college professor. He founded the Little Theatre, which was created in the college buildings, in 1927. This remained an important performance venue for college-based dramatic productions until a fire gutted it in 1953. Shelley was also one of the founders, in 1928, of an amateur dramatic company, the Repertory Theatre, which flourished for many decades and provided many Christchurch people with their first and ongoing experiences of theatre in the building erected on Kilmore Street not long after the society was founded. Later another amateur theatre company, the Elmwood Players, founded in 1948, used a



Figure 99. Jazz concert in the Civic Theatre, 19 September 1955, sponsored by Drages' Record Bar. The Civic was used for a great variety of purposes from political rallies to symphony concerts. J. W. Malloch photograph, CHAC/CM 116/18

redundant Sunday School hall in Merivale for many years before becoming based at an auditorium built at the nearby Elmwood School.

Despite the destruction by fire of the Little Theatre, the College (later University) Drama Society continued to be a powerful influence on Christchurch's theatrical life, enjoying a heyday when Ngaio Marsh (perhaps better remembered in Christchurch as a theatrical director than as a world-famous detective novelist) directed a great many plays between 1943 and 1972. Many of the plays, but not all, were by Shakespeare. They were staged in a variety of venues, including the Great Hall of the College. For some years, outdoor performances of Shakespearean plays were staged in Abberley Park.

Christchurch acquired its first professional theatre which lasted for any number of years when the Court Theatre was founded in 1971. It moved around the city in a number of temporary homes until it found its present permanent home in the Arts Centre.

Another long-surviving theatre group, the Children's Theatre, founded in 1952, made its base from 1965 in an historic stone malthouse on Colombo Street South. It had a small theatre there, but also mounted its productions, intended to introduce children to the pleasures of live theatre, in different theatres around the city.

Choral music

The strongest and most persistent musical tradition in Christchurch has been choral. A large number of choral groups were established through the second half of the 19th century, including the Liedertafel, which still survives. The Canterbury Musical Society was founded in 1860. Handel was a favourite composer of Christchurch choirs and audiences from this time.



Figure 100. Christchurch's first town halls, on High Street between Cashel and Lichfield Streets, shown here in 1865. The smaller wooden hall was opened on 1 October 1857, but soon proved too small. The much larger stone hall was completed in 1863, but was so badly damaged by an earthquake in 5 June 1869 that it was condemned. Strange's department store was later built on this site. Dr A. C. Barker photograph, CM 1143

One of the 19th century choirs, the Canterbury Musical Society, survived into the following century. It was given a royal charter in 1920 and became the Royal Christchurch Music Society. In 1927 the Harmonic Society was founded and for years rivalry between these two choirs helped ensure very high standards of choral music were achieved. In the second half of the 20th century the choirs performed usually in the Civic Theatre and then in the Town Hall. Towards the end of the century, the two choirs merged to form the Christchurch City Choir.



Figure 101. Part of the Christchurch Town Hall (1972) and the Ferrier fountain, viewed across the Avon from Victoria Square. Designed by Warren and Mahoney, this award-winning group of buildings has become a Christchurch icon. *CM 16276*

The Anglican Cathedral is one of relatively few cathedrals outside Britain to have a Cathedral Choir with a long tradition of sung services. The Cathedral Grammar School was founded in 1882 partly to educate boy choristers for the choir. Sung services remain a feature of worship in the Anglican Cathedral. More recently, the Catholic Cathedral has also developed a strong musical culture and has become a customary venue for the performance of sacred choral music.

Instrumental music



Figure 102. Royal Christchurch Musical Society in the Choral Hall in Latimer Square, 1920. *Johnson D, p99, Christchurch Star.*

In the 19th century groups of Christchurch musicians called themselves ‘orchestras’ and performed at different city venues. There were also theatre orchestras which provided musical accompaniments for vaudeville and other theatrical performances and, somewhat later, for silent movies. The Christchurch Orchestral Society which was founded in 1908 lasted into at least the 1930s.

After World War II, the formation of the National (later New Zealand) Symphony Orchestra brought professionally played orchestral music to Christchurch. The orchestra performed initially in the Civic Theatre but on completion of the Town Hall, like a host of other musical and other groups, shifted to the new venue.

The establishment of a professional Christchurch-based orchestra came somewhat later and was accompanied by a measure of controversy and disagreement. Locally based orchestral performance began with the John Ritchie String Orchestra. But in the 1970s a debilitating six-year dispute ended only when the Canterbury Orchestra was disbanded in 1978. By the early 21st century, the Christchurch Symphony was a semi-professional body offering a comprehensive year-round programme in the Town Hall. Recent immigrants, notably from Eastern Europe, have been valuable members of the orchestra.

The training of musicians in Christchurch beyond the most basic level was generally the work of private teachers. In the mid 1950s, group orchestral classes were started. These led, by 1960, to the founding of the Christchurch School of Instrumental Music. Based for some

time at the Arts Centre, the School eventually moved to a former convent by the Catholic Cathedral (one of the city's many successes in finding an appropriate new use for a redundant historic building). The Convent Chapel became a performance venue for pupils of the School and other musicians.

Christchurch has played only a small part in the history of musical composition in New Zealand. Douglas Lilburn composed the Aotearoa Overture (1940) and Landfall in Unknown Seas (1942) in Christchurch, but moved to the North Island to pursue his career. At the University of Canterbury, Anthony Ritchie emerged as a significant composer in the later 20th century.

Brass and pipe bands

Christchurch has a strong tradition of band music. The Woolston brass band was founded in 1883 and became one of the country's leading brass bands. Its main 'rival' in the early 21st century is the Addington Band. Both bands illustrate the association between brass bands and working class culture. The Addington band originated in the Addington railway workshops and the Woolston band was for long sponsored by Skellerups, which owned large rubber factories in Woolston.

Pipe bands were founded in association with the city's Scottish societies. The first Dominion pipe band competitions were held in Christchurch during the 1906-07 Exhibition. In 1947 the first women's pipe band in New Zealand was founded in Christchurch. Public performances by bands were very popular for many years and there were rotundas in many public parks throughout the city, and on the foreshores at Sumner and New Brighton

Ballet and opera

An 'opera season' was a feature of life in 19th century Christchurch. Local opera was not revived until the 20th century when Canterbury Opera was founded. It acquired premises on Colombo Street in Beckenham, but performed in central city theatres. Canterbury Opera's counterpart in dance is the Southern Ballet, which became based at the Arts Centre. It presented its first performance in 1975.

Literature

Christchurch has been the centre of a strong literary culture for much of its history. In December 1862, the Press published satiric articles on Darwinism written by Samuel Butler, the notable English author who spent the years 1860-64 in Canterbury. A tradition of Christchurch-based poetry began in the first decade of the city's life. In 1866 a Book of Canterbury Rhymes was published. A year earlier, Crosbie Ward had begun publishing Punch in Canterbury, a satirical magazine based on its English namesake.

Later names prominent in Christchurch's poetical tradition were Ursula Bethell and Denis Glover. The publication of Ursula Bethell's first collection in 1929 ushered in a decade in which Christchurch was at the centre of poetry writing in New Zealand, if not the English-speaking world. The founding of the Caxton Press in 1936 was a key event in the city's

literary history. It was followed in 1947 by the Pegasus Press, which earned distinction when it published *Owls Do Cry*, the first novel of Janet Frame. In the same year the Pegasus Press was founded, Caxton began publishing *Landfall*, edited by Dunedin poet Charles Brasch. *Landfall* soon became New Zealand's pre-eminent literary magazine and was published out of Christchurch for many years.

After this efflorescence in the 1930s and 1940s, Christchurch's literary culture became somewhat moribund and Auckland and Wellington became stronger centres of New Zealand literary life. But even in the years when Christchurch's literary culture was thought to be less adventuresome and progressive, the city was still home to such writers as Ngaio Marsh and, later, Margaret Mahy.

The visual arts

Christchurch was fortunate that a man who became one of the country's leading early photographers arrived in Canterbury on one of the first four ships. A.C. Barker's photos of the city in its early years of growth are a valuable, and incomparable, record of a New Zealand city's development from, almost, its very beginnings into the 1870s.



Figure 103. Art Gallery, Durham Street in 1890. The Canterbury Society of Arts raised the money to build the original gallery (right) by public subscription, and added another wing (left) by 1897, when this photograph was taken. Although the building survives, some of its ornamentation has been removed as an earthquake risk. Wheeler and Son photograph, CM 4828

Many of Christchurch's notable early residents, such as Julius von Haast, were competent amateur artists and produced a visual record of Canterbury's early years. The two significant events in establishing a stronger artistic tradition in Christchurch were the founding in 1880 of the Canterbury Society of Arts and in 1882 of the Canterbury School of Art (part of Canterbury College). The CSA built a gallery in downtown Christchurch (in two stages) and

the shows in this gallery were the leading events in the city's artistic calendar for many years. A new gallery was built on Gloucester Street in the second half of the 20th century.

In 1890, an expatriate Dutch artist, Petrus van der Valden, was a leading figure in the Christchurch art community.

In the 1920s, Rita Angus and A.F. Nicholl from the Canterbury School of Art became the city's leading painters. In 1927 'The Group' was formed. One of its members was Olivia Spencer-Bower. 'The Group' dominated Canterbury painting for several decades, but by the 1950s Christchurch painting was being criticised as conservative. A significant event was the 1953 departure of Colin McCahon for Auckland. Despite the city's reputation for conservatism in art, Christchurch painters like W.A Sutton continued to produce works in the city.

In 1932 the CSA gallery was joined by a new public gallery, the Robert McDougall Art Gallery. It too acquired a reputation for being conservative and unadventurous in its acquisitions policy. This was highlighted by the controversy over a painting called 'The Pleasure Garden', which lasted for five years and ended only when the City Council finally accepted the painting as a gift in 1953, and by the response to the offer to the city of a sculpture by Henry Moore (which was not accepted).

The CSA's new gallery, now known as CoCA (Centre of Contemporary Art), built in the 1970s became a major force in the city's 'art scene' and the most important place for selling the work of local artists. It was later joined by a number of dealer galleries and these or their successors continue to play an important role.

By the late 20th century, the McDougall was acknowledged to be far too small as the public gallery of a city the size of Christchurch. The prolonged debate over what sort of new gallery Christchurch should have and where it should be ended with the opening of the new City Gallery in 2002. The controversial building seemed to signal that Christchurch was shrugging off the stagnant cultural reputation it had had for several decades.

Sculpture

A notable figure in the history of public sculpture in New Zealand, William Trethewey, lived and worked in Christchurch. Later sculptors who worked in, or created work for, Christchurch have included Dawson, Dawe and others.

Crafts

Pottery, weaving and quilting have all been popular pursuits in Christchurch but the histories of these and other crafts have not yet been written up in any popularly accessible source.

A conservative city artistically?

After the literary innovation of the 1930s ran out of steam, Christchurch became saddled with a reputation for having an arts and literary community that was conservative, conventional, genteel and snobbish. The departures of Colin McCahon and Douglas Lilburn for the North Island symbolised this. The reputation was not incompatible with competence and quality, however. This was particularly evident in architecture.

Architecture

Buildings have figured importantly throughout this report. Christchurch has one of the strongest and most individual traditions of architectural excellence of any New Zealand city. The two leading figures in the 19th century were probably Mountfort and Armson, each working largely in quite different fields. The city also gave work to a number of lesser but still notable architects like Farr, Maddison, Strouts, Lambert, Bury, Cane and others. The country's first professional body of architects, the Canterbury Association of Architects, was established in 1871. It later lapsed, but in 1905 the New Zealand Institute of Architects was also first established in Christchurch.

New names in Christchurch architecture in the years up to World War I – Seager, Collins, Harman, Ballantyne, Clarkson and the England and Luttrell brothers – continued the tradition of innovation and of fine design. Between the wars, Cecil Wood experimented inventively with a number of 'historical' styles and also worked in early Moderne and Art Deco. Later Paul Pascoe and Humphrey Hall (Pascoe and Hall) were key figures in the introduction, and adaptation, of Modern architecture in New Zealand. Although greater growth in Wellington and Auckland in the first half of the 20th century, and the fact that Auckland became the only place at which a formal training in architecture could be gained in New Zealand, seemed to push Christchurch architecture onto a back burner, the city remained a force in the ongoing development of architecture in New Zealand.

The dominant names in Christchurch architecture in the second half of the 20th century are Warren and Mahoney, Minson Henning Hansen and Dines, Trengrove and Marshall, Peter Beaven and Don Donnithorne. All these practices have been creative but most have also been conservative. The practices most at home in the city have based their best buildings on refined and simplified shapes and forms derived from Christchurch's 19th century Gothic and vernacular buildings.

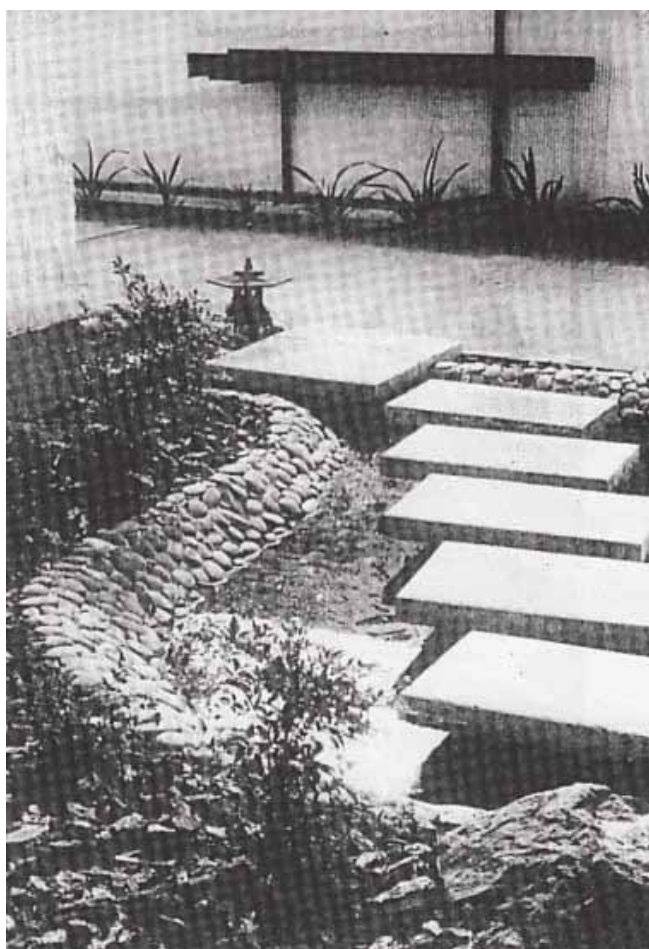


Figure 104. Galey Garden, Christchurch, an example of an early New Zealand modern garden. *Home and Building*, Sep/Oct. 1974.3

Landscape architecture has a long tradition in Christchurch. Many of those employed as ‘gardeners’ in the 19th century, by private homeowners as well as public bodies like the Domains Board, were in effect landscape architects. William Buxton, one of the country’s first significant landscape architects acknowledged as such (as opposed to gardener) was based in the city. Qualified landscape professionals from Canterbury College to work in the city included Edgar Taylor, one of the first people born in New Zealand to practice the profession. In the 1960s and 1970s, a national consultancy based at Lincoln College advised local bodies throughout Canterbury and the rest of New Zealand on landscaping matters.

Charles Challenger, employed at Lincoln College in the 1960s, established a national landscape consultancy and published about 30 landscape development reports on various projects. Challenger’s research from the mid 1970s on landscaping in Canterbury focused on the “nursery trade” and specifically on a group of nurserymen plying their trade from the 1850s to 1890s.

The first graduate students from a new degree course in landscape architecture at Lincoln College (then linked with Canterbury University) from late 1960s, included Michael Littlewood and Frank Boffa, who wrote in popular and professional magazines about the diverse modern landscaping projects they were being commissioned to design.

Newspapers

The Society of Intending Colonists decided, before they left England, that they would publish a newspaper in the settlement they were going out to found – a further manifestation of their determination to replicate English society in Canterbury. The first issue of the Lyttelton Times, a weekly edited by James Edward Fitzgerald, appeared on 11 January 1851. Though production of the paper was transferred to Christchurch in 1863, it retained its original name until 1929, when it became the Christchurch Times, just six years before its demise. In Christchurch it occupied a site that ran through from Cathedral Square to Gloucester Street.



Figure 105. The Press being unloaded at the Christchurch station for rail delivery. *Alexander Turnbull* 40900 ½ (press)

In 1861, Fitzgerald, finding the Lyttelton Times too supportive of his political rival, William Moorhouse, founded The Press, with runholder support. The paper first appeared on 25 May 1861. Initially weekly, it became a daily in 1863. It had its early offices on Cashel Street, but not long after rebuilding on that street it moved, in the early 20th century, to the city's finest example of commercial Gothic architecture, a building it still occupies on the eastern side of the Square. From 1865 to 1928 there was a Weekly Press, which was the leading New Zealand newspaper covering agriculture and racing. In 1894, the Weekly Press was the first New Zealand newspaper to start making regular and extensive use of half-tone reproductions of photographs.

The Press is now New Zealand's oldest surviving metropolitan newspaper. It is only recently that the North Canterbury runholding families who assisted with the founding of the

newspaper sold their interests in it. Over the years, the paper gained a reputation for conservatism. This dated from at least its being stridently anti-Grey in the 1870s and rabidly imperialist during the Boer War. Later it consistently supported the National Party. The paper has also been noted for its contribution to literature, a tradition which began with its publication of the early writings of Samuel Butler. The tradition was strengthened between 1919 and 1929 when the paper published work by leading writers of that decade. This continued through the 1930s. In 1941 the first poem by Whim Wham (the pen-name of noted poet Allen Curnow) appeared.

Christchurch was the scene of one of the most famous episodes in New Zealand's newspaper history – the six-year newspaper war of the 1930s. In 1914, a Christchurch newcomer, the Sun, introduced a new style of journalism into New Zealand newspaper publishing. Christchurch then had five daily newspapers. An attempt by the Sun to break into the Auckland market precipitated a war that ended with the demise of both the Sun and the Christchurch Times (then New Zealand's youngest and oldest daily papers respectively). From 1935 on The Press was Christchurch's only morning daily and the Star-Sun its only evening daily. The Star-Sun (later Star) built new premises on Kilmore Street in the 1950s, but later moved to a site on Tuam Street and became a bi-weekly give-away when the demand for an evening newspaper faded.

Chapter 25: The arts and culture ***Comment and recommendations***

General discussion

The goal of the Canterbury Association was that Christchurch become a centre of culture and learning. It acquired cultural organisations and institutions of learning – a museum, library, schools and university college – within two or three decades of the first settlers arriving. Although it had to wait until the 20th century for a municipal art gallery, the Canterbury Society of Arts was well established before the end of the 19th.

‘Serious’ theatre first came to Christchurch with touring companies, but local theatrical groups were soon also staging productions. The city’s musical traditions were also established strongly in the 19th century and were stronger for many years than its theatrical traditions. A strong choral tradition was a particular feature of Christchurch’s cultural life and today’s City Choir traces its lineage back to the 19th century.

Through the first half of the 20th century, amateur and volunteer groups kept the city’s theatrical and musical life flourishing. The College-associated Little Theatre and the Repertory Society ensured residents of Christchurch had ample opportunities for theatre-going. Professional or semi-professional groups – a theatre company, a symphony orchestra, a city choir and an opera company – became well-established through the second half of the 20th century. In the same period the establishment of the Christchurch School of Instrumental Music saw the foundations laid for the city’s musical traditions to remain strong. Touring artists and groups continued to come to Christchurch, but were relatively less important in the city’s overall cultural life than they were in the 19th and first half of the 20th centuries.

Band music – brass and pipe – has also had a strong and continuous presence in Christchurch since the 19th century. Brass bands were part of the city’s strong working class culture.

The city’s most important period as a centre of literary culture and of the visual arts was in the 1920s and 1930s, but both before and since those decades there were noted artists and writers working in Christchurch and active literary and artistic communities, the latter sustained in part by the School of Fine Arts at the university.

Relevant listings

The *Canterbury Museum* (one of the city’s oldest cultural institutions) is listed. So are the *former Canterbury Public Library buildings*, a group of several buildings of different ages. Other older library buildings listed are the *former Linwood library and the Woolston community library*.

The *present Theatre Royal* is listed, as is the *former Theatre Royal* on the opposite side of the street. From the 20th century, the *Repertory Theatre* is listed. A number of buildings which were converted to theatrical use after originally serving other uses, including the *Malthouse* (Canterbury Children’s Theatre) and *Woods Mill* (used by a local amateur theatre

group), have been listed. Four of the listed buildings which are now part of the Arts Centre have been or are now used as theatres: *the Great Hall* (student Drama Society productions), *the former Boys' High block* (location of the burned-out Little Theatre), *the electrical engineering building* (Southern Ballet) and *the hydraulics laboratory* (Court Theatre). *Trinity Congregational Church* was used as a theatre for several years immediately after its use as a church ceased.

The *Town Hall*, important since 1972 as a venue for theatrical and musical performances, has been listed.

The *Music Centre* (a former convent and its chapel, now home to the School of Instrumental Music and other musical groups) has been listed.

The two surviving inner city *band rotundas* – *Edmonds* on the riverbank and the *Bandsmen's Memorial* in Hagley Park – have both been listed.

For the visual arts, *the former Canterbury Society of Arts building* and *the former McDougall Art Gallery* have been listed. A further Arts Centre building, *the former College Library* (for several years the McDougall Annexe and still an exhibition space) has also been listed. Two *artists' residences*, of *Louise Henderson* on Papanui Road and of *John and William Menzies Gibb* on Worcester Street, have been listed.

Three buildings with literary connections have been listed: *the Ngaio Marsh home* and *Rise Cottage* (the home of Mary Ursula Bethell), both on Cashmere Hills and *the Pegasus Arms* (a house probably listed for its age rather than its literary associations which was, however, the long-time home of the Pegasus Press).

