

# Kyle Park Management Plan April 1993

## Introduction

Kyle Park is the largest area of public open space in Hornby, and occupies a key location close to the town's heart. There is an opportunity here to develop an amenity of great value; a park which could significantly enhance the townscape of Hornby and play a much more important role in the recreational lives of the town's people.

It is a difficult and inhospitable site, so successive Councils have not been tempted to invest large sums of money in development. So far development has been slow and piecemeal. It is time now for a comprehensive assessment of the park and a commitment to more involved management to ensure this park is developed to its full potential. To this end, a management plan has been created which addresses issues associated with the park and includes a landscape concept plan to illustrate developments.

[Amendments to this Plan were made in 2019 to accommodate the construction of a combined library, service centre, pools, and recreational facility on the eastern end of the park.](#)

## Contents

### Resource information

1. Legal description
2. History
3. Landscape character
4. Landscape analysis
5. Summary, the issues
6. Kyle Park concept plan

### Objectives and policies

1. Management goals
2. Environmental quality
3. Cycle and pedestrian circulation
4. Recreation facilities
5. Community Facility
6. Passive recreation
- ~~7~~. Vehicle access
- ~~8~~. Classification

## Appendix

- Management planning

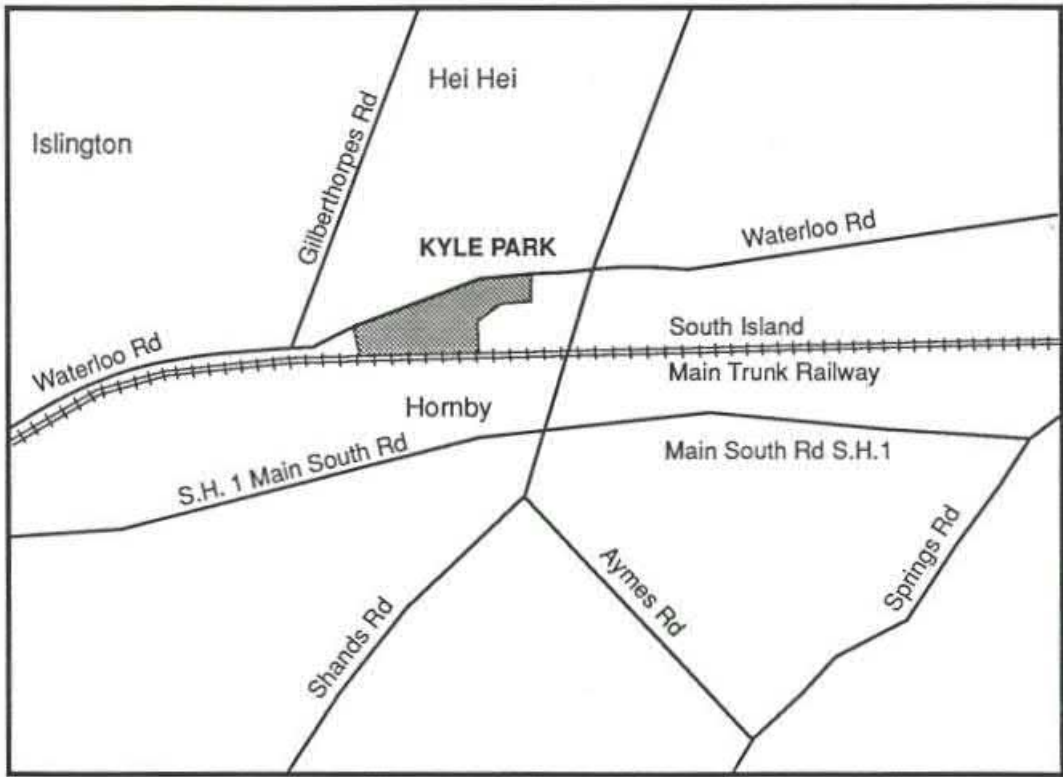


Diagram 1: Location of Kyle Park, Hornby

# RESOURCE INFORMATION

## 1. Legal description

Kyle Park is made up of the following land area:

Description \_\_\_\_\_ ares-Area (hectares)

- Lot 1 DP 25716 \_\_\_\_\_ 7.0439
  - Lot 2 DP 34558 \_\_\_\_\_ 1.6590
- Total Land Area: \_\_\_\_\_ 8.7029

Lot 1 is predominantly classified as Recreational Reserve with a portion at the eastern end classified as Local Purpose (Community Buildings) Reserve. Lot 2 was purchased as a reserve by the old Paparua County Council but has not been classified.

~~At present the above lots have not been classified under the Reserves Act 1977. Lot 1 is held in fee simple by the Mayor, Councillors and citizens of the Christchurch City Council and Lot 2 was purchased as a reserve by the old Paparua County Council. In due course it is intended to legally declare the freehold part to be a reserve, and to classify both lots as Recreation Reserve under the Reserves Act 1977.~~

At present Kyle Park is zoned Recreation 1 in the Paparua District Scheme and the objectives and policies published therein will continue to apply until the scheme is replaced by a new Christchurch City Plan.

