OAMARU HARBOUR, OUR SPACE NOVEMBER 2018

Thank you for the opportunity to submit my opinion on our Harbour.

I think my most important point is that the Harbour and Town are dependent upon each other, and should not be thought of in pure isolation to each other, in any planning process. Oamaru was until the 1970's a port town. The port and town would not have survived without the other. Ironically, even now, this is still the case as the economic boon or nature's gift of little Blue Penguins, choose the Harbour to set up the town's nest egg.

I think the distinct areas need special zoning codes unique to that place and sympathetic to neighbouring zones. A gesture towards this is the Area of Focus in red and the Area of Influence in yellow, on the WDC survey sheet.

My Victorian Oamaru Vision Plan, circa 2004, delves into such zoning in detail. For any plan to work, it must encompass as many possibilities and eventualities as possible, whilst being focused on a core vision. I suggest the core vision is to enhance what we already have and are known for: A beautiful Victorian town built of creamy limestone by the sea. If we see what we have with clear eyes and enhance and restore that reality of Stone and Wood, Iron and Steel, Earth and Water, it will benefit not only those of us lucky enough to live here, but visitors too.

It is considered by many that New Zealand is the most beautiful country in the world. The South Island is often preferred to the rival North. The best built town in the country was, and is still considered to be Oamaru. Which part of Oamaru is iconic and photographed most? The answer now seems obvious. And yet when I first arrived here 25 years ago the strongest lobby group, with the greatest political clout, was the North End Businessmen's Association. They made it difficult for any restoration or enterprise to succeed in what is now known as the Precinct and Harbour. We still have a long way to go in our imaginations to visualise our town and Harbour, as it was, for the future.

I enclose a copy of my old plan, in the hope that some worthwhile discussion will come of it. As it is a vision plan, it is intended to act as a blueprint to unfold throughout a hundred years. Buildings or structures that are at odds with the vision will serve their lifetime before being replaced in future with harmonious replacements, whether a structure, or a land or sea scape. It's not that bold. I've visited whole small cities which rebuilt themselves after total destruction in World War One. We are lucky to have about 80% of our townscape and harbour intact. Another unique feature of Oamaru, that is the envy of other towns and cities in Australasia.

Thank you,

Michael O'Brien. 4 Stour Street. Oamaru. 9400. 17/11/2018.







5.

Ć

EX LIBRIS

VICTORIAN OAMARU

Contraction of



VICTORIAN OAMARU

A Vision for the Future

Michael O'Brien

Oamaru 30 January 2004 First published 2004

NO COPYRIGHT

Feel free to copy and distribute this document, BUT I ask you to take it in its entirety and not deconstruct it into single controversial issues

m.f. o'Brie

¢

Typed by Kahren Thompson Set by Bruce McCulloch Designed by Michael O'Brien Printed by Brackens Print Oamaru

CONTENTS

PLAN	5 ¢ C	000	660	000	0 0	0	000	PA(GĒ 6	
STAKEHO	INNC							ĥ	ō	
JIANEITU	PLUEINCE	000	0		000	000	-	100 Ö	8	
VISION ST	FATEMI	ENT	000		0 0	o	000	(9	
GENERAI	. PRINC	IPLES -	MAC	CRO	000	000	•	1	0	
GOVERNA	INCE	\$ 6 C	000	* * *	0 0	¢		12	2	
OAMARU AREAS FOR CONSIDERATION										
Area One	0 6 0	000		000	0 0	0	606			
Area Two Area Three	000	000			0 0 0	000		1(17		
Area Four	000	0 0 0 0 0 0		0 8 0 0 0	0 0 0 0 0 0 0	e 600	***	24		
Area Five			000	000		¢	000	28		
Area Six	000	000			000	000		3.	1	
A CONSERVATIVE VIEW									3	
APPENDE	X	6 0 0	600	000	00	¢	000	34	4	
ACKNOWI	LEDGEN	MENTS						36	5	

STAKEHOLDING

This document originated as response to a workshop process initiated by the Waitaki District Council on development of the harbourside of Oamaru.

