



# CULVERDEN CONCEPT PLAN



This document has been prepared to explore ideas for enhancing the centre of Culverden. The contents do not necessarily reflect the views of the Council, but have been prepared for the purpose of consultation with the community.

Prepared for:  
Amuri Ward Committee,  
Hurunui District Council

by:  
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# CULVERDEN CONCEPT PLAN

## Issues

- Need to attract visitors to explore and make use of the area beyond the public toilet block, the dairy and the Rutherford reserve frontage and extend the time visitors stay in town
- Need to encourage an attractive environment for business to invest in and people to visit in its own right
- Need to make Culverden a better and safer place for local people
- Need to provide a community focus
- Car park often full to capacity
- Rutherford Reserve underutilised and has unattractive edges
- Amuri Hall underutilised
- Trucks need somewhere to park without spoiling township

## Opportunities

- Large amount of through traffic
- Underutilised land at Rutherford Reserve
- Potential motor museum
- Street space
- Private yards/forecourts
- Culverden Domain
- Amuri Hall and yard
- Bridge at northern approach

## Some ideas

1. Improve entrances at both north and south end of township
2. Develop red post theme
3. Utilise Amuri Logo
4. Erect a Culverden township information board
5. Place plaques on heritage/character buildings
6. Use Amuri Hall for Council Archives
7. House craft co-operative and information centre at Amuri Hall
8. Use front part of Amuri Hall building yard as a public car park
9. Locate a feature in triangle area adjacent to car park/Culverden tea rooms
10. Improve area next to P.O. boxes, to include walkway and parking
11. Have a consistent tree species along main street/Plant oak trees in front gardens
12. Have consistent fencing along frontages
13. Rationalise and downsize signage
14. Upgrade paving in front of shops
15. Capitalise on attraction of Motor Museum
16. Create a transport and engineering quarter
17. Purchase properties on eastern side of SH7– to exercise control on resale
18. Complete work in accordance with landscape plan for Rutherford Reserve
19. Build road around back of shops
20. Site motor museum on Rutherford Reserve
21. Create new car park at northern end of commercial area
22. Sell some of Rutherford Reserve land
23. Park trucks overnight in new car park/along new road



Entrance from south

Both ends of Culverden are marked by speed limit signs with the word Culverden written on them. The signs do act as something of a gateway, but a utilitarian rather than a welcoming one. At the southern end the gateway aspect could be emphasised with a kerb and planting around the speed signs (see photo of Prebbleton) or the entrances could be made more memorable with a specially designed 'Welcome to Culverden' sign, which could be sculptural in form (depending on Transit restrictions). There may be scope to plant trees to create an avenue effect (see photo of Pleasant Point).

On the northern side the bridge marks a psychological entrance to the township (although it lies well within the urban boundary). The bridge setting could be enhanced with more substantial planting. It may be possible to incorporate an artwork into the bridge itself.



Entrance from north



Bridge on northern side



Entrance to Prebbleton village



Entrance to Pleasant Point

## IDEA 2

### RED POST THEME

Culverden has already adopted the Red Post as a symbol in a small way, with the Red Post Café and one or two other red posts. This could be capitalised upon to provide a theme for the township.

“Culverden—that’s the place with the red posts isn’t it?”

Perhaps this could be linked to the centenary—with one hundred red posts of various forms, on or visible from public places. A little challenge could be presented to tourists, especially children— “Can you find a hundred red posts in Culverden?”

A new one could be added every year.



## IDEA 3

### AMURI LOGO

The Amuri County Council logo could become the logo for the three townships. The gold lettering could read for example:

**CULVERDEN • AMURI • HURUNUI**

The logo would form part of an entrance feature at each end of the town—perhaps mounted on red posts



### CULVERDEN TOWNSHIP INFORMATION BOARD

The current information board gives little information about Culverden itself. An information board could be created which tells the history of the settlement, including the story of the red post, provides a map of the township, showing facilities, heritage buildings and suggesting things to do. An information board could be sited at both ends of the mainstreet.

## IDEA 4

### HERITAGE PLAQUES

Character buildings could be identified with a plaque. A short historical walk could be detailed on the information board (‘stretch your legs a little’).

## IDEA 5



## IDEAS 6, 7, 8

### AMURI HALL

Some ideas for more intensive use of the hall:

- Council Archives
- Craft and produce co-operative and information centre
- Use front of yard as public car park



... also, the clock could be reinstated

## IDEA 9 TRIANGLE IMPROVEMENTS



The area between the car park and the Culverden tearooms could be enhanced with an artwork, seating, planting. Red posts could be incorporated.

Seating improving a space in Sydenham, Christchurch



## GAP SITE

The block of land opposite Highfield Street creates an unattractive gap in the street frontage. It may deter people from continuing on foot past the Culverden Store. The vacant property to the north is proposed to be used as a bakery, which may attract people to walk further along the street. The roadway is currently used to provide parking for the P.O. boxes and store, to give access to the rear of properties in Mountainview Road and by trucks parking overnight on the reserve. The gap allows a view across the reserve to Mount Tekoa. This site could be improved with a one way narrow roadway, a few delineated car parks and the remainder of the space landscaped, with seating (which could be used by patrons of the bakery) and a path through to the Rutherford Reserve. A sign may be needed to indicate the parking area.

## IDEA 10,





The commercial centre of Culverden has some attractive elements. However, the overall impression is of a functional local service centre, rather than a place for visitors to stop.

If owners are willing, a facelift of commercial properties from St Leonards Street to Stock Road on both sides of SH 7 could be undertaken. This might involve removal of unnecessary and oversized signage, a consistent planting theme (such as pin oaks) in front yards, removal of solid fences, a consistent style of boundary treatment (e.g. low brick wall, planting, grass, railings), upgrading footpaths. This might be part funded and/or project managed by Amuri Ward Council

Red edge to footpath, such as this one at Darfield, could be used to add interest and differentiate the centre of Culverden.



Forecourt to shop and hotel could be improved with a consistent boundary treatment creating a defined edge.

### MOTOR MUSEUM

### IDEA 15

The trustees of Duncan Rutherford's estate wish to display his collection of c.75 cars in the Culverden area. A building of c. 50m x 20m will be required to house 25 cars. In the future an extension may be required of a similar size. The building could house café, information centre, library and deck overlooking landscaped parkland and wildlife area. It should attract more people to visit other businesses in Culverden



### TRANSPORT AND ENGINEERING QUARTER

### IDEA 16

The transport theme for Culverden could be capitalised upon i.e. motor museum, railway heritage, motor cycle services, American style diner . This could be centred around the northern end of the commercial area. Use could be made of the railway platform. Exhibits could be sited on the reserve alongside SH7, such as old farm machinery, to attract the attention of motorists.



