

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

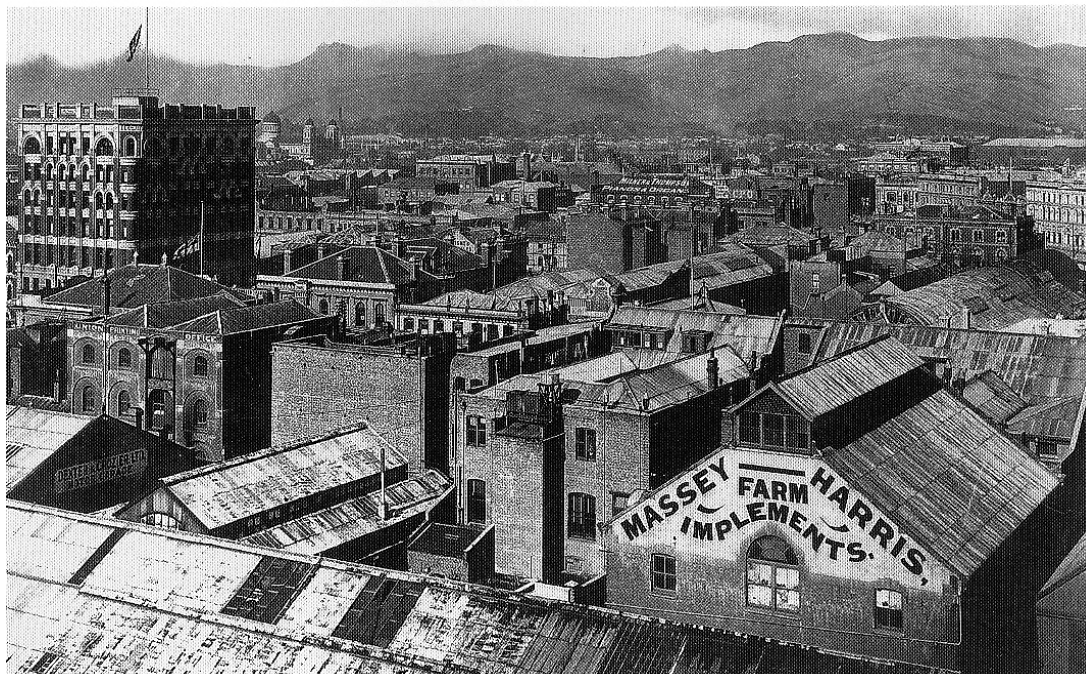


Figure 56. View south-east from the Cathedral tower, c. 1910, showing at left the New Zealand Express Company building (1906) on the corner of Manchester and Hereford Streets. This was Christchurch’s first ‘skyscraper’. In the foreground, right is evidence that form-related industries were in the heart 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.)