Both the surviving *buildings of the Press Company*, on Cashel Street and in the Square, have been listed. So have the *Star and Lyttelton Times buildings*, on the Square and Gloucester Street.

Further possible listings

Any surviving *older library buildings*, for example the buildings in St Albans and Beckenham, should probably be listed.

The *Caxton Press building* on Victoria Street should be considered for listing, because of its age and its being one of the few surviving older commercial buildings on its particular stretch of street and because of its long association with the Caxton Press.

Further *residences of artists, writers and other important figures in Christchurch's artistic and cultural life* could be considered for listing. Elsie Locke's cottage in the Avon Loop is an example of a possible listing in this category.

The *buildings in which landscape architects Tony Jackman and Frank Boffa practiced* from the 1960s could warrant listing because the practice had an immense influence on architecture, landscape architecture and planning in New Zealand and beyond.

Bibliographic note

Eldred-Grigg's *New History*, and the two recent general histories, Cookson and Dunstall, *Southern Capital*, and Rice, *Christchurch Changing*, are useful sources for the general history of the arts and culture in Christchurch. Vol. 2 of the three-volume Centennial history of the province has a special section on the topic.

There is material on many specific buildings connected with arts and culture in the city in section IV of the bibliography, Architecture. Brittenden, *A Dream Come True*, deals with the Town Hall and with previous venues. Strange's books on the Arts Centre and the Little Theatre both contain material on the performing arts in particular. Prior on Trethewey and Stocker on Gurnsey are useful for the history of sculpture in Christchurch.

There is an old but adequate history of the Press newspaper but no comparable works on other Christchurch newspapers.

The biographies listed in the bibliography on A.C. Barker, Ngaio Marsh and the Lovell-Smiths all touch on aspects of the city's artistic and cultural life.

The work of several of the city's prominent architectural practices is covered in the titles listed in the section of the bibliography on architecture, including such general titles on New Zealand architecture as Lloyd-Jenkins on houses.

Further research

The histories of a great number of important artistic and cultural institutions and organisations have yet to be written, but there is probably sufficient information in existing sources to identify and assess further buildings or places for possible listing.

Chapter 26: Popular entertainment

Vaudeville

Vaudeville was popular in Christchurch in the 19th and early years of the 20th centuries. The theatres which were used for 'serious' dramatic or musical performances – the Gaiety, Kings and the Theatre Royal both on Gloucester Street, His Majesty's Theatre, the Tuam Street Public Hall and others – were also used for vaudeville.

Through the years vaudeville was a dominant form of popular entertainment there were several 'pleasure gardens' established in Christchurch. Professor Bickerton's gardens in Wainoni were only the best-remembered of several such establishments.

Dance halls, billiard parlours and other popular venues

For many years public dance halls were popular places for young people to meet and socialise. Among the venues which people still remember were the Rendezvous on Stanmore Road, St John's on Peterborough Street, the Union Rowing Club on Oxford Terrace, the Winter Garden on Armagh Street and the Spencer Street hall in Addington. Earlier the Choral Hall in one corner of Latimer Square was also a popular dance hall. Dances were also held in working men's clubs, for example the Richmond club on Stanmore Road and Shirley club on Hills Road. Performers at these and other venues who are also remembered include the later nationally known Ray Columbus and Dinah Lee. The popularity of dance halls waned as cars became more popular (people previously biked into the inner city and parked their bikes in a bike garage) and as drunkenness and violence became more prevalent. Later in the 20th century, night clubs took the place of the old dance halls.

There were billiard rooms in the inner city from the 19th century, the equivalent, for younger males, of later electronic game arcades. Bridge and chess clubs were more sedate and attractive to an older crowd.

There was considerable overlap at different points among hotels and venues dedicated to just one or two activities, independently of drinking. Live music and billiard or pool rooms at pubs meant they supplanted some of the earlier, one-activity-specific venues

Movies and cinemas

The popularity of vaudeville waned as motion pictures emerged as the major form of popular entertainment. The 'kinematograph' was first demonstrated in Christchurch in 1896. Motion pictures were first shown commercially in the city in the Colosseum in 1908.



Figure 106. Cathedral Square, c. 1930. A typical Christchurch street scene, with trams, motorcars and the inevitable bicycles. The tower of the Crystal Palace cinema in the background remained a city landmark until the 1960s. Next door to the crystal palace was the Grand. Tanner Brothers photograph CM3742

The first purpose-built movie theatre in Christchurch was the Queens Theatre, opened in 1912. It was followed by the Grand (1913), Everybody's (1915) and the Strand (1917). A little later came the Liberty and the Crystal Palace. In the 1920s, the 'atmospheric' Regent Theatre was built in the Royal Exchange building on Cathedral Square. In the 1930s new theatres, among them examples of Christchurch's relatively few Art Deco buildings, were built – the Avon, the State and the Majestic – and some older theatres were remodelled, Everybody's becoming the Tivoli and the Strand becoming the Plaza. By this time almost all Christchurch's movie theatres were on or within one block of Cathedral Square. The only significant exceptions to this were the Majestic and, once it had been converted from a live to a movie theatre, the Odeon/St James (formerly the Tuam Street Public Hall).

Before and just after World War II, movie theatres were also built in the suburbs – in St Albans, Riccarton, Sydenham, Ilam, Spreydon and Sumner. One of the earliest suburban cinemas was built in New Brighton.

With the decline in movie-going associated with the introduction of television, many Christchurch cinemas closed down. The buildings were either demolished or converted to other uses. When movies revived in popularity, the audiences did not return to the few surviving older theatres, but to new multi-screen complexes. Two of these were on Moorhouse Avenue and were thus part of the shift southwards of retail and other activity in the inner city. Other multi-screen cinemas were built in suburban malls – at Hornby, Northlands and Shirley – and were part of the shift of retail and other activity outside the city centre entirely, although they had been preceded by the suburban movie theatres. Only one of these earlier suburban movie theatres, the Hollywood at Sumner, survived, partly by serving a local community distant from both the inner city or any of the new multiplexes in suburban malls and partly by concentrating on 'art' films.

Only the Regent, converted to a multi-screen cinema after a fire, remained of the old inner city movie theatres on Cathedral Square or in its immediate vicinity. A cinema established in an old gymnasium at the Arts Centre was, by the end of the 20th century, the only other true inner city movie theatre besides the Regent. It survived, like the Hollywood in Sumner, as an 'art' theatre.

Radio

In 1923, the Christchurch Radio Society, which had been founded in 1921, began broadcasting in Christchurch with station 3AC. In 1925, the Radio Broadcasting Company of New Zealand was floated in Christchurch and in 1926 began transmitting as station 3YA. In 1932, the stations of this company were taken over by the State. A building on Worcester Street was for many years the centre of State radio broadcasting in Christchurch. It had two steel transmission towers built on and alongside it which were Christchurch landmarks for 70 years.

Later Radio New Zealand based itself in a small modern building on Durham Street. The Sound Archive of Radio New Zealand is based in this building. The city's first private radio station, Radio Avon, began transmission in 1973.

Television

The first experimental television signals in New Zealand were sent as an experiment at Canterbury College in 1952. CHTV3 began transmitting in 1961 and television aerials began appearing on Christchurch houses. The most visible sign of the advent of television was the construction of a building and tall transmission tower on the summit of the Sugarloaf, one of the summits of the Port Hills overlooking Christchurch.

Some television production was undertaken in Christchurch and Television New Zealand for a time operated from a new high-rise building in the inner city. TV2 began service in the city in 1975 and TV3 in 1989.

Christchurch Television (CTV) and its various antecedents operated from small premises in different parts of town from about the 1970s on.

Chapter 26: Popular entertainment Comment and recommendations

General discussion

The most common form of public popular entertainment in 19th century Christchurch was vaudeville, staged in the city's several early theatres. The succession was then to movies, which were dominant through the 1920s to the 1950s. The advent of first radio and then, more especially, television moved an important part of popular entertainment into the home. But the closures of cinemas in the 1970s and 1980s were followed by a revival of movie-going, despite the emergence of video stores.

Another form of popular entertainment outside the home were dances at dance halls. There was a succession from these to night clubs in the second half of the 20th century. Some hotels became popular venues for live music. Chess, bridge and other cards clubs also brought people together for entertainment and amusement.

Relevant listings

The single older *movie theatre* still used for showing films, the *Regent*, has been listed (although its original theatre interior was destroyed by fire). Four other former cinema buildings now in other uses have also been listed: the *Odeon/St James*, the *Majestic*, the *Avon* and the *Mayfair/Cinerama* (façade only). The Odeon/St James also figured in the history of vaudeville in Christchurch. The *former Boys' High School and University gymnasium* which is now the Academy movie theatre has also been listed.

The *CTV building* on Gloucester Street, which also had an important place in the city's radio history, is the only building associated with radio or television which has been listed.

The listed *Cranmer Bridge Club* building is representative of the premises of a large number of small, semi-formal groups which were part of the network of entertainment organisations in Christchurch in the past.

The *former High Street post office* is now the city's leading 'art movie' video parlour, but its listing was probably on other grounds.

Further possible listings

The recently uncovered *façade of the former Tivoli movie theatre* should probably be listed. The possibility of listing any surviving *suburban movie theatre buildings*, such as the buildings at the Ilam, New Brighton and Edgeware shops, and the Hollywood in Sumner, still in use as a movie theatre, should be considered.

There may be buildings or other *structures associated with radio and television* which should be considered for listing.

Any buildings comparable with the Cranmer Bridge Club which can be identified as *the premises of long-lasting clubs* should also be considered for listing

Bibliographic note

What information there is readily available on forms of popular entertainment in Christchurch is in the general histories already cited for other sections of this report: Eldred-Grigg's *New History*, Cookson and Dunstall, *Southern Capital*, Rice, *Christchurch Changing* and the older three-volume provincial centennial history.

The Cranmer Bridge Club building is the subject of no. 4 of the City Council's *Architectural Heritage* series.

The Federation of University Women's *Round the Square* is an important source for the many movie theatres that were once on the Square.

A manuscript study on the history of all movie theatres in Christchurch, by Hugh Taylor, is an indispensable source on the topic. (This is not published in any meaningful sense so is not listed in the bibliography but is available from the author.)

Burdon's biography of Bickerton is a source on pleasure gardens. A more modern discussion on Bickerton and his pleasure garden is in Baker's book about Wainoni.

Further research

There are still large gaps in knowledge about many forms of popular entertainment in Christchurch from the 19th century on. Until these gaps are filled, many buildings that should possibly be listed to ensure this topic is properly represented in the listings will be hard to identify.

THEME VII: LIFE IN THE CITY II

Chapter 27: Sport and recreation

Christchurch's sporting tradition

Christchurch was founded just as sports in Britain were becoming better organised, with formal rules and teams of set sizes. Christchurch's 'gentry' saw sport as an essential aspect of civilised city life and sporting events were staged in Christchurch from the earliest years of settlement. The first anniversary of the founding of the Canterbury Settlement was celebrated at the end of 1851 by a sports meeting in North Hagley Park. 'Mainstream' English team and other sports quickly became established in Christchurch.

Christchurch in the national sporting scene

Christchurch's strong sporting traditions are reflected in the establishment of a number of national administrative bodies for different sports in the city. They included amateur athletics (1887), cricket (1894), boxing and hockey (both in 1902) and ladies' hockey (1908). Christchurch was also for many years the most important city nationally for sports journalism, especially following the 1891 merger of the *New Zealand Referee* (founded in 1884) with the *Weekly Press*.

Christchurch has hosted international teams in various sports from the late 19th century on. The most significant international sporting event held in the city was the 1974 Commonwealth Games.

Amateur players and volunteers

Through most of the history of sporting activities in Christchurch, those taking part competed as amateurs. Professionalism did not become a feature of major codes until the later 20th century. Even this change did not alter the sporting scene in Christchurch to the extent that the attention paid to the change might suggest. The great majority of players in Christchurch remain amateurs, participating in sports as a leisure pursuit.

Like other activities in Christchurch life, many sports flourish only because of an enormous input of time and effort by volunteers. Many sporting organisations depend almost entirely on voluntary effort – from fundraising to umpiring to administration – of, especially, parents whose children are taking part in those sports.

Sports clubs and other organisations have also been a focus of social activity for many people through the arrangement of various functions, especially Saturday afternoon or evening after-match get-togethers. Marriages resulting from meetings through sports organisations were not uncommon.

Sports grounds

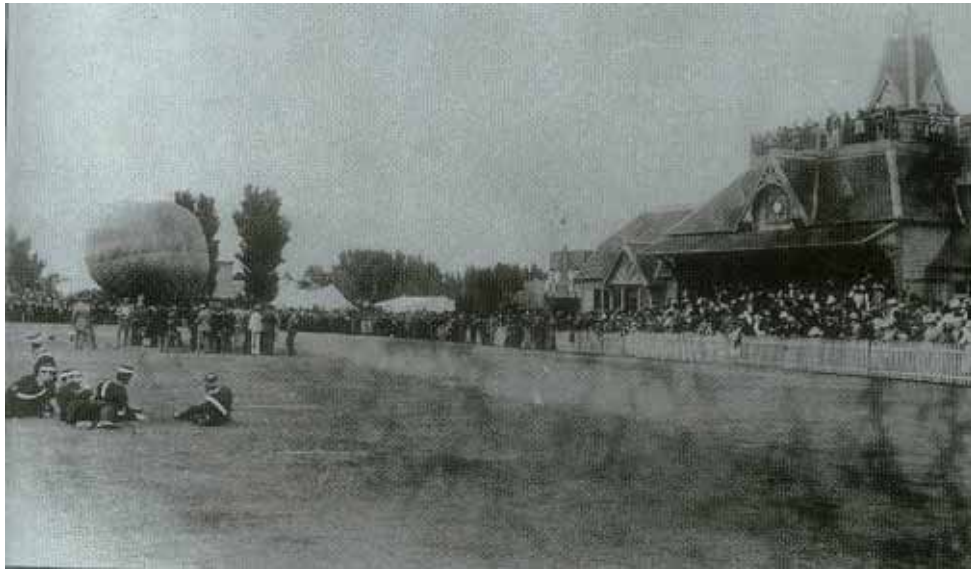


Figure 107. An air balloon taking off from Lancaster Park. The occasion was a demonstration by an adventurer (3 November 1899), Captain Lorraine, who sadly perished when his balloon was blown out to sea. Canterbury Public Library 48 (Pioneer Amateur Sports Club)

Hagley Park and Latimer and Cranmer Squares were the main sports grounds in early Christchurch. This use of these public areas was formalised by a Provincial Government Reserves Ordinance in 1854. Central government provisions for land for hospitals, churches, recreation and other purposes also influenced the development of parks and reserves in the city as sportsgrounds from the 1850s on. Latimer and Cranmer Squares subsequently ceased to be used as grounds for organised team sports, but a number of different sports are still played on parts of Hagley Park.



Figure 108. Cricket at Lancaster Park, 1895: Canterbury playing New South Wales. Beyond is the railway crossing on Wilsons road, with a cluster of houses marking the intersection of Opawa and Shakespeare Roads. Waltham and Opawa were then hell wooded and desirable suburbs. Kinsey collection, CM 8912

The need for a private ground for which an entry charge could be made led to the establishment in 1881 of Lancaster Park. For the first 20 years of its life, Lancaster Park was the venue for many sports and sporting events, including rugby football, cricket, tennis and swimming. It eventually became a ground shared by rugby (winter) and cricket (summer). A number of stands of different vintages and an open embankment surrounded the ground until the late 20th century when a comprehensive redevelopment was associated with a 1998 change of name to Jade Stadium (though to many it has remained Lancaster Park). The park/stadium is the pre-eminent site in Christchurch which illustrates the importance of spectator sports in the city's life.

Other sports gradually acquired their own 'dedicated' grounds. The 1920s saw a marked increase in these grounds devoted to specific sports. They included English Park (in St Albans, cycling and then soccer), Monica Park, Rugby Park (in St Albans, rugby), Wilding Park (in Richmond, tennis), Porritt Park (hockey, which before about 1970 was based at Williamson Park) and Denton Park (in Hornby, cycling)

Public parks have also been used extensively for playing sport – particularly by children playing in school and club competitions. By 1914, the City Council controlled nine public parks totalling 756 acres (of which 495 acres were Hagley Park). The public park system expanded greatly in the 1920s and 1930s. By 1939 there were 13 more parks and the total area of parks had risen to 925 acres.

The city's main athletics track after 1974 was at Queen Elizabeth II Park. This had been the New Brighton Trotting Club course. It was renamed in 1963 after the City Council had taken it over, on the occasion of a visit to Christchurch by Queen Elizabeth. After it had been chosen as the venue for the 1974 Commonwealth Games a stadium and pool were built.

The Pioneer indoor sports stadium was built in Spreydon after the City Council had acquired the central city property of the Pioneer Sports Club as part of the site for the new library.

The latest indoor sport facility in the city is the Westpac sports and entertainment centre, opened in 1998 on a site next to the Addington trotting ground.

Cricket



Figure 109. Many a good innings was made at Lancaster Park, photographed here in 1883. The old No 1 stand served many seasons until it was demolished in the late 1950s

A cricket club was formed in Christchurch as early as June 1851 and cricket was played at the sports held in North Hagley Park on 16 December 1851 to mark the first anniversary of settlement. By 1862, the Christchurch and Albion cricket clubs were established on Hagley Park and Latimer Square respectively. The pavilion on the Oval in South Hagley Park is the city's oldest surviving sporting structure. By 1877 there were enough cricket clubs playing in the city for the Canterbury Cricket Council to be formed. As the dominant male summer team sport, cricket came to share the city's leading sports ground, Lancaster Park, with rugby football.

Rugby football

Something like rugby was apparently first played in Christchurch by Christ's College pupils in the 1850s and there is still a rugby field at the rear of its Rolleston Avenue site. The Christchurch Football Club was founded in 1863 and the Woolston Club in 1872. There were visits of teams from Auckland in 1875 and Dunedin in 1877. The Canterbury Rugby Football Union was formed in 1879. The sport was played on Cranmer and Latimer Squares till Lancaster Park was established in 1882. The first rugby test played by a New Zealand team on home soil was an 1894 game versus New South Wales played at Lancaster Park. The clubrooms of various rugby clubs became quite large structures in the 20th century and were important as social venues. Several stand on public parks which are used as rugby fields in the winter.

The formation of the Marist rugby club is of particular social interest because it reflected both anti-Catholic prejudice in the city and the wish of Catholics themselves to maintain a separate culture.

The place of Lancaster Park in the 20th century life of the city was largely determined by the very large crowds drawn to the Park for rugby tests. A 1930 All Blacks v. Britain game attracted 30,000. The largest crowds ever in relation to the total population of Christchurch were 1959 and 1961 crowds of more than 57,000. In the later 20th century there was a decline in spectator numbers, corresponding with the advent of television and the lessening dominance of rugby in the city's sporting life. Between 1987 and 1997, the teams in the Christchurch senior rugby competition fell from 16 to nine.

Tennis

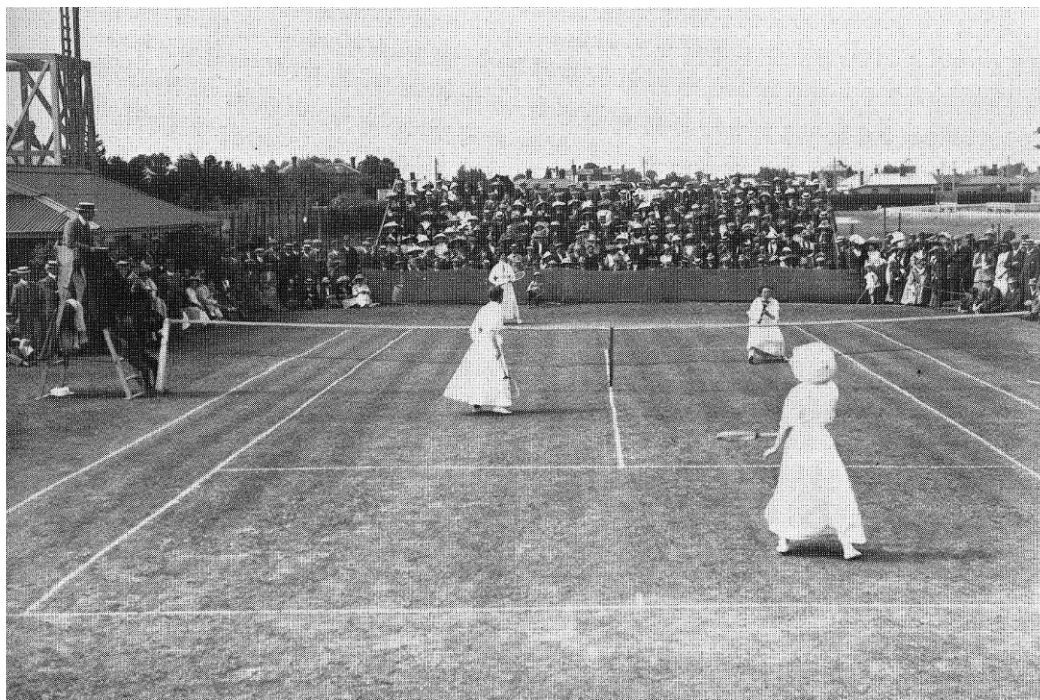


Figure 110. It's all action at a Lancaster Park tennis tournament in 1912, in spite of the players' voluminous whites. *Coates K, p67*

A lawn tennis club, with courts on Cranmer Square, was established in 1881. Five years later there were at least eight clubs in Christchurch. Tennis was played at Lancaster Park from the time the ground was established in 1881. The 1911 Australasian defence of the Davis Cup was played at Lancaster Park. Subsequently, the focus of Christchurch tennis shifted to Wilding Park, named after the city's leading tennis player who was killed in World War I. Club tennis courts were built generally in public parks. There were tennis courts in Hagley Park where the United Club was, and still is, based. One of the strongest clubs had its courts at and took its name from Elmwood Park.