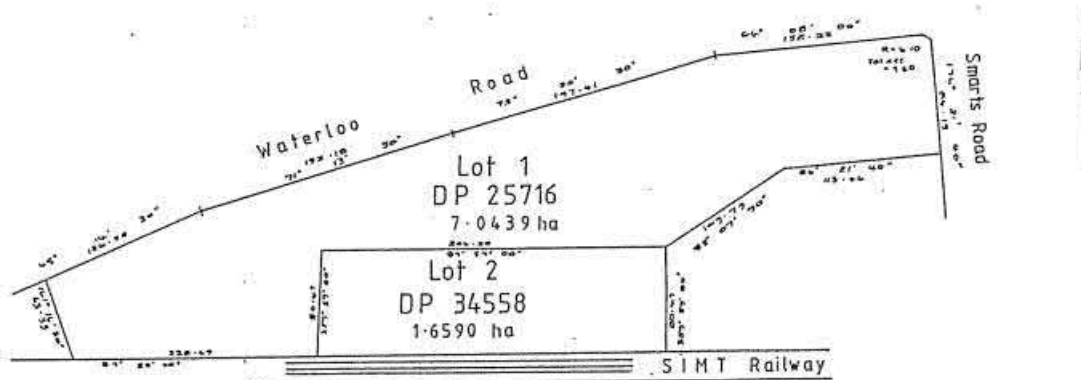


Diagram 2: Cadastral Map of Kyle Park

## 2. History

### 2.1 Landform underlying geology

The Canterbury Plains are made up of river-borne gravels ('alluvium') which have been swept down from the Southern Alps over thousands of years.

### 2.2 Soils climate drainage groundwater

As the braided channel of the Waimakariri moved north to its present location the gravels left behind were colonised by plants, and a light, stony soil developed (Waimakariri very stony sandy loam, Waimakariri shallow fine sandy loam and Waimakariri fine sandy loam on sand). Growing conditions are still difficult around Hornby. Cool north-easterly winds and cold southerlies prevail and frosts are common in winter. The rainfall is low (625-650 mm per annum) and often unreliable, so periods of soil moisture deficiency are frequent, especially as the soils are very free draining. Water percolating down through the gravels finds its way into a system of underground rivers (aquifers) flowing down towards the coast.

### 2.3 Original vegetation original wildlife

Eventually the developing soils were able to support a species-rich grassland community dominated by hard tussocks, perhaps dotted here and there by patches of shrub land and cabbage trees. It is likely that the tussock grassland was home to many sorts of insects, lizards and birds such as weka and possibly moa.

### 2.4 Pre-colonial history

Although the tussock-covered plains around Hornby may have been crossed from time to time by Ngai Tahu travellers and hunting parties they were of limited economic importance in the Ngai Tahu way of life. When settlers from Britain came to Canterbury in the mid nineteenth century the land was acquired by the Crown and parcelled out for settlement by sheep farmers.

### 2.5 Railway opened

In 1866 when the Great South Road was still only a roughly formed track, a railway to Rolleston was opened. A journalist on the first ceremonial ride to the terminus described the changing landscape.

#### **Pastoral landscape**

*"Little farm homesteads follow on either side of the line... affording abundant proof of the value of a railway as inducing cultivation of land along its route. These farms have all sprung into being since the line was surveyed, or within the last two years. In general, these holdings present a barren aspect, but little having been done in the way of tree planting But at intervals we passed a charming homestead nestling amid weeping willows and poplars in all the freshness of their spring foliage... and the paddocks were rapidly assuming the greenness of English grasses which showed a marked contrast to the scorched appearance of the native pastures of the unimproved land."*

## **2.6 Smart's Pit**

Ten years later a branch line to Southbridge opened and a new railway station was built at the junction, which was named Hornby. Almost immediately surrounding land was subdivided, and the sections were slowly taken up. One of Hornby's earliest industries was the stone- breaking plant established by Samuel Smart and Sons about 1884. The demand for road metal, sand and shingle was so great that within five years half of their 6.5 hectare property was excavated to a depth of about 9 metres. The firm transferred its asphaltting plant from Sydenham and the same engine worked the machinery for handling the stone and for mixing the chips and tar.

## **2.7 Industrial basis**

Since these processes were mechanised few people were employed at Smart's Pit. Growth in the settlement was more closely correlated with the fortunes of two meatworks - one a few kilometres south at Islington, and a second which opened in 1892 near the Hornby Railway Station. The people of Hornby and Islington formed one community with strong community identity.

## **2.8 Suburban development**

Hornby's first school, in Waterloo Road, was opened in 1895 to serve the growing community. The area known as Hei Hei was subdivided as poultry farms for returning veterans from the 1914-18 war. Soldiers who did not return are commemorated by a memorial water tank near the entrance.

## **2.9 Hornby School**

Some of Hornby's houses date back to the 1920s and '30s, but most development has occurred since 1950 associated with the growth of industry in the surrounding area. Many of the houses in Hei Hei were built by the state in the 1960s. The residential part of Islington includes a number of NZED (now Electricorp) houses associated with the Islington Switchyard. The eastern part of Broomfield was developed in the 1970s and suburban development in Broomfield west is continuing. The Hornby Mall, which is the social and commercial focus of the community was opened in 1977.

## **2.10 Demography**

Hornby is now almost entirely built up. Kyle Park stands out as the only large area of undeveloped open space in the town. Because there is little vacant land left for further residential development Hornby's population is likely to stabilise. Recent closures of important industries like the Islington Freezing Works and Crown Crystal Glass Factory may have a negative effect on total population. Significantly, the number of people of Maori and Pacific Island descent is increasing in proportion to the total population.

## **2.11 Smart's Pit to Kyle Park**

### **2.11.1 Smart's Pit rubbish dump**

Smart's Pit was operated by descendants of the original firm until 1968 when the 7 hectares of land was bought by the Paparua County Council for use as

a centrally located rubbish tip. In the early 1970s it was proposed to rehabilitate the pit into a sports amphitheatre, laid out with terraces descending to fields three or four metres below the level of Waterloo Road. The park was named Kyle Park after Paparua County Councillor Colin W A Kyle who was chairman of the Reserves and Recreation Committee for many years.

An adjacent block (1.7 ha) was bought by the Council in 1974 to add to the Park. However difficulties were foreseen in maintaining the terraces using gang mowers, with stormwater drainage, disposal of sewage from pavilions, and the prohibitive cost of earthworks needed to achieve a satisfactory surface. Instead it was decided that a more feasible alternative was to fill the pit to roughly the same level as the adjoining road and level it for sports fields.