### OTHER IDEAS

### IDEAS 17 & 18

**Council Property Acquisition** - If Council acquires commercial properties as they become available, they can be on sold with conditions to ensure that any future development or changes are in keeping with the character of Culverden. This is likely to be more successful than trying to impose controls through the District Plan.

**Complete landscape plan** - The landscape plan for the Rutherford Reserve is not yet complete. Substantial planting alongside the commercial premises and the school grounds will improve these unattractive edges.

**More ideas.....**

## OPTIONS FOR RUTHERFORD RESERVE

The reserve land is underutilised. The backs of premises in Mountainview Road do not make an attractive eastern edge to the reserve, while the school boundary on the western edge could be improved. Visitors to the town may be unaware of the existence of the reserve, playground and picnic area. The historic interest of the reserve (Railway heritage, Dr Little monument) is not readily apparent. Locating the proposed motor museum here would attract people to the area.

Five options for use of the reserve land behind and to the north of the commercial area are shown. Various combinations of these layouts could be adopted or there may be other alternatives.

### Option 1

Car museum sited behind existing businesses. Road runs from southern car park through the reserve, past the car museum to rejoin SH7 at the northern end of the commercial area. Road has small groups of car parks along its length.

- | <u>Advantages</u>  | <u>Disadvantages</u>   |
|--|--|
| <ul style="list-style-type: none"> <li>• Brings people into Rutherford Reserve</li> <li>• Dispersed car parks less obtrusive</li> <li>• Provides space for trucks to park at night</li> <li>• Museum building screens backs</li> </ul> | <ul style="list-style-type: none"> <li>• Cost of road</li> <li>• Visitors may bypass main road businesses</li> <li>• Visitors may not realise car museum is there</li> <li>• Road could attract hoons</li> <li>• Difficult for car museum to expand</li> </ul> |

### Option 2

New car park created at northern end, with car museum adjacent.

- | <u>Advantages</u>   | <u>Disadvantages</u>  |
|---|---|
| <ul style="list-style-type: none"> <li>• Brings people to northern end of commercial area</li> <li>• Amuri Hall activities could use car park and benefit from more passers by</li> <li>• Car museum visible from SH7</li> <li>• Space for expansion of car museum</li> <li>• Provides space for trucks to park at night</li> </ul> | <ul style="list-style-type: none"> <li>• Site may not be attractive to motor museum proponents</li> </ul> |

### Option 3

Car museum sited behind existing businesses. Road runs from north of commercial premises to a new car park adjacent to motor museum. Gap site utilised as an approach to museum.

#### Advantages

- Brings people into Rutherford Reserve
- Dispersed car parks less obtrusive
- Provides space for trucks to park at night
- Fills in and enhances gap site

#### Disadvantages

- Cost of road
- Visitors may not realise car museum is there
- Difficult for car museum to expand
- Museum outlook onto unsightly backs of commercial premises
- Blocks view of Mt Tekoa through gap
- Removes vehicular access to P.O. boxes

### Option 4 (no museum)

#### Advantages

- Car park brings people to northern end of commercial area
- Provides space for trucks to park at night
- More residents would aid viability of commercial premises
- New houses would overlook reserve and new village green (casual surveillance)
- Village green would provide a more urban, contained space for play and community activities
- Proceeds of sale could be used for other enhancements

Part of Rutherford Reserve sold for residential sections. New car park created at northern end, with village green adjacent. Commercial premises built in gap site.

#### Disadvantages

- Permanent loss of reserve land
- May not be a demand for residential sections

### Option 5 (no museum)

A one way road created from SH7 through gap site, around back of commercial premises, to rejoin SH 7 further to the north. Road has small groups of car parks along its length.

#### Advantages

- Avoids need to make dangerous turn out onto SH7 between buildings
- Provides space for parking cars and trucks
- Provides proper access to rear of commercial premises

#### Disadvantages

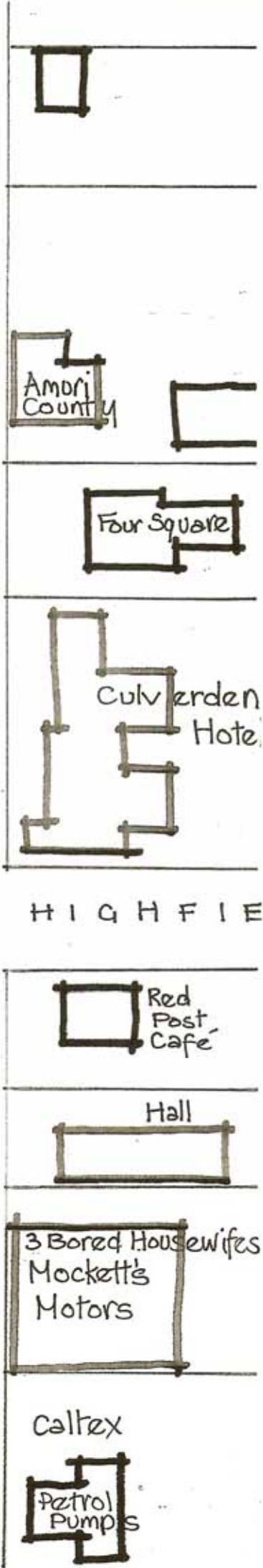
- Cost of road
- Visitors may bypass some main road businesses
- Runs alongside unsightly backs of commercial premises
- Road could attract hoons