In the late 19th and early 20th centuries, many larger homes of wealthier people had private tennis courts and the sport had for many years in Christchurch distinctly upper-class connotations.

So did another racquet sport, squash. The earliest squash courts in the city appear to have been at the Christchurch and Canterbury Clubs and at Christ's College, all 'upper-class' institutions.

Croquet and bowls

Croquet was played on the lawns of the grander homes of Christchurch in the 19th century. Lawn bowls became more common as a club sport and from the 1880s greens were established at many places throughout the city – in both the inner city and the suburbs. There was a strong association between working men's and bowling clubs. Croquet was somewhat slower to become established as a club game. The Canterbury Croquet Association was not formed until 1910.

Golf

The first golf course was established in Christchurch on Hagley Park in 1873, after the Christchurch Golf Club had been formed. Subsequently golf links were established at many places on the outskirts of the city. There is still a nine-hole course on North Hagley Park. Some of the pavilions of the golf clubs, notably the pavilion at Shirley, are among the more important sport-related buildings in Christchurch.

And a host of other minor sports

Many sports have been played in the city, without gaining much space in the written historical record, partly because they were played by relatively few numbers, partly because some flourished at particular times but faded at others, and some simply because the histories of the sports in Christchurch have not yet been 'written up'. Netball, for example, judging by the area of its courts in South Hagley Park and the size of its modern pavilion beside those courts, deserves greater prominence in the history of sport in Christchurch than it has received. Cross-country running has involved numbers of sports people and the Takahe to Akaroa run has been an important event.

Marching was often sponsored by industrial concerns like Skellerups, the Kaiapoi Woollen Company and Lane Walker Rudkin which wanted their workers to engage in activities together to promote morale and the identification of workers with their employers. (There is a close parallel with the sponsorship of brass bands by various manufacturing concerns.)

In past years archery was popular and one lawn in the botanic gardens is still referred to as the Archery Lawn.

Athletics

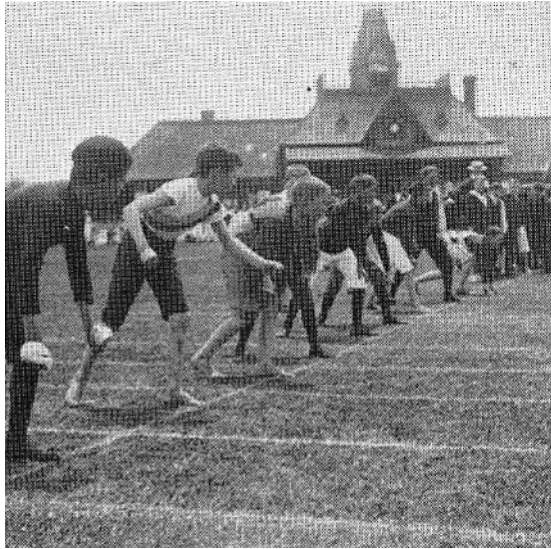


Figure 111. Schoolboys in knickerbockers all set to go in a race at Lancaster Park.

Coates K, p69

Foot races held at the sports in North Hagley Park on 16 December 1851 probably marked the birth of athletics in Christchurch. After 1881, Lancaster Park was the principal venue for athletics meetings. In the 20th century, Rugby Park was also used for athletic meetings.

When Christchurch staged the Commonwealth Games in 1974, the city acquired a new stadium that became the centre for athletics in Christchurch at Queen Elizabeth Park.

Cycling

Cycling has its greatest importance in Christchurch's history as a mode of transport, but the flat terrain also meant cycling was a popular sport. The first velocipede race was held in 1869, from Latimer Square to the railway station and back. Racing on tracks and on roads were both common from the late 19th century on. In 1879 the Pioneer Bicycle and Amateur Athletic Club was formed, followed shortly afterwards by the Touring Cycling Club. The Atalanta Cycling Club, formed in 1892, was the country's first women's cycling club.

There was a championship cycle meet in Hagley Park in 1880, the year after the Pioneer Club was formed. The Pioneer Club eventually acquired premises in central Christchurch and its name is perpetuated in Pioneer Stadium. From 1885, cycling was one of the sports which found a home at Lancaster Park, where there was a formed cycling track. Subsequently a cycle racing track was built at Denton Park in Hornby.

Cycling was also a popular recreational pursuit and for a time the city had a bicycle band (formed in 1895) whose members played their instruments while also riding their bicycles in formation.

Rowing

Rowing was included in a regatta held (to mark Queen Victoria's 32nd birthday) at Lyttelton as early as 24 May 1851. Lyttelton regattas were important as spectator events for Christchurch residents from 1862. They drew even larger crowds after the Lyttelton rail tunnel was opened in 1867.

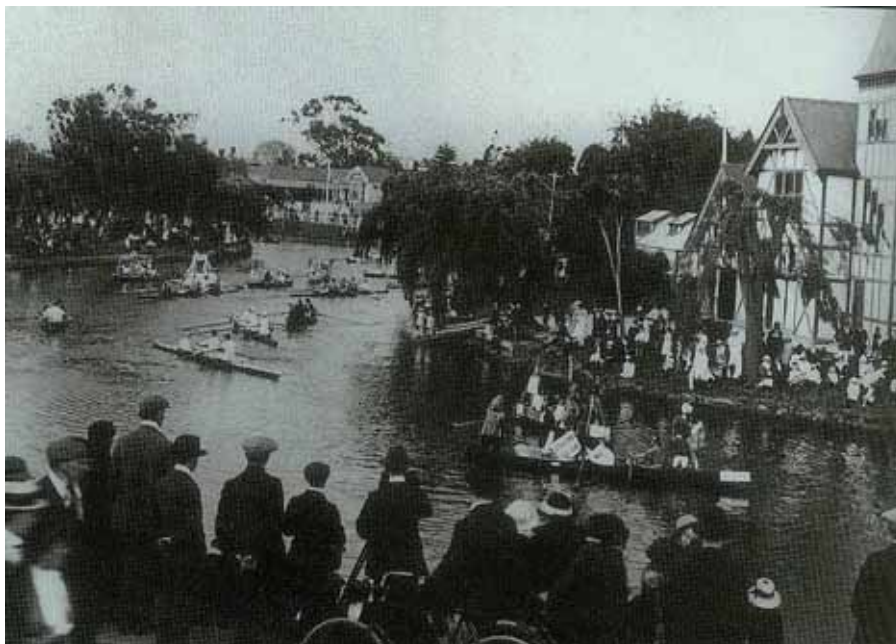


Figure 112. Spectators watching a rowing regatta proceeding opposite from the Canterbury Club's Boatshed, 1894. Alexander Trunbull Library 60716 1/2

The Avon River provided an opportunity for rowing to become established in Christchurch. The Canterbury Rowing Club was formed in 1861. The Union Club was formed in 1864, its members drawn largely from among the men working on the Christchurch to Lyttelton railway. The later Trades Rowing Club was eventually renamed Avon. The clubs all built wooden boat sheds on the banks of the Avon in the vicinity of the Fitzgerald Avenue bridge.



Figure 113. Opening of the season at the Canterbury Rowing Club, 1893; view north from Ward's Brewery, on the corner of Kilmore Street and Fitzgerald Avenue. Beyond are the boathouses of the Avon and Union clubs. Rowing and cycling were among Christchurch's most popular sports in the 1890s.
Hayword collection, CM2358

(Christ's College later built a concrete boathouse in the same area.) The boat sheds, including the impressive Canterbury Club shed, have all disappeared.

The reaches of the river at the Fitzgerald Avenue bridge remained the city's main rowing course until Kerrs Reach was formed on the lower Avon in 1950, in time for the Canterbury centennial games. (A meander was cut off and a stretch of river dredged and widened to form the course.) The clubs built new clubhouses by the new course in the 1950s.

The Avon has also been used since the 19th century for recreational, pleasure boating. The Antigua Street boat sheds, which date from 1882, are the only surviving sheds of the several on the banks of the Avon between the Botanic Gardens and Barbadoes Street. Pleasure boating, especially in recent years past the Botanic Gardens upstream from the Antigua Street boatsheds, has been a constant delight to Christchurch residents. Punting, mainly as a service to tourists, is a relatively recent introduction to stretches of the river through the inner city.

Swimming and swimming pools

The Avon and Heathcote Rivers provided early opportunities for recreational swimming. The City Council formed a pool in the Avon in 1877. Nude bathing by men and boys at some swimming holes caused concern among more respectable citizens.

An early swimming pool was built in the 1860s at Kohler's Pleasure Ground on Lincoln Road (see below). The Christchurch Amateur Swimming Club, the first in New Zealand, was formed in 1880. A pool built at Lancaster Park in 1894 was relatively short-lived.

In the central city, indoor tepid baths, with a large swimming pool part of the facilities, were constructed on Manchester Street in the early 20th century. They opened in 1908. They were heated for some years from the nearby rubbish destructor. They continued in use until 1947.

A new swimming pool was planned to mark the national centennial in 1940, but the Centennial Pool was not constructed until after the Second World War. It was an important public pool through the second half of the century and was substantially remodelled for continued use late in the century.

Swimming pools were built in a number of public parks or in suburban locations through the 20th century. They included pools at St Albans, Sockburn, Halswell, Papanui, Ilam (in Jellie Park, 1960) and Waltham (1967). Some of these pools were 'inherited' by the city when local governments were amalgamated in 1989. Some school swimming pools (for example Elmwood) were made available for public use at specified hours.

Horse racing

Horse racing has been an important spectator sport in Christchurch again almost since the city was founded. Horse racing (like so many other sports) dates its Christchurch origins from the 16 December 1851 sports meeting held on North Hagley Park. The Canterbury Jockey Club, founded in 1854, had leased land in Riccarton by 1855 and by 1864 built a stone grandstand, the first of many structures at its course. Cup Day at Riccarton became one of the key social and sporting events in the city's calendar. As early as 1875 crowds of up to 10,000 were arriving at the course by road or rail. There was later also a tram link to the city.

Trotting apparently began in the 1860s or 1870s at various venues, including after 1881 Lancaster Park. The Canterbury Trotting Club was founded in 1888 and established its course at Addington, which became the city's main trotting course, with substantial grandstands and other structures. The New Brighton Trotting Club ceased holding meetings at its course in the early 1960s.

Motor racing



Figure 114. Starter fires his gun for a motor race at Addington race course, 1905. *Canterbury Museum12393 (Bishop collection).*

In the 20th century, motor racing became a popular spectator sport. Speedways were built at English Park in St Albans in 1928, then later at Aranui and Woodford Glen.

For many years, from 1949, the Lady Wigram International Grand Prix was staged at Wigram Aerodrome. For several decades it was New Zealand's premier motor racing event.

The seaside

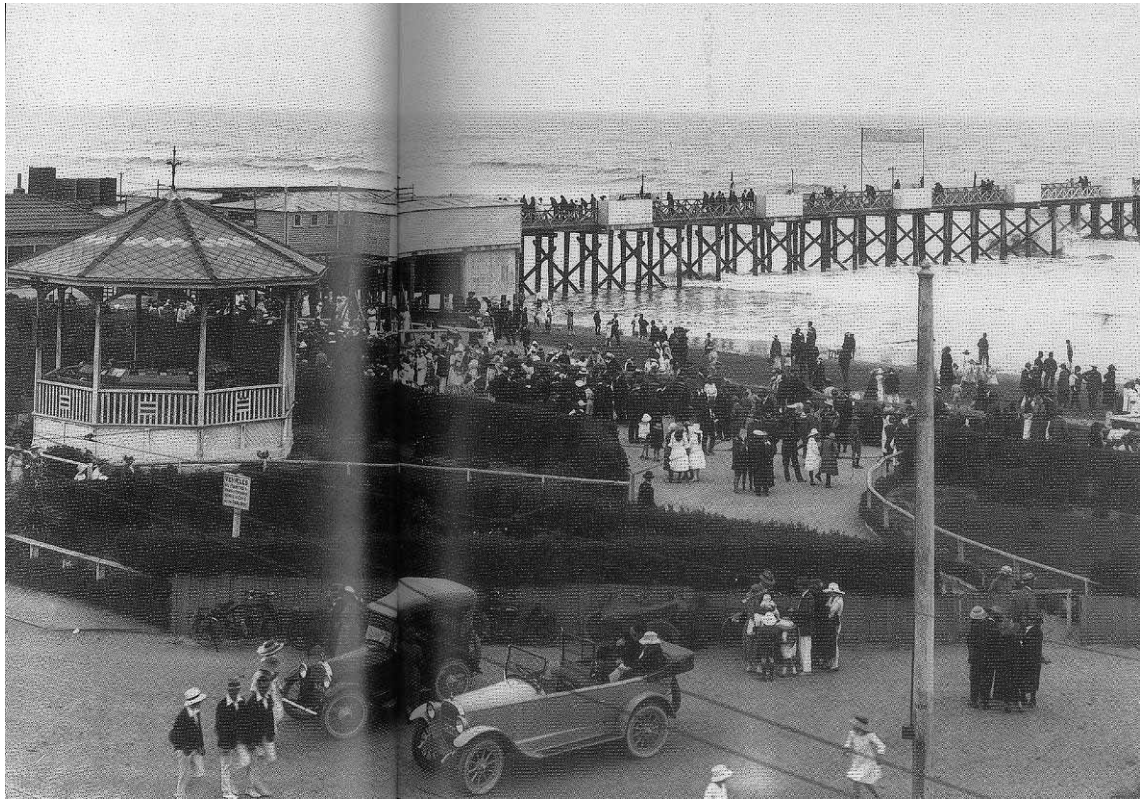


Figure 115. New Brighton, 1930. Alexander Turnbull 47402 1/2 (S.C. Smith).

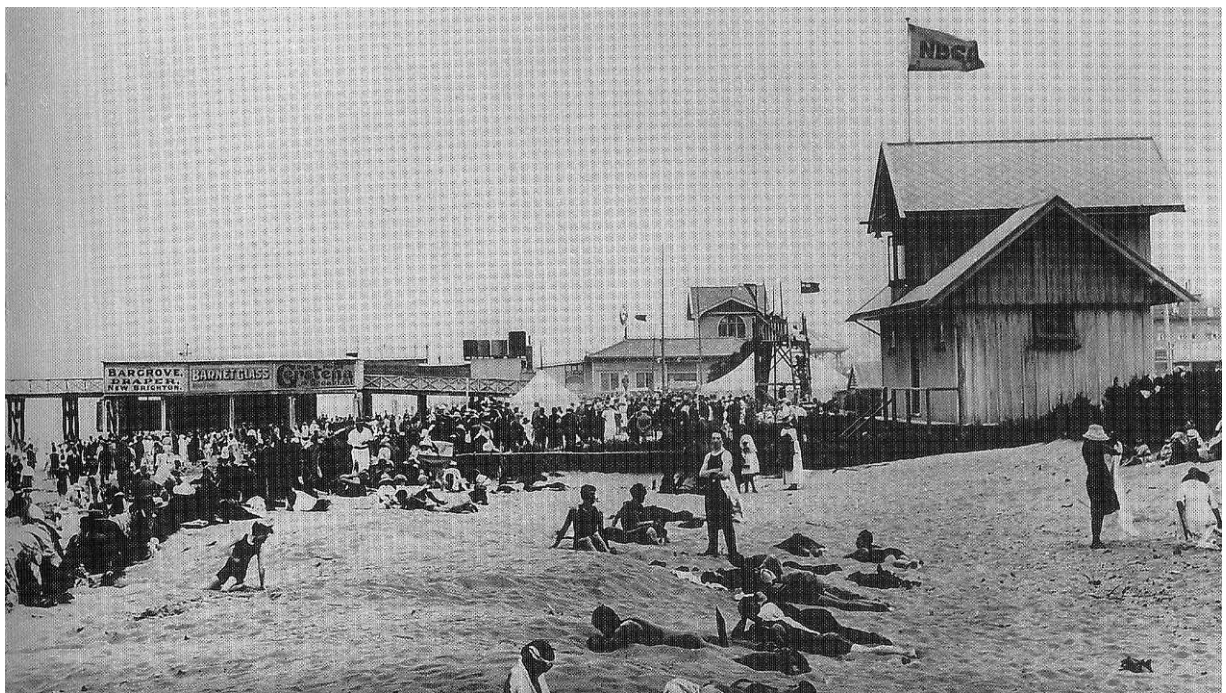


Figure 116. 'Having a Sun Bath', New Brighton Beach, c. 1920. S. C. Smith photograph, CM 6160

Beaches at Sumner and New Brighton afforded Christchurch residents opportunities for recreational sea bathing. Each vied for the title of the Riviera of Christchurch. At the bathing beaches of both suburbs surf-lifesaving clubs were formed and built pavilions. The New Brighton surf club, founded in 1910, was the first such club in New Zealand. The other structures associated with sea bathing have been changing sheds.

Both Sumner and New Brighton had a number of cafes and other places to take tea and both, although they were only day-trip distance from town, especially after they were connected to the central city by tram, had places to stay – guest houses as well as hotels. These seaside places to stay form a sub-group of the hotels discussed in a previous chapter. Both suburbs also had band rotundas.



Figure 117. The beach at Sumner near Cave Rock over the summer period. *Johnson D, p82-83, Christchurch Star.*

Both seaside suburbs were interesting socially for having strong resident communities while also drawing large number of day-trippers from the city and providing some city-dwellers with places to stay. North Brighton and North Beach both also provided sites for baches, when families tended to holiday closer to home than they did in later years when roads were better and car ownership more common.

There were also significant bach settlements (some within the city's present boundaries, others just beyond it) at Spencerville, Kainga, Stewarts Gully and Taylor's Mistake. (The Taylor's Mistake baches are mentioned again just below.)

Even those not able to afford baches of their own resorted to seaside parks to picnic or camp. This was the role of the Rawhiti Domain in North Brighton and the South New Brighton Park where what was known as 'Pleasant Point' was a popular picnicking and boating place for many years.

New Brighton matched Sumner's natural attraction, Cave Rock, with piers. The first wooden pier was built in the 19th century and demolished in the 1960s. The replacement concrete pier was built towards the century's end, with a well-used new library of striking design at its

base. At the Scarborough end of Sumner, enclosed sea-water baths were built in the 1880s, but had a short life. Hot sea-water baths were also available by the small Sumner pier for some years.

Road access over the Scarborough hill to Taylor's Mistake was completed in 1915. This also became a popular bathing beach and had life-saving club pavilions. Before the road was built, from the 1890s on, adventuresome Christchurch people began building 'cave' baches right on the Taylor's Mistake foreshore. These baches later became a contentious preservation issue. Some survive.

Pleasure grounds

In the 19th and early 20th centuries there were a number of privately run pleasure gardens offering a variety of attractions. Among the earliest of these 'pleasure gardens', as they were known, were Kohler's on Lincoln Road, built in the 1860s. The most famous of these pleasure gardens were those established at Wainoni by Professor Bickerton after his controversial dismissal from the staff of Canterbury College in 1902. (Bickerton had previously established an experiment community at Wainoni. Subsequently, the Chippenham community on Browns Road was one of the longest-lasting of New Zealand's communal living arrangements.) Bligh's Garden on Union Street in New Brighton was also a popular picnic spot.

Other minor urban recreational pursuits and activities

Roller skating was popular in Christchurch from the 19th century (the first rink was built in 1867) through into the middle of the 20th. The Colosseum (on the site of New Regent Street) was used as a roller skating rink for some years. In the 1950s, the city's last roller skating rink was on Kilmore Street. The paved paths of North Hagley Park are now the most usual place to see people on roller-skates which can be hired at the Armagh Street bridge.

An ice-skating rink was built on Centaurus Road in the 20th century. It was eventually replaced by a new rink on Brougham Street.

Model yachts have been sailed on Victoria Lake since it was formed in the 1890s, just prior to the 1906-07 Exhibition on North Hagley Park.

Indoor cricket enjoyed a brief vogue in Christchurch the 1970s and 1980s.

The first City to Surf run was held in 1975, at about the time jogging and running became popular ways of keeping fit, with Hagley Park a popular location because of its proximity to the central city. The cycle tracks in Hagley Park are laid out mainly to suit people commuting or making purposeful journeys by bicycle but are also used for informal recreation.

Mountain biking became popular in the later 20th century, with designated tracks being formed on the Port Hills.

Mountaineering and tramping

Christchurch has been an important centre of mountaineering, largely because of the vigour of the Canterbury Mountaineering Club, founded in the late 1920s. It had its base in town for many years at the Pioneer Sports Club on Oxford Terrace before transferring to the new Pioneer Stadium when the old building was acquired by the City Council for part of the site of the new library. There is also a Canterbury section of the New Zealand Alpine Club based in Christchurch and the national headquarters of the Alpine Club was recently transferred to a new permanent headquarters in the city. Several tramping clubs, including a Christchurch Tramping Club and one attached to the University, have long histories in the city.

The city's easy access to Banks Peninsula and the Southern Alps have helped make tramping and climbing relatively popular sports in Christchurch. The Port Hills have been used regularly, and for a long time, for rambling and many Christchurch people keen on tramping made a natural progression, as they grew up, from the Port Hills, to Banks Peninsula to the Southern Alps. The Youth Hostel movement in New Zealand was initiated by Christchurch people (some also active in the Sunlight League) keen to provide places to stay for walkers and trampers on Banks Peninsula.

Rock climbing first became popular on the crags of the Port Hills between the wars. After World War II, Castle Rock and Rapaki Rock became the most popular crags for rock climbing. Later routes were developed on other crags. An indoor climbing wall was built at the YMCA on Hereford Street, which meant sport climbing was added to the long list of competitive sports in Christchurch. Later a second, commercial, wall was built.