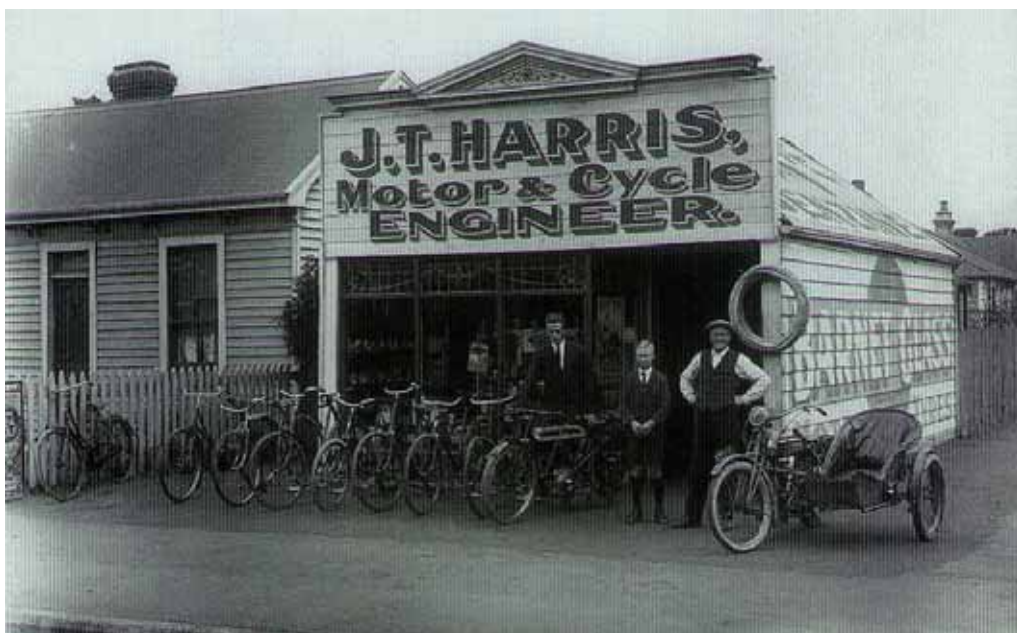


Figure 58 J.T. Harris Motor & Cycle Engineer. *Alexander Turnbull Library G 23957 1/1 (Adam Maclay)*

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 Thorrington 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.

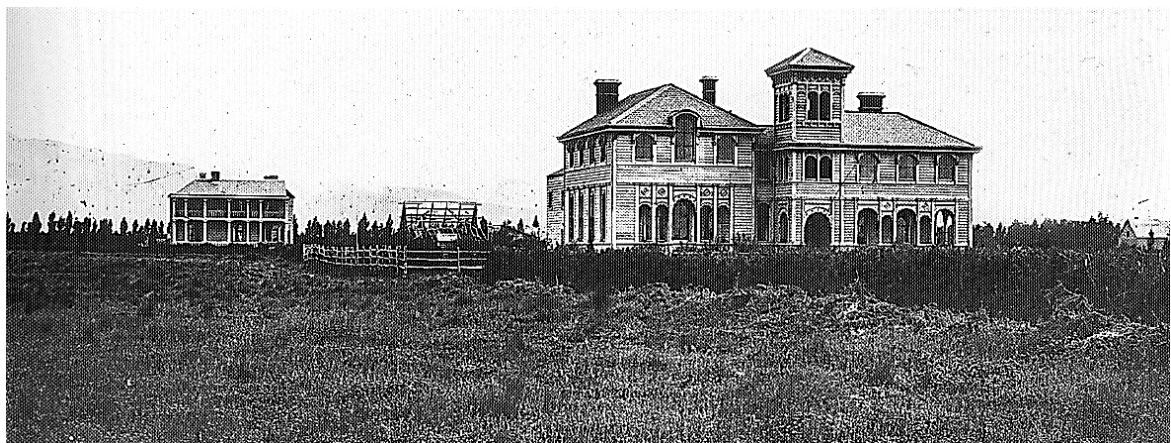


Figure 71. The Christchurch Club, Latimer Square, 26 November 1861, looking south, with Collins’ Hotel (later the Occidental) in the distance. This was New Zealand’s first gentlemen’s club, and gave early runholders a place to stay when visiting town while wives and children stayed in the hotel. Dr A.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

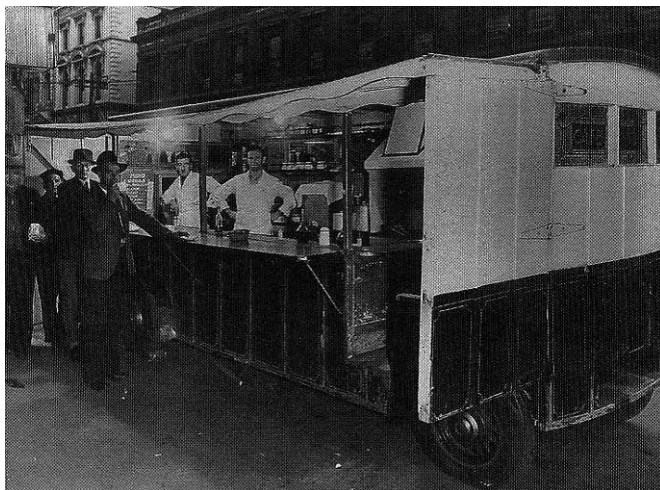


Figure 75. Christchurch had a number of pie carts over the years; this is the one in Hereford Street about 1952. After the movies or a dance or late-night party, it was just the place for a quick hot snack and cup of tea. *Ritchie collection, CHAC/CM 1068*