# OPTION 1.

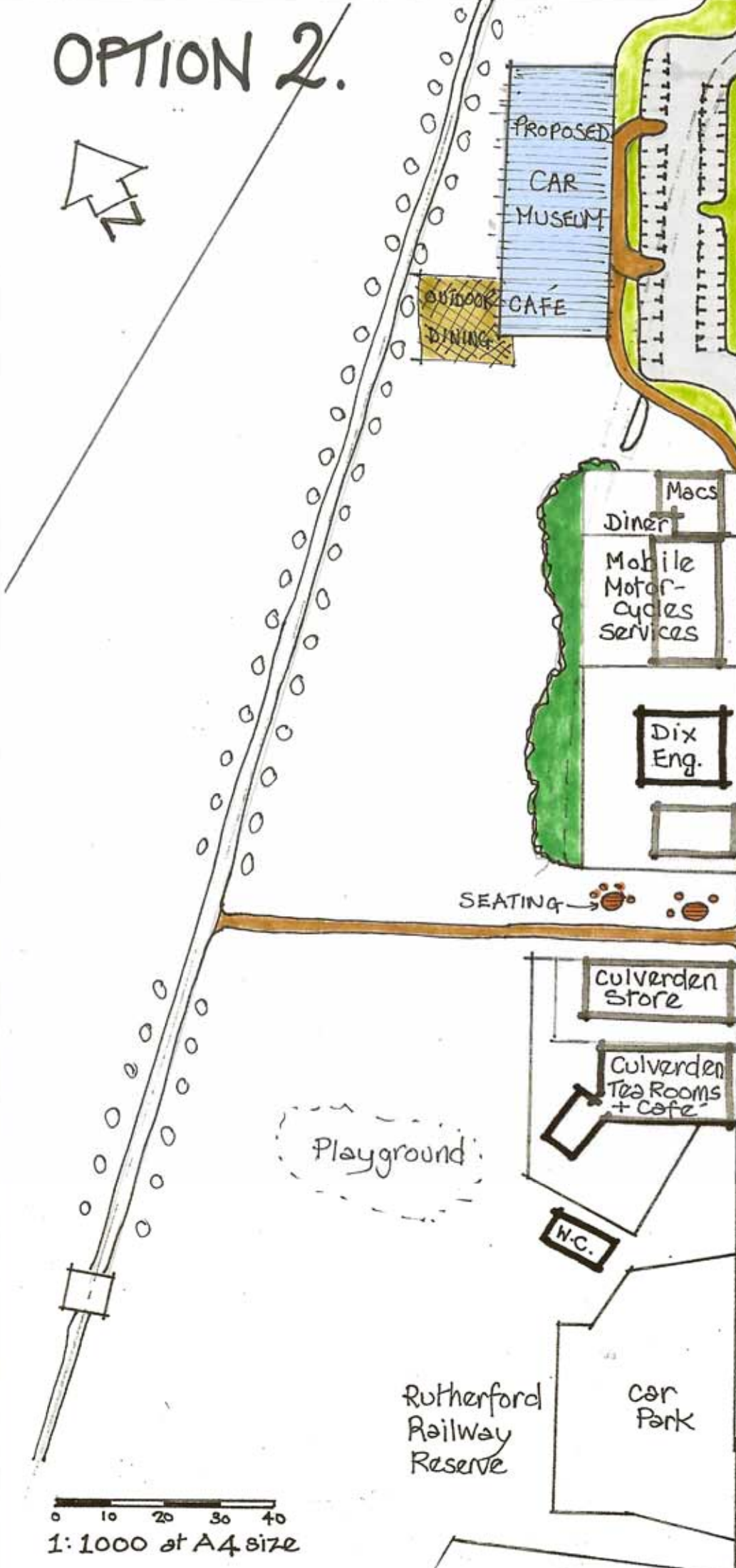


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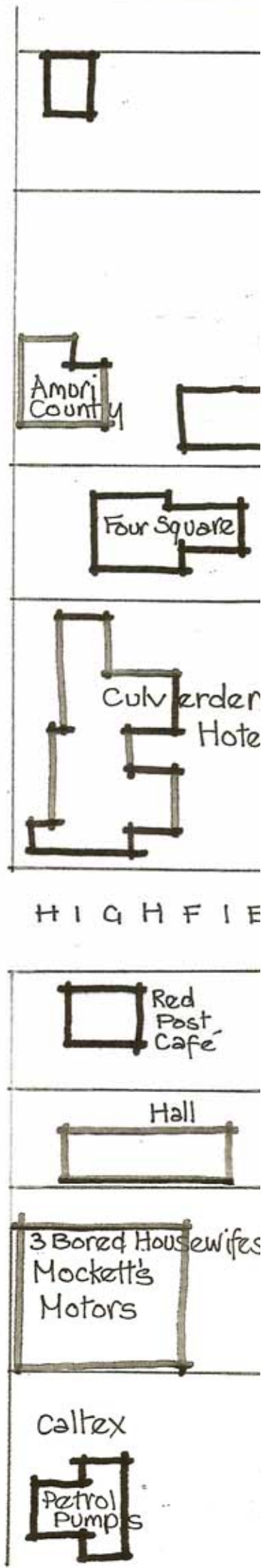
MOUNTAINVIEW ROAD S. H. 7.