I was representing the Victorian Town at Work Group at those workshops.

I am also a trustee of the Oamaru Whitestone Civic Trust and serve on the Building and Leasing sub-committees.

I am an elected member of the North Otago Branch of the New Zealand Historic Places Trust and serve on the Urban sub-committee.

I am a founding member of the Natural Heritage Society (Oamaru) Inc. and serve on the New Zealand Organic Food & Wine Festival and Oamaru Organic Co-operative sub-committees. The NHS's most recent initiative is the acclaimed Sunday Farmers' Market.

I am the founder of the 8th Whitestone Grenadiers and North Otago & Historic Oamaru Plaid Experimental Regiment of Alfs Imperial Army. As Commanding Officer I hold a Captain's commission and am appointed to General Staff.

I am a founder, and Sub-captain of the Oamaru Ordinary Cycle Club (penny farthings).

I am a member of the Oamaru Steam & Rail Society.

I have served over the years by election or appointment many other heritage based organisations such as Mainstreet Oamaru; Oamaru Town centre Committee; Our Town Oamaru; Heritage Alive and actively contributed to the District Brand -Whitestone Waitaki Naturally Better and associated iconic classical motif.

As a private individual I have also contributed to the building of Oamaru's identity as I am a traditional hand-craft bookbinder, always by way of dress and attitude acting as an unpaid ambassador to the town and district and have achieved great success as a publicist attracting other like-minded people to the town.

DISCLAIMER: While involved with the aforementioned organisations, this document is a personal vision and not the policy of any of the above.

This proposal is open to all and I welcome discussion on ideas raised.

8

South Pacific Ocean

OAMARU

Areas for Consideration:

penguin colony, red sheds, breakwater, wharves & north facing harbour frontage residential buffer zone 3 king george park, old railyards, Marine parade, friendly bay harbour & type historic precinct oamaru central business district, takaro park, oamaru creek, green comdor waterfront edge extending north and historic harbour structures 6



an Harbour

Heritage Building or Structures, Listed or otherwise.

A proposal by

Michael O'Brien

for Victorian Town

At Work a subcommittee of

the Camary Whitestine Civic Trust.

January 2009

OAMARU

AND

HARBOUR

Nº12



New Buildings - Proposed Remodel, Rebuild to Original Demolition - Proposed Removal or Relocation to appropriate zoning

Woods or Large Trees



Parkland, gardens for Rublic Domain Open Space, never to be built on. Proposed new green





One way road

Parking for motor vehicles

Compground - Tants & vehicles

Agreed townscape of classic forms, neo-classical and Victorian Italianate style and materials -unpainted limestone, painted wooden joinery and iron rooves. Signage in carved relief, painted timber, gilded, or wrought iron complements Victorian street fixtures and furniture. Thus forms the townscape. Attention to detail are watchwords.



British and foreign examples

Harbour vernacular is unpainted wood, iron, stone and gravel, white painted railings and red oxide sheds in unpretentious workaday styles. Like its neighbouring town it presents a harmonious style of its own.

Suffice to say that modern style building conventions without reference to the local and historic forms are jarring and destructive to the well-being of the whole community. A post modern approach of careful restoration of existing and harmonic intergration of the new with the old is policy.

The local authority has not as yet adopted these creative, common sense, and conservative principles but through public acclaim and the forthcoming zoning of Oamaru Harbour as an historic area under the jurisdiction of the New Zealand Historic Places Act it will soon have to consider these mandates.

GOVERNANCE

Currently the Waitaki District Council owns the harbour area. The Harbourside committee has been selected by Council with a view to development within a conventional framework.

Already that group is under scrutiny from community as a vehicle for private interests which may not be in the interests of the whole. Council has already been remonstrated for clumsy, expensive and illegal (against the HPT Act) repairs to the breakwater in 2003 leading to the resignation of the CEO. There is a difficulty for Council in the conflict of interest between the community, its regulatory role and its economic development agenda using a conventional progress model.