But because residents were likely to strenuously object to reopening the tip for household refuse, and there was no obvious source of cheap fill available in the quantity required, this option too became impractical.

The future of Smart's Pit became so problematical that at one point in 1977 the Council considered selling the property altogether. But even this option was rejected because the value of the land was limited by its unsuitability for building (the land will continue to settle for years after the dump is sealed as organic material below decays).

The Council therefore had little choice but resolve to develop the area to sports fields and passive recreation, but since little money could be spared, development was seen as 'long term'. Although dumping of household refuse ceased officially in the 1970s, intermittent dumping of both hard fill and household refuse continued until 1981 when the earthmoving contract was let to level and shape the landform to its existing contours. A useful quantity of silty water race spoil was spread over part of the reserve to improve growing conditions.

#### **2.11.2 Hockey field**

The sunken hockey field at the eastern end of Kyle Park was developed as early as 1973 and is now irrigated. A row of eucalypts planted along the eastern boundary now form an effective screen, obscuring a cluttered yard on the adjacent property.

#### **2.11.3 Junior rugby fields**

One junior rugby field was in use by 1981 and the second, which was sown with a special drought resistant turf, was developed in 1989.

#### **2.11.4 Cricket oval**

An artificial cricket wicket was laid down in 1989 for the Hornby Cricket Club. The full sized cricket oval shares the turf with the junior rugby fields.



Photo 1: BMX Track, Kyle Park



Photo 2: Shoppers Crossing Kyle Park

### **2.11.5 Subway considered**

The possibility of constructing a subway under the railway line to link the low lying part of Kyle Park with existing sports facilities in Denton Park was investigated in 1980, but presumably the cost was considered to be too great.

### **2.11.6 BMX track**

Approval was given in 1980 for the development of a BMX (Bicycle Moto Cross) Track. This was constructed for the Christchurch City BMX Club by volunteers which included members of the Hornby Rotary Club who followed up in 1982 with tree planting in the western end of the reserve. The club hosted their first New Zealand Grand Final BMX Championship at Easter 1985. At big events like this several hundred cars may be parked on the grass in Kyle Park itself. A toilet block near the BMX track is unlocked for use during club events.

### **2.11.7 Off-road model cars**

Council approval was granted to the Christchurch Off-Road Model Car Club in 1986 to build a small track and stand in the sheltered hollow next to the BMX track. Their facilities were completed by 1989, however the Club is now defunct and the track has been removed from the area.

### **2.11.8 Leases**

The Council's arrangement with the BMX Club is formalised in a 33 year lease which runs until 1 February 2021, with a right of renewal for a further 33 years (until 2054). This facility is used by people from all over Christchurch.

### **2.11.9 Tree planting**

Preliminary 'structural' tree planting was carried out by the Paparua County Council in the late 1980s, particularly to screen a large neighbouring coolstore and to shelter and enhance the hollow and sports fields. Reasonable survival rates were ensured by using mainly drought tolerant species such as Indian cedars, eucalypts and silver birches.

### **2.11.10 Playground proposal**

A 1982 proposal to develop an adventure playground and 'wilderness' area at the western extremity of Kyle Park behind the BMX track has not been acted upon. Some playground equipment exists nearby, across the railway line, in Denton Park.

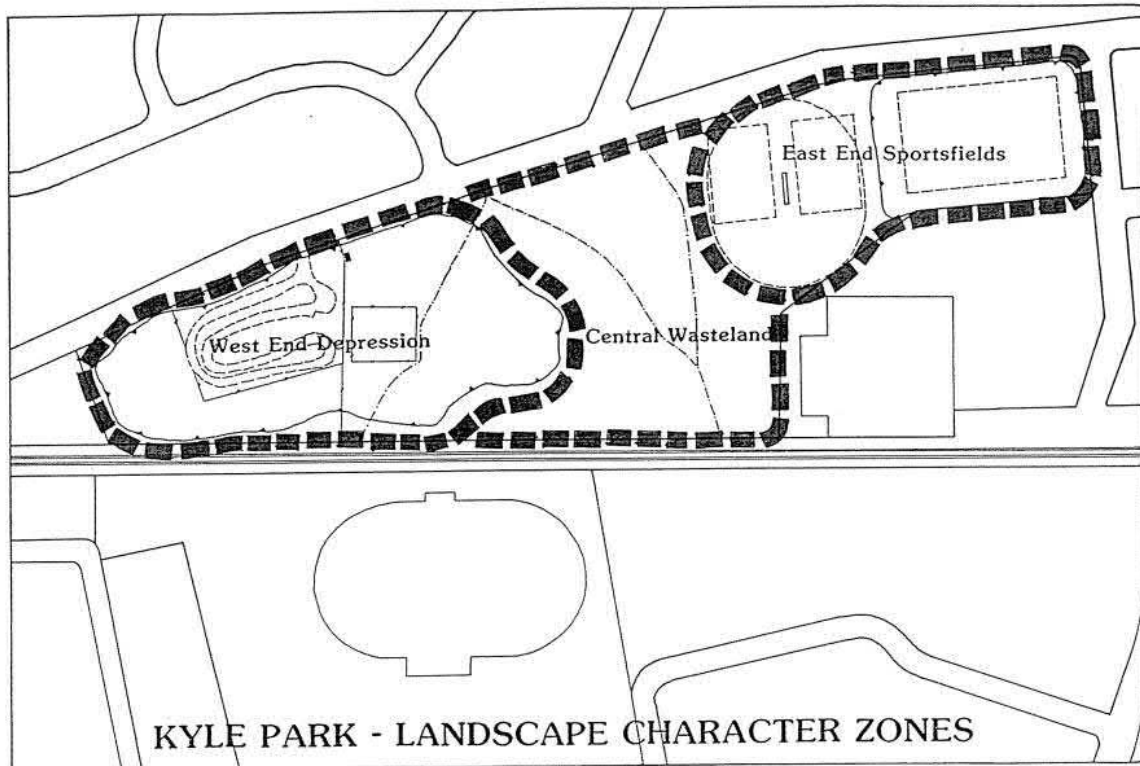
### **2.11.11 Marae and kokiri proposal**

