8.2 Sector 2 Kelburn Park

Kelburn Park, near Victoria University

8.2.1 Character and use

Kelburn Park is a sector of the Town Belt, of a scale and character more like a suburban park. However, the woodland in the park is an unexpected pocket of 'natural' environment close to the city, with walking links between Kelburn, Victoria University and the central business district (Sector 2: context map). Kelburn is a typical Wellington suburb of winding streets and picturesque houses, easily accessible to visitors from the central city.

Kelburn Park is located between Salamanca Road and the urban motorway. It is a remnant of the original Town Belt that ran from the Botanic Garden to Aro Valley and consists of three distinct areas:

1. The flat open **sports ground** has a suburban and formal character, which includes the sportsfield, croquet green and tennis and squash courts. A play area is at the northern end.

2. A **woodland** comprises mixed exotic and native species with a few large pine trees sloping steeply down to the urban motorway.
3. A small open **park area** is located over the motorway (the Terrace Tunnel land owned by the New Zealand Transport Agency). It is not part of the Town Belt but managed as part of Kelburn Park as a dog-exercise area.

Kelburn Park is mainly used for formal recreation being an urban sport and recreation park close to the city and university.

The City to Sea Walkway⁵⁰ passes through the park. This walkway is part of Te Araroa, the national walkway.

The Wellington Cable Car passes across the north corner of Kelburn Park, above the ground.

### 8.2.2 Land addition and boundary rationalisation

**Policies**

8.2.2.1 Redefine by survey the portion of Salamanca Road from McKenzie Terrace to the Cable Car not required for future road widening so the road and Town Belt boundaries follow the future road alignment. This boundary rationalisation will involve taking land into the Town Belt and in some cases taking land out.

8.2.2.2 Formally add the access-way off Everton Terrace to the Town Belt.

8.2.2.3 The Council will initiate discussions with the Crown and Port Nicholson Block Settlement Trust over the future ownership, status and return of the Clifton Terrace land, and the New Zealand Transport Agency land – designated for motorway purposes.

Much of the original Town Belt in this sector has been lost and taken for other purposes such as private residential housing and Victoria University.

This sector includes a boundary rationalisation along Salamanca Road and adding the Everton Terrace access-way to the Town Belt. The Clifton Terrace land (former Correspondence School site), and the land designated for motorway purposes (including the park area over the Terrace Tunnel) are in this sector but are owned by the Crown and not covered by this management plan.

Please refer to Table 2 at the end of this sector for a complete list of Town Belt land additions and removals and boundary adjustments. It is proposed that 0.0605ha of land comprising the Everton Terrace access-way be managed as Town Belt under this plan. (Sector 2: context map).

**Clifton Terrace land (former Correspondence School site):** This land is located on the corner of Clifton Terrace and San Sebastian Road. The land was part of the original Town Belt, however it was never included in the 1873 Trust Deed.

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⁵⁰ A 12km walkway from Bolton Street Memorial Park to Island Bay
This land is subject to the ‘RFR’ provisions of the Port Nicholson Block (Taranaki Whānui ki Te Upoko O Te Ika) Claims Settlement Act 2009, which gives mana whenua the right of first refusal if the Crown plans to dispose of the land.

The acquisition history of this land is complex. In 1991 it was transferred to Landcorp for disposal. The Council opposed moves to sell this land on the basis that it sought the land for the Town Belt. The sale process was stopped in 1994–95 by the Minister of State-Owned Enterprises who asked for a full investigation into the history (acquisition and transfer) and that parties negotiate and sort out the differences. No further progress has been made. The land is now administered by Land Information New Zealand.

The land has a driveway to two small flat areas on different levels, which are currently used for car parking, and a steep vegetated slope/road cut. There are some regenerating native and exotic species and mature trees around the perimeter of the site.

It has become separated from existing Town Belt land but is contiguous with the green edge of the motorway on what is original Town Belt land. Given its location and topographical level (below the Botanic Garden and just above the motorway), the site by itself adds little value for strengthening the Town Belt’s horseshoe shape but does provide important landscape qualities when assessed with the adjacent motorway lands. The mature trees and regenerating native plantings on the site provide landscape and ecological values. There are no known cultural values, but the land was part of the original Town Belt.

The land is accessible and has linkages to other reserves or Town Belt areas through the walking tracks adjacent to the motorway. The street frontage and configuration of the site is on two levels and it is regularly used as a walking linkage between Talavera Terrace, San Sebastian Road and Clifton Terrace.

Assessment of this land using the Town Belt acquisition criteria has concluded that it has values that need to be protected, in particular given its status as former Town Belt land. It is considered a high priority for addition to the Town Belt. The land is also used by Clifton Terrace School for car parking and any discussions with the Crown should recognise possible multiple community uses in the future.

It is recommended that the Council start discussions with Port Nicholson Block Settlement Trust, the Ministry of Education, Clifton Terrace School and Land Information New Zealand about the future use and protection of this land.

**New Zealand Transport Agency land – designated for motorway purposes:** This land is the vegetated verge on the western side of the motorway from Bolton Street to Everton Terrace. The land is designated for ‘motorway purposes’ or for ‘better utilisation’, in a number of different land parcels. It is Crown-owned land administered by the New Zealand Transport Agency.

This vegetation and open space is visually significant especially when entering the central city along the motorway. The southern end of this land visually links with the north-eastern corner of Kelburn Park but doesn’t connect to the Town Belt. The vegetation is of similar character to that of the Kelburn Park woodland and there is a walkway through the land to Bolton Street. There are no known ecological or cultural values.