I suggest the formation of a Maritime or Harbour Board with charitable status made up from HPT, OWCT, Tourism Board, commercial and recreational harbour users and have legal affiliation with the OWCT both to draw from its expertise in asset management and to use its superb reputation when applying for grant monies for future restoration and development projects. An other option would be to enlarge the OWCT and give it a wider range of responsibility. It has a well documented record of expert care and management of heritage areas and buildings.



Oamaru Harbour Board Common Seal

OAMARU AREAS FOR CONSIDERATION

Area One

Oamaru Blue Penguin Colony, breakwater, Surf Bay, Artisans' Red Sheds, historic wharves, loess cliffs and Waterfront Road

The most important heritage elements here are structural. - form is function. The historic breakwater, constantly under pressure from the elements, needing priority in a maintenance plan and engineering report. The breakwater and north mole (Holmes Wharf) are crucial in the continuing existence of Oamaru harbour and its related townscape.



Sumpter's Wharf 1899

The Oamaru blue penguin colony is the dominant tourist attraction in this area. It is unfortunate that the modern viewing stand, whilst not a disaster, is neither Victorian nor post-modern. In an eco-heritage way it may have been built so as from the rear it resembled a gently sloping tussock turf covered mound, blending with the cliff face and surrounds. The tower is neither beautiful nor useful, it should be removed. The visitor centre blends well with its red sheds neighbours, but fails in detail with large picture windows in aluminium - a poor choice in an

historic setting with salty conditions. Outdoor Coca-Cola vending machines considerably cheapen and dumb down the attractions and is at odds with the eco heritage theme.

The Red Sheds artisans village contain four sole operators in a variety of traditional handcrafts from woodwork to stone sculpting to copper smithing. In return for restoring and populating the buildings with attractive craftspeople they enjoy a peppercorn rental. The original harbour board forge is intact and awaiting the arrival of a full time smith. There is currently greater demand for work space than the sheds allow and priority needs to be given for re-location or building new structures on site

The sheds are also the terminus for the steam train with associated small engine shed and platform. This area is to be accessible to visitors via the steam train,



Coppice Crafts

horse and carriage, bicycle or foot. Staff and workers parking by permit is concealed behind ngaio trees in the quarry area. No other private vehicles or campervans allowed along waterfront road. The Oamaru Steam and Rail Society operates daily and the ticket price is incorporated into the penguin viewing experience.

More boatsheds are erected in sympathy with the red sheds and in line with architect Iain Athfield's view, the power boat club is demolished and replaced



Surf breaking on Scout den 1970s

with a more sympathetic style closer to the waters edge.

Surf Bay - so called because of its susceptibility to easterly swells, is currently the only place where members of the public may get access to the harbour from the road with trailers. This area was recently damaged by Council while affecting breakwater repairs, with subsequent loss of access to Macandrew wharf and a temporary barrier prohibiting access is still in place. The four wharves here are in varying degrees of repair. The most impressive - Sumpter, is in most need of restoration. There needs to be a heritage audit and restoration plan forthwith so that these assets are not lost.

A small jetty in or near this area, in sympathy with existing forms, would encourage national and international yachties and lever into boat building, ships chandleries and auxiliary services. That in turn boosts local eateries and accommodation providers while shore leave is taken.

Sheds at the end of Sumpter's wharf are restored and interpreted within the Antarctic connection with Oamaru. David Harrowfield's own collection, currently in Christchurch, would make good use of the old wool sheds nearby. They need remodelling with timber or iron. Alternatively the old iron shed restored to its original size and the modern concrete block sheds demolished.

The train carriage café at Glenavy would be most appropriately relocated at the red sheds, serving fish meals. No argument about compliance here.