In 1982 the Marae Committee of the Hornby Maori Club (Later the Paparua Maori Committee) approached the Council with a proposal to establish a permanent Marae and Kokiri Complex (Kokiri Centres are places where Maori and Pacific Island people gather to help each other develop their own skills and potential). The Committee felt that a Maori Cultural Centre would contribute to closer community relationships and help decrease the crime rate



in young teens.

They favoured Kyle Park because of its central location and proximity to schools. The Paparua County Council approved the proposal in principle in 1983 but protracted negotiations continued until 1987 when the Council effectively withdrew its support following objections from nearby residents. The Paparua Maori Club now intends to buy land elsewhere in Hornby for its marae complex. (Andy Hamilton, Marae Committee member, pers. comm). Hornby became part of Christchurch City with the amalgamation of local authorities in 1989 so responsibility for the administration and management of Kyle Park has passed from Paparua County Council to the new Christchurch City Council.



### 3. Landscape character

#### 3.1 Three zones

Kyle Park is long and narrow, elongated along an east-west axis, and sandwiched between Waterloo Road and the South Island Main Trunk Railway. There are three identifiable zones, each with a different character:

##### 3.1.1 East end sports fields

The sports fields at the eastern end are open to roads on two sides and are spatially related to the schools and memorial water tank across Waterloo Road. This area is exposed to prevailing easterly and southerly winds but as

gum trees and silver birches planted around the periphery grow, the sports fields will become less windswept and more enclosed. The smooth lush lawns in this zone contrast with rough grass in other parts of Kyle Park. The hockey field at the most eastern extremity is sunken below the road level and is more sheltered and welcoming than the junior rugby fields at the higher level which are transitional in character with the adjacent zone: central wasteland.

A disused water tank and the back of Denton Oval are prominent on the skyline in the middle distance from this part of the park.

### **3.1.2 Central wasteland**

The central area of Kyle Park is undeveloped wasteland; open to the sky, expansive and windswept. Although the overall effect is flat, the surface is actually uneven and unstable as the organic content of refuse below the surface breaks down and decays. Few trees have been planted, or have survived, because growing conditions are particularly difficult in this zone. Soils are drought-prone, barren and stony except in a large boggy area where drainage is impeded by a clay pan (formed when a layer of compacted clay was used to seal the dump before re-spreading of surface gravels).

This bleak central wasteland is crossed by informal paths worn by cyclists and pedestrians moving between Hornby Mall and the suburbs of Hei Hei and Broomfield. Distant views of the port hills are overpowered by the visually dominant coolstore on the adjacent lot.

Struggling cedars have been planted along the boundary in an attempt to screen the mammoth building. Denton Oval, the disused water tower and a forest of pylons associated with the Islington Switchyard are also noticeable features rising above the surrounding suburban horizons. Passing trains make the immediate presence of the railway line particularly noticeable.

### **3.1.3 West end depression**

The western end of Kyle Park is characterised by a large depression which was once a shingle quarry. The sunken landform means that this part of the park is more inward looking than the other two landscape character zones. Conditions in the hollow are sunny, sheltered and welcoming, especially when contrasted with the adjacent central wasteland. A variety of young trees are established, especially along the Park's railway boundary on sunny north-facing rising slopes. After heavy rain, large volumes of water entering the park through a stormwater drain near the north western corner, drain away almost immediately. The disposal of stormwater which is proposed to increase, should be formalised.

The depression is dominated by visual clutter associated with BMX and Model Car Tracks, and by an intimidating 1.8 m corrugated iron fence enclosing half of the hollow and excluding people from the western end of the Park. Although this zone is physically very close to Denton Park, there is not currently a close functional relationship because of the barrier presented by the railway line and its embankment.