The scouting and guiding movements both played a role in promoting and providing opportunities for outdoor recreation and many young Christchurch people gained their first experiences of living under canvas at scout and guide camps.

Skiing

The relatively easy access from the city to the Southern Alps and high foothill ranges, snow-covered in winter, has also given Christchurch a more important place in the history of skiing in New Zealand than any other large town or city except, in recent years, Queenstown. The Coberger family was influential over three generations, at Arthur's Pass and in Christchurch, in first establishing and then promoting the popularity of skiing. Temple Basin, one of the country's earliest ski-fields, was the home of both the Christchurch and the University ski clubs. Development of the Mount Cheeseman ski-field in the Craigeburns began in 1929.

From the period immediately following World War II, Christchurch-based ski clubs developed further ski fields along the Craigeburn Range. These fields included Broken River and Mount Olympus. The Lake Ida skating rink, on the western side of the range developed in the same period.

Two commercial ski fields, Porter Heights on the Craigeburn Range and, more importantly, Mount Hutt on a high foothill range, developed later than the club fields but became better equipped and more important to the city economically than the older club fields.

Angling and hunting

The Avon and Heathcote Rivers have afforded opportunities for angling. In more recent years, the opportunities have been confined to children, but adults fished the rivers in the past, and in earlier years took out much larger fish (usually trout) than could be caught later. Hunting within the city's present boundaries has been more or less confined to shooting rabbits and hares on the Port Hills and Waimakariri riverbed.

Introductions of fish and bird game species were haphazard in the 1850s. In 1864 a Horticultural and Acclimatisation Society was formed and granted use of an area of Hagley Park adjoining the Hospital and Botanic Gardens. (The Society split into two separate parts two years later.) From the Acclimatisation Society grounds came most of the species that made angling and hunting possible in areas of Canterbury outside the city. The species raised by the Acclimatisation Society for sporting purposes included trout and salmon, various game birds and deer. Christchurch duck-shooters have enjoyed the proximity of Te Waihora/Lake Ellesmere, one of the country's main water bird habitats, to the city. Other species of birds and animals which did not have sporting uses and also a number of plants, including tree species, were introduced to Canterbury through the Acclimatisation Society grounds.

For a time the grounds also attracted visitors as a small zoo and so functioned much like some of the private pleasure gardens in the 19th and early 20th century city. In 1930, the Acclimatisation Society moved to Greenpark and its former grounds reverted to being park land.

Chapter 27: Sport and recreation

Comment and recommendations

General discussion

Sport has been an important part of Christchurch life from the city's earliest days. This reflected the settlement's English inheritance and until the end of the 20th century the major sporting codes and pursuits in the city were adopted from England. This was a situation typical of many colonial settlements, elsewhere in New Zealand and in the other British settlement colonies. Until the end of the 19th century, Christchurch led the country in sporting developments and administration, a role it only lost when the North Island's population surged ahead of the South's through the 20th century. The important and ongoing emphasis on amateurism and of volunteers in running sports organisations also reflected 19th century English attitudes to sport.

The city's first sports grounds were the originally planned open spaces – Hagley Park and Cranmer and Latimer Squares. Hagley Park has remained important in the city's sporting life ever since. Lancaster Park was founded in the 1880s because it was not possible to charge for admission to public parks. It has ever since played a role in the city's sporting life different from but equally as important as that of Hagley Park. Other parks and grounds were established as the city spread following each of those different 'models' – playing fields on public parks and grounds devoted to just one or two sports, often with grandstands, for which admission could be charged.

The dominant sports – rugby, cricket, tennis, athletics and others – had different individual histories but all remained pre-eminent until a more diverse sporting scene emerged in the second half of the 20th century. In that period, some sports which had been previously minor became more popular while others became newly established. The Avon River ensured rowing would be a major sport in Christchurch. Rowing remained based close to the inner city until the post-World War II shift to the river's lower reaches. Swimming began in the rivers, but by the end of the 19th century, the first swimming pools had been built. Many more were built through the 20th century.

Horse racing was a major spectator sport from the 1850s on. Two main courses emerged, with other secondary courses eventually being closed.

For informal recreation, as opposed to organised sports, residents of Christchurch have taken advantage of the proximity of beaches and the Port Hills and the access, which became easier from the time the Midland Railway reached Arthur's Pass, to the Southern Alps. Christchurch has a more important history of involvement with mountaineering, tramping and skiing than any other larger New Zealand town or city.

Relevant listings

There are several current listings related to the place of sport in the city's life, but the listings appear to be haphazard and do not reflect the full range of sporting activity.

Of the actual grounds and parks used for sport only *Elmwood Park* and *Cranmer and Latimer Squares* have been listed.

The *Hagley Oval cricket pavilion* and the *war memorial gates at Lancaster Park/Jade Stadium* are the only structures associated with the city's two most important sports grounds to be listed.

The *Antigua boat sheds* are the only structure associated with sporting or recreational use of the Avon to be listed.

Horse-racing is represented in the current listings by the *Canterbury Jockey Club building*, Oxford Terrace, the *1902-03 grandstand and the tea-house at Riccarton Racecourse* and nearby *Chokebore Lodge*.

Two miscellaneous listings with sporting or recreational associations are the *Canterbury Club squash courts* and the *former Boys' High School/University gymnasium* at the Arts Centre (now the Academy Cinema).

Two old houses owned by the Girl Guide movement, which played a role in promoting outdoor recreation, have been listed: *Cracroft House*, Cashmere, and the *Girl Guide headquarters*, Armagh Street.

Further possible listings

The current listings provide very inconsistent coverage of places and buildings and other structures which tell the stories of sport and recreation in the city. Many individual sports are not represented at all in the listings, and there is very poor representation of grounds and parks on which sports were played. There are, for example, no listings concerning rowing (as opposed to recreational boating). The same statement could be made about a host of sports, some of them important ones.

Examples of the sort of specific buildings or structures which could be considered for listing include Queen Elizabeth II Park, the Shirley Golf Club pavilion, the surf club pavilions at Sumner and New Brighton, Wilding Park, any surviving buildings or structures relating to competitive rowing on the Avon and so on.

It would be difficult to make many further specific recommendations about possible listings until the research detailed below has been completed.

Bibliographic note

There are passing references to sporting activities in general and to specific sports or grounds in the titles listed under both I, II and III in the bibliography and also in the school histories listed under VIII. A chapter in Cookson and Dunstall, *Southern Capital*, provides the best general introduction to sport in Christchurch. Cant on the 1974 Commonwealth Games, Slatter on Lancaster Park and Saunders on rugby in Canterbury to 1979 are useful sources but on rather limited subjects.

Further research

There is probably much information in a large number of published works – books, booklets and pamphlets – put out by different sporting clubs about sporting activity in the city. Summarising and collating this dispersed information is a necessary preliminary step to identifying places and structures which could possibly be listed. Information in these sources is also probably sufficient for assessment and evaluation of the places and structures. Considerable ‘field work’ will probably be necessary to establish exactly which structures, including buildings, actually remain.

The historical information in the files of the city’s Parks and Reserves unit would be the starting point for considering new listings of areas of land that have figured importantly in the city’s sporting history and also possibly buildings and other structures.

Chapter 28: Health, hospitals and related institutions

Christchurch Hospital

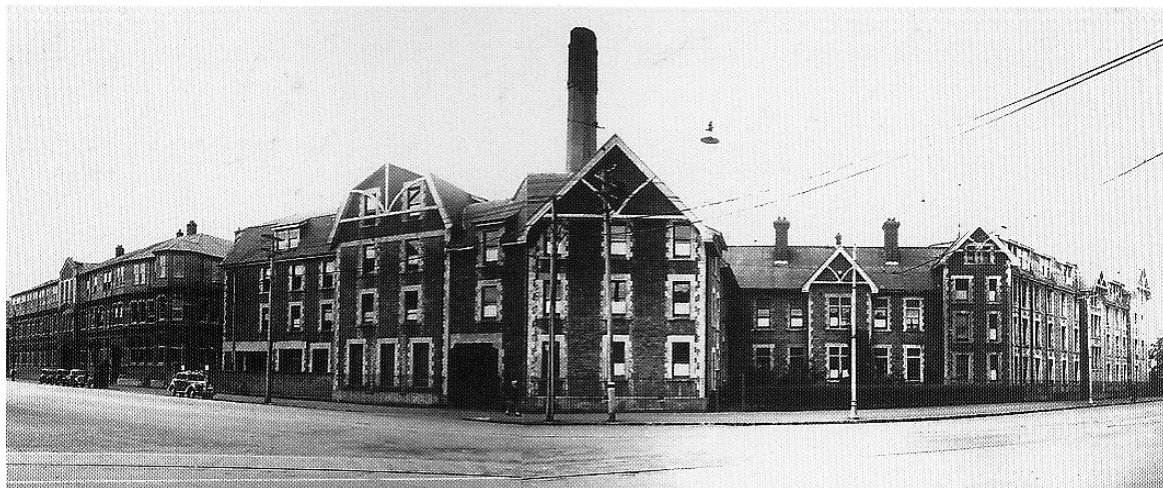


Figure 118. “Hospital Corner”, Riccarton Avenue: Christchurch Public Hospital in the 1930s. Main entrance and administration block on the left, Maids’ Quarters on the corner, Nurses’ Home (1894) on the right. Not one of these buildings exists today, the last being demolished in the late 20th century to make way for the new hospital and medical school. *Canterbury Area Health Board, CHAC/CM 782*



Figure 119. Antigua Street suspension bridge and a section of the original Public Hospital buildings, 1872. *Lamb RC, p108, Britenden Collection CHAC/CM*



Figure 120. Christchurch Hospital c1900s, which first opened to patients in 1862. *Burton Bros., John Wilson*

A medical officer was first sent to Canterbury from Wellington in 1849 and the province's first hospital was in Lyttelton. More than a decade passed after the founding of Christchurch before its public hospital was established. The original intention was to build a hospital on the site now occupied by the Provincial Government Buildings, but recognition that site was too small led to a new site being set aside in 1859-60, part of what was originally surveyed as the Government Domain.

The location has given the hospital a 'schizophrenic' setting for its entire life. One side is hard against busy city streets; the other faces across the Avon River into the Botanic Gardens.

The first wooden buildings, in a 'Tudor Gothic' style that was peculiar to but typical of early Christchurch, were constructed on this site in 1861-62. Further wooden ward blocks were added soon afterwards and though the last of the 1862 buildings were demolished in 1917, some early wooden buildings survived until well beyond the middle of the 20th century.

The hospital came under the control of its own board in 1864. The board was later reconstituted under the 1885 Hospital and Charitable Institutions Act. Through many subsequent changes of hospital administration, a board of some sort or another, based at the Christchurch Hospital, has run the public hospital and other institutions, in Christchurch and wider afield in North and Mid Canterbury.

Beginning in the 1890s through into the 1930s, a number of separate brick ward blocks, a brick administration building, a concrete nurses home and many ancillary buildings were crammed onto the confined site. The complicated complex of buildings, however, presented imposing and unified red brick facades to Oxford Terrace and Riccarton Avenue.

The hospital was entirely rebuilt, in several stages, in the last quarter of the 20th century. In the early 21st century another major new building was erected on the site to allow the Christchurch Women's Hospital to be relocated to the main hospital site. Of the 'second generation' of brick buildings only the Nurses' Memorial Chapel survives, and it was not saved without a fight.

Other Christchurch public hospitals

Christchurch Women's Hospital began life as a St Helens maternity hospital in a converted hotel in Sydenham. In the 1950s it moved into new buildings, themselves important examples of institutional architecture of that decade, on a site north of Salisbury Street between Colombo and Durham Streets. There it was renamed Christchurch Women's. It remained on that site until after the new building for it was constructed on the main Christchurch Hospital site in 2004.

In 1902, a camp was set up at Bottle Lake, to the north-east of the city, when there were fears of an outbreak of bubonic plague in the city. Subsequently an infectious diseases hospital which had been first established on the Bromley Cemetery Reserve was transferred to Bottle Lake. Later again the hospital was renamed Burwood Hospital. It acquired buildings in an ad hoc, haphazard manner. None of the buildings were of much architectural interest or distinction. The hospital was used in conjunction with the main public hospital, with particular emphasis at different times on back injuries and burns. It has played a national role as a spinal unit and burns treatment centre.

As the central site of Christchurch Hospital became desperately overcrowded, even after the hospital expanded into buildings once owned by St Andrew's Church and into houses (later replaced) along Oxford Terrace, plans were made to build an entirely new hospital on a site at the base of the Cashmere Hills. Red-brick buildings, named the Princess Margaret Hospital, opened in 1959, were erected to a design influenced by Dutch Modern architecture, but the hospital was not completed to its original design. Like Burwood, Princess Margaret was used in conjunction with the public hospital, which remained the main centre for the provision of hospital services. At different times, psychiatric, geriatric and other services were based at Princess Margaret. In the late 1950s and early 1960s, world-leading work was done at Princess Margaret in endocrinology.

Sunnyside Hospital

Insane persons in Canterbury were held in the Lyttelton Goal until 1864, when the original wooden buildings of Sunnyside Mental Hospital were completed. Between 1868 and 1894 large masonry buildings of forbidding but interesting design were erected. Around the mid 20th century, more congenial villa blocks were added to the hospital as methods of treating mental illness changed. Later again, when the policy became to treat people with mental problems in the community, patient numbers at Sunnyside fell dramatically and most of the

19th century buildings were demolished. Some psychiatric services remained based at the renamed Hillmorton Hospital. Efforts were made to retain what remained of the 19th century buildings as evidence of how people with mental illnesses were regarded and treated in the past.

A school for mentally disabled children was established at Templeton, on the outskirts of Christchurch. It was eventually closed down completely following the changes in methods of treatment of mental illness.

Both the Crippled Children and Intellectually Handicapped Children Societies have been active in Christchurch. A sheltered workshop for handicapped children was established in Riccarton and remains on the site on Kilmarnock Street. It is near what was the disabled servicemen's workshop, later renamed Kilmarnock Enterprises.

The Sanatorium

The first person to attempt to deal systematically and effectively with the scourge of tuberculosis in Christchurch was Nurse Maude, an important figure in the history of the provision of health services in Christchurch. She established outdoor camps for those suffering from tuberculosis in the New Brighton sandhills in the very first years of the 20th century. Soon afterwards, a public campaign prompted the Hospital Board to take action. It decided in 1908 to establish a tuberculosis hospital. It chose a sunny spur of the Port Hills and the first buildings on the site were opened in 1910. The Coronation Hospital, which was for years a landmark at the base of the spur, was opened in 1914. A large number of buildings, many of historical and/or architectural interest, were subsequently built on the spur, making up three separate facilities – the Lower, Middle and Upper Sanatoriums.

After World War II, vaccination and drug treatments virtually eliminated tuberculosis. Parts of the Sanatorium were used as a geriatric hospital before the land was sold and all the buildings demolished, except for a single tuberculosis hut which remains as a reminder of the former use of the site.

One inner city site had an association with the treatment of tuberculosis. One of the last uses of the Armagh Street depot, which had had a long and varied history beginning in the 1860s, was as a tuberculosis dispensary and chest x-ray clinic. This use continued until at least the 1950s.

Private hospitals

Two church-related hospitals have played important parts in the city's medical history. The Catholic Church founded the Lewisham (also known as Calvary) Hospital on Bealey Avenue. The building designed by the Luttrell brothers for the site did not survive the change of ownership from the church to the Southern Cross Medical Society. The hospital continues to offer elective and insurance-covered surgery and certain other services.

The Anglican Church founded the St George's Hospital in Merivale. In this case the building erected for the hospital in 1928 survives, at the centre of a much larger complex of buildings in which a variety of medical services are provided.

A private hospital, Strathmore, built on Ferry Road in the 1890s, was notable for introducing to Christchurch modern antiseptic practices. In its later years, before being demolished, the domestic-styled building served as a social welfare facility. One former private hospital on the north side of Victoria Square is recalled by the name of the Limes Room in the Town Hall.

The Bethany hospital in Papanui was a maternity hospital for unmarried mothers run by the Salvation Army.

Charitable aid institutions

Charitable aid began in Christchurch with grants of money from the Provincial Council to various organisations and institutions which looked after paupers and various other classes of destitute people or people in other sorts of need. After 1885, the Charitable Aid Board, set up under the Act of Parliament of that year, took over a number of the welfare institutions which had been founded and run by voluntary organisations. In 1910, a newly constituted Hospital Board took over the responsibilities of the formerly independent Charitable Aid Board.

Essex Hospital in Linwood was a charitable aid institution set up to look after single women needing maternity assistance and also 'elderly women of the derelict type'. The original wooden building was demolished. The institution survived in other buildings on the same site until it was closed down.

In 1889, a home for the aged, respectable poor, the Jubilee Home, was established by the Charitable Aid Board in Woolston. The brick buildings were of innovative and interesting design, but after the home was closed they were eventually demolished (with parts retained for possible re-erection elsewhere at a later date).

Orphanages

In the days when it was usual to care for orphaned children (and other children lacking adequate family support) in institutions, the city had a number of church-related and public orphanages.

The Canterbury Orphanage was one of the provincial institutions (like the gaol) which remained in Lyttelton even after Christchurch had far outstripped its port town. It moved into a large house in Waltham in 1905, only after fire had badly damaged its Lyttelton buildings. It was eventually closed down.

The Huntsbury Children's Home, higher up the same spur as the Sanatorium, was built in 1923 as a fresh-air home for the children of tubercular parents and other children who needed time in a healthy environment.

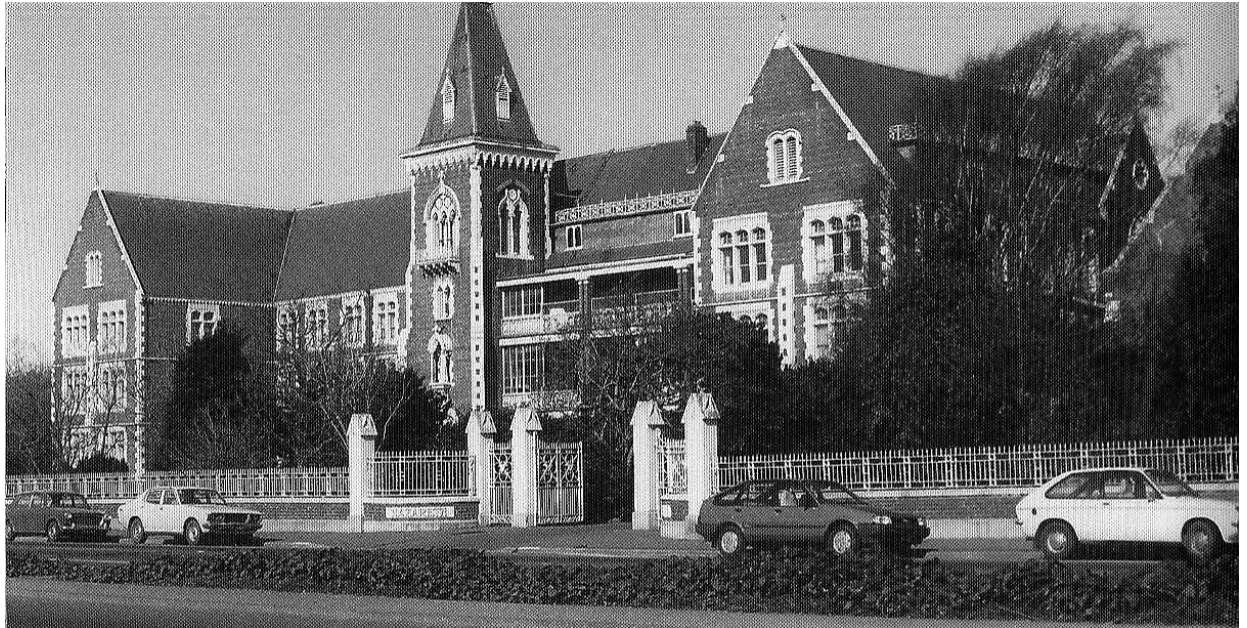


Figure 121. Nazareth House, Sydenham, survived the widening of Brougham Street (when it acquired a replica of its old front fence), but this imposing former orphanage and rest home was demolished in 1989.
Joan Woodward photograph, CM 7080/4

A Port Hills property, Glenelg, was acquired for a health camp in 1935, but the camp was not completed until 1949. Though health camps have changed in function since they were established, Glenelg remains a facility offering short-term help to children in various forms of need.

Several churches also ran orphanages. The Roman Catholic Church's three orphanages were St Saviour's, St John of God, and Nazareth House. The latter, also an old people's home, was a very large building on Brougham Street. It was the city's most telling symbol of how needy and vulnerable people, young and old, were treated in the past and a building of commanding architectural presence, but this did not prevent its demolition.

A Methodist orphanage was housed for many years in a substantial building of the 1930s on Harewood Road. The site of the demolished building is now occupied by an old people's home. The Presbyterian Church had small orphanages in large old houses, for boys on Blighs Road and for girls on Rhodes Street.

Private homes for the aged

The Jubilee Home was the main public institution looking after elderly people in need. Two private institutions with the same responsibility have histories almost as long. Each, coincidentally, has links with a building of architectural interest. The Rhodes Memorial Convalescent Home was founded by members of the pioneering Rhodes family in memory of their parents. Its imposing brick building, designed by Frederick Strouts, was built on the Cashmere Hills in 1886. The first home of the McLean Institute, founded in 1908 under the will of a wealthy sheep farmer, was a large, imposing wooden residence on Manchester Street built a few years earlier. The Institute was charged with caring for women of education and refinement who were destitute or in need. The house in which the Institute's beneficiaries were first accommodated was originally named Holly Lea but is now known as the McLean Mansion. The name Holly Lea was transferred to a property in Fendalton when the Institute sold the mansion and consolidated its work on a site it had purchased for an ancillary home early in its life.