Surf bay, Cross and Nomanby Wharves 1904

Area Two

South Hill residential buffer zone

Currently there is no planning incorporating aesthetic or heritage provisions for domestic architecture in Oamaru. A Victorian town centre needs an associated dormitory domestic housing area. It is an important vista looking up at South Hill from the harbour and precinct, and a buffer zone needs to be established. All new houses would need to comply with heritage design guidelines. The large surveyed, but undeveloped block above Test St would look magnificent with stone cottages overlooking the harbour. A long term plan, 50 - 100 years out, would replace modern house forms with Victorian. Size and height restrictions limit houses to a maximum two stories. On the map, the darker the grey shading, the stricter the heritage rules apply. Other NZ towns and cities have whole suburbs zoned as historic precincts.



Tyne Street from the railway yards, mixture of traditional and modern forms and colour

Area Three

King George Park, Old Railway yards, Marine Parade, Friendly Bay

King George Park remains in its current format. It has been an open space / reserve since the town was founded. The only improvement would be the faithful restoration of the Edwardian Union Cricket Club Pavilion. The current dominant architectural feature of this area is Whitestone Lodge or Victoria Home. This large Victorian building is the second on the site, the first wooden structure built as immigration barracks - therefore vital to the cultural history of Oamaru as a port of entry and associated with the Tyne St Customs House and wharves in the harbour from where new immigrants first touched our shore.



Foreshore and Railway yard 1878

I propose the desired future use of the Marine Parade sections remains a maritime one, and encourages the skills of traditional boat builders, shipwrights, chandlers, sail and rope makers, coopers, light engineering and fish smoke-houses.

40)

The last named being well known and established into the early twentieth century, and offers an opportunity for a seafood restaurant / café, utilising its fresh product. It must be remembered that the harbour was built to handle light handicraft industry on a scale often smaller than in conventional use now. Therefore, zoning here would preclude large buildings or developments such as cement silos.



Foreshore showing Meek's Elevator, railing fences, and fish smoking building circa 1910

I propose the restoration of Friendly Bay to its late Victorian, early Edwardian origins, by reinstatement of the bathing sheds and tearoom / café / kiosk. I would also suggest amalgamation of the N.O. Yacht and Power Boat Club with the Oamaru Rowing Club, and the faithful rebuilding of the Oamaru Boating Club sheds, giving access directly to the beachfront. Attention to detail must be

paid to existing historic structures in the restoration of Friendly Bay to its origins. White wooden railings similar to those existing ran along all the waters edge at Waterfront Road. They also ran from the mole (Holmes Wharf) back along the railway lines to the foot of the pedestrian overbridge. At one time (documents reveal) rustic fencing placed behind the Friendly Bay sheds.



Foot bridge, rail fences, Oamaru Fish Smoking Co to right

18



Foreshore, Oamaru Boating Club sheds, men's changing room and steam dredge circa 1900



Friendly Bay - women's changing sheds, rustic fence, boat sheds and tearooms circa 1920

X



Friendly Bay looking north - Oamaru Boating Club sheds, women's changing rooms circa 1920



Looking south - tearooms, Oamaru Boating Club sheds circa 1920

1.C

The remains of a 'depression era' low boulder and concrete wall, are in parts, in good order. Some sections are entirely missing along Marine Parade. Restoration of this wall in its entirety and of two of the decayed concrete lamp posts, with an interpretive display panel and an adjoining bronze plaque, will add historic depth to that original reference, the unity of style I propose, carried on from the adjoining precinct and linking that to the white rail fence and crushed shell and bluestone edged path, beginning at the intersection of Marine Parade and Waterfront Road. This lit esplanade is complemented by existing ngaio trees but I suggest another row be planted on the western roadside forming an avenue and helping to break the easterly wind.

In what was the carnival area I suggest the building of a cycle velodrome, the hollow space within able to accommodate a small fair ground. New roading would make the much hoped for link from Wansbeck Street through to Marine Parade.

In a line from the eastern edge of the precinct buildings a road would extend 90 degrees from the new connection in a T intersection running almost parallel with Marine Parade along the edge of the existing rail corridor. It rejoins marine parade forming a loop.