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

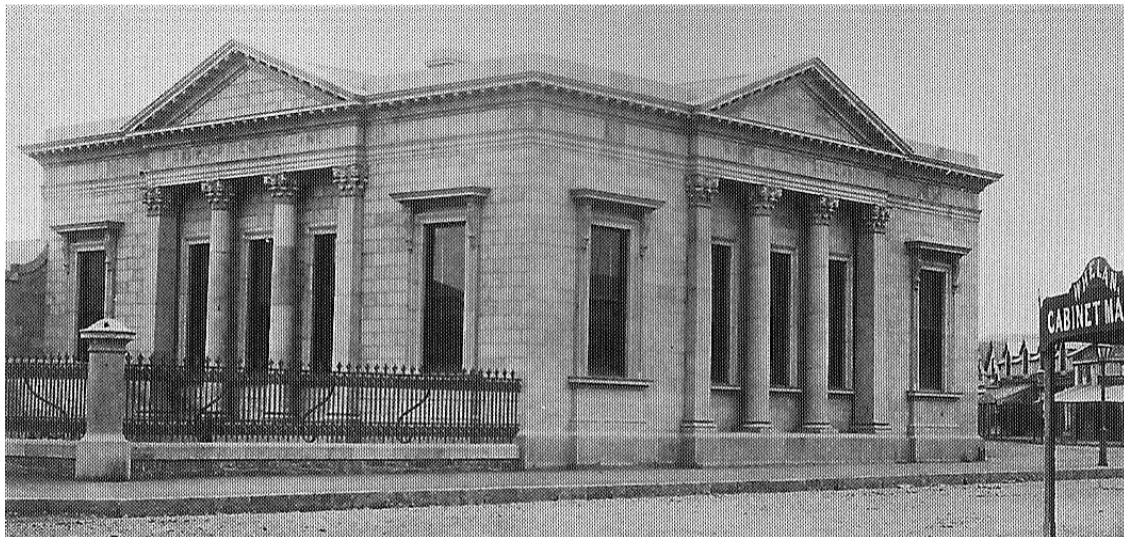


Figure 76. Christchurch's first classical building, the Bank of New Zealand, stood on the corner of Colombo and Hereford Streets. Designed by Melbourne architect Leonard Terry and completed in 1866, it was demolished in 1963, perhaps the saddest loss of all the city's historical buildings. *Dr A. C. 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.