Through much of the 20th century, elderly people in need were also cared for in church-run institutions. They included the Salvation Army's Eventide Homes on Colombo Street and Papanui Road and a home on Poulson Street, Addington, the site of a 19th century immigration barracks, the Presbyterian Church's Woodchester and the Anglican Church's Churchill Courts. More recently large commercially run rest homes have been built and the charitable, usually church-run, homes have changed somewhat in character but some remain part of the city's network of aged-care institutions, although the Presbyterian and Salvation Army churches have made conscious decisions to quit the field in order to be able to meet other more pressing needs more effectively.

The Aged People's Welfare Council has long been based on Cambridge Terrace in the inner city.

Other private charitable aid

Although the advent of the welfare state superseded the need for private charitable aid in many areas, church-related social service organisations have continued to provide assistance to people in need in the community. The most visible in the inner city have been the central missions of the Anglican and Methodist Churches. The Salvation Army has also been active as a social service organisation in the city.



Figure 122. Nurse Sibylla Maude (fourth from right) established New Zealand's first district nursing scheme in 1896 and became one of Christchurch's best-known and most-admired women. Here she is in 1914 with seven of her nurses outside their headquarters in Durham Street South. In 1919 the organisation moved into a new building in Madras Street funded by the Rhodes family. *CM 4588*

In the early 20th century, Nurse Maude resigned from her position as matron at Christchurch Hospital to head the District Nurses' Guild. She eventually founded the Nurse Maude District Nursing Association, which has remained active in the city providing nursing and, more recently, hospice services.

The Plunked Society was active in the city from the time of its foundation. It has a Karitane Hospital on the lower slopes of the Port Hills, just off Cashmere Road and there are, or were, Plunket rooms in many suburbs, including New Brighton, Fendalton and Woolston.

Medical education in Christchurch

A medical school was included in the plans of the Canterbury Association, but it was not until 1926 that medical students from the Otago Medical School began doing some training at the Christchurch Hospital and not until 1937 that final-year students became a usual part of the hospital staff. A Canterbury Medical Library was formed in 1934. The Christchurch Clinical School, an offshoot of the Otago Medical School, was not established at the Hospital until later in the 20th century. Medical research at Christchurch Hospital has been supported by private trusts and foundations.

Doctors' and dentists' surgeries and medical laboratories

Until the later 20th century, most doctors had surgeries at their own homes and paid house calls. Some old doctors' houses in the city still have evidence of separate surgery entrances. Group practice medical centres became common from the 1960s on. At the same time pathological and laboratory services began to be provided in medical laboratories separate from the hospital and medical laboratories are now part of the city's over-all medical infrastructure. Chemist shops were commonly in the past located in shopping centres, but with the growth of medical centres, some pharmacies are now located close to specific centres rather than associated with other shops.

Most dentists had their surgeries in the central city until well beyond the middle of the 20th century. Many remain in the inner city, but later in the century many also dispersed to the new suburban centres of retailing and other activity.

St John's ambulance services

St John's was founded in Christchurch in 1885, when it was thought people trained in first aid and other medical procedures would be needed if the Russians invaded. (This was in the middle of a major 'Russian scare'.) The association and brigade secured premises on Peterborough Street, in a building that had been part of a timber yard and joinery factory. It remained there until a transfer to a new building on St Asaph Street.

The St John's Association was the probably pre-eminent example in the city of the role of volunteers in the health and related sectors. The ambulance service was staffed by professionals and paid employees, but the uniformed paramedics who were (and still are) a familiar sight at sporting and other public events were volunteers. Among the other services that were provided substantially by volunteers is the meals-on-wheels service.

Alternative medicine

Alternative health and healing practices have not been important in Christchurch's medical history, but there have been herbalists in the city for many years (the best-known having been Halls on Armagh Street) and the one or two Chinese shops which were in the city through most of the 20th century stocked Chinese medicines. More recently a College of Natural Medicine has operated in the city and there are now clinics throughout the city where a great variety of 'alternative' treatments and healing techniques are provided.

Epidemics

Early in its history, Christchurch suffered frequent and sometimes serious epidemics of water-borne diseases. These epidemics were one of the reasons why the Drainage Board was set up. The Drainage Board discharged the functions of a district Board of Health for several years.

The 1918 influenza epidemic hit Christchurch as hard as other New Zealand towns and cities. In the first half of the 20th century, poliomyelitis epidemics occasionally caused school closures.

Death and funerals

Several of the city's funeral directing firms have long histories. Funeral services were almost invariably held in churches until the second half of the 20th century, though individual funeral directing firms had chapels on their premises and these became increasingly important as venues for services.

Cremation, as an alternative to burial, came to Christchurch between the World Wars with the building of the city's first crematorium on Linwood Avenue, in the vicinity of established cemeteries. The original building remains, with a now extensive rose garden behind it. A second crematorium on the north side of the city was opened on Johns Road in the 1970s.

Public funerals have not been a conspicuous feature of life in Christchurch, but among them have been the 1911 funeral of the popular mayor, T.E. Taylor, who died soon after taking office and the funeral for the victims of the 1947 Ballantynes' fire. In 1974, the body of a Prime Minister who died in office, Norman Kirk, lay in state in the Town Hall on its way to Waimate for burial.

Cemeteries

Some of the city's older Anglican churches have churchyards around them. They include St Peter's, Upper Riccarton, St Paul's, Papanui and Holy Trinity, Avonside. The perpetuation in Canterbury of an ancient English practice is a further reminder of the nature of early European settlement of Christchurch.

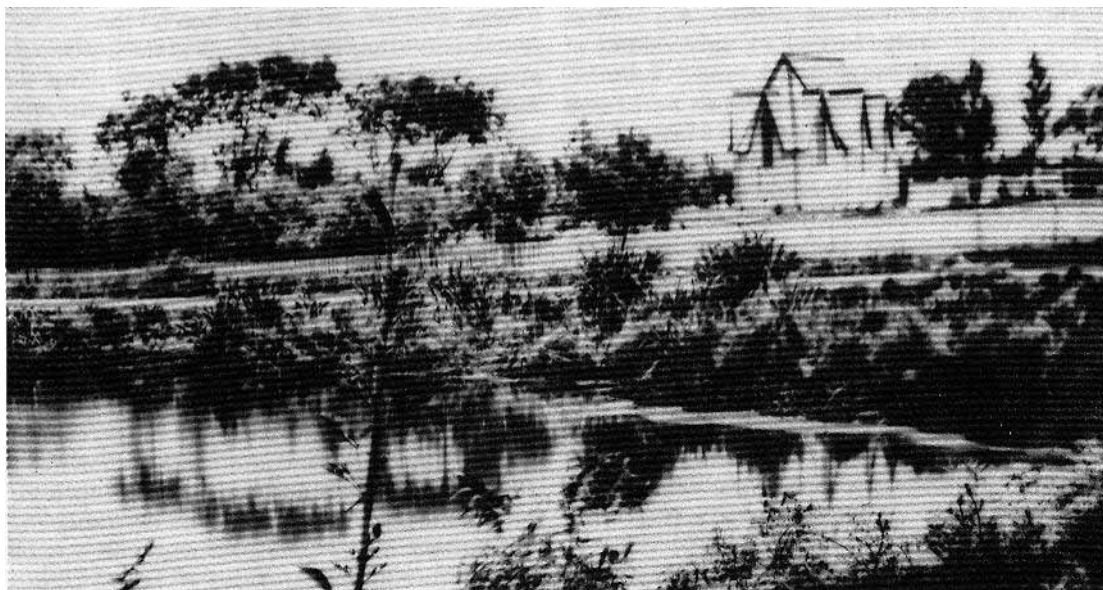


Figure 123. Barbadoes Street cemetery chapel by the Avon, 1863. *CML*

But by the time Christchurch was founded, large public cemeteries were already common in Britain. The city's oldest public cemetery, in the north-eastern quadrant of the original city, is the Barbadoes Street cemetery. It is an area of great historic significance and a valuable public open space in an area of the city without significant parkland. The other older cemeteries, in Addington (1858), Sydenham (1896) and Woolston (1852, originally the burial ground of nearby St John's Church), also have historic interest and are important local open spaces. None of these older cemeteries still have their original chapels in situ.

Later in the 19th century, a municipal cemetery was opened on sandhill country in east Linwood (1884). The attempt to run a tramways hearse to the Linwood Cemetery is mentioned in the section on transport. Other cemeteries, Bromley (1918), Ruru Lawn (1941) and Memorial Park (1956) were subsequently opened in the same area. The city's first crematorium was also built nearby, between the world wars. This concentration in one area of cemeteries spanning well more than one hundred years of use is unusual.

Christchurch's second crematorium was built on the north-west side of the city well after World War II. It is a notable building designed by Warren and Mahoney. There are also cemeteries on this side of the city – the Waimairi and Belfast cemeteries, both established in the early 1900s, and the much later Avonhead Park cemetery (1983) date from when the area was administered by the Waimairi County Council.

At periods the older cemeteries of the city have become neglected and overgrown. From the early years of the 20th century up into the 1930s, the Beautifying Association tidied up in the Linwood, Bromley and Barbadoes Street cemeteries. The public cemeteries are now better maintained than at times in the past by the City Council.

Chapter 28: Health, hospitals and related institutions

Comment and recommendations

General discussion

Since the 1860s, Christchurch hospital has been the main centre for the provision of health services in the city. It is a common New Zealand pattern that a single main institution plays such a dominant role in cities and major towns. Again as in other centres, however, a number of other institutions supplement the services available at the main hospital. The other main public institutions in Christchurch have been Christchurch Women's Hospital, Burwood Hospital, the Princess Margaret Hospital, Sunnyside Hospital and the Tuberculosis Sanatorium. Several private hospitals have also played limited roles in providing health services, notably Lewisham/Calvary (now the Southern Cross) Hospital and St George's Hospital.

Until the inauguration of the sewage system in the 1880s, Christchurch had a worse health record than other New Zealand centres, particularly for water-borne diseases. Subsequently patterns of illness and disease in Christchurch have not differed from the patterns in other New Zealand cities. As elsewhere in New Zealand, the 1918 influenza epidemic was the major event in the city's medical history.

Primary health care has been provided by doctors in private practice throughout the city's history. Within this continuity, however, there was a major change from individual doctors who regularly made house calls to the multi-doctor medical centres to which patients are generally expected to make their own way. One organisation specific to Christchurch has been the Nurse Maude District Nursing Association, founded in the early 20th century and still active, though in different ways from its early years. The national Plunket Society has also had a long presence in the city.

Until the advent of the welfare state in the 1930s, the needs of those in financial and social distress were met by a combination of public (through the Charitable Aid Board) and private (mostly church-related) organisations and institutions. The needy aged and orphans were both cared for either in church-supported homes or in public institutions. Even after the establishment of the welfare state, private welfare organisations continued to meet some need in the community and their role has probably become more important following the welfare and related economic reforms of the 1980s and early 1990s.

Relevant listings

A number of key buildings associated with health and medicine and with meeting need in the community have been listed, though the listings appear to be somewhat haphazard and do not to cover some important sub-themes and overlook some key institutions or organisations.

The two surviving older buildings on the Christchurch Hospital site – the *Nurses' Memorial Chapel* and the *Nurses' Home* – have both been listed.

Of the other major hospitals, the private *St George's Hospital* has been listed, as has the *Administration Block at Sunnyside Hospital* (the only major surviving part of the Mountfort-designed buildings at the hospital). The *mother and baby cottage at the Karitane Hospital* has been listed.

Several chapels associated with hospitals or charitable institutions (in addition to the Nurses' Memorial Chapel at Christchurch Hospital – above) have been listed: *Nazareth House Chapel* (Nazareth House itself having been demolished); *St John of God Hospital Chapel*, Halswell; *St Luke's Chapel at the City Mission* (formerly the Woolston Cemetery chapel).

The *Rhodes Memorial Convalescent Home* and *McLean Mansion*, both listed, are important in the city's history of the private provision of care for the needy aged.

Listed older, larger houses which have been put to institutional use by organisations meeting health or other needs include *Fitzroy* (the Nurse Maude Association), the *Fleming and McKellar Houses* (Wesleyan Eventide Home), and *Bishopscourt* (the Bishops Park retirement village).

Three listed inner city buildings relate to the provision of health and other services: the *Plunket Society Rooms*, Chester Street; the *Nurse Maude District Nursing Association building*, Madras Street, and *Harley Chambers*, Cambridge Terrace (which has accommodated many doctors' and dentists' suites through the years).

Further possible listings

It is difficult to specify further individual buildings or other places that could or should be listed until the necessary research (noted below), and follow-up ground surveys, have been done. It should be noted, however, that apart from the Nazareth House Chapel, the city's history of *orphanages* is not represented in the listings and that *important hospital buildings* (for example at *Burwood*, *Princess Margaret* and *Christchurch Women's*) have so far been overlooked

The city's two *crematoria* should be listed. The *Christchurch Crematorium*, which won the NZIA Gold Medal in 1964, is an example of the several buildings and structures, under many themes, that should be listed because they have won design recognition

Bibliographic note

Fenwick's 1926 book on the Hospital and Charitable Aid Board and the 1927 *Public Activities* book both provide useful background on the history of the provision of medical and other services in the city. Bennett's *Hospital on the Avon* brings the story of the Christchurch Hospital forward. Lamb's *Banks of the Avon* also touches on the hospital and some other institutions. No. 7 of the City Council's *Architectural Heritage* series deals with the Nurses' Memorial Chapel. Averill's history of St George's Hospital is useful on one of the city's main private hospitals. Wilson, *Lost Christchurch*, covers the buildings of several institutions. There is information on a great number of institutions throughout sections I, II and III of the bibliography and separate works on specific institutions in section VIII, for example Rice on the St John's Association and Brigade. Among the biographies, the life of Edward Seager covers the history of Sunnyside Hospital.

Further research

There are no histories yet about a number of important health and welfare institutions in the city, such as the Essex Hospital, but a thorough search of the existing secondary and historic sources should provide enough information to allow important surviving buildings that would be possible candidates for listing to be identified

Chapter 29: The military and war

The Drill Hall and King Edward Barracks

The first military units formed in Christchurch were volunteer corps. The Volunteer Defence Force was formed in 1860. In 1863 Canterbury volunteers departed Christchurch to serve in the Waikato war. The existence of these various volunteer corps was marked in the inner city by a wooden drill hall erected on Cashel Street. The units held exercises and mock battles at different places around the city, more commonly than elsewhere along the base of the Port Hills. They also contributed a presence to the parades and other events associated with the visits of notable people, like Lord Kitchener, to Christchurch.

The wooden drill hall was replaced in 1905 by the King Edward Barracks, a large brick structure with a steel girder roof enclosing a wide space. The Army had offices in the Barracks and in a wooden building on the same site facing Cambridge Terrace. The Army retained this 'base' in the city for long after the Burnham Camp, south of the city, was established. Even while the Army remained on the site, the Barracks were used for civic and other occasions, including animal shows, ski-gear sales, St John's Ambulance parades and university graduation ceremonies.

The establishment of the Burnham Camp diminished the immediate presence of the military in the city, but soldiers on leave from Burnham were familiar in Christchurch over the week-ends of many years.

After the Army quit the site in the 1990s, it was cleared, despite the structural and architectural interest of the Barracks and their place in the city's wider, not just military, history.

The Aerodromes

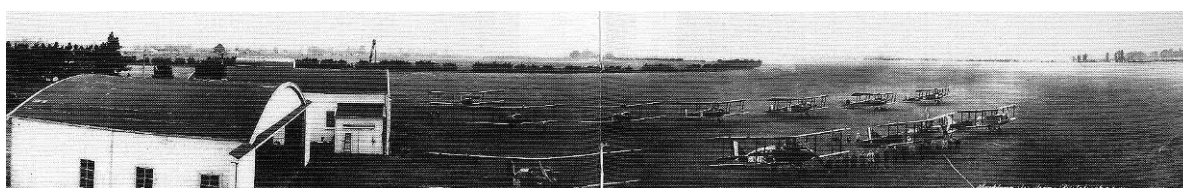


Figure 124. Wigram Aerodrome 1923 was originally called the Sockburn Aerodrome. *R. P. Moore photograph, Meers collection, CHAC/CM 828*

Christchurch's first aerodrome was formed privately at Sockburn in 1917. The Canterbury Flying School trained pilots there, some of whom flew in Europe during the First World War. After the war, the government was induced to buy the aerodrome and the school, encouraged by a donation from the city mayor and businessman, H.F. Wigram, after whom the aerodrome was named in 1923. Wigram then became an air force base, in effect the birthplace of the RNZAF. It was used to train pilots and the drone of Harvards was a familiar Christchurch sound for several decades.

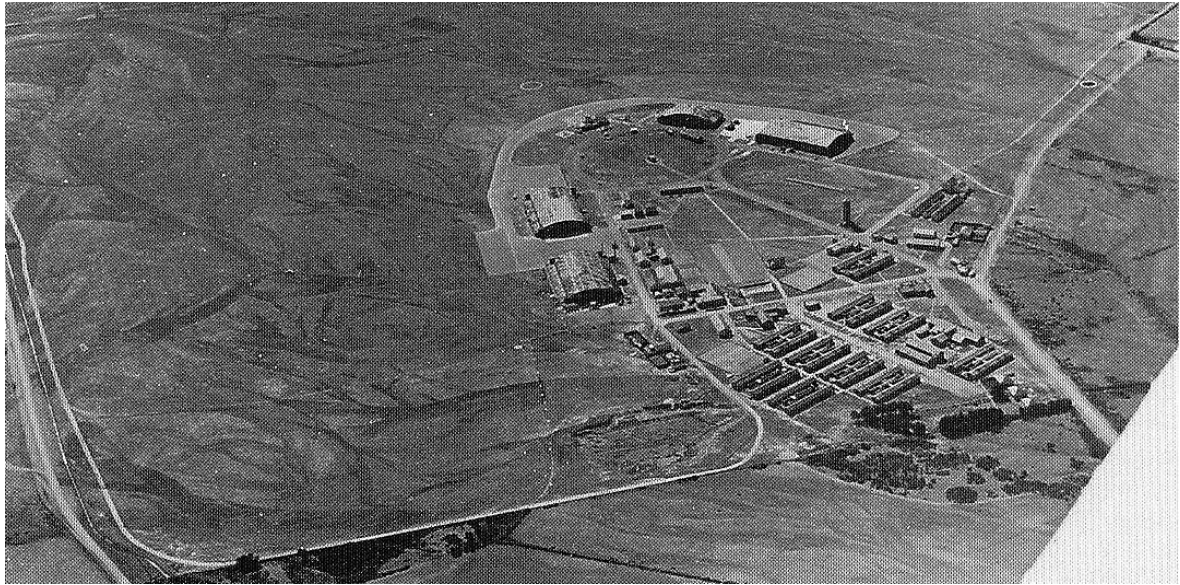


Figure 125. Harewood Aerodrome was officially opened as a city council civil airport in May 1940, but was soon taken over as RNZAF Base Harewood. Hundreds of pilots were trained here and at Wigram during the Second World War. Stan McKay photograph, CM 11959

During the defence rationalisations of the 1990s, the Wigram base was closed, in 1995. Some houses and other structures remain from the years it was a military base. A helicopter unit remained at Wigram and the Air Force Museum, founded in 1987, also remained on the site.

The city council took steps to establish a municipal aerodrome at Harewood immediately before World War II. When war broke out, the government took the new airfield over and it became an air force base for the duration of the war. Long rows of wooden barracks and other structures were built. Some of these survived in various uses until after the end of the 20th century. After the war, the airfield was handed back to the city council and developed as the city's civilian airport. From the 1950s on it was also a major stepping-off point for the American Antarctic programme. A totem pole, given to the city in 1959, which stood for many years in Little Hagley Park, was relocated to the airport in 1980. It is a reminder of the early years of this association of the airport and city with the American Antarctic programme. This led, in the later 20th century, to the establishment of an Antarctic Centre at the airport. (This topic is also covered in the following chapter.)

The Navy

The only significant presence in inner city Christchurch of the New Zealand Navy is the training establishment of the Royal New Zealand Navy Volunteer Reserve, HMNZS Pegasus, on Montreal Street. In 1965, the city granted the establishment a charter. By the early 21st century, following the closure of the King Edward Barracks, other military activities, such as army recruitment, became based at Pegasus. There is also a training facility for sea cadets, HMNZS Cornwall, on the foreshore at Redcliffs.

Rifle ranges

Redcliffs was also for many years the site of an army rifle range, in what is now Barnett Park. The other main rifle range at West Melton remains in use. In the years that there were cadet units of secondary school boys in many Christchurch high schools, the West Melton range was used by school cadets.

Returned servicemen

The Returned Servicemen's Association clubs in the central city and in many suburbs (for example, Papanui) are in a sense part of the city's military history. In Upper Riccarton, the Rannerdale Home was where many returned servicemen saw out their last days. Lower Riccarton was where the workshops of the Rehabilitation League, which gave employment to servicemen who had returned from war with some sort of handicap or disability, established itself after World War II, but the establishment has since been closed down and the building demolished, The Rehab League's shop on Gloucester Street has also long since been closed down.

Defence works



Figure 126. The Governor-General, Viscount Jellicoe laid the foundation stone for the Bridge of Remembrance, 1923. Canterbury Public Library 658



Figure 127. Opening of the Bridge of Remembrance, 11 November 1924. *CM14572*



Figure 128. Citizens' war memorial in Cathedral Square. Unveiled 9 June 1937, the sculptor was William Tretheway. *SRA 2005*

A defence reserve was created on Godley Head, at the entrance to Lyttelton Harbour, as early as 1851. The long history of New Zealand's coastal defence works began in the 1870s, but no significant defence works were built on Godley Head until 1939-42. Then the placing of gun and searchlight emplacements required relocation of the historic stone lighthouse that had stood on top of the headland. There were also minor defence works along the shore from the Causeway to Scarborough and on the Port Hills. The Army vacated Godley Head in 1983 and the area is now used for recreation, with the defence works being preserved for their historic interest.