In the southwest corner of the harbour a sheltered spot would be landscaped with low earth mounds and planted with coastal shrubs to encompass a camping ground. Visitor's motor vehicles would not be allowed further into the harbour or past this point (as mentioned before in Area 1 proposals). To this end a landscaped vehicle park sits behind the present light industrial area adjoining Marine Parade.

On the western side of this new road I propose a model 19th Century farm as a tourist and educational heritage experience. The farmhouse would be large and of high Victorian style of an earlier period (maybe a re-located structure). Home / farm stay accommodation on site would be, for many international travellers, an unforgettable experience of much greater depth than any bungy jump. Adjoining this is a horse paddock bordering on Tyne and Arun Streets.

Arun Street would now terminate at the Whitestone Lodge driveway. Also off Tyne Street another vehicle park created and, disguised through clever landscaping, specifically placed to accommodate workers cars from the historic precinct.

On the plan the reader will note the demolition of the current modern railway shed. Its scale, choice of materials, design and orientation are all at odds with both precinct and historic harbour forms.

21

Ian Athfield agrees that it and the Power Boat club rooms must go. In its place an orchard would be planted and across the road sits a large vegetable growing area servicing the farm and three small stone workers' cottages of the 1860's period. These would be newly built in a traditional way in limestone, simply two front rooms with a kitchen lean-to on the back. Facing the street and furnished throughout to exacting detail these, like the farmhouse across the road, enable a hands-on living history experience for the visitor. One cottage needs to be substantially larger to accommodate a caretaker / living history interpreter. Guests pay to have one of three experiences - 1. live with the caretaker for a guided look at life in the past. 2. The middle cottage would be partially assisted with the interpreter's help while 3. For those brave souls the end cottage is an entirely unassisted private 'thrown in the deep end experience'. I believe with the great interest in living history and such television programmes as Pioneer House, The 1900 House etc., this would generate a good income for the outlay.



Early Oamaru workers cottages

Finally, the Arthur Young report called for architectural punctuation at the foot of Harbour Street. I propose a classically inspired building I have seen on my travels in Halifax, Yorkshire; a Piece Hall was a large square hollow building housing shops on the outer wall, then a cloistered open corridor opening out into an open wide sunlit courtyard / market place. It was to these buildings that small merchant weavers would come to sell their 'piece' of cloth. Providing architectural closure, the much needed wind break for Harbour Street, it would also guarantee an all weather indoor / outdoor market place and square fulfilling the needs of current festivals and weekend markets. (see photo).

Adjacent to the Piece Hall is a newly built imposing hotel / hostel in 19th Century period style of stone completing the harmony of the Wansbeck / Tyne Street intersection. The design of this building may be inspired by the original, but un-built, design of the Oamaru architectural practice of Forrester and Lemon. It competes for trade with the fully restored Northern Hotel rightly claiming its precedence as the oldest surviving pub in town.



Piece Hall Halifax Yorkshire

Victoria building (proposed) by Forrester and Lemon

23

Area Four

The Harbour Tyne Historic Precinct

Restoration continues at a steady pace with little significant changes.

The North Otago Museum is relocated in the Loan & Mercantile building and this is finalised to original exterior plans, but the new 'old' wing accommodates internally modern services and lift shafts for three storied access to the top floor restaurant. The increase in room would, finally allow for the display of the large collection of Waitaha artefacts from the Waitaki river mouth. This unique collection of moa-hunter culture items would be a sure tourist drawcard.



Loan and Mercantile building original design, showing the right hand quarter that was never built

The Elevator building is restored, rebuilt to its original five stories, adapted for luxury accommodation with spectacular views in all directions. Original photographs show us that this building is enormous and would well satisfy the demand for this style of residential development for a long while.

