

**WAIMAKARIRI DISTRICT COUNCIL**  
**HISTORIC HERITAGE ITEM RECORD FORM**

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**2021 District Plan Item No.**

**HH045**

**HERITAGE ITEM NAME**

former Kaiapoi Railway Station

**ADDRESS**

57 Charles Street, Kaiapoi

**PHOTOGRAPH**



(D A McEwan, 22 December 2018)

**DISTRICT PLAN ITEM NO.**  
(at time of assessment)

H030

**HNZ LIST NO. & CATEGORY**

3761 / 2

**LEGAL DESCRIPTION**

Lot 11 DP 42864

**VALUATION NUMBER**

2175202001

**DATE OF CONSTRUCTION**

1903-4

**ARCHITECT/DESIGNER/  
BUILDER**

George Troup, principal architect, NZ Railways  
Department; J Alexander, contractor

**STYLE**

English Domestic Revival / Troup 'Vintage' station

**PHYSICAL DESCRIPTION**

Single-storey building with irregular rectangular footprint and gabled roof forms. Half-timbered gable ends and walls, projecting bay with turret roof. Double-hung sash windows with multi-pane uppers. Cross-gabled entrance porch accessed via modern ramp.

**MATERIALS/STRUCTURE**

Timber framing and rusticated weatherboard cladding, clay tile roofing.

**ADDITIONS/ALTERATIONS**

Storm damaged and partially demolished (November 1976). Relocated to Charles Street and restored, including new tile roofing (2002-3). Relocated to current site following Canterbury EQs (September 2012).

**SETTING**

The former station building is temporarily located on a site bounded by the Kaiapoi River to the west, Charles Street to the west and Tom Ayers Drive to the south; it is north-east of the town centre. The extent of setting is limited to the footprint of the building, notwithstanding the potential archaeological values of the wider setting.

## **HISTORY**

The Christchurch to Kaiapoi railway line opened on 29 April 1872. Erected at the end of the same year, the first station was located on the east side of the rail corridor directly to the east of the intersection of Williams and Fuller Streets. At the turn of the 20<sup>th</sup> century eight trains passed through the Kaiapoi station each day and the stationmaster, Herbert Meadowcroft, had a staff of four. Following local representations to central government requesting a new station building, Sir Joseph Ward opened the new station on 3 February 1904. The foundation stone for Kaiapoi's new Post and Telegraph office was laid by Ward on the same day. The new station building was advertised as being open for business on 14 March 1904. Around two-thirds of the building was removed after major storm damage in late 1976; the station building closed in 1986. After some years of neglect and vandalism the building was acquired by the Kaiapoi Railway Station Trust. The trust restored the building on its new riverbank site at 65 Charles Street and it was reopened as the town's information centre on 1 June 2003. Shifted on its foundations by the September 2010 Canterbury earthquake the building was once more moved to a site further north along Charles Street, pending a decision about its future use and siting. Since the relocation of the building the canopy that stood beside it has been in storage. The building was given Waimakariri Landmarks status on 16 August 2013 and is currently occupied by a café.

## **HISTORICAL AND SOCIAL SIGNIFICANCE**

The former Kaiapoi Railway Station has historical and social significance for its association with the development of Canterbury's railways infrastructure since the early 1870s and as a demonstration of the extent of railway operations at Kaiapoi in the early 20<sup>th</sup> century which warranted a new station of this size and scale.

## **CULTURAL AND SPIRITUAL SIGNIFICANCE**

The former Kaiapoi Railway Station has cultural significance as a demonstration of the way of life of past station staff and patrons and for the esteem in which it is held by both the Kaiapoi Railway Station Trust (est. 2000) and the Rail Heritage Trust of New Zealand.

## **ARCHITECTURAL AND AESTHETIC SIGNIFICANCE**

The former Kaiapoi Railway Station has architectural significance as the surviving portion of an English Domestic Revival style Edwardian railway station. Sir George Troup (1863-1941) was the principal architect of the Railways Department from 1888 until his retirement in 1925 and under his direction the department developed a set of standardised plans for railway buildings that were erected nationwide. Best-known for the Dunedin Railway Station (1904), Troup was also an active member of the Presbyterian church and served on Wellington City Council after his retirement from the NZ Railways. He was knighted in 1937. Troup was nicknamed 'Gingerbread George' because of the ornate character of the Dunedin Railway Station; the surviving portion of the Kaiapoi station building demonstrates the architect's generous use of decoration on 16 provincial stations that are described as the 'Vintage' Troup-era stations by the Rail Heritage Trust of NZ.

## **TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE**

The former Kaiapoi Railway Station has technological and craftsmanship value for its Edwardian-era timber construction and detailing.

## **CONTEXTUAL SIGNIFICANCE**

The former Kaiapoi Railway Station has contextual significance as a local historic feature within the town centre and in relation to the former Bank of New Zealand (H012) in Charles Street and the Kaiapoi River.

## ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

As the building was relocated in 2012 any potential archaeological values its site may have would necessarily concern unrelated pre-1900 development and use, possibly in regard to the Kaiapoi River. DP 919, dated 14 May 1889, shows a number of buildings on the north bank of the Kaiapoi River between Cookson (Williams) and Jones Streets.

## SUMMARY OF HERITAGE SIGNIFICANCE

The former Kaiapoi Railway Station has overall heritage significance to Kaiapoi and to Waimakariri district as a whole. The building has historical and social significance for its association with the development of the town's transport infrastructure and cultural significance for the esteem in which it is held by the local community. The former Kaiapoi Railway Station has architectural significance as the surviving portion of a 'Vintage' Troup railway station and technological and craftsmanship value for the methods and materials used in its construction. The former Kaiapoi Railway Station has contextual significance as a local historic feature.

## HERITAGE CATEGORY

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## REFERENCES

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- Archives New Zealand.
- <http://www.railheritage.org.nz/Register/Listing.aspx?c=21&r=4&l=149>
- <https://teara.govt.nz/en/biographies/2t49/troup-george-alexander>
- <https://libraries.waimakariri.govt.nz/heritage/local-history/places-of-the-waimakariri/kaiapoi/a-brief-history-of-the-kaiapoi-railway-station>
- <http://www.heritage.org.nz/the-list/details/3761>
- [http://ketewaimakariri.peoplesnetworknz.info/en/canterbury\\_earthquakes\\_2010\\_2011/topics/show/87-kaiapoi-railway-station-and-information-centre](http://ketewaimakariri.peoplesnetworknz.info/en/canterbury_earthquakes_2010_2011/topics/show/87-kaiapoi-railway-station-and-information-centre)
- <https://landmarks.waimakariri.govt.nz/kaiapoi-heritage/kaiapoi-railway-station>
- <https://www.flickr.com/photos/waimakariridc/sets/72157635250737890/>
- <http://www.railheritage.org.nz/Register/Category.aspx?c=21>
- Waimakariri District Council files.

## REPORT COMPLETED

20 February 2019

## AUTHOR

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Extent of setting, limited to building footprint, former Kaiapoi Railway Station, 57 Charles Street, Kaiapoi.



Railway station on its original site in 1908. Kete Waimakariri.