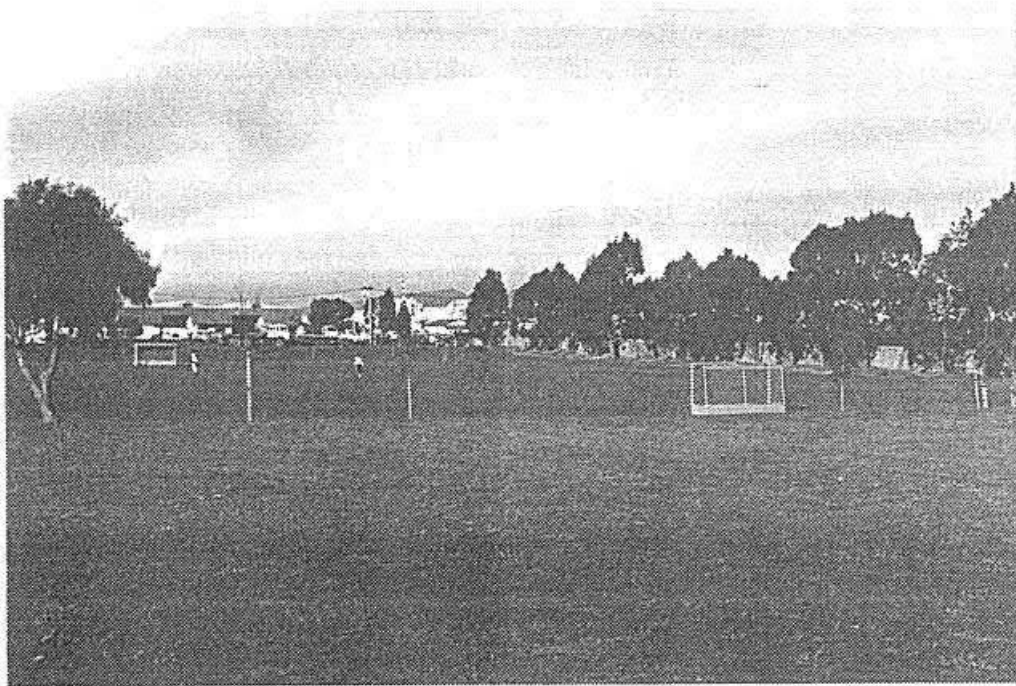


Photo 3: East End Sportsfields Landscape Character



Photo 4: Central Westland Landscape Character Zone



Photo 5: West End Depression Landscape Character



Photo 6: Hollow West of BMX Track, Railway Embankment behind fence

## **4. Landscape analysis**

### **4.1 Social/spatial context**

Kyle Park occupies a central location in Hornby, between Hornby Mall which is the town's social and commercial centre, and the suburbs of Hei Hei and Broomfield (see Diagram 3). Despite the fact that there are no gates or formed paths, many people (often elderly shoppers and women with pushchairs) climb over the chain fence, walk through the uneven wasteland in the centre of Kyle Park, and cross the railway line to reach the mall. This is the most obvious and direct pedestrian route. School children from Hornby School and Hornby High School on Waterloo Road regularly cycle through the Park using this route, and another well-worn one leading to Denton Park and residential areas beyond.

### **4.2 Hornby's green space system**

Hornby is well endowed with playing fields and small neighbourhood reserves (see Diagram 3). Kyle Park is the largest area of public open space in Hornby, and when considered with neighbouring Denton Park, there is potential to create a green area of sufficient scale to be an effective restful foil to the visual chaos of commercial Hornby. Denton Park and Kyle Park are physically very close but are conceptually separated by the South Island Main Trunk Line, the formidable bulk of Denton Oval and the wide differences in their respective levels of development.

What Hornby's greenspace network lacks is a large area for passive recreation, one that has enough intrinsic interest to become a destination in itself, drawing people in, to pause, rather than just passing through on their way to somewhere else. Kyle Park could be developed to meet this need.

### **4.3 Pedestrian and cycle routes**

However, Kyle Park's role as a cycle and pedestrian thoroughfare cannot be ignored. The location of commercial, sports and community facilities, shown on Diagram 3, suggest that Kyle Park will be crossed on many pedestrian and cycle journeys made in Hornby. A recent survey (March 1992) confirms that up to 500 crossings per day are being made.

### **4.4 Cycleway system**

Two previous cycle way studies have recommended development of a cycleway through Kyle Park (Cycling in Christchurch Report 1979 and Paparua County Council Cycleway Report 1984) as part of a larger cycleway network for the Hornby Sockburn area. The existing two lane cycleway through Denton Park, which is also used by pedestrians, is part of this existing network. It is envisaged that a cycleway through Kyle Park would be similar; sealed with two lanes.