During World War II, when fears of Japanese invasion were at their height, caverns were excavated beneath the Cracroft Estate on the Port Hills to serve as a headquarters for the final defence of the South Island. These are now used by a university department for physical experiments. When a Japanese invasion was feared, bomb shelters and tank traps were built in different parts of the city, but filled in when the threat of invasion receded.

Home guard units were formed to guard the beaches to the east and north of the city and temporary defence works were also constructed in places like the Bottle Lake forest.

War memorials

The first overseas war in which Canterbury men fought was the South African (Boer) War. The statue of Queen Victoria, planned originally to mark the 50th anniversary of the province, was not unveiled until 25 May 1903, so was also dedicated as a memorial to the Canterbury men who had fallen in South Africa.

Two civic war memorials were built between the world wars to commemorate the dead of World War I. The existence of two memorials was a result of a typically Christchurch disagreement about how and where the dead of World War I should be commemorated. The Bridge of Remembrance was dedicated on 11 November 1924. It stood on the site of the old Cashel Street bridge, across which men marched from the King Edward Barracks on their way to the railway station and so Lyttelton to embark for overseas. A notable work of the Auckland architect, W.H. Gummer, the bridge was retired from traffic use in 1976 after the opening of the nearby Durham Street bridge (on the one-way system). The War Memorial in Cathedral Square was not unveiled until 9 June 1937 after prolonged controversy over its site and design. It is one of the finest works of local sculptor W.T. Trethewey. After World War II, the memorial was also dedicated to the memory of the dead of that war and became the usual venue for the city's dawn Anzac Day services.

There are numerous other war memorials of a wide range of types around the city, commemorating men and women of specific groups or from particular districts or areas. A Church of England school, the Victory Memorial School, was built as a memorial in the St Matthews' parish. The Nurses' Memorial Chapel at the Christchurch Hospital was erected in the 1920s to commemorate three nurses killed in a specific ship sinking. Nearby, bandsmen are commemorated by a memorial rotunda in the Hagley Park woodland. The rotunda's foundation stone was laid in 1925. Sportsmen are commemorated by memorial gates at Lancaster Park (now Jade Stadium). There are war memorial lamps in Sumner and in Papanui memorial avenues of trees. Papanui's memorial hall (used later as the Barclay Cinema) has been demolished. Halswell has its own imposing memorial on a main road. There is also, more unusually, a First World War memorial at Elmwood School.

Chapter 29: The military and war Comment and recommendations

General discussion

Although the New Zealand armed forces have never had a marked presence in Christchurch, and the city has a scant military history, there have been buildings and sites associated with military activity in the city. The demolition of the city's main military structure, the King Edward Barracks, with a history that went back to a 19th century volunteer drill hall on the same site, expunged the main evidence of the city's military history.

Although the city's other main military base, the Air Force base at Wigram, has been closed, there are still structures at Wigram that serve as reminders of the site's Air Force history, as there are at Christchurch Airport, which was an air base during World War II.

The branch of the armed forces which had the least conspicuous presence in the city, the Navy is, perhaps surprisingly, the only one which still has such a presence in the form of the Naval Volunteers' training base, HMNZS Pegasus.

During World War II, significant defence works were built and manned on Godley Head and elsewhere on the coast and along the Port Hills.

The city has a large number of war memorials of various types, scattered throughout the urban area and commemorations of Anzac Day have been significant civic occasions.

Relevant listings

The main group of listings connected with the city's military history is a number of war memorials. They include the *Bridge of Remembrance*, the *Citizens' War Memorial* in the Square, the *Elmwood School war memorial*, the *Bandsmen's memorial rotunda* in Hagley Park, the *Nurses' Memorial Chapel*, Christchurch Hospital and the *Sumner foreshore memorial lamps*. The *Queen Victoria Statue* serves, among other purposes, as the city's South African War memorial.

Seven separate listings at *Wigram Aerodrome* are associated with the long history of the Air Force at that location.

The '*Cracroft caverns*', one of the significant relics of World War II defence works, have been listed.

The presence of returned servicemen in the city is recognised in the listing of the *Rannerdale Home*.

Further possible listings

Other *war memorials* should almost certainly be listed, such as the *Halswell memorial* and the *Papanui street plantings*. (Reference to the City Council's inventory will identify more of the possible listings in this area.)

The *Godley Head and some of the other World War II defence works* on the Port Hills should almost certainly be listed.

The two *Naval Volunteer Reserve establishments* should be considered for listing.

Bibliographic note

There are no readily available sources devoted specifically to the city's military history. There are references to defence works and to 19th century volunteer activities in Ogilvie's *Port Hills* and in de Thier *Sumner to Ferrymead* to the Redcliffs rifle range. There is information on the Godley Head defence works in various City Council reports and in a recent leaflet.

The Sorrow and The Pride: New Zealand War Memorials, by Chris Maclean and Jock Phillips, provides a good overview of war memorials in New Zealand and features significant Christchurch examples. No. 7 of the City Council's *Architectural Heritage* series deals with the Nurses' Memorial Chapel, and Pryor on Trethewey covers that sculptor's work on city war memorials. Various war memorials are listed but not discussed in the City Council's inventory of objects around the city.

Noble's biography of Wigram deals with the origins of the Wigram Air Force base.

Further research

Some further research is needed to ensure that there is accessible information about all aspects of the city's military history before the task of identifying possible structures or sites for listing can be undertaken.

Chapter 30: Christchurch in New Zealand and the World

Representative or different?

In many aspects of its history and development, Christchurch has followed common, New Zealand-wide patterns. But it is distinguished from, in particular, Auckland and Wellington in having, nationally, played a less influential role in national affairs. Fewer events of national importance happened in Christchurch than in its northern counterparts. Christchurch has been more insular, inward-looking and its story is one of regional rather than national significance. Its 'historic places' in the broadest sense have to be assessed on local and regional rather than national or international significance.

Christchurch's over-all urban form and rich architectural heritage are, however, of at least national significance. The early development of an historic conservation movement in Christchurch further demonstrates that appreciation of the city's built form is long-standing and unusually strong in the New Zealand context. The appreciation within the city of its retained built and landscape heritage and acceptance of its 'garden city' image by national and international tourists also demonstrates that a unique sense of place has been a powerful influence on the development of a city conscious of its special character.

Some figures of national (and even international, given Ernest Rutherford's associations with the city) influence have emerged from Christchurch and in some areas Christchurch has played a leading, innovative role in national affairs. It has had a more important place than is sometimes recognised in the development of left-wing politics in New Zealand and in the emergence of the New Zealand Labour Party. Later, it was a key centre for the emergence of the modern conservation and 'green' movements in New Zealand.

Christchurch has tended to be less 'internationalist' and less affected by overseas contacts than Wellington or Auckland, but it does have a long history of connections, at different levels, with other parts of the world.

The Antarctic Connection

Christchurch's role as a base or staging post for explorers and then scientists travelling on to Antarctica has given it a history unique in New Zealand, and possibly in the world. The history spans the full 20th century.

The heroic age of Antarctic exploration

Christchurch's association with Antarctic exploration began in 1901, when the *Discovery*, of Robert Scott's first expedition, called at Lyttelton. Scott and his party spent some time in the city. The relief ship, *Morning*, also berthed at Lyttelton in 1902. One of the reasons Scott came to Christchurch was that a cousin of his was professor of engineering at Canterbury College. More importantly, the Magnetic Observatory established in the Botanic Gardens in 1901 could be used to calibrate scientific instruments. The observatory closed in 1969, but one building and other relics remain on the site.

Ernest Shackleton's Nimrod sailed from Lyttelton in January 1908. The expedition's personnel again spent time in Christchurch.

Scott returned in November 1910 on his last, Terra Nova, expedition. A Christchurch businessman, Kinsey, took a particular interest in Antarctic exploration and Scott was entertained at Kinsey's home on Clifton Spur. Scott stayed on this visit in a Rhodes family home, Te Koraha (now occupied by Rangi Ruru school). Quail Island was used to quarantine Scott's ponies while the expedition was in Canterbury.

Because of the association Scott had formed with Christchurch, the news of his fate and that of his companions, received in February 1913, plunged Christchurch into grief. Just four years later, in 1917, a statue of Scott, a replica of one sculpted by his widow, was unveiled on a prominent inner city site.

Operation Deep Freeze and beyond

Christchurch's association with Antarctica was renewed in the 1950s. The International Geophysical Year in the mid 1950s marked the beginning of sustained scientific research in Antarctica. The first flight to Antarctica of the United States Navy's Operation Deep Freeze left Harewood in December 1955. American icebreakers berthed in Lyttelton and American servicemen on leave were seen about the city – and introduced Christchurch youngsters to Coca Cola!, though this was only a small part of the impact of American personnel on the Christchurch community. Flights by American aircraft left Harewood for Antarctica on every following Antarctic season.

In 1959, as a gesture of gratitude for the hospitality of Christchurch people to the American servicemen and scientists, a totem pole carved in Oregon was presented to the city. It was placed in Little Hagley Park, visible from Harper Avenue, but moved in 1980 to the airport, as a more appropriate place to mark the early years of Operation Deep Freeze. There remain, in the inner city, plaques and other memorials on and in the Anglican Cathedral which commemorate the city's association with the southern continent.

An Antarctic Centre was developed at the airport by the airport company as a tourist attraction. It was purchased from the airport in 2000 by an independent company.

The Canterbury Museum also marked the city's long association with Antarctica by opening an Antarctic Wing in 1977. It has one of the most comprehensive collections of items associated with Antarctic exploration and scientific research in the world. In 1994 Sir Vivian Fuchs, leader of the 1957 Trans-Antarctic Expedition, then in his eighties, visited the Antarctic Wing.

An Antarctic Treaty consultative meeting was held in Christchurch in May 1997.

Tourism

Christchurch did not figure conspicuously in the 19th century development of tourism in New Zealand, except as a starting off point for visits to, especially, Mount Cook (where the first Hermitage was built in the 1880s). But the earliest New Zealand tour guides published,

beginning in the 1880s, to encourage people to visit the country and for them to take away as souvenirs, included beautiful etchings and later photographs of Christchurch public buildings and gardens, especially the river banks. Tourist promotion and souvenir publications devoted exclusively to Christchurch also started appearing before the end of the 19th century. The city became more popular as a tourist destination in its own right after it became known as ‘the garden city’ in the early years of the 20th century.

One event which did bring visitors (national and international) to Christchurch in numbers in the early years was the 1906-07 International Exhibition, for which imposing temporary buildings were erected in North Hagley Park. Hotels were built specially to accommodate the visitors and art and music flourished, at least temporarily. (It was an invited guest at this Exhibition, Sir John Gorst, who made the first recorded reference to Christchurch as a ‘garden city’.)

The city’s role as a starting off point for visitors to other South Island destinations persisted, and even became more marked, with the development of Queenstown, Kaikoura and the Mount Hutt ski-field as tourist destinations (and with the popularity, at a different level, of Hanmer and Akaroa as day-trip destinations and of the Trans-Alpine train trip). Counteracting this, however, has been a growing perception that the city is an interesting destination in its own right, partly because of its heritage buildings, its reputation as ‘the garden city’ and its maintenance of an historic character and high amenity value in the inner city. It seems that increasingly the tourist accommodation in Christchurch (ranging from modern hotels to backpackers accommodation in, often, recycled heritage buildings) is being used by visitors who appreciate other qualities of the city than its providing access to mountain resorts and the varied activities now offered there.

Notable visitors

Among the visitors to Christchurch through the years have been people of note of different sorts. These visitors provided both links for Christchurch to the ‘outer’ world and the occasions for civic events.

Although a reigning monarch did not make it to Christchurch until the 1953-54 Royal Tour, members of the royal family began turning up in the city from the 1860s on. These visits were often notable civic occasions. The royal visitors of the first half of the 20th century included two ‘monarchs-to-be’, Edward VIII and George VI. After the 1953-54 tour, royal visits became both more frequent and less important as events in the city’s life.

The other major category of visitors, perhaps especially in the 19th century, were leading literary figures. They included Trollope, Kipling and Twain. Major international figures of the stage and the world of music also came to Christchurch, as to other New Zealand cities, to perform. Significant visitors active in nascent environmental organisations in the United States included John Muir from California.

Sporting events

In the late 19th century, the first visits by international sports teams and individuals marked the beginning of another important form of contact between the people of Christchurch and the outside world. By the middle of the 20th century, tests between the All Blacks and the Springboks or Lions, played on Lancaster Park, drew some of the largest crowds seen in Christchurch to that point.

In terms of international participation, the 1974 Commonwealth Games was the most important single sporting event to 'open' Christchurch to a wider world.

People on the move

While New Zealand was being settled by Europeans – a process which began in the mid 19th century and continued until the 1970s – cities like Christchurch enjoyed a constant input of ideas and experiences from overseas. But relatively few of the immigrants ever returned to their home countries and their New Zealand born children had relatively few opportunities to travel overseas until after World War II.

Through the second half of the 20th century, the movement of ordinary people in and out of Christchurch made the city much more cosmopolitan and outward-looking. This was, at one level, the result of international travel becoming quicker, more convenient and cheaper. Some young New Zealanders had long been accustomed to making trips overseas, some choosing to remain away as expatriates, but many eventually returning to pursue careers and raise families 'back home'. The phenomenon of 'the big OE' became much more common as the 20th century advanced. The overseas experiences of returning young New Zealanders had a marked impact on life in Christchurch, if only from raised expectations about what it meant to eat out.

The relative ease of international travel also meant that professional and other skills could be 'imported' from overseas, in the form of people recruited for posts in Christchurch. This reinforced the impact on the development of Christchurch's intellectual and social life of young New Zealanders returning from their 'OE'.

Towards the very end of the 20th century a further development added to greater diversity in Christchurch. This was the marked increase of Asian immigration. Although Christchurch took fewer permanent Asian immigrants than Auckland (as it had, earlier, taken far fewer Pacific Island immigrants), enough arrived to have an impact on the city. To this was added the large number of young Asians who came to attend high schools or English language schools in the city and who became a notable presence in the inner city.

Sister cities

The City Council's sister city programme has been another manifestation of the stronger, more vital links with the outside world which Christchurch forged in the second half of the 20th century. The most interesting relationships have been with cities which were not only the same relative size as Christchurch but those with which it shares similar settlement histories, allowing commonalities as well as differences to be explored.

Chapter 30: Christchurch in New Zealand and the World Comment and recommendations

General discussion

Christchurch may have been less ‘cosmopolitan’ or ‘internationalist’ than Wellington or Auckland, but has maintained regular contacts in a variety of ways with the wider world. In the 19th century and early 20th century, this was achieved through sports events, the visits of notable figures and of well-off tourists and through the holding of the 1906-07 International Exhibition in Christchurch.

After World War II, contacts between people in Christchurch and the outside world burgeoned. Tourists, New Zealanders returning after months or years spent overseas, people recruited from other countries for jobs in Christchurch, and new waves of immigration from ‘non-traditional’ source countries all contributed to Christchurch becoming a more cosmopolitan and diverse city socially as well as ethnically.

Within New Zealand, Christchurch has mostly followed country-wide development patterns and been a centre of events and trends of local and regional rather than national significance. The two areas of national life in which the city has played an influential life have been the emergence of the Labour Party and the establishment of the conservation movement (in both its natural and historical aspects).

Relevant listings

Listed places and buildings connected with Christchurch’s place in New Zealand’s history have been noted under many preceding themes.

Tourism has been covered under accommodating visitors. The two surviving 1906 *hotels*, *the Carlton* and *the Crown* (now Maddisons) are among the most important relics of the 1906-07 Exhibition to have been listed. The conversion of the *former YWCA building*, the *former Excelsior Hotel* and the *Star and Lyttelton Times buildings* (all listed) to backpackers gives them added importance, as representative of the increasing movement of young people through Christchurch in the later 20th century. The listed *façade of the Clarendon Hotel* is an important reminder of the notable visitors to Christchurch who stayed there. The *Theatre Royal* and the *Odeon/St James Theatre* (both listed) were venues where notable overseas actors, singers and other artists performed. *Lancaster Park (the Memorial Gates* have been listed) was the scene of the most important of the international sporting events in Christchurch’s history.

For the Antarctic connection, the *former Kinsey house*, Clifton, the *Scott statue* and *Te Koraha* (at Rangi Ruru School) have all been listed.

The *Kingsford Smith landing place*, at Wigram, has been listed and is important in the development of the air links with other countries which transformed Christchurch’s relationship with the rest of the world in the second half of the 20th century.

Elizabeth House is important as the base for many years of several ‘loyalist’ organisations which maintained overseas links through the years New Zealand was a member of the British Empire/Commonwealth.

Further possible listings

Two further items which illustrate Christchurch’s important role as a base for Antarctic exploration and scientific work – the *Totem Pole now at the airport* and the surviving *magnetic observatory building in the Botanic Gardens* – should probably be listed.

Places which can be shown to have had a significant *connection with any notable visitors* to Christchurch could be considered for listing.

Buildings or items at **Christchurch airport** which illustrate its key role as the place where most travellers in the second half of the 20th century entered or left Christchurch should be identified and possibly listed.

The ‘*sister cities*’ sites in the inner city and at the Halswell Quarry should be considered for listing.

Bibliographic note

There is some information on Christchurch’s relations with the ‘outside world’ in the three most useful general sources – the three-volume Centennial history, Cookson and Dunstall, *Southern Capital*, and Rice, *Christchurch Changing*. Slatter’s book on Lancaster Park records some of the notable international sporting events in the city’s history. Mansfield gives a survey of the 1906-07 Exhibition.

Two books deal with Christchurch in comparison with other New Zealand cities and with cities with similar histories in the United States. The late David Hamer from Victoria University wrote a comparative book about New Zealand cities. Grey, a geographer, has written comparative histories which compare and contrast New Zealand cities with those in the United States.

Further research

There have been no systematic surveys of Christchurch’s place in the nation’s history vis a vis the other ‘main centres’ or of the connections between the city and other countries, but a careful reading of a number of secondary sources should provide sufficient information for the identification and assessment of further buildings or items which may warrant listing on these grounds.

Annotated Bibliography

Books on the founding of Christchurch and its early history
General histories, with information on many topics, of varying time spans
Books on defined areas of the city, specific suburbs etc.
Books on the city's architectural history
Books on the city's transport history
Books on specific services or public activities
Books on specific industries
Books on specific organisations or institutions
Old guidebooks etc.
Biographies
Plans & Maps

Books on the founding of Christchurch and its early history

Amodeo, Colin with Ron Chapman, *Forgotten Forty-niners being an account of the men & women who paved the way in 1849 for the Canterbury Pilgrims in 1850*, (Caxton Press, Christchurch, 2003)

Includes a section on the selection of the site of Christchurch and of work done on the site in anticipation of the arrival of the main body of settlers.

Amodeo, Colin, *The Summer Ships being an account of the first six ships sent out from England to New Zealand by the Canterbury Association in 1850-1851*, (Caxton Press, Christchurch, 2000)

Provides detail of the founding of Christchurch and of the city's first months.

Barker, Lady, *Station Life in New Zealand*, (Vintage edition, Auckland, 2000)

A classic account of early Canterbury which ranges well beyond the city's boundaries but includes revealing information about Christchurch life in the 1860s.

Evison, Harry, *Te Wai Pounamu: The Greenstone Island A History of the Southern Maori during the European Colonization of New Zealand*, (Aoraki Press, Wellington, 1993)

This book, and other works by the same author, includes details about the purchases that included the land on which Christchurch was built and the place of Maori in Christchurch's colonial society.

Lamb, R.C., *Early Christchurch The Beginnings of Municipal Government 1862-1868: a Study commemorating the Centenary of the Christchurch City Council*, (Canterbury Public Library, Christchurch, 1963)

Provides a 'snapshot' of Christchurch in the 1860s and gives details about the establishment of the Christchurch City Council and its early activities.

McIntyre, W. David ed., *The Journal of Henry Sewell 1853-7*, (Whitcoulls, Christchurch, 1980) 2 vols. Vol. 1, Feb 1853-May 1854; vol. 2, May 1854-May 1857.

Sewell played a prominent role in Christchurch in the city's first decade and his *Journal*, though voluminous and detailed, is a basic source for information on life in and the development of the city in those years.

Maling, Peter ed., *The Torlesse Papers 1848-51 The Birth of Canterbury*, (2nd edition, Caxton Press, Christchurch, 2003; 1st edition, Pegasus Press, Christchurch, 1958)

An invaluable primary reference for the selection of the site of Christchurch, the original condition of the site and the very beginnings of the city.

Ogilvie, Gordon, *Pioneers of the Plains The Deans of Canterbury*, (Shoal Bay Press, Christchurch, 1996)

Details of the first permanent settlers on the site of Christchurch, of Christchurch's earliest years, and of Christchurch in later years seen in a wider Canterbury context. Information also on Riccarton bush and house and their preservation.

O'Keeffe, M., "Heathcote Valley: A study and archaeological assessment", (Unpublished Report for Christchurch City Council, 2001)

Survey of archaeological sites within the Heathcote Valley area, both post and pre-European sites included.

Stocker, Mark ed., *Remembering Godley A Portrait of Canterbury's Founder*, (Hazard Press, Christchurch, 2001)

Essays on Godley and his role in founding the Canterbury Settlement, covering Christchurch in its early years and the Godley statue and its place in Cathedral Square.

General histories, with information on many topics

Andersen, Johannes C., *Old Christchurch in Picture and Story*, (Simpson and Williams, Christchurch, 1949; Capper Press reprint, 1975)

A discursive and sometimes unreliable work, but full of information (some of it personal reminiscence) about Christchurch's development and its buildings and personalities.