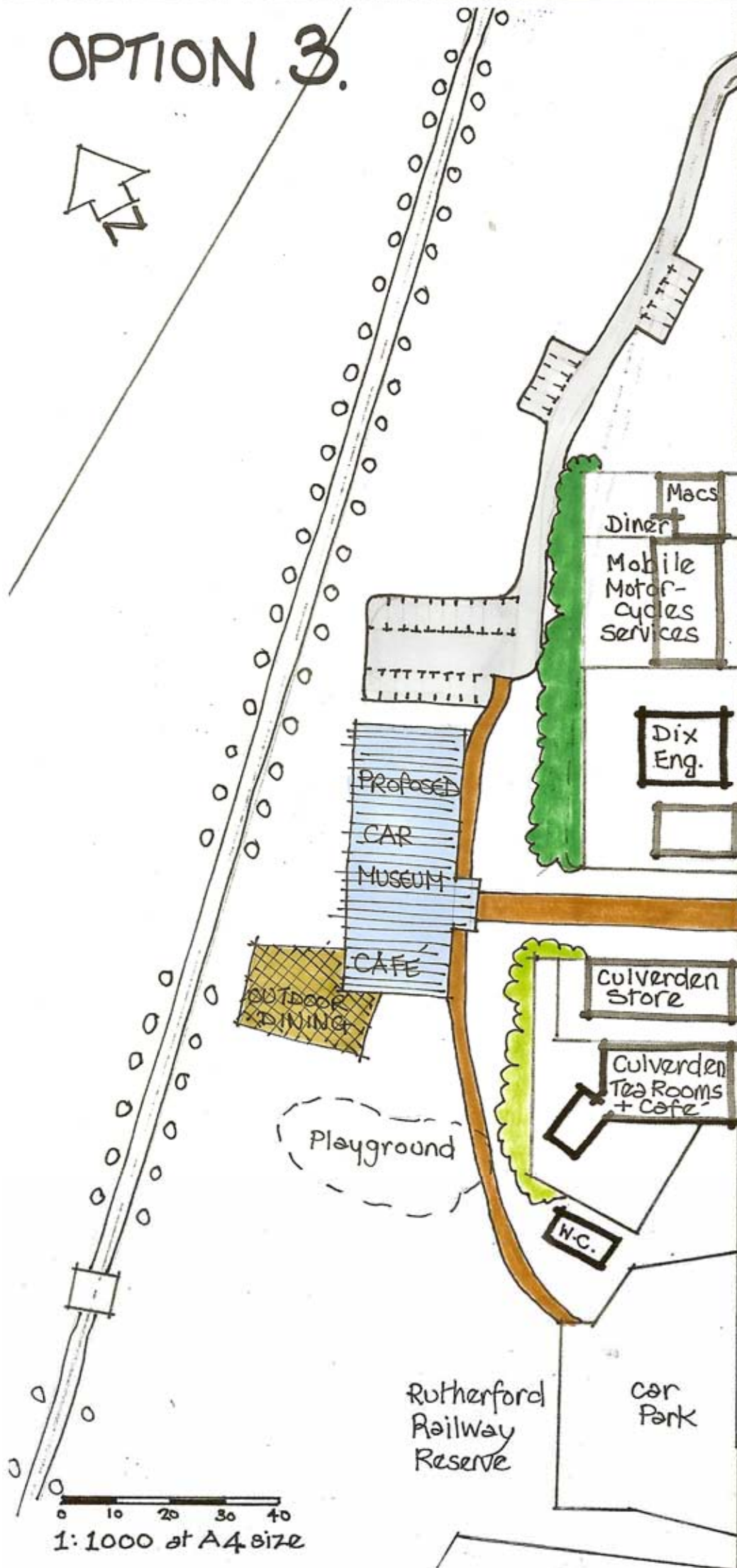
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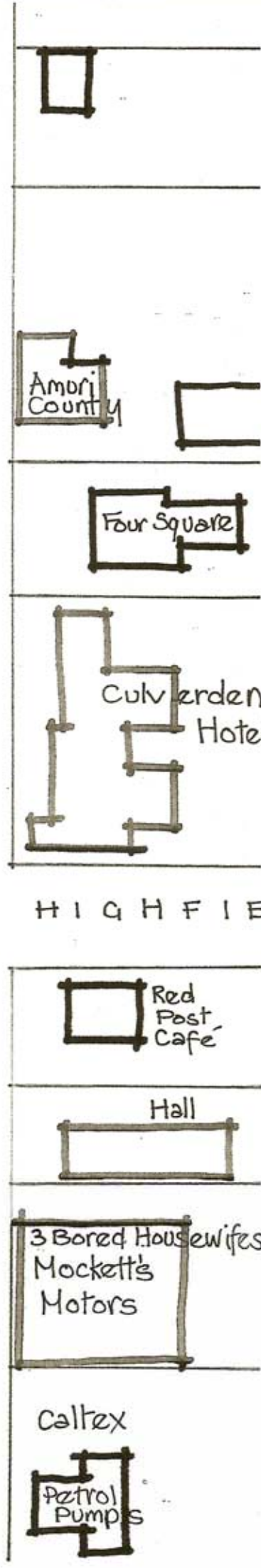
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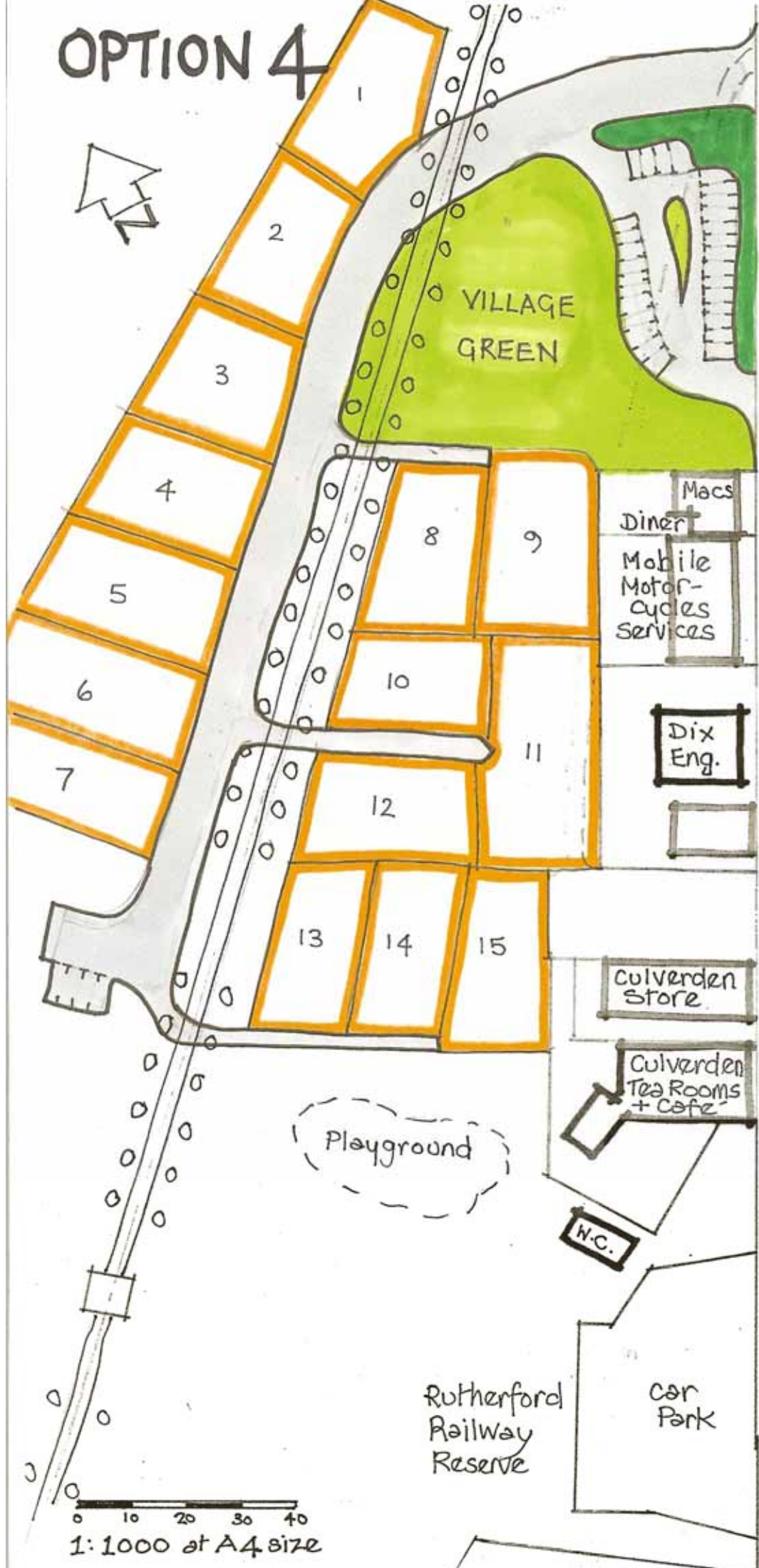
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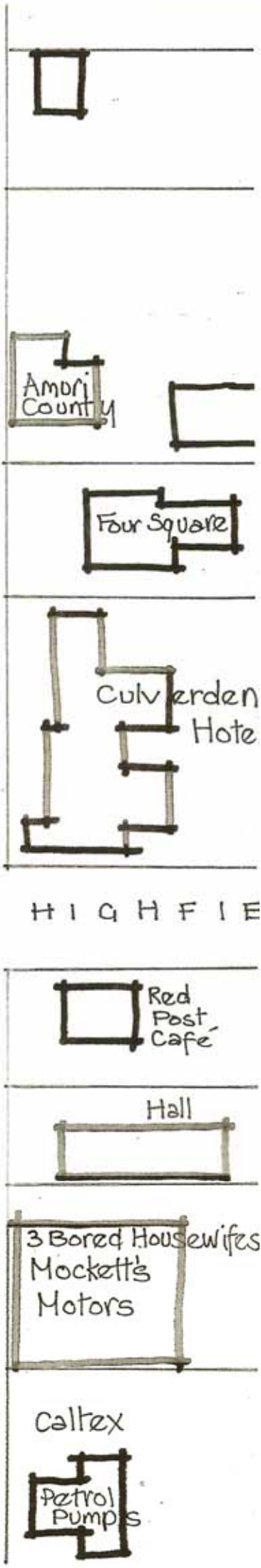
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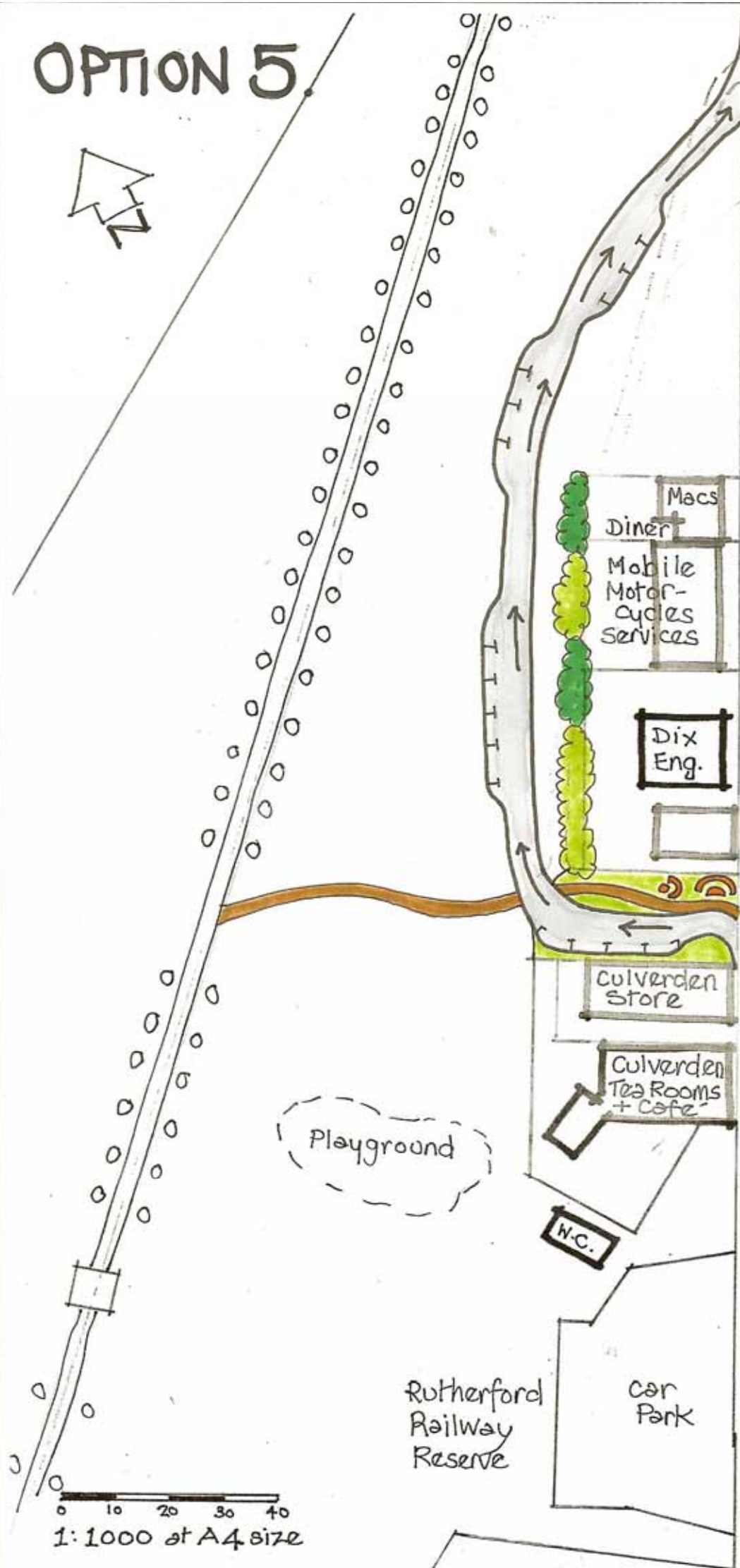
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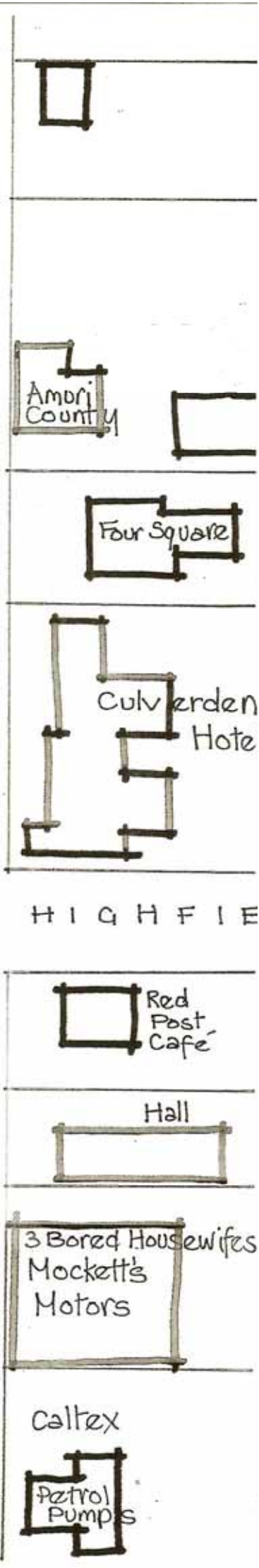
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# OPTION 5.