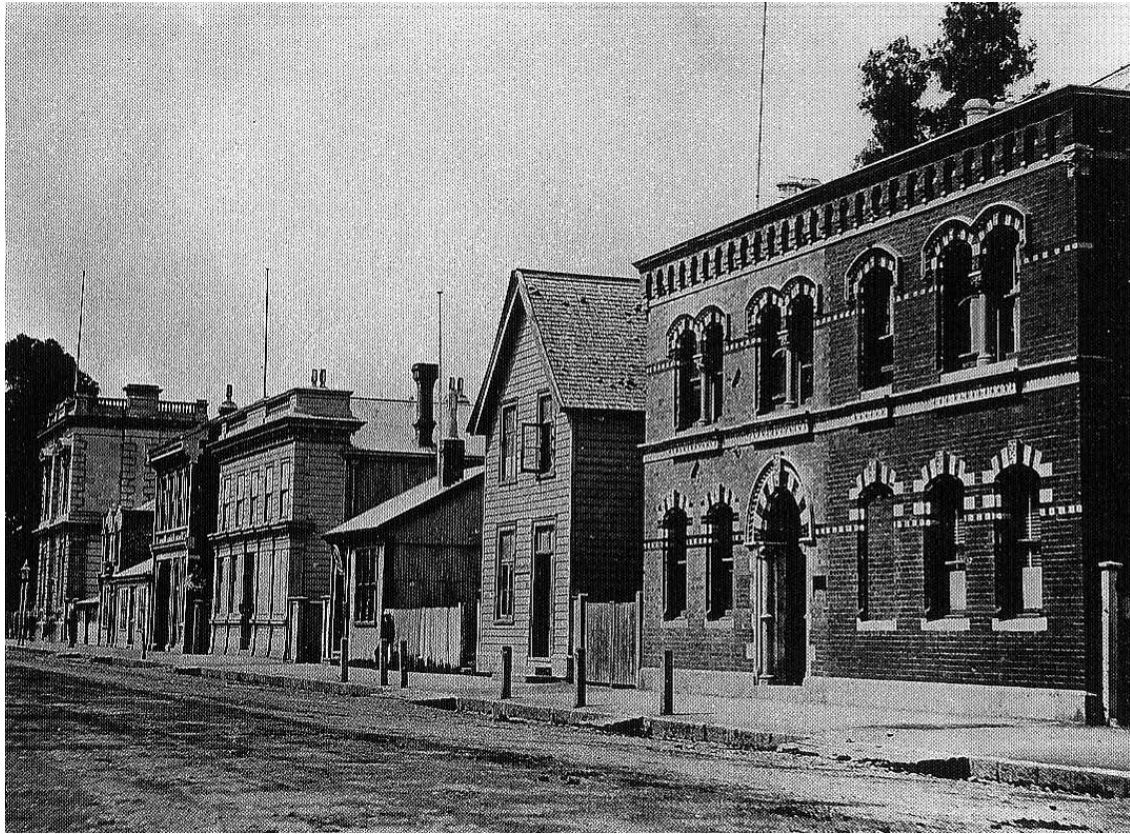


Figure 77. Hereford Street, looking east from Oxford Terrace, 1880. On the far left is the Bank of New South Wales (1867), designed by Dunedin architects Mason and Clayton, and one of the earliest commercial building in Christchurch. *Wheeler photograph, CM 3363*



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*

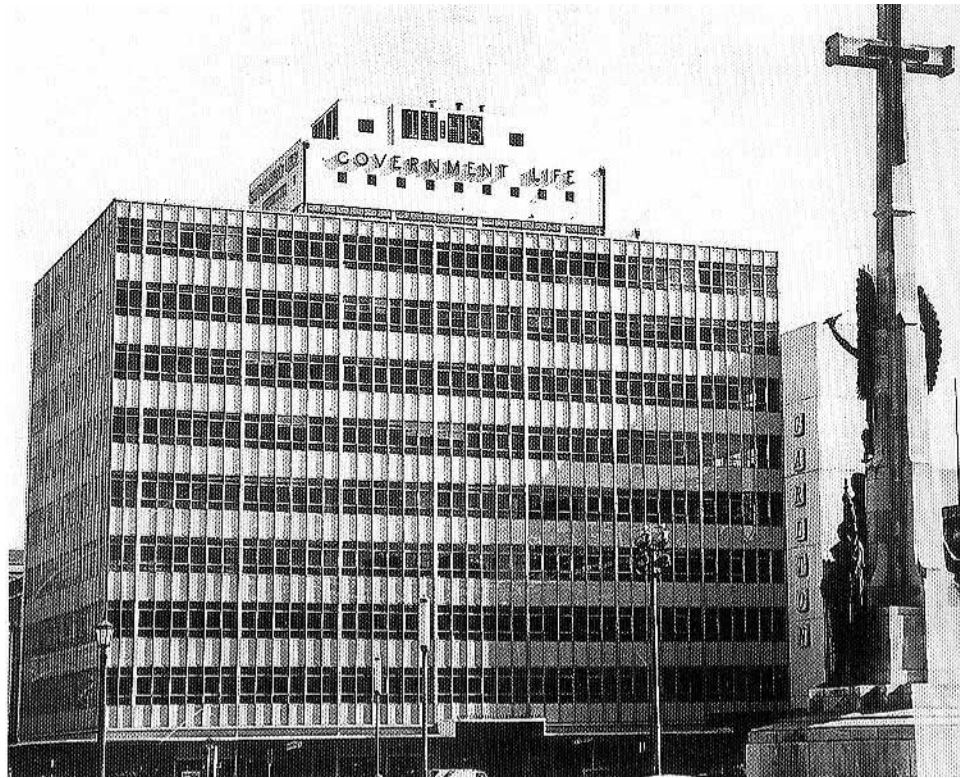


Figure 79. First of the steel-and-glass boxes that have completely changed the character of Cathedral Square: the Government Life building (1964). At right is the Citizens' War Memorial (1937). Beyond it, the classical tower of the old Crystal Palace theatre has been encased in a plain metal box for 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.