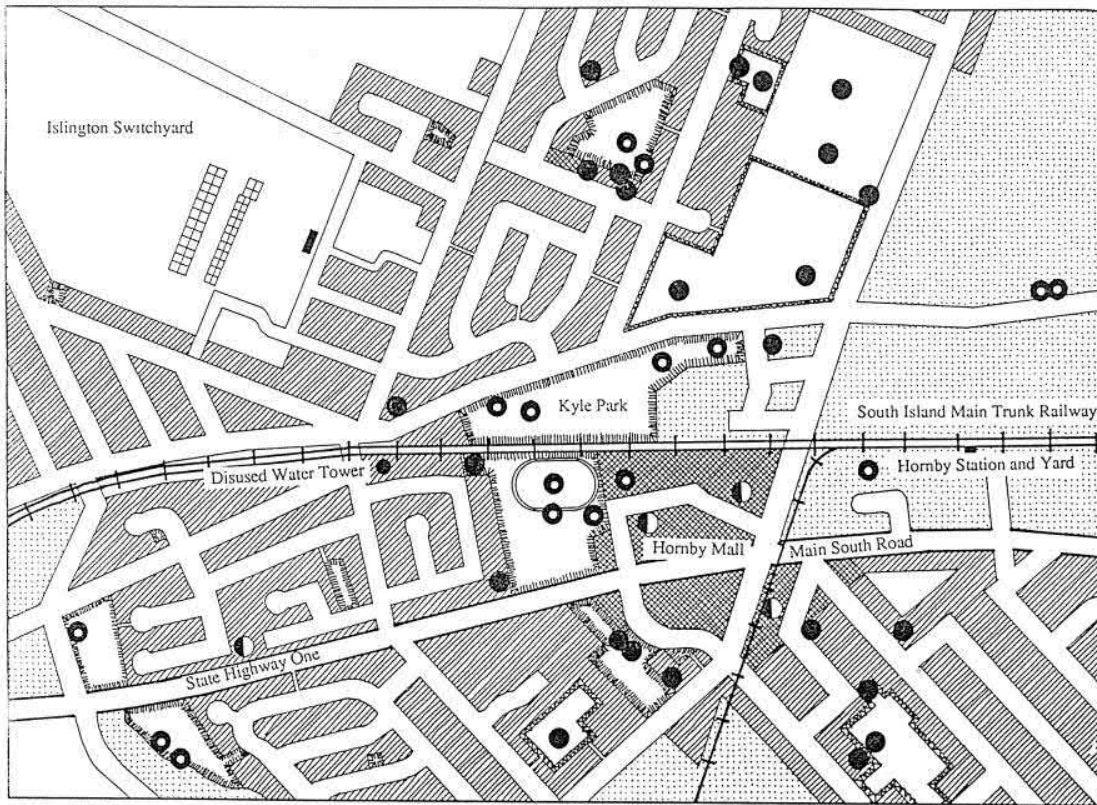


Diagram 3: Social and Spatial Setting of Kyle Park in Central Hornby

- Community Facilities (eg Schools, Playgrounds, Churches, Halls, Plunket Rooms, Kindergartens, Community Centres, Libraries, Medical Centres)
- Sports Facilities (eg BMX Tract, Rifle Club, Hot Rod Club, Rugby League, Cycling, Rugby, Bowls etc)
- ◐ Commercial Facilities (eg Hotels, Theatres, Working Mens Clubs etc)
- ▨ Housing
- ▩ Shops and Offices
- ▬ Industry
- ▧ Public Open Space - Parks and Reserves
- ▤ Private Open Space (eg Schools, Hospitals etc)

#### **4.5 Crossing the railway**

A problem exists, however, with the South Island Main Trunk Railway which separates Kyle Park from Hornby Mall and Denton Park. About 25- 30 trains of varying length pass this point each weekday. (NZ Railways, pers. comm.) A cycleway/footpath cannot be developed if it encourages people to make potentially hazardous informal crossings of the line. Clearly some type of formalised cycle and pedestrian crossing is needed.

#### **4.6 Underpass proposal**

A formalised crossing of the rail track has been a long standing proposal that has been investigated to some degree in the past. For example the possibility of a cycle underpass was considered by the Paparua County Council, but was found to prohibitively expensive. This matter was also investigated during the preparation of the draft Kyle Park Management Plan. The plan identified the need to provide a formalised railway crossing facility to avail a safe means of traversing the tracks.

The draft management plan examined three options for crossing the tracks which included an overbridge, an underpass and a level crossing and concluded that the most cost effective option was the installation of a level crossing.

#### **4.7 NZ Railways Corporation objections**

In their submission on the draft management plan, New Zealand Rail indicated their opposition to the installation of a level crossing, stating that the physical separation of rail traffic and pedestrian traffic was the safest means of eliminating any hazard and that a level crossing involving two tracks was potentially hazardous in this location.

NZ Rail was concerned that pedestrian at the level crossing might grow impatient with a stationary train held up at the Hornby Yard (located 500m up the line on the other side of Carmen Road) and climb through the train between the boxcars. (Russell Herbert, NZ Railways Corporation, pers. Comm.). Use of the yard has decreased in recent years, (NZ Railways Corporation, pers comm) but may increase again in the future as inner city industrial development moves out to Sockburn and Hornby.

#### **4.8 Underpass alternative**

In a subsequent meeting involving NZ Rail representatives and Council staff to discuss this issue, NZ Rail reiterated their position and stated they would support the installation of a railway underpass as their preferred option. Following this meeting, it was resolved to formally apply to NZ Rail for the installation of a level crossing as no previous application had been made. This would ensure the matter was given all due consideration at the appropriate level. It was also learnt that the cost of installing a level crossing was relatively close to the construction of an underpass.

Problems associated with a drop in pathway level into the underpass could be minimised by elevating the railway line. This would allow the underpass to be constructed approximately 1.5 metres below ground level and users would find this more acceptable from a safety viewpoint to pass through. NZ Rail stated that this was their preferred option and that they would contribute to the project by way of absorbing their costs associated with the work. The proposal to construct an



underpass between Kyle Park and Denton Oval, has received Council backing (February 1993), with the estimated \$70,000 required for the construction of the underpass to be funded by the Traffic Unit in the 1993/94 financial period.

#### 4.9 Location of the railway underpass

Point B on Diagram 4 because the land on both sides of the underpass is owned and administered by the Christchurch City Council. Note that Point A on Diagram 4, used as an informal crossing point for many years until it was fenced off, is not suitable as it crosses from Kyle Park onto private land. To ensure that the railway way line is crossed at Point B, the pathway system through Kyle Park will focus on this point and suitable barriers will be installed along the line to prevent pedestrians crossing the line at other points.