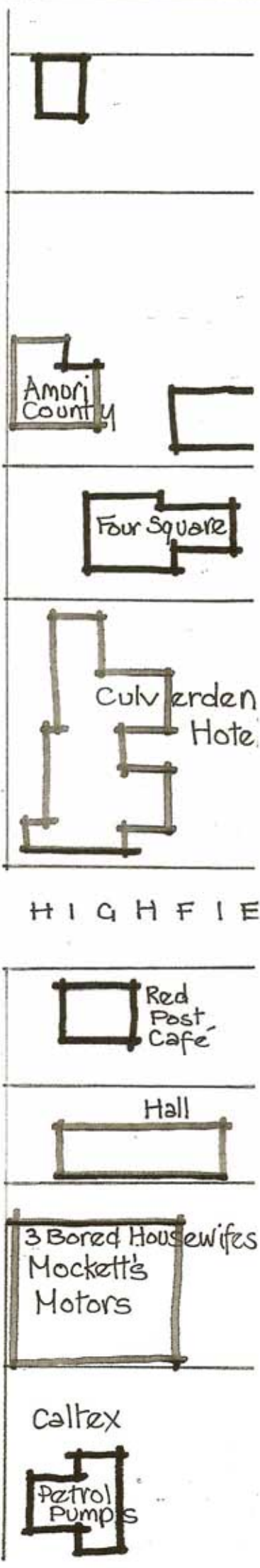
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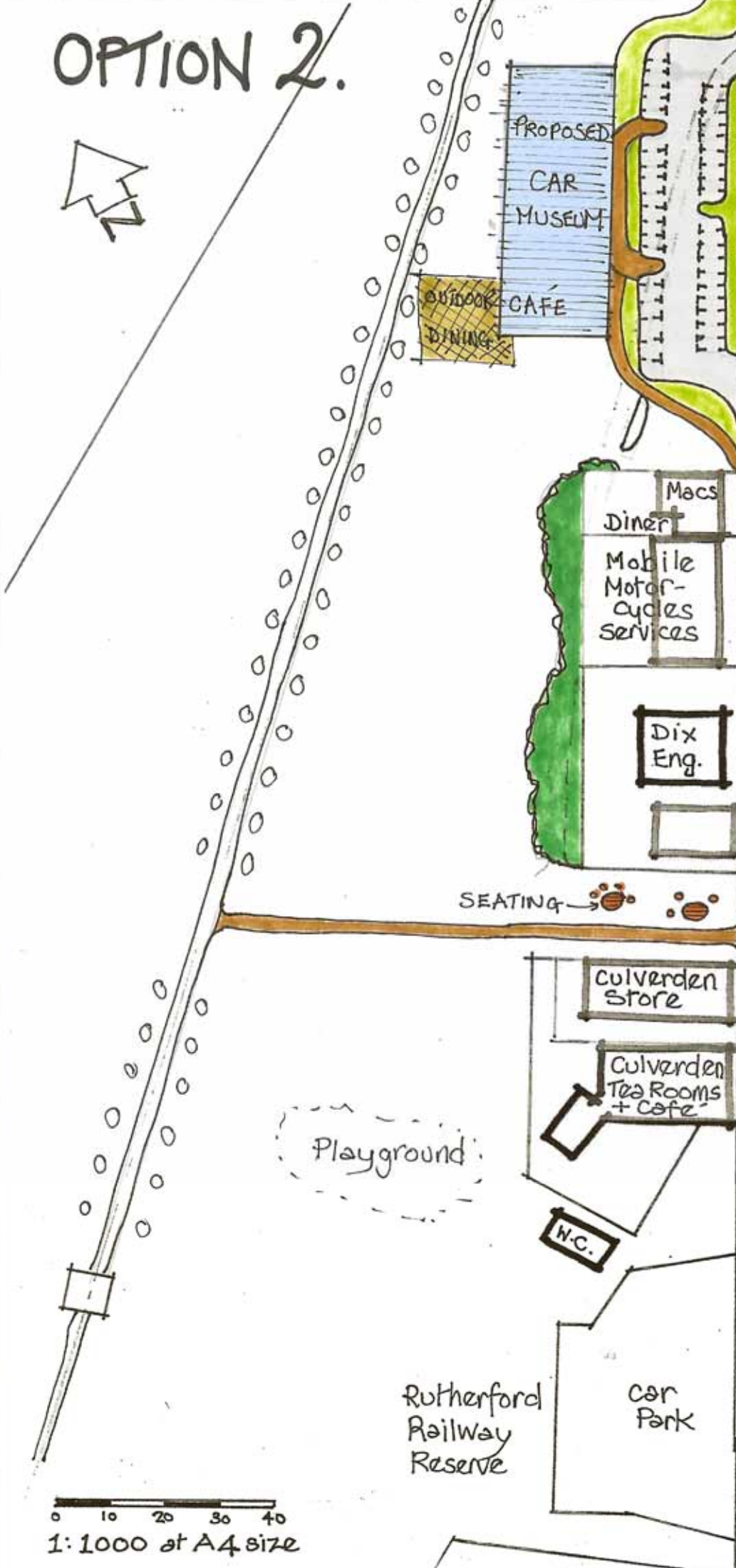