Bedford, Richard and Andrew Sturman eds, *Canterbury at the Crossroads Issues for the Eighties*, (New Zealand Geographical Society, Miscellaneous Series, No. 8, Christchurch, 1983)

The study concentrates on the environment and resources of the wider region in which Christchurch is located. There is much material on Christchurch and its economic development. The question "What's different about Christchurch?" is addressed.

Christchurch Chronology A history of settlement, (Planning Policy Unit, Christchurch City Council, Christchurch, 2nd edition, 1990; first published 1983)

A simple chronology, with no differentiation of events by their nature or importance, but indexed so that particular topics can be followed through. Invaluable for fixing precise dates for events, which greatly facilitates further research.

Christchurch and North Canterbury New Zealand 1966 A Regional Survey, (P.E. Consulting Group (Australia) Pty Ltd)

A report on the economic development prospects for the following ten years for the area from the Rakaia to the Conway, with considerable historical background, prepared for the Chamber of Commerce, Manufacturers Association, Canterbury Progress League and Federated Farmers (North Canterbury Provincial District)

Cookson, John and Graeme Dunstall eds, *Southern Capital Christchurch Towards a City Biography 1850-2000*, (Canterbury University Press, Christchurch, 2000)

A key recent work, written by academics but for a popular readership. The essays cover the transformation of the Christchurch environment, physical changes in the city, its society, local government and sport. Usefully indexed and footnoted.

Donaldson, Jane, *A History of Municipal Engineering in Christchurch 1862-1990*. Revised and extended 1998 by John Ince, (Christchurch City Council, Christchurch, 1999)

A invaluable record of the development of city services and utilities, including drainage, water supply and street formation. The development of city planning is covered and there is

material relevant to the city's general history and growth. A useful index and appendices presenting reports etc. on topics covered in the text. *Note:* some material in the 1980 edition was excised from the 1999 edition; the 1980-1990 material in the 2nd edition is entirely new.

Eldred-Grigg, Stevan, *A New History of Canterbury*, (John McIndoe, Dunedin, 1982)

Includes interesting perspectives on the city's social history and at least mentions a large number of institutions and organisations.

Eldred-Grigg, Stevan, *A Southern Gentry: New Zealanders who Inherited the Earth*, (Reed, Wellington, 1980)

Touches on many aspects of Christchurch's social history because so many of the class the author is examining had town houses in Christchurch and spent time in the city.

A History of Canterbury, (Whitcombe and Tombs, Christchurch)

Vol. 1, ed. James Hight and C.R. Straubel, (1957)

Vol. 2, ed. W.J. Gardner, (1971)

Vol.3, ed. W.H. Scotter, (1965)

A basic source for reliable information on almost all aspects of the city's social, political and economic history. The passages on Christchurch occur within a text that covers the whole province. This is a 'traditional', 'conventional' history which no longer reflects modern interests or scholarship but remains indispensable.

Johnson, David, *Christchurch a pictorial history*, (Canterbury University Press, Christchurch, 1992)

An interesting selection of photographs. The information is mostly in extended captions and is not comprehensive because it covers only what is in the selected pictures. The book is usefully organised by topics or themes.

Lamb, Robert C., *From the Banks of the Avon The Story of a River*, (Reed, Wellington, 1981)

Because the Avon River has such a crucial place in Christchurch's history, this book touches on very many aspects of city life – its natural history, the use of water, buildings and statuary, recreation and sport, bridges and beautification and tree and other plantings.

Morrison, J. Patricia, *The Evolution of a City: The Story of the Growth of the City and Suburbs of Christchurch, the Capital of Canterbury, in the Years 1850 to 1903*, (Christchurch City Council and Whitcombe and Tombs, Christchurch, 1948)

Deals with the development of the Christchurch City Council as an institution, but also the physical development of the city up to the time of the first amalgamation.

Proceedings of the Conference on the Growth of Greater Christchurch, Held at Christchurch, 19th and 20th August 1955, (Department of Economics, Canterbury University College, Christchurch, 1955)

This is a general discussion of planning in Christchurch and forces affecting the city's growth. It includes tables with statistics about Christchurch's development to 1955.

Rice, Geoffrey W., *Christchurch Changing An Illustrated History*, (Canterbury University Press, Christchurch, 1999)

An important recent work which covers almost all aspects of the development of and life in Christchurch, told chronologically and including key city personalities. The book is comprehensive in its coverage, but deals only briefly with most individual topics.

Rice, Geoffrey W., *Christchurch in the Nineties A Chronology of Events from The Press 1990 to 2000*, (Hawthorne Press, Christchurch, 2002)

Many trivial events are included in this undifferentiated chronology, but it includes information not readily available from any other source about changes and developments in the city in the last decade of the 20th century.

Temple, Phillip, *Christchurch A City and its People*, (Whitcombe and Tombs, Christchurch, 1973; new edition Pacific Publishers, Auckland, 1987)

Primarily a photographic essay with minimal captions, but accompanied by a text essay which is an evocative interpretation rather than a useful source of factual information, but valuable because it is perceptive. The book was re-photographed and re-designed for the 1987 edition and more historic photos were included.

Wigram, Henry F., *The Story of Christchurch New Zealand*, (The Lyttelton Times, Christchurch, 1916)

Written by a former mayor who was himself a key figure in the city's history. The book contains first-hand information Wigram gathered from older fellow-citizens and information based on Wigram's own active life in Christchurch.

Books on defined areas of the city and specific suburbs

Baker, Tim, Professor Bickerton's Wainoni, (Tim Baker, Christchurch, 2004)

A intriguing study of the origins of one of the cities eastern suburbs in the pleasure ground of an 'eccentric' professor.

Beckenham A Suburb of Christchurch New Zealand, (Beckenham Neighbourhood Association, Christchurch, 1993)

Includes information on families, buildings and institutions in the area of the city immediately south of the older suburb of Sydenham.

Clark, G.L., Bealey Avenue Christchurch's North Town Belt Its History and People, (G.L. Clark, Christchurch, 1976)

and

Clark, G.L., Rolleston Avenue and Park Terrace Christchurch Their History and People, (G.L. Clark, Christchurch, 1979)

These companion books detail the buildings, mainly houses, along two of inner Christchurch's main streets and the people who lived in or were associated with the buildings. The details including planting and roading development of the two streets.

Herriott, E.M., "A History of Hagley Park, Christchurch, with Special Reference to its Botany", Transactions of the New Zealand Institute, vol. LI (1919), pp.427-47

An important source on the development of Hagley Park and the history of Christchurch's vegetation.

Lamb, R.C., Street Corner A study to mark the thirtieth anniversary of the founding of the Caxton Press, (Caxton Press, Christchurch, 1967)

This brief study focuses on a short stretch of Victoria Street, but packs into a slim book a wealth of information on a variety of topics, from private charitable aid, to transport, buildings, trades, public processions and the clocktower.

Looser, Frieda, Fendall's Legacy A History of Fendalton and North-West Christchurch, (Canterbury University Press, Christchurch, 2002)

A history of the development of several key older and more recent suburbs in one quadrant of Christchurch which covers the development of services and industries, architecture, institutions and prominent individuals.

McBride, Ian, *The Paparua County A Concise History*, (Paparua County Council/Canterbury Public Library, Christchurch, 1990)

The history of Christchurch's western fringe between 1911 and 1989 (the years when Paparua County was formed and then the urban parts of it incorporated into the city). Residential and industrial development are covered, along with the activities of local bodies, social life and recreation.

McBride, Ian, Riccarton *The Founding Borough A Short History of Canterbury's founding settlement*, (Riccarton/Wigram Community Board, Christchurch, 1994)

Covers the early and later settlement, industrial development, local governance and social and community life of the area of the city west of Hagley Park that was governed as an independent borough right through to 1989.

Ogilvie, Gordon, *Exploring the Port Hills Christchurch*, (Caxton Press, Christchurch, 2000)

A guide which summarises historical and other information about the Port Hills. For more historical detail it is necessary to refer to the same author's *Port Hills*, but this provides good briefer coverage of the area.

Ogilvie, Gordon, *The Port Hills of Christchurch*, (Reed, Wellington, 1978)

The standard, authoritative work on all aspects of the Port Hills, including their early history, residential development on and recreational use of them.

Penney, Sarah, *Beyond the City The Land and its People Riccarton, Waimairi, Papanui*, (Sarah E.W. Penney, Christchurch, c. 1977)

Although the material is not always well organised, this book gives comprehensive detail (about people, buildings and development) of the areas on which the western and north-western suburbs of Christchurch were developed.

Penney, Sarah, *The Estuary of Christchurch: A history of the Avon-Heathcote Estuary, its communities, clubs, controversies and contributions*, (Penney Ash Publications, Christchurch, c. 1982)

Like the previous title, this book is a comprehensive but sometimes rather 'dense' and poorly organised account of many aspects of life in the suburban areas to the east and south-east of the city.

St Albans from Swamp to Suburbs An Informal History, (New Zealand Federation of University Women, Canterbury Branch, Christchurch, 1989)

Information on the area north of the original city that became St Albans Borough before becoming part of the city in 1903. The coverage includes early settlement, subdivision and house building, suburban institutions like schools and churches and the activities of the Borough Council.

Sydenham The Model Borough of Old Christchurch An Informal History, (New Zealand Federation of University Women, Canterbury Branch, Christchurch, 1977)

The physical development and building history of Christchurch's most important working class suburb are described, along with the development of industry, the formation of social institutions and political life.

de Thier, Walter, *Sumner to Ferrymead a Christchurch history*, (Pegasus Press, Christchurch, 1976)

Deals with the early history of Sumner, the later extension of settlement on the flat and spurs and the place of Sumner as one of the city's seaside resorts. The sections on Ferrymead include information about the shipping trade into the lower Heathcote.

Walsh, George, W., *New Brighton: a regional history 1852-1970*, (George W. Walsh, Christchurch, 1971)

An indispensable source on the development of New Brighton, with information on buildings, personalities and most other aspects of its history. It remains useful despite taking the story only to 1970.

Walsh, George W., *Richmond, Christchurch A Regional History*, (Kiwi Publishers, Christchurch, 1998)

A brief but useful account of one of Christchurch's oldest suburbs, including information about the buildings in the suburbs.

Watson, James, *Along the Hills A History of the Heathcote Road Board and the Heathcote County Council 1864-1989*, (Heathcote County Council, Christchurch, 1989)

While focusing on the administration of areas south and east of the original city, this study tells much about early settlement, the development of industry, sources of energy, transportation, social life, recreation and, more recently, regional planning as they impacted on the area of Christchurch immediately beneath the Port Hills.

Books on the city's architectural history

The Architectural Heritage of Christchurch, (Christchurch City Council, Town Planning Division, nos. 1-6; Planning Policy Unit, no. 7; Environmental Policy and Planning Unit, nos. 8-10, Christchurch)

The Normal School, (1981)

Shand's Emporium, (1982)

McLean's Mansion, (1983)

The Cranmer Club, (1985)

Government Buildings, (1986)

Church of the Good Shepherd, (1988)

Nurses' Memorial Chapel, (1990)

The Legacy of Thomas Edmonds, (1993)

Wood's Mill, (1996)

Pavilions, temples and four square walls Christchurch pump houses and substations, (2003)

Each of these booklets focuses on just one, or a handful, of buildings, but the depth of coverage makes them collectively an invaluable resource on the architectural history of Christchurch and also about various aspects of its development.

The Buildings of Christ's College 1850-1990. Drawings by Rodney Wells. Text by Don Hamilton. (Caxton Press, Christchurch, 1991)

An indispensable source on the buildings of the most important architectural group in the city. Demolished as well as surviving buildings are covered.

A Century of Architecture Collins and Son, (Caxton Press, Christchurch, 1965)

A small book which traces the work of architects who were the principals of Christchurch's longest-lasting architectural firm, founded by W.B. Armson, which continued as Collins & Harman, then as Collins & Son. Many key commercial and other buildings were designed by the firm. An incomplete checklist of buildings is provided.

Hendry, John A. and Alice J. Mair, Homes of the Pioneers, (Caxton Press, Christchurch, 1968)

and

Hendry, John A. and Alice J. Mair, More Homes of the Pioneers, (Caxton Press, Christchurch, 1974)

These companion books, with text accompanying a drawing of each building featured, were critical in first alerting Christchurch people to the city's domestic architectural heritage. They remain an important starting point for the study of the city's architectural history.

Living with the Past Historical Buildings of the Waimairi District, (Waimairi District Council, Christchurch, n.d.)

A brief history of the area governed by the former Waimairi County is followed by pictures and descriptions of historic buildings in the area. They are overwhelmingly houses, but a few public buildings are featured.

Lloyd Jenkins, Douglas, *At Home: A Century of New Zealand Design*, (Random House, Auckland, 2004)

Provides an interesting perspective on the development of Modern Movement ideas and philosophies in New Zealand and gives particular emphasis to the role of Christchurch architects in this development.

Lochhead, Ian, *A Dream of Spires Benjamin Mountfort and the Gothic Revival*, (Canterbury University Press, Christchurch, 1999)

An impeccable study of the life and work of the architect who, above all others, put Christchurch's architectural tradition on a firm (Gothic) foundation. There is information about and assessments of key early Christchurch buildings, including the Anglican Cathedral and the Provincial Government Buildings.

Porter, Frances ed., *Historic Buildings of New Zealand South Island*, (Methuen, Auckland, 1983)

Chapters on the 'Pilgrim churches', the Provincial Government Buildings and 'Post-Provincial Christchurch' contain information about and assessments of several city churches, public buildings and houses.

Pryor, Ted, *Rising of the Phoenix A Tribute to the Life and Works of William Thomas Trethewey Sculptor of Christchurch*, (E.G.Pryor, Christchurch, 2002)

Includes information about the life of one of Christchurch's leading artists/craftsmen and such important adornments of the city as the Citizens War Memorial, the Captain Cook statue and the Edmonds Clock Tower.

Round the Square A History of Christchurch's Cathedral Square, (New Zealand Federation of University Women, Canterbury Branch/Clerestory Press, Christchurch, 1995)

This book takes the Square quadrant by quadrant, recording both past and present buildings on the Square's perimeter. It is strongly focused on buildings and architecture, but also contains useful information on the city's social and economic history and on the development of the Square as a public open space.

Statues, Fountains, Clocks, Memorials and Other Structures of Christchurch City, (Report prepared by Fulton Hogan Facilities Management for the Christchurch City Council Parks and Reserves Unit, n.p., n.d.)

A comprehensive inventory of a large number of ancillary structures in Christchurch, with brief notes on each. The notes are sometimes so brief as to be of little use.

Stocker, Mark, *Angels and Roses: The Art of Frederick George Gurnsey*, (Canterbury University Press, Christchurch, 1997)

The life and work of an artist whose wood carvings in particular are important features of several heritage buildings of Christchurch.

Stocker, Mark, *Francis Shurrock: Shaping New Zealand Sculpture*, (University of Otago Press, Dunedin, 2000)

A sculptor whose work is part of the artistic heritage of several Christchurch buildings and public areas.

Turner, Gwenda, *Buildings and Bridges of Christchurch New Zealand*, (John McIndoe, Dunedin, 1981)

A compilation of sketches and old photographs. The text is slight, but the book provides an adequate overview of aspects of the city's architectural development.

Warren & Mahoney Architects 1958-1989, (Warren & Mahoney, Christchurch, 1989)

A survey of the work of the most prominent firm of architects in Christchurch in the second half of the 20th century. The firm played a critical role in the ongoing development of the city's architectural tradition. The book includes many buildings beyond Christchurch, but the bulk of the firm's work was in the city and included the seminal Town Hall.

Wilson, John, *The Canterbury Provincial Council Buildings*, (Canterbury Regional Council, Christchurch, 1991)

A summary history of the city's most important group of buildings, with material also on political life in early Christchurch and the city's statues and Victoria Street clock tower.

Wilson, John, *Historic Christchurch A Walking Tour*, (Reed, Auckland, 1998)

This small booklet provides a short introductory survey of Christchurch's architectural history, then describes 25 buildings representative of most phases of that history.

Wilson, John, *Lost Christchurch*, (Te Waihora Press, Springston, 1984)

Chapter 1 provides a summary overview of Christchurch's architectural history and discusses the architectural character of the city. Subsequent chapters discuss (and illustrate) by material, location and building type buildings which have been demolished or have burned down.

Yonge, Melanie, *Government Buildings Christchurch 1909-1996*, (Symphony Group and Dynasty Pacific Group, Auckland, 1996)

The history of the original construction, subsequent use, and then recycling of one of the city's most notable buildings.

Catalogues of exhibitions featuring the work of Christchurch architects:

W.B. Armson *A Colonial Architect Rediscovered*, (Robert McDougall Art Gallery, Christchurch, 1983)

Essays on the career of and specific buildings designed by Christchurch's leading 19th century commercial architect. Includes a checklist of his buildings.

A Century of Architectural Drawings Works from the Armson-Collins Collection, (School of Fine Arts, University of Canterbury, Christchurch, 1994)

Essays on a number of buildings designed by the longest-lasting Christchurch architectural firm, founded by W.B. Armson and continued by members of the Collins family.

Peter Beaven – *Architect Buildings and Projects*, (School of Fine Arts, University of Canterbury, Christchurch, 1995)

Essays on several of the buildings designed by another of the most important Christchurch architects of the second half of the 20th century.

B.W. Mountfort and the Gothic Revival in Canterbury, (Robert McDougall Art Gallery, Christchurch, 1998)

Features several of the buildings designed by, and discusses the career of, Christchurch's most important 19th century architect.

Books on the city's transport history

Ince, John A., *A City of Bridges A History of Bridges over the Avon and Heathcote Rivers in Christchurch*, (Christchurch City Council, Christchurch, 1998)

Details on all the bridges, past and present, over the two rivers which flow through the urban area of Christchurch. Their design and their functioning as part of the city's road system are covered.

Johnston, W.B. ed., *Traffic in a New Zealand City*, (Christchurch Regional Planning Authority, Christchurch, 1965)

The findings of a study undertaken in preparation for a Master Transportation Plan for Christchurch. The book includes information on land use, urban growth and the distribution of industries and shops in the urban area.

Laugesen, Keith, *A driving force: The Laugesen family and the Midland group of companies*, (J.K. Laugesen, Christchurch, 2001)

Midland buses were an important element of Christchurch transport through the middle years of the 20th century. This hybrid family/company history includes information on many aspects of Christchurch's transport and commercial history.

Stewart, Graham, *Around Christchurch by Tram in the 20th Century*, (Grantham House, Wellington, 1999)

A pictorial book, with useful information in the captions about the city's electric tram system.

[Stewart, Graham], *A Christchurch Album to Celebrate the Return of Trams to the Streets*. Photographs by W.W. Stewart of the 1920s and Graham Stewart of the 1950s. (Grantham House, Wellington, 1994)

Usefully dated and captioned pictures of trams on various Christchurch streets.

On the Move: Christchurch transport through the years, (Christchurch Transport Board/Tramway Historical Society, nos. 1-5; A. & M. Publishers/Tramway Historical Society, no. 6; A. & M. Publishers, nos. 7-8)

Bullock to Brougham Private Road Transport in Early Christchurch, (n.d.)

Hailing a Hansom Public Transport and Transport in Trade and Industry in Christchurch's horse-drawn days, (n.d.)

Rails in the Roads The Steam and Horse Tram Era in Christchurch, (n.d.)

The Wire Web The Christchurch Tramway Board and its Early Electric Tramways 1903-1920, (1986)

The Country Commuter The Regional Railway Network of Christchurch, (1988)

The Tidal Traveller The Small Ships of Canterbury, (1991)

Tram to the Terminus The Christchurch Tramway Board and its electric tramways 1921-54, (1993)

Buses-beetle to bostons The buses of Canterbury 1904-1989, (1996)

The booklets in this series are an indispensable source for information about most of the ways people have moved about Christchurch since its earliest days through to the mid 20th century when the private car began to eclipse other modes of transport.

Books on specific services and utilities

Alexander, Mark, *Christchurch A City of Light*, (Southpower, Christchurch, 1990)

A detailed history of the Municipal Electricity Department which covers such diverse topics as supply sources, reticulation (including substations), street lighting, MED buildings and the impact of electricity on life in Christchurch.

Hercus, Agnes I., *A City Built upon a Swamp The Story of the Drainage of Christchurch 1850-1903 With Epilogue 1903-1936*, (Christchurch Drainage Board, Christchurch, 1948)

This work covers primarily the work of the Drainage Board up to 1903, but also discusses the choice of the site of Christchurch and drainage of the city prior to the formation of the Board. An appendix lists pipe-laying contracts which make it possible to trace the growth of the city, and extension of the sewers, through time.

Phillips, A.A., *Always Ready Christchurch Fire Brigade 1860-1985*, (New Zealand Fire Service, District 5AO1, Christchurch, 1985)

A history on the administration of the fire service in Christchurch, with material on all the important fire-fighting service buildings, appliances and major fires. Useful appendices summarise much of the information in the text.

Public Activities in Christchurch. Official Record of the Work of the City Council, North Canterbury Hospital Board, Lyttelton Harbour Board, Drainage Board, Tramway Board, Domains Board and Fire Board 1925-1927, (n.p., n.d., ?Christchurch, ?1927)

An invaluable 'snapshot' of utilities and services in the city and their administration in the mid 1920s.

Wilson, John, *Christchurch Swamp to City A Short History of the Christchurch Drainage Board 1875-1989*, (Te Waihora Press, Lincoln, for the Christchurch Drainage Board, 1989)

An institutional history of the Drainage Board which also covers all sewerage and stormwater drainage work in the city through to the dissolution of the Board in 1989.

Books about specific industries and businesses

Canterbury Manufacturers' Association, *A Century of Achievement 1879-1979: A Record of Progress*, (Canterbury Manufacturers' Association, Christchurch, 1980)

Though primarily an account of an organisation important in the city's economic life, the book also contains useful information about the city's industrial development.