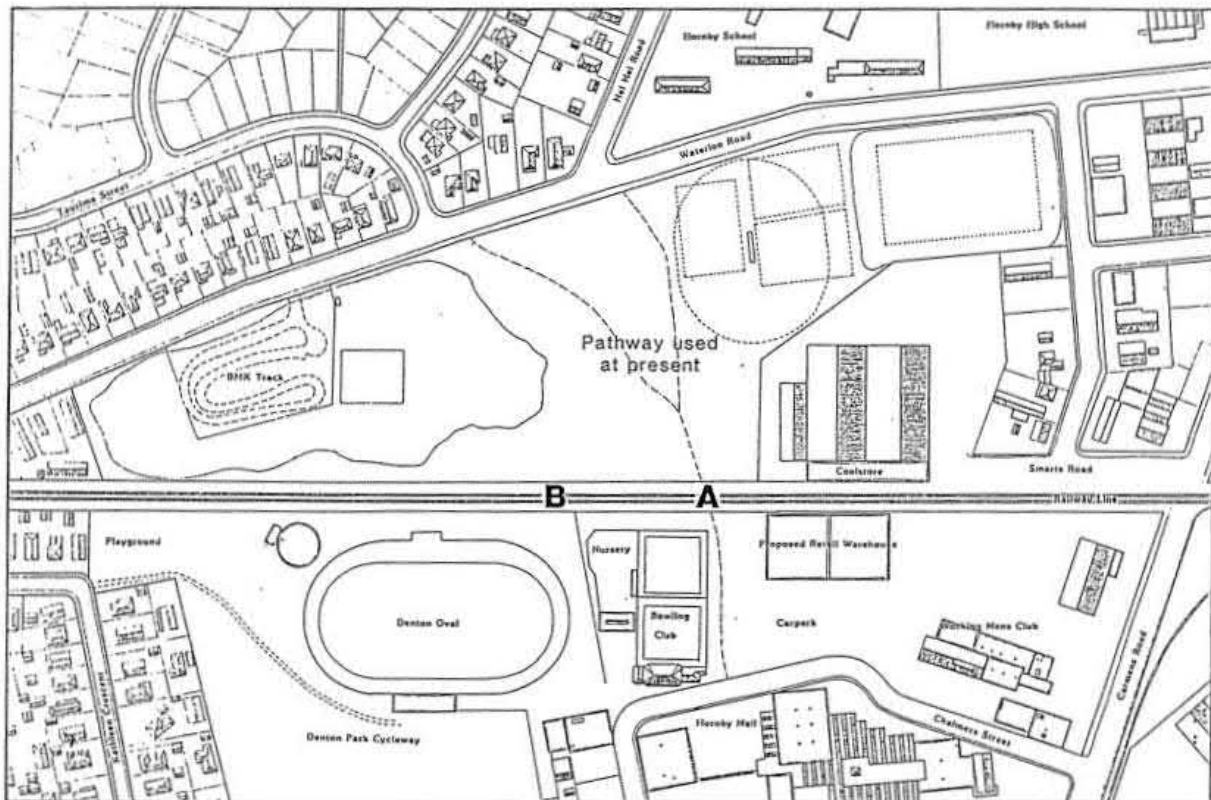


Diagram 4: Two possible Locations for Formalised Railway Crossing, A and B

## 5. Summary, the issues

Two important issues have emerged which need discussion and resolution:

### 5.1 The character of future development

What balance should be struck between active and passive uses?

Should the park continue to accommodate incremental development for active recreation, meeting community demands for facilities as they arise? Hornby is well



endowed with sports fields, but lacks purpose-designed passive recreation areas and 'wilderness'. Perhaps future change at Kyle Park should be guided in this direction?

## 5.2 Cycleway and pedestrian circulation and access

The central role of Kyle Park in cycle and pedestrian circulation in Hornby cannot be ignored. Development of the Park hinges on the construction of the rail underpass for cycles and pedestrians.

## 6. Kyle Park concept plan

- Thicken up and add to existing tree planting around playing fields.
- Strawberry trees (*Arbutus unedo*) planted along road boundaries.
- Cycleways from schools to underpass.
- Distinctive groves of white barked gum trees.
- Grand avenue of widely spaced Lombardy Poplars forming passage for paved cycleways/footpath.
- 'Meadow' clearing with drifts of wild flowers such as Russell lupins if feasible.
- Native understorey below existing trees.
- Screen planning around model car track.
- 'Swampy' clearing edged with flax and cabbage trees.

### 6.1 Kyle Park concept, notes to accompany plan

**6.1.1 East End Sports fields Objective:** ~~To~~ For the cricket oval area, to maintain and enhance existing playing field character.

- Add to and thicken up existing peripheral tree planting to improve shelter and strengthen sense of enclosure.
- Belts of trees to remain visually and physically permeable with trees limbed up to eye level.
- Sports fields to remain visible from Waterloo Road through a row of venerable dark foliated Irish Strawberry Trees (*Arbutus unedo*) along the road boundaries. These trees would be planted nearly 4 metres back from the inside edge of the footpath and would attract birds and lend a distinct character to the area. They would also grow well under difficult conditions and would not need staking and wind protection.
- Develop a paved cycleway/footpath collecting traffic from schools, which flows around the edge of the sports fields and crosses the central part of Kyle Park to the railway underpass.
- ~~Entrances off Smarts Road, and opposite Hornby School gateway.~~

For the sunken ground area and across to the oval, to retain the existing trees where feasible during the construction of the proposed Community Facility

- Retain the trees on the road boundaries where feasible to enhance the street scape and the relationship of the new facility to the street.
- Retain the trees on the southern boundary shared with the industrial area where feasible, to screen the industrial activities from the new facility.

- Add trees and stormwater swales, and other landscaped areas through the planned car park area to break up the expanse of seal and enhance the landscape character and visual amenity of the site.
- Add tree planting between the proposed Facility and the cricket oval to enhance the interface between the new facility and the open green space.

**6.1.2 Central Wasteland Objective:** To build on existing thoroughfare function, and to create more hospitable open spaces

A grand allee of widely spaced towering Lombardy poplars (rust resistant variety) forming a strong spatial passageway for a paved path collecting cyclists and pedestrians from Taurima Street and Hei Hei Road, and leading to the railway underpass and mall beyond.

- Bulbs planted within the avenue, either side of track.
- Tall trees characteristic of East End Sports fields are blended with patches of bushy native planting characteristic of West End Depression in areas either side of the avenue.
- Barrier along entire length of railway line boundary.
- Planting to screen bulk of neighbouring coolstore and frame views of distant port hills.
- Two large open areas enlivened with distinctive open groves of white-barked gum trees and wildflower displays.
- Line of Irish Strawberry trees along Waterloo Road boundary continued from East End Sports fields.

**6.1.3 West End Depression Objective:** To develop bushy 'wilderness' area with bush walks and clearings, while accommodating existing uses.

- Remove all high fences. Replace fences around BMX track with well-designed visually permeable chest high (1.2 m) fence.
- Barrier along railway line continued from central zone to limit informal railway crossings.
- Enrich existing tree planting with bushy understorey to create 'wilderness' area.
- Bush walks around back of BMX track linking two clearings and connecting with cycleway to level-crossing.
- Flax edged 'swamp' clearing west of BMX track with groves of cabbage trees.
- Sunny, sheltered 'meadow' clearing east of the model car raceway, with long grass and wildflowers.
- 'Bush' planting to minimise visual impact of BMX track and model car raceway.
- Natives could be planted inside BMX boundary as well, to integrate enclosure with surroundings.