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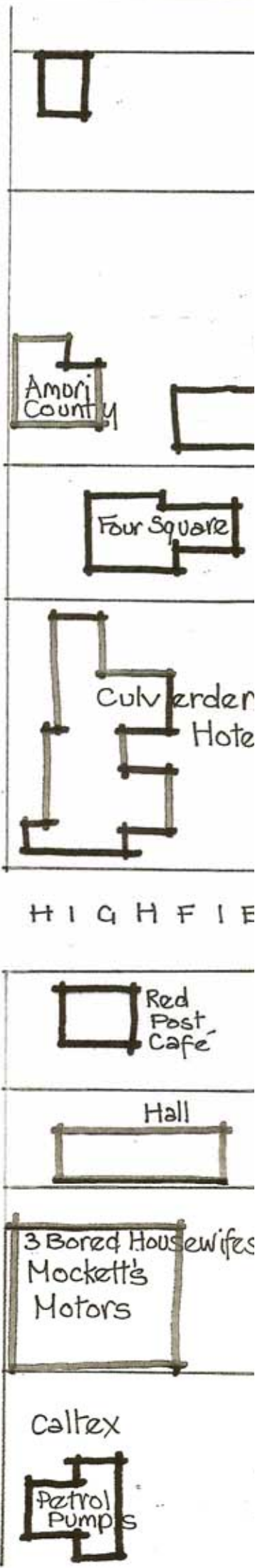
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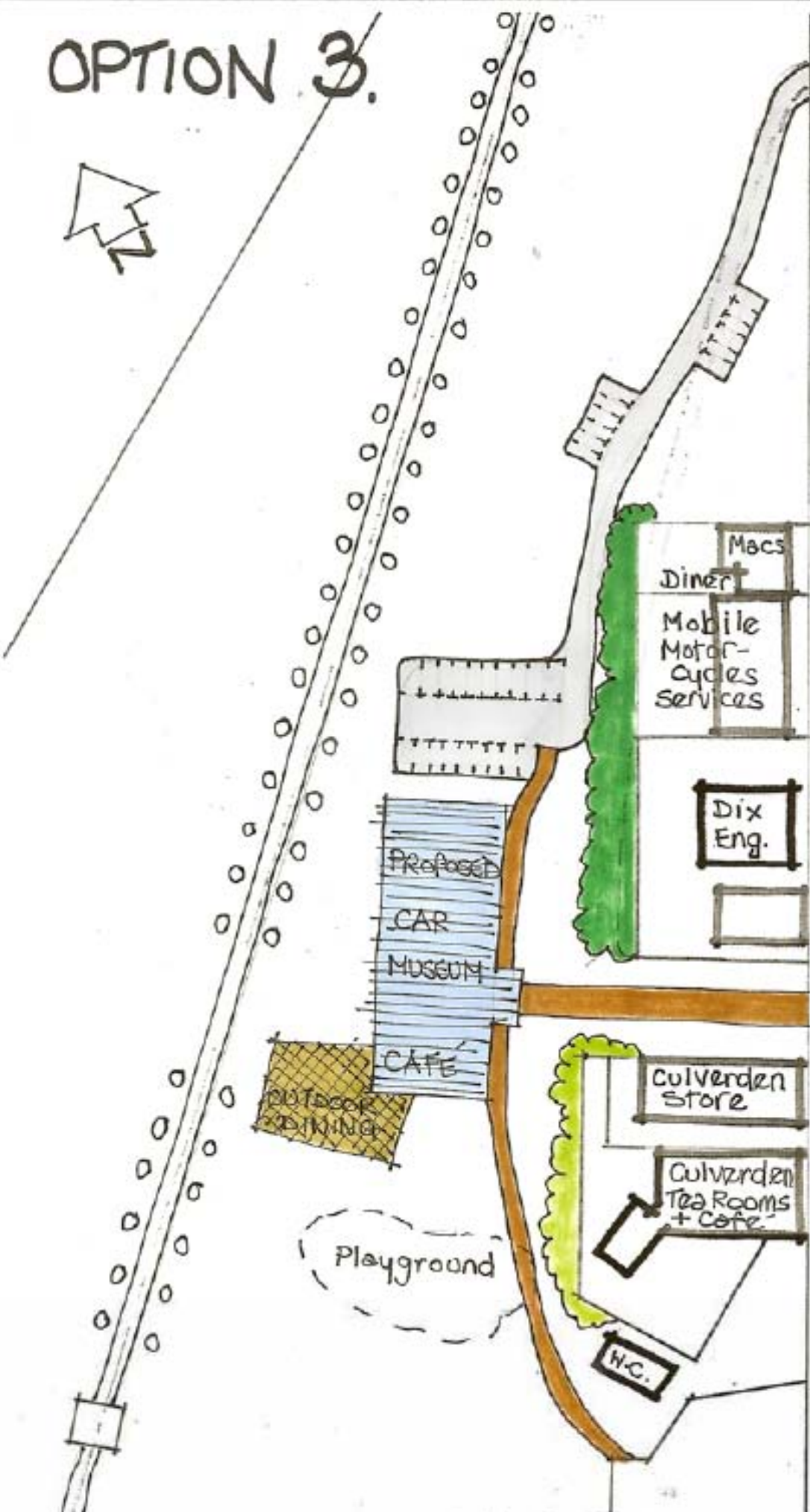