By keeping residential zoning within these existing icon buildings, servicing demands are 'on-tap' in the streets around it by way of pubs and cafes, bakeries and grocery stores. With this one development the historic precinct ceases to Panorama of East side of Thames Street from Wear to Itchen Street 1870-1890



Queen's Hotel, London House, Imperial Hotel



Oamaru House (demolished), Waitaki House (modified)



Oamaru and Waitald Houses, Swan Hotel (demolished), Swan Hotel, Empire Hotel, National Bank



Oamaru Public Hall

6

Boer War Memorial Globe Hotel





First Courthouse

Oamaru Gaol and Police Station



North Otago Farmers Cooperative/Oamaru Public Hall

Takaro Park

Area Six

The coastline and harbour

A seawall must be built to protect the town. Not only are the breakwaters taking a hammering from the sea but the coastline itself is being severely eroded by wave action. The old 1880s freezing works (New Zealand's oldest surviving) is now less than a road width away from the gravel beach.



Heavy swells pounding the breakwater in 1968

A small section of a large heavy limestone wall forming the axis between the North Mole (Holmes Wharf) and the foreshore is still in good order. I propose an extension of this wall but at a greater height than at present be extended past the creek mouth and up eventually to the present restored railway station. ()

Access would be provided from the top down to the beach both for people and penguins by way of steps every 200 yards or so. With this crumbling edge now stabilised a pedestrian promenade and equestrian avenue, with trees planted accordingly, enables Oamaruvians to reclaim their seafront esplanade lost to the railways in the 1870's. Another rail footbridge, of the same design as the one at the foot of Wansbeck street, further along Humber Street eases access to the sea front and replaces the bridge now lost.

The harbour must be dredged on an on-going basis to keep the harbour viable. The harbour itself must be maintained and I suggest the purchase of a steam dredge for the dual purpose of fulfilling its built function and providing tourist interest. There just happens to be one such vessel in Dunedin in the process of being converted into a tourist enterprise. This dredge would be an asset then leaseable to neighbouring port authorities.

All wharves and structures should have an enfolding conservation plan with the usual clear guidelines for a full restoration of the harbour as a whole.



Oamaru Harbour looking North, 1885, by EA Gifford

Remember Oamaru harbour is more intact than the precinct or Thames Street, the very lack in number of original structures making restoration much less daunting than Harbour / Tyne Streets for example.

A CONSERVATIVE VIEW

My proposal is based on sound conservative principles. In parts some suggestions may seem radical which is intentional, not just to shock, but to enable the community to imagine itself in a new light.

We live in the most beautiful built environment in New Zealand. New Zealand is arguably the most beautiful country in the world. Other New Zealand towns and cities have decimated their cultural landscapes. We are the embarrassing exception and so it is not surprising our town figures little in the imagination of recent governments and tourism agencies promoting adventure tourism and pretending that human heritage exists only on Maori sites or in Europe.



Easter Encampment, Oamaru, 1886 by C.Aubrey

1E

APPENDIX

Victorian Town at Work

VTAW is sub-committee of the Oamaru Whitestone Civic Trust, formed to further the Trust's aims and aspirations to create a "living, working Victorian town at work" as envisaged in the Arthur Young report.

It is a small band of volunteers, usually about a dozen in the core group. This group organised the first festival, or fête day as it has become known, in 1989, which became the catalyst for the Victorian Heritage Celebrations. (This is not new in Oamaru's history; garden fêtes and carnivals were a regular occurrence in the 19^{th} C)

The dream is that a pedestrian- only Harbour Street, full of Victorian craft businesses, market stalls, colour and song, would one day happen every day and not just once a year on the third Sunday in November.

Some businesses in Oamaru fit this theme already but the vast majority do not and what's more don't care or consider it meaningful or valid to their lives. Economic pressure means the OWCT hasn't the luxury of picking and choosing tenants for workspaces so this is a fairly major problem for marketing "Oamaru, New Zealand's only Victorian Town", the latest slogan chosen by the Oamaru Our Town committee.

If we are to realise our dream our community needs to step forward, take some risks and actively seek these much needed artists and craftspeople to enliven our town and enrich our lives which, in turn, attracts entrepreneurs (of the right sort) and more discerning tourists.

