

**DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
HERITAGE ITEM NUMBER 456
*FORMER PAPANUI RAILWAY STATION AND SETTING –
1 RESTELL STREET, CHRISTCHURCH***



PHOTOGRAPH: M VAIR-PIOVA, 2015

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

The former Papanui Railway Station has high historical and social significance as the last surviving timber railway station in Christchurch. The railway line between Papanui and Addington opened in 1870. The first stationmaster, J Long, was appointed in 1872 and he ran the station from the platform and a shed that functioned as a waiting shed and booking office. It was not until 1900 that this rudimentary set up was replaced by the Papanui Railway Station. Until 1934 trams ran to the station to connect with trains running to and from North Canterbury, offering travellers a speedier trip to the centre of the city than if they had remained on the train. By the late 1960s the station was serving rail car passengers and supplying several local industrial plants. In 1972 suburban passenger services ceased. The station remained busy however with large local factories, such as Firestones and Sanatorium Health Foods, along with timber and coal yards, continuing to use the station.

In 1985 the stationmaster was withdrawn and in the early 1990s the Railways Corporation withdrew the traffic operator and the station was closed. By the mid-1990s the station was in

a poor state of repair and demolition was being considered. There was major public opposition to the proposed demolition of the station and combined efforts by the community, NZ Historic Places Trust (now Heritage New Zealand) and Christchurch City Council to secure its future resulted in the Council purchasing the building, and then on-selling it for use as a cafe/bar. In 1996 the station was converted for use as a cafe/restaurant. It continues to operate as The Station cafe and bar to this day.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

The former Papanui Railway Station has high cultural significance as it reflects the cultural importance of train travel to the early inhabitants of Canterbury as well as the way of life of the station's users and staff. It also has cultural significance for its association with the community heritage conservation efforts in the mid-1990s that secured its adaptive reuse.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

The former Papanui Railway Station has high architectural and aesthetic significance as the last timber railway station left standing in the city. The station was built to one of the standardised designs developed by George Troup for New Zealand Railways during the heyday of the country's rail network. Troup was Head Draughtsman of New Zealand Railways from 1892 until he became Designing Engineer in 1902. From 1919 until his retirement in 1925 Troup held the position of Head Architect. His best known work is the Dunedin Railway Station.

The former Papanui Railway Station is a Troup Type B and C station; a single gabled building with bracketed eaves and finials on the main gable ends. The gable-ended platform canopy is decorated with scalloped boards at each end with typical Troup-designed iron hoops supporting the roof. The interior of the station building was considerably altered by changes made to the original plan in the 1950s to accommodate more package and bicycle storage space. To this end the ladies' waiting room was closed off and converted to storage use. The platform canopy was also cut back over the main line to allow clearance for large freight loads. The conversion to a cafe/bar resulted in major alterations to the heritage fabric of the building although the general form and appearance of the exterior was retained. Alterations to the interior include the addition of a food preparation area and the platform has now been closed in to provide a seated dining space. The interior fixtures and fittings have been remodelled although the space still retains a carriage-like layout.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

The former Papanui Railway Station has technological and craftsmanship significance for the potential it has to reveal of its construction methodologies materials, fixtures and fittings due

to its 1900 timber construction and later alterations. It has particular detailing including Troup designed circular metal veranda supports.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

The former Papanui Railway Station and its setting have contextual significance as a landmark on the South Island Main Trunk rail corridor and in relation to other listed buildings that provide evidence of the historic development of Papanui. Opposite the station on Harewood Road is St Paul's Anglican Church, which was built in 1876 to the design of pre-eminent Canterbury architect, Benjamin Mountfort. The setting consists of a narrow parcel of land between Restell Street and the railway line. The platform canopy extends beyond the land parcel into the rail corridor.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

The former Papanui Railway Station and its setting have archaeological significance because of the potential to provide archaeological evidence relating to past construction methods and materials, and human activity on the site, including that which occurred prior to 1900. There have been buildings associated with the rail corridor on this site since the early 1870s.

ASSESSMENT STATEMENT

The former Papanui Railway Station and setting has high overall significance to Christchurch, including Banks Peninsula. It has high historical and social significance as the last remaining historic railway station in Christchurch. The railway line between Papanui and Addington opened in 1870. The former Papanui Railway Station has high cultural significance as it reflects the importance of train travel to the early inhabitants of Canterbury as well as the way of life of the station's users and staff. The building has high architectural significance as a Type B and C class station, designed by well-known railway architect, Sir George Troup. The former Papanui Railway Station has technological and craftsmanship significance for the potential it has to reveal of its construction methodologies materials, fixtures and fittings due to its 1900 timber construction and later alterations. The former Papanui Railway Station and its setting have contextual significance in relation to the South Island Main Trunk railway line and as a tangible reminder of the development of Papanui village in the late 19th and early 20th centuries. The former Papanui Railway Station and its setting have archaeological significance because of the potential to provide archaeological

evidence relating to past construction methods and materials, and human activity on the site, including that which occurred prior to 1900.

REFERENCES:

Christchurch City Council Heritage files *1 Restell Street, Former Papanui Railway Station*
Historic place # 7415 – Heritage NZ List: <http://www.heritage.org.nz/the-list/details/7415>
G Bartram 'Papanui Station in its Last Years' *Newsletter of the Canterbury Branch of the New Zealand Historic Places Trust* (November 1995)
'Historic building home to new cafe bar restaurant' *The Press* 17 January 1997.
Tramway Historical Society *On the Move: Christchurch Transport Through the Years* Vol 5, Christchurch, 1985.

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PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

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