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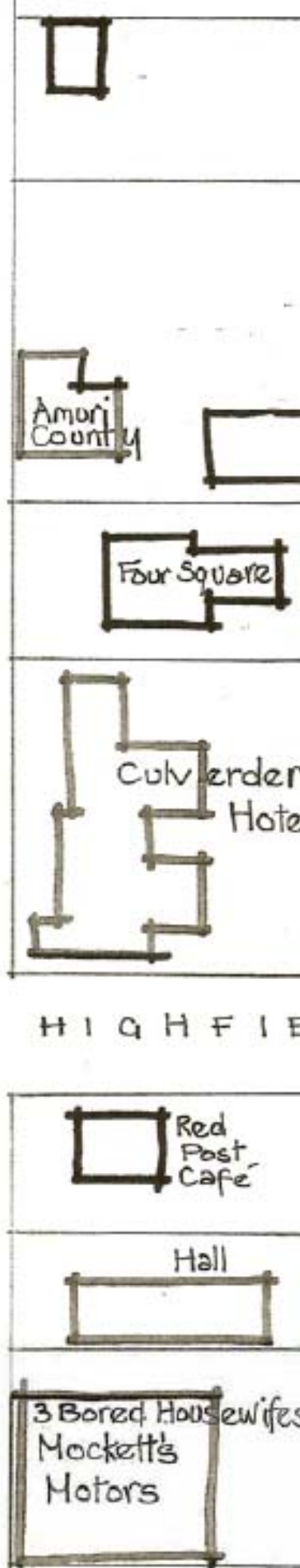
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MOUNTAINVIEW ROAD



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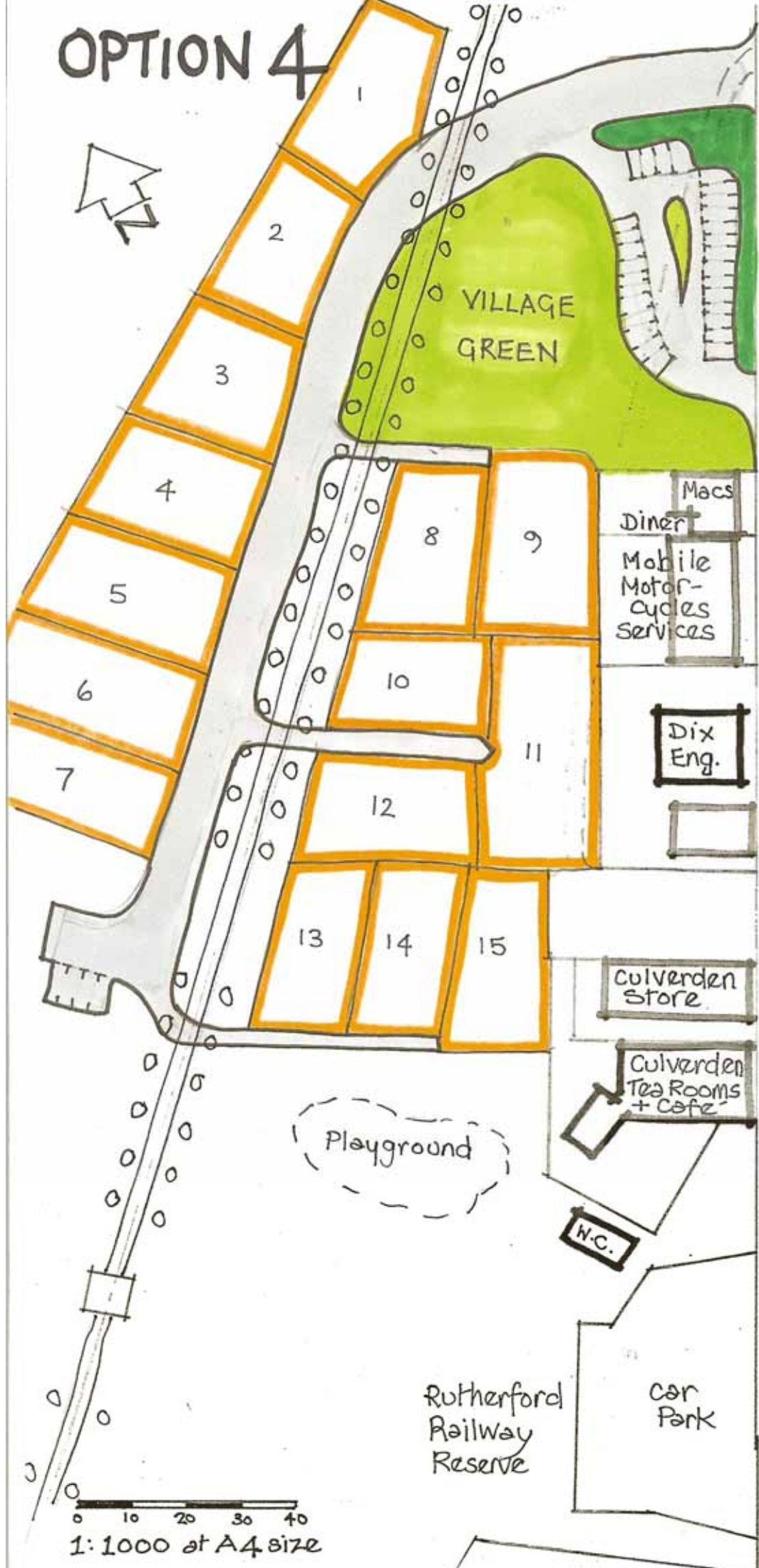