It won't be easy and will take a long time particularly negotiating government departments such as immigration, as many of the trades and crafts have died out in this country. Here is a list that I have added to and taken from John Seymour's "The forgotten arts and crafts". The list is divided by theme or specialist category. Each art or craft mentioned was at one time a skilled occupation in its own right, carried out on a small scale by hand with simple tools.

Woodland Crafts. Coppicers, hurdle makers, rake makers, fork makers, besom makers, handle makers, hoop makers, ladder makers, crib makers, broaches and peg makers, clog sole cutters, bodgers, charcoal burners, oak basket makers,

trug makers, stick and staff makers, field gate makers, willow basket makers, net makers.

Building Crafts. Stone masons, joiners, roofers, floor layers, wallers, thatchers, slaters, lime burners, paint makers, glass blowers, glaziers, stained glass artists, mud brick makers, tile makers, chimney sweeps, plumbers, decorators, bridge builders, French polishers, sign writers.

Field Crafts. Hedge layers, dry stone wallers, stile makers, well diggers, peat cutters, gardeners, horticulturists, vintners, arborists, tree surgeons, foresters, farmers, shepherds, shearers, bee keepers, millers, fishermen, orchardists, veterinarians.

Workshop Crafts. Chair makers, iron founders, blacksmiths, wheelwrights, coopers, coppersmiths, tinsmiths, wood turners, coach builders, boat builders, sail makers, rope makers, wainwrights, block makers, leather tanners, harness makers, saddlers, horse collar makers, boot and shoe makers, cobblers, clog makers, knife makers, cutters, millstone dressers, potters, printers, typographers, calligraphers, bookbinders, paper makers, furniture makers, jewellers, mechanics, boiler makers, boiler makers, sculptor, firework maker, cycle builder, bone carver, musical instrument maker, clay pipe maker, tool maker.

Textile Crafts. Spinner, weaver, dyer, silk grower, tailor, seamstress, milliner, hatter, lace maker, button maker, mat and rug maker, crochet worker, tatting and macramé worker, knitter, quilter, smock worker, embroiderer, leather worker, felt maker.

Domestic Crafts. Fish smoker, bacon curer, butter maker, cheese maker, brewer, cider maker, wine maker, distiller, herbalist, ice cream maker, butcher, fishmonger, pie maker, pickle maker, baker, barrister and coffee roaster, homeopath, reflexologist, osteopath, naturopath, storyteller, teacher, naturalist, historian, jester, actor, administrator, philosopher, labourer, poet, writer, midwife, publican, bookseller, librarian and idiot - there is no unemployment in this traditional model!

No doubt there are many others I have not thought of.

35

ACKNOWLEDGEMENTS

Thanks to Bruce McCulloch and the North Otago Museum & Archive for the historic photographs and information.

Also Graeme Ferris for his magnificent research on Oamaru Harbour and Gavin McLean for his resolute defence of the Art Deco Period.

Ratepayer contribution to date:

Arthur Young Report, 1988 price, approx.	\$42,000						
Davie Lovell-Smith, Oamaru Town Centre Study, 1994 price, approx \$21,000							
Davie Lovell-Smith, Oamaru Heritage Port Area Concept Plan (V 1998 price, approx	WDB), \$17,000						
Davie Lovell-Smith—Ian Athfield - Harbourside Plan (WDB And Harbourside working party) 2004 price approx	<u>\$10,000</u>						
	\$90,000						
Jenny May - Halloourside Working Party Report approx? Feb, March 2005	\$10 000						
	\$100,000						
O.W.C.T. Commission New Direction 2015 approx? Dr. Phil Driver, Open Strategies Ud.	\$10,000						
· · · · · · · · · · · · · · · · · · ·	\$110,000						
Rationale, commissioned by W.D.C for 30 year plan of the Damaru Harbour 2015	50,000						
36	\$ 160,000						