# OBJECTIVES AND POLICIES

## 1 Management goals

### 1.1 Management goal for Kyle Park - a vision for the future

Kyle Park will be developed and managed as an attractive and hospitable suburban park, primarily for active recreation of various types, with cycle and pedestrian through routes.

The eastern end of the park will be available for use for the location of a community facility building.

Space not needed for active uses will be developed and managed for passive recreation.

### 1.2 Management objectives for Kyle Park

Note: Christchurch City Council's Recreation 3 Zone Management Plan objectives and policies apply to Kyle Park. The objectives and policies below address matters specific to Kyle Park. The Kyle Park Management Plan shall prevail where there is any inconsistency between the Kyle Park Management Plan and the Recreation 3 Zone Management Plan.

## 2. Environmental quality

Objective: To improve the environmental quality and amenity value of Kyle Park.

Policy: To implement the landscape concept plan within 10 years.

Comment: For more details see section 6 of the Recreation Three Zone Reserves Management Plan.

## 3. Cycle and pedestrian circulation

Objective: To acknowledge and accommodate existing cycle and pedestrian routes across Kyle Park.

Policy: To develop a web of cycleways and footpaths leading to the railway underpass over the South Island Main Trunk Railway to Denton Park and Hornby Mall.

Kyle Park's cycleway will link with the existing cycleway through neighbouring Denton Park and will form part of a larger network spanning Hornby and Sockburn, ultimately linking with the Christchurch city network. The new cycleway will be developed to the Standard described in "The Guide to Cycle Facilities" (available from Christchurch City Council's Traffic Operations Unit).

Kyle Park will have four entrances along Waterloo Road, and a fifth at the eastern end off Smart's Road (see Landscape Concept).

#### **4. Recreation facilities**

Objective: To accommodate appropriate facilities for active recreation in Kyle Park.

Policy: To consider community demands for new recreation facilities as they arise.

Comment: A regionally significant feature, the BMX track is accommodated, but future demands are likely to be for local activities. The Royals Softball Club presently uses Wycla Park for softball but have expressed a desire to establish a home ground with permanent facilities; this could be accommodated at Kyle Park.

Appropriateness depends on:

- Compatibility with existing uses.
- Limitations presented by the Park itself.
- Approval of neighbouring residents.

Sports fields and leased areas will be managed in accordance with section 6 of the Recreation Three Zone Reserves Management Plan.

#### **5. Community Facilities**

Objective: To accommodate a combined community facility building on the eastern end of the Park that is classified as Local Purpose (Community Buildings) Reserve.

Policy: To develop a combined community facilities building on the on the eastern end of the Park classified as Local Purpose (Community Buildings) Reserve. The design and layout of the facilities, including signage, shall reflect standard park design and be sympathetic to, and enhance, the wider Kyle Park character.

Comment: A combined community facility is planned for the South West area of Christchurch with Kyle Park being the preferred location. The facility could include a library, service centre, staff and meeting spaces, swimming pools, and other recreational facilities. It would include associated car and cycle parking with entrances off both Waterloo and Smarts Roads.

#### **5.6. Passive recreation**

Objectives: To enhance opportunities for passive recreation in Kyle Park. Policies: To implement the landscape design concept and associated planting programme.

To find a suitable alternative site for the model car raceway, if the opportunity arises.

Comment: There are few purpose-designed amenity areas for passive recreation in Hornby. The model car raceway occupies a visually prominent position in a sheltered sunny hollow ideally suited to passive recreation. Space not needed for active recreation will be developed for passive activities such as walking, picnicking, playing, dog-walking, informal games and sitting in the sun. The landscape concept for Kyle Park includes tracks and paths, a bushy 'wilderness' area, clearings and open spaces diverse enough to meet a variety of passive recreation needs.

## **67. Vehicle access**

Objective: To protect Kyle Park from the negative impacts of motor vehicles.

Policies: To exclude motor vehicles from Kyle Park, including the areas leased to clubs, except for maintenance purposes and in the formal car park area associated with the Community Facility Building.

To allow limited temporary parking in the central area of Kyle Park during major club functions, provided vegetation and soil structure are not damaged.

Comment: Vehicle access to non-formed areas will only be possible through two gates: one opposite Taurima Street providing access to the model car raceway and for mowing equipment, and another into the BMX enclosure.

## **78. Classification**

Objective: To ensure that Kyle Park is legally protected predominantly as a Recreation Reserve with the eastern portion classified as Local Purpose (Community Buildings) Reserve.

Policy: To reserve the freehold section (Lot 2) and to predominantly classify ~~all of~~ Kyle Park as Recreation Reserve with the eastern portion classified as Local Purpose (Community Buildings) Reserve under the Reserves Act 1977.

Comment: Prosecutions for vandalism can be brought under the Reserves Act, which also stipulates that decisions about the reserve must be made in accordance with a Management Plan which is subject to public scrutiny and comment and which must be approved by the Regional Conservator.

The eastern end of the Park, classified as Local Purpose (Community Buildings) Reserve, is intended for use for a combined community facility building that could include a library, service centre, staff and meeting spaces, swimming pools, and other recreational facilities. It would include associated parking.

## **APPENDIX ONE**

### **1. Management Planning**

A management plan is a working document which provides a framework within which all future management of a reserve is to be carried out. It is also a document to provide background information and to record changes as they occur.

In accordance with the 1977 Reserves Act, the Christchurch City Council as the administering body is required to prepare management plans for reserves under its control. The Act also requires the Christchurch City Council to keep management plans under constant review.