S. H. 7. MOUNTAINVIEW ROAD

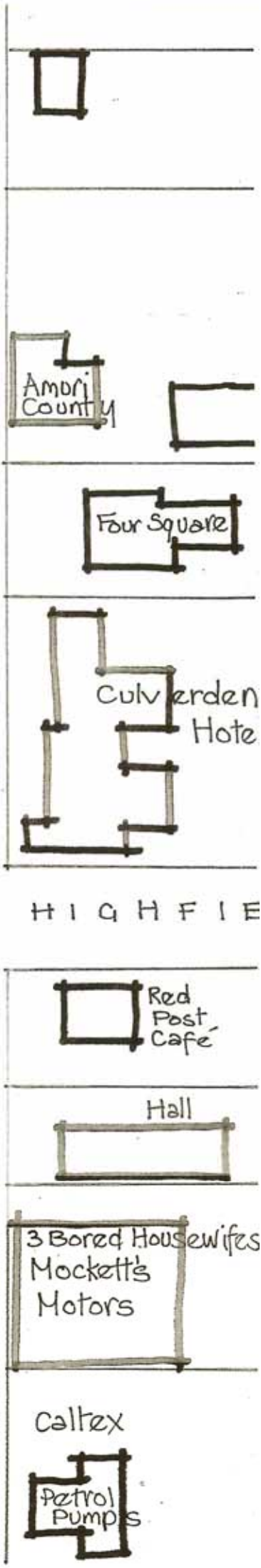


HIGHFIELD

# OPTION 4

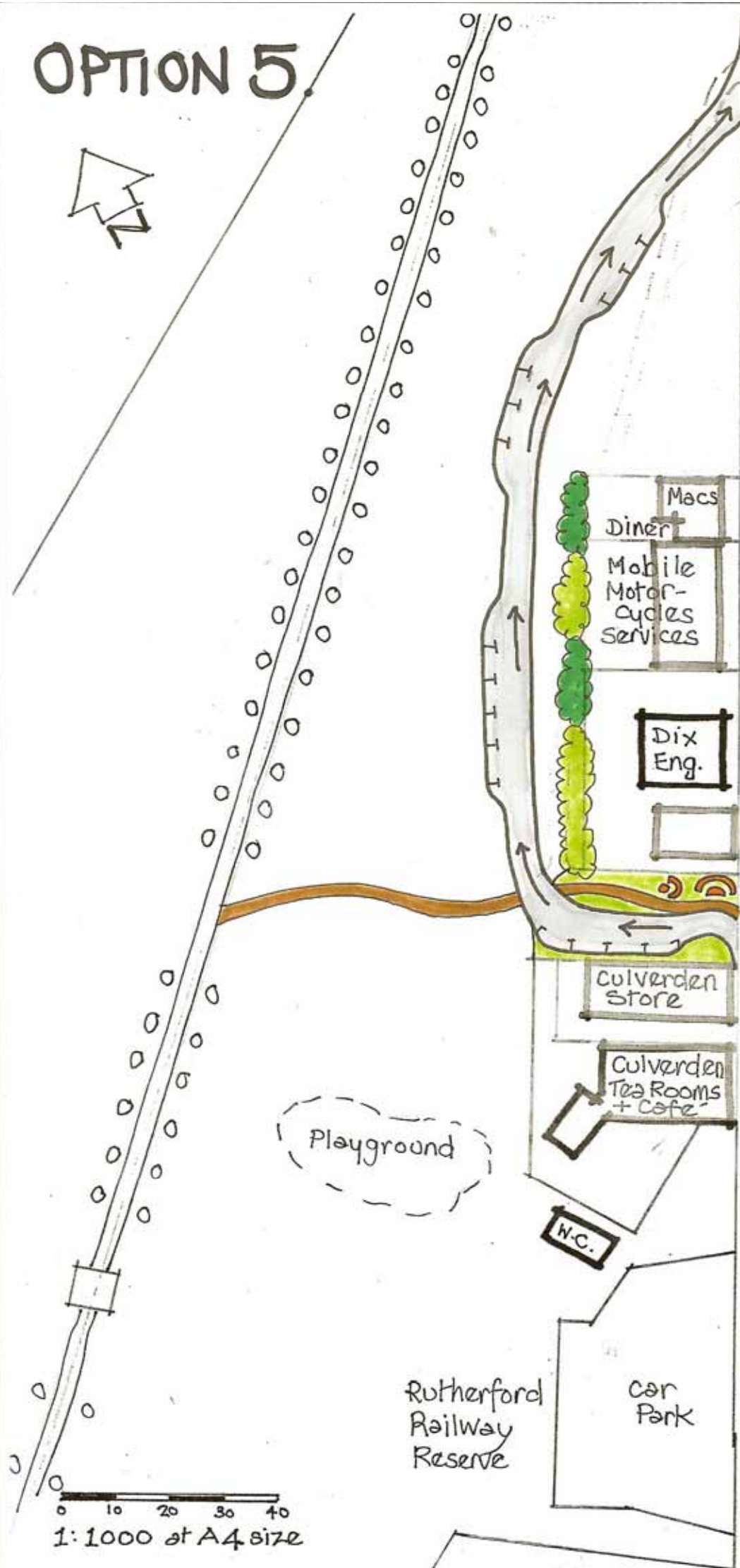


MOUNTAINVIEW ROAD S.H. 7.



HIGHFIELD

# OPTION 5.



MOUNTAINVIEW ROAD S.H. 7.