Collins, Ernest G., *Malting in the Heathcote Valley 1871-1981*, (The Canterbury Malting Company, Christchurch, 1981)

Besides covering the specific industry of the book's title, this work provides an overview of industrial development (including brickworks) in the Heathcote Valley.

Lane Walker Rudkin, *Lane Walker Rudkin: 75 Years: Milestones 1904-1979*, (Lane Walker Rudkin, Christchurch, 1979)

A survey history of the firm that played a leading role in the textile and clothing manufacturing industries in Christchurch.

Loach, A.C., *A History of the New Zealand Refrigerating Company*, (New Zealand Refrigerating Company, Christchurch, 1969)

An excellent account of the firm which played a leading role in developing the meat freezing industry in Christchurch, with works at Islington and at Hornby.

Ogilvie, Gordon, *Ballantynes The Story of Dunstable House 1854-2004*, (J. Ballantyne and Co. Ltd, Christchurch, 2004)

A recent work which tells the story of a single company. But it is a company which has played a highly significant role in retailing in Christchurch and the book includes information about the central city's physical development and its social history. It includes the best account yet of the tragic Ballantynes fire of 1947.

Pollard, John S., *Requiem for a Gasworks*, (University of Canterbury, Christchurch, 1987)

A detailed history of the production of coal gas in Christchurch, from the 1864 founding of the company to disposal of the contaminated soil after the works closed down. The work is technical, but has information about the structures and buildings on the gasworks site and about the reticulation and use of coal gas in the city.

Smith, Greg C., *Divine Rock The Quarrymen's Gift*, (Roding Unit, Christchurch City Council, Christchurch, 1993)

The history of the longest-lasting of the many Port Hills quarries which was a source of both building stone and road metal for more than a century and is now being developed as a reserve.

Stevens, P.G., *Pyne Gould Guinness Ltd The Jubilee History 1919-1969*, (PyneGould Guinness Ltd, Christchurch, 1970)

Although it covers only a relatively brief timespan and deals with just one (albeit important) company, the book illuminates Christchurch's role as a centre for handling farm products and supplying farmers' needs.

Books on specific organisations or institutions (including churches, hospitals, schools and sporting organisations)

Amodeo, Colin, ed., *Wilderness to Garden City: a celebration of 150 years of horticultural endeavour in Canterbury*, (Canterbury Horticultural Society, Christchurch, 2001)

An important source for information about the planting of public spaces and private gardening in Christchurch as well as about an organisation which has had a significant influence on how the city's appearance has developed and changed.

Averill, L.C., *St George's Hospital The First Fifty Years*, (St George's Hospital Executive, Christchurch, 1978)

The history of a private hospital which casts light on the place of the churches in Christchurch life and on the medical history of the city.

Bennett, F.O., *Hospital on the Avon The History of the Christchurch Hospital 1862-1962*, (North Canterbury Hospital Board, Christchurch, 1962)

An institutional history which deals with the organisation of the hospital, its departments and personnel but also describes the hospital's physical growth and development and the buildings on the site up to 1962 (just before the major redevelopment began).

Blight, W.T., *A House Not Made With Hands A History of the Durham Street Methodist Church Since the present Church Building was Erected 1864-1964*. (Trustees of the Durham Street Methodist Church, Christchurch, 1964)

This is a chronicle rather than a history which places emphasis on the personalities associated with one of the city's early inner-city churches.

Britten, Rosemary, *Rangi Ruru Girls' School, Christchurch, New Zealand, 1889-1989*, (Te Waihora Press, for the Board of Governors, Rangi Ruru Girls' School, Christchurch, 1988)

The book covers the history and physical development of, and personalities associated with, a private girls' school which was bought by the Presbyterian Church. Interesting material on the educational and social life of Christchurch.

Brittenden, W.J.A., *A Dream Come True The Christchurch Town Hall*, (Christchurch Town Hall Committee, Christchurch, 1972)

As background to an account of the campaign to build the present Town Hall, and of its design and construction, this booklet provides details on former public meeting places in Christchurch and on Market (now Victoria Square) where the new Town Hall was built.

Brown, Colin, *Vision and Reality Christchurch's Cathedral in the Square*, (Christ Church Cathedral Chapter, Christchurch, 2000)

This is a history of the Cathedral as both a building and an institution. Given the place of the Cathedral in Christchurch life, the book includes information on Christchurch society and personalities.

Brunt, Phoebe, *Deep Roots and Firm Foundations A History of St Paul's Presbyterian Church, Christchurch, 1864-1964*, (St Paul's Church, Christchurch, 1964)

A history of the city's second Presbyterian church which throws light on general changes in the inner city.

Butchers, A.G., *A Centennial History of Education in Canterbury*, (Centennial Committee, Canterbury Education Board, Christchurch, 1953)

Though the book is now old it contains useful background information on the development of education in Christchurch and on the body which controlled public education in the city for many years.

Cant, A.R. ed., *Official History of the Xth British Commonwealth Games Christchurch New Zealand January 24 – February 2, 1974*, (Organising Committee of the Xth British Commonwealth Games, 1974, Christchurch)

The book contains excessive detail for general use, but is a reliable source for all information about one of the most important international events in the city's history.

Chalklen, Mollie, "The Church to the North of the River Avon" *The Church of St Luke the Evangelist Christchurch 1860 1985 125 Years*, (The Vestry of the Church of St Luke the Evangelist, Christchurch, 1985)

An account of one of the important inner-city Anglican parishes, with detail about its significant buildings and general information on the religious history of the city.

Chambers, W.A., *The Winds of Change: A Short History of the Methodist Church in North and South Canterbury from 1950-1975*, (Wesleyan Historical Society of New Zealand, Auckland, 1976)

The 'sequel' to the following book. Together they provide historical background on a major denomination and information about the society and built history, as well as religious history, of Christchurch and of the rest of the province.

Chambers, W.A., *Our Yesteryears 1840-1950 Being a Short History of Methodism in Canterbury New Zealand*, (Willis and Aiken, Christchurch, 1950)

Like the previous title, this history is useful for the city's religious, social and built history.

Christchurch West High School Centenary 1858-1958, ([Christchurch West High School], Christchurch, 1958)

A variety of reminiscences about a school which was founded in the city's early years by the Presbyterians, became a state high school and survived, in an unlikely inner-city location, to become the city's chief 'alternative' high school.

Fenwick, P. Clennell, *North Canterbury Hospital and Charitable Aid Board Official History Progress and Development*, (North Canterbury Hospital Board, Christchurch, 1926)

Useful information on various institutions and their buildings run by the Hospital Board up to the 1920s, and an illuminating summary of the Board's involvement in health and social care in Christchurch in that decade.

Fry, Ruth, *The Community of the Sacred Name A Centennial History*, (Community of the Sacred Name, Christchurch, 1993)

The history of an Anglican order of nuns which throws an interesting light on the city's religious and social history. The order occupies a building of significance.

A Garden Century The Christchurch Botanic Gardens 1863-1963, (Christchurch City Council, Christchurch, 1963)

A history of the development and planting of the Botanic Gardens, including specialised garden areas, notable trees and structures and buildings in the Gardens.

Gardner, W.J., E.T. Beardsley and T.E. Carter, *A History of the University of Canterbury*, (University of Canterbury, Christchurch, 1973)

Written while part of the university was still on its former inner city site, this 'standard' institutional history deals with buildings, staff and students and touches on aspects of the city's social as well as educational history.

Gosset, Robyn, *Ex Cathedra A History of the Cathedral School of Christchurch New Zealand 1881-1981*, (Cathedral Grammar School Trust Board, Christchurch, 1981)

The history of the school which educates Cathedral choristers, and others. The school is one in the educational precinct in the inner city. The book touches also on the place of the Cathedral in Christchurch life and on the nature of Christchurch society.

Gosset, Robyn, *From Boaters to Back-packs The School History and List of St Margaret's College 1910-1985*, (St Margaret's College Old Girls' Association, Christchurch, 1985)

This is a 'standard' history of one of the city's private schools, which moved from Cranmer Square to Merivale. It illuminates the educational history of the city and also, because of the nature of the school, on its social and religious history.

Hamilton, Don, *College! A History of Christs' College*, (Christs' College Board of Governors, Christchurch, 1996)

The standard, conventional history of the city's oldest school. The College is one of the 'defining' institutions of Christchurch and the book accordingly casts light on many other aspects of the city's history than just education.

Hanrahan, Michale, *A Suitable Temple*, (Cathedral of the Blessed Sacrament, Christchurch, 2005)

The latest research on the building of the Roman Catholic cathedral and its place in the city's life.

Hockley, Dick, *Packed but not Padded Christchurch Polytechnic's First 25 Years 1965-1989*, (Christchurch Polytechnic, Christchurch, 1990)

The recent history of a tertiary institution which grew out of the city's technical college. College and Polytechnic have been an important presence in the south-east corner of the inner city since the early 20th century.

Lamb, R.C., *Birds, Beasts and Fishes The First Hundred Years of the North Canterbury Acclimatisation Society*, (The North Canterbury Acclimatisation Society, Christchurch, 1964)

This book covers the history of the Acclimatisation Society grounds near the hospital and the introduction of different plant, bird and fish species which have become naturalised in Christchurch.

Loughton, Jennifer, *Fifty Years Along the Road: A History of the Summit Road Society Incorporated 1948-1998*, (Summit Road Society, Christchurch, 1998)

The history of the organisation which has had a key impact on public use of the Port Hills and the reservation of large areas of hill country as public land.

Miller, G.M. *Centennial History of St Andrew's Presbyterian Church, NZ, 1856-1956* First Presbyterian Church in Canterbury, ([St Andrew's Church], Christchurch, 1956)

The book covers the origins of Presbyterianism in Canterbury and the history (buildings, personalities and church organisations) of the church which was an important presence at Hospital Corner from 1856 until its removal to Merivale.

Ogilvie, Gordon, *High Flies the Cross The 75th Jubilee History of St Andrew's College 1917-1992*, (Board of Governors of St Andrew's College, Christchurch, 1992)

A comprehensive history of a private boys' school. It has information on education and the role of the Presbyterian Church in Christchurch, on many individuals associated with the school and on its buildings.

O'Meeghan, Michael, *Held Firm by Faith A History of the Catholic Diocese of Christchurch 1840-1987*, (Catholic Diocese of Christchurch, Christchurch, 1988)

This is a comprehensive history of the Roman Catholic Church in Christchurch – its activities, personalities and buildings. The diocese covers much more than the city, so some information is not relevant to Christchurch.

Parr, Stephen, *Canterbury Pilgrimage The First Hundred Years of the Church of England in Canterbury, New Zealand*, (Centennial Committee of the Diocese of Christchurch, Christchurch, 1951)

This book ranges well beyond Christchurch, but contains much about Christchurch churches and the religious and social life of the city.

Peters, Marie, *Christchurch-St Michael's A Study in Anglicanism in New Zealand 1851-1972*, (University of Canterbury, Christchurch, 1986)

The history of one inner-city parish, which has both a significant church building and a significant place in the religious history of Christchurch. The associated school means the book also casts light on the city's educational history.

The Press 1861-1961 The Story of a Newspaper, (Christchurch Press Company, Christchurch, 1963)

A company history which, given the paper's long life and prominence in the city, includes information on commercial and intellectual life in Christchurch.

Rice, G.W., Ambulances and First Aid St John in Christchurch 1885-1987, (The Order of St John, Christchurch, 1994)

A detailed history of the organisation which also has general material on the provision of medical services in the city and on Christchurch society.

Rich, Margaret, 75 years on Cockayne Mount Cheeseman Ski Club, (Mt Cheeseman Ski Club, Christchurch, 2004)

An important source for understanding what proximity to mountain's has ment for Christchurch's sporting and social life.

Roberts, Betty and Norman, Old Stone House 1870-1970 and the Cracroft Community Centre 1972-1990, (Cracroft Community Centre, Christchurch, 1991)

The history of a notable building in south-west Christchurch, which originally housed the Indian servants of a landowner, was later used by the Student Christian Movement and after a disastrous fire became a hub of social and community life in the city's south-western suburbs.

Saunders, Larry, The Canterbury Rugby History 1879-1979, (Canterbury Rugby Football Union, Christchurch, 1979)

Background on one of the main codes in the city's sporting history.

Slatter, Gordon, Great Days at Lancaster Park, (Whitcombe and Tombs, Christchurch, 1974)

An overview of Christchurch's sporting history from 1881, which is remarkably comprehensive because of the key place of Lancaster Park as sports venue. The lack of an index sorely diminishes the book's usefulness for research.

Strange, Glyn, The Arts Centre of Christchurch Then and Now, (Clerestory Press, Christchurch, 1994)

This book details the transformation of the inner city buildings of the University of Canterbury into a community Arts Centre and covers both the histories of the buildings themselves and the life that went on in and around them.

Strange, Glyn, *The Little Theatre golden years of the New Zealand stage*, (Clerestory Press, Christchurch, 2000)

The years the Little Theatre flourished on the town site of the University of Canterbury were crucial years in the development of theatre in Christchurch. Two key Christchurch personalities, James Shelley and Ngaio Marsh, appear in the book and student life in the city is covered.

Strongman, Thelma, *City Beautiful The first 100 Years of the Christchurch Beautifying Association*, (Clerestory Press, Christchurch, 1999)

A survey account of the work of an organisation which played a key role in river bank improvement and planting and in other civic beautification projects. The organisation was also involved in early town planning efforts in Christchurch.

Thomson, Barry and Robert Neilson, *Sharing the Challenge A Social and Pictorial History of the Christchurch Police District*, (Christchurch Police District History Book Committee, Christchurch, 1989)

A detailed history of police work in Christchurch (and other parts of Canterbury). The police stations in different parts of the city are fully covered, and the professional and social life of police officers described.

Old guide books etc.

Canterbury Old and New 1850-1900 A Souvenir of the Jubilee, (Whitcombe and Tombs, Christchurch, 1900)

Provides detail of the early years of Christchurch and its first 50 years of development, along with information on the wider province.

Cyclopedia of New Zealand, vol. 3, Canterbury Provincial District, (Cyclopedia Company, Christchurch, 1903)

Particulars about businesses, some public institutions and personalities in early 20th century Christchurch which are not readily available anywhere else.

Guide to Christchurch and Picturesque Canterbury, (Marriner Bros. & Co., Christchurch, 1914)

Information on a great many aspects of Christchurch life immediately before the outbreak of the First World War.

Mosley, M., Illustrated Guide to Christchurch and Neighbourhood, (J.T. Smith & Co., Christchurch, 1885; Facsimile edition, Kiwi Publishers, Christchurch, 1996)

A very useful source on early Christchurch businesses and industries, churches and other institutions in the 1880s.

Biographies

Bohan, Edmund, 'Blest Madman' FitzGerald of Canterbury, (Canterbury University Press, Christchurch, 1998)

The life of one of the founders of Canterbury, emphasising his political role. He was the province's first Superintendent and later went onto a national political career, partly disappearing from the Canterbury scene. But knowledge of FitzGerald is critical to an understanding of the first two decades of the city's political and social life.

Burdon, C.C., Dr. A.C. Barker 1819-1873 Photographer, Farmer and Physician, (John McIndoe, Dunedin, 1972)

A brief record of the life of a man whose photographs have proved an unrivalled source of information about life in Christchurch and the city's development through its first quarter century.

Burdon, R.M., Scholar Errant A Biography of Professor A.W. Bickerton, (Pegasus Press, Christchurch, 1956)

The life of one of Christchurch's most colourful eccentrics, which also casts light on the early years of Canterbury College.

Downie Stewart, William, William Rolleston A New Zealand Statesman, (Whitcombe and Tombs, Christchurch, 1940)

This biography places emphasis on Rolleston's role in Parliament, but refers also to his career as provincial superintendent and to his importance in the history of education in Christchurch (and Canterbury).

Garner, Jean, By His Own Merits: Sir John Hall – Pioneer, Pastoralist and Premier, (Dryden Press, Hororata, 1995)

Hall's life was influential at the provincial and national levels, but he was also closely involved in many aspects of Christchurch life.

Garrett, Helen, Henry Jacobs A Clergyman of Calibre, (Shoal Bay Press, Christchurch, 1996)

Though it verges sometimes close to the boundary of family hagiography, this life of one of the Canterbury Association's original settlers contains useful information about the religious, social and educational life of the city in its formative years.

Gee, David, *My Dear Girl: A Biography of Elizabeth McCombs, New Zealand's first Woman Member of Parliament, and Her Husband, James McCombs, Member of Parliament for Lyttelton for Twenty Years*, (Tree House, Christchurch, 1993)

The lives of two key figures in the 20th century political history of Christchurch.

Gilderdale, Betty, *The Seven Lives of Lady Barker*, (David Bateman, Auckland, 1996)

Although only a relatively small part of the book deals specifically with Lady Barker's time in Christchurch, it places *Station Life* in a wider context and usefully supplements that book's worth as a primary source about life in Christchurch in the 1860s.

Greenaway, Richard, *Rich man, poor man, environmentalist, thief Biographies of Canterbury personalities written for the Millennium and for the 150th anniversary of the Canterbury Settlement*, (Christchurch City Libraries, Christchurch, 2000)

A sweeping survey of the lives of a broad range of people who have been influential in the city or whose lives illuminate its history.

Greenaway, Richard, *Unsung Heroines Biographies of Christchurch Women written to commemorate Women's Suffrage Year*, (Canterbury Public Library, Christchurch, 1994)

The lives of a number of Christchurch women used to illustrate various themes of Christchurch's history.

Hay, Hamish (Sir), *Hay Days*, (Caxton Press, Christchurch, 1989)

The reminiscences of Christchurch's longest-serving mayor, whose family has been prominent in the city since the 1930s. It is as important for the light it casts on business life in Christchurch as for the author's account of local body politics in the years he was first councillor and then mayor.

Lewis, Margaret, *Ngaio Marsh A Life*, (1st published Chatto and Windus, 1991; reprinted Poisoned Pen Press, Scottsdale, 1998)

The life of a woman who had an international reputation as a writer but is best remembered locally for her key role in the cultural life of Christchurch through the middle years of the 20th century.

Lovell-Smith, Margaret, *Easily the Best The Life of Helen Connon 1857-1903*, (Canterbury University Press, Christchurch, 2004)

An early woman graduate of Canterbury University College who became headmistress of Christchurch Girls' High School. Her life is critical to an understanding of the development of education and place of women in Christchurch.

Lovell-Smith, Margaret, *Plain Living High Thinking The Family Story of Jennie and Will Lovell-Smith*, (Pedmore Press, Christchurch, 1995)

The history of a family influential in the intellectual, artistic and political life of Christchurch.

Macleod, Nellie F.H., *The Fighting Man A Study of the Life and Times of T.E.Taylor*, (Dunbar and Summers, Christchurch, 1964)

The life of one of the city's leading 'radical' politicians who was involved with the Sydenham-based temperance movement. He also had a national political career, but his real importance lies in his impact on Christchurch.

Newman, Corallyn ed., *Canterbury Women Since 1893*, (Regional Women's Decade Committee, Christchurch, 1979)

This book does not provide individual, separate biographies, but deals with the impact of women on the life of the city by areas of work and interest. It includes women as employees, sports persons, educators, health professionals and politicians. It is usefully indexed for access to information about individual women.

Noble, L.M., *Sir Henry Wigram Pioneer of New Zealand Aviation*, (Whitcombe and Tombs, Christchurch, 1952)

This biography focuses on Wigram's role in the Canterbury Aviation Company and in the establishment of the Sockburn Flying School.

Oakley, Lenore, *Harry Ell and his Summit Road A Biography of Henry George Ell*, (Caxton Press, Christchurch, 1960)

Ell was a key figure in the history of the Port Hills because of his obsession to ensure public access to the Hills. His long parliamentary career, and importance in the national history of conservation, are now seen as secondary to this obsession, on which this biography focuses.

Rice, Geoffrey, *Heaton Rhodes of Otahuna The Illustrated Biography*, (Canterbury University Press, Christchurch, 2001)

Though Heaton Rhodes lived outside the city's boundaries, at Tai Tapu, he was a powerful presence in Christchurch life for much of the first half of the 20th century and the wide range

of his interests and activities in the city mean this biography casts light on many aspects of its 20th century history.

Rolleston, Rosamund, William and Mary Rolleston An Informal Biography, (A.H. & A.W. Reed, Wellington, 1971)

There is relatively little about Christchurch in this volume but it is useful for giving attention to Mary Rolleston as well as to her husband as a public figure.

Storer, Audrey, Light and Life: The Memorial Stained Glass and Some Notable Graves of St Peter's Upper Riccarton Christchurch New Zealand, (Te Waihora Press, Lincoln, 1990)

Besides giving information about one of the city's historic churches, the book contains 'pocket' biographies about a disparate, random but interestingly varied group of people who made contributions in a number of areas of Christchurch life.

Tipples, Rupert, Colonial Landscape Gardener Alfred Buxton of Christchurch, New Zealand, 1872-1950, (Lincoln College, Lincoln, 1989)

The impact of this Christchurch resident on New Zealand garden design was felt well beyond Christchurch, but several significant Christchurch gardens were designed by him. His life also casts light on the city's business history and on the development of individual suburbs where his nurseries were located (St Albans and Opawa).

Plans & Maps referred to in text

Map 1: Introduction map - Christchurch City Council 2003.

Map 2: Archaeological sites map - Christchurch area. Christchurch City Council 2003.

Map 3: Black Map - J. Thomas's survey plan circa 1850.

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Map 4: Edward Jollie's 1850 plan of central Christchurch - CM 4296

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Map 9A: J. T. Smith & Co. Map circa 1875.

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Map 24: Amalgamation of councils in the Christchurch area.

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Map 25: 1934-35 Planning map, Christchurch.