Although this land offers an important green link and entrance into the city, it would be a low priority for acquisition at market value for adding to the Town Belt. There is potential to improve linkages through this land and improve signs.

**New Zealand Transport Agency land above The Terrace Tunnel:** The land is a secluded area of sloping mown grass overlooked by neighbouring houses and is next to Kelburn Park above the Terrace Tunnel. Access is off The Terrace and by steps near Club Kelburn. The land is described as ‘motorway reserve’ and managed as a dog-exercise area.
This land was not part of the original Town Belt. It is subject to the ‘RFR’ provisions of the Port Nicholson Block (Taranaki Whānui ki Te Upoko O Te Ika) Claims Settlement Act 2009, which gives mana whenua the right of first refusal if the Crown plans to dispose of the land.

This land is next to Kelburn Park and is perceived to be part of the park. Given its secluded location and lower topographical level it has a lower visual importance. However it offers a significant pedestrian link between Victoria University, Kelburn Park and the central city. The mown grass and seating area is used for passive recreation.

The Council identifies this land as an important piece of accessible open space and the preference is to retain the status quo regarding ownership and management.

**8.2.3 Landscape and ecological management**

**Policies**

8.2.3.1 Maintain the mixed species character of the woodland, aiming for a gradual removal of weed species and a return to podocarp and broadleaf forest.

8.2.3.2 Retain and enhance the village green character of the sportsfield and croquet club.

8.2.3.3 Retain the existing character of amenity plantings and pohutukawa planting around the sports grounds.

8.2.3.4 Protect and manage the heritage cabbage trees between the sportsfield and Salamanca Road.

Kelburn Park is isolated from other parts of the Town Belt. The Botanic Garden close by provides some ecological connectivity (Sector 2: landscape and existing vegetation map).

The woodland area and open park above the motorway have the potential to be better integrated and will be considered together.

The woodland area is visually significant given its closeness to the central business district (CBD) and provides easily accessible pedestrian links between Victoria University and the CBD. The area is a sheltered east-facing slope with a complementary character to the mixed deciduous/native woodland around Everton Terrace further north. Exotic species are primarily weedy species such as wattle and sycamore.

In the past 15 years vegetation management has involved the removal of several large pine trees above the motorway with limited removal of other exotic trees. There has been limited replanting of natives primarily by two restoration groups:

- **Kelburn Gully Restoration Group** is working above Everton Terrace and focusing on replacing exotic trees with natives, particularly species attractive to native birds.
- **Conservation Biology Group** from Victoria University is planting natives in the area between the Squash Club and the dog exercise area.

**8.2.4 Recreation**

**Policies**

8.2.4.1 Open up the park frontage onto Salamanca Road.

8.2.4.2 Improve access to and information about the local park area above the motorway.
8.2.4.3 Improve walking links between Kelburn Park and the CBD, including signs.

8.2.4.4 Review long-term uses for the caretaker’s house.

The upper sports ground area has been developed for a range of mainly formal recreation facilities since 1908 (Sector 2: current uses maps). These include natural turf sportsfields used for summer and winter sport. In addition there are the following clubs:

- **Kelburn Municipal Croquet Club** leases the clubhouse and uses the croquet greens under an arrangement where the Council maintains the greens and they pay an annual fee.
- **Kelburn Park Sports Club Association** is made up of Victoria University football and cricket clubs and Hunters Rugby League club.
- **Club Kelburn** (formally NZ Squash Inc) is a major squash facility in Wellington. It is made up of 10 courts, a fitness club (gym), physiotherapy clinic and a pro shop.
- **Victoria University of Wellington (Tennis Club)** leases clubrooms and four outdoor courts.

There is also a local playground due for renewal in 2017/2018. Walking tracks and a fitness trail pass through the woodland area, some of these are used for pedestrian access down to the city.

There is a close association between Victoria University and the park. Several of the sports facilities are used by university students and considerable foot traffic is generated between the Weir House hall of residence, the Cable Car and the university.

The area is poorly accessed with large hedges and gates preventing access to the park. Pedestrian access from the university is poor with no crossing nearby.

The land above The Terrace, used as a dog-exercise area, has recently been upgraded by New Zealand Transport Agency as part of the Terrace Tunnel upgrade. This has a seating area and lookout at the northern end.

8.2.5 **Encroachments**

There are no major access encroachments in this sector.
Line of historic cabbage trees

Sector 2 - Kelburn Park
Landscape and existing vegetation

Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.
Wellington Town Belt Management Plan – June 2013

**Sector 2 - Kelburn Park**

Management and proposed future changes

Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

- **Vegetation management:**
  - Retain and enhance heritage cabbage trees along Salamanca Road frontage

- **Landscape:**
  - Redeign Kelburn Park frontage to Salamanca Road and open up park frontage
  - Retain the village green character of sportsfield and croquet lawn

- **Town Belt addition:**
  - Review the feasibility of stopping part of the unformed part of Salamanca Road not used for road widening and adding to Town Belt

- Seek return of Clifton Terrace land

- Everton Toe, walkway/accessway

- Assess future use of parks house and if no use remove

- Vegetation management:
  - Gradual removal of exotic weed species and restore to native forest

- Open Streams
- City to Sea Walkway
- WCC tracks

**Land rationalisation**

- Proposed addition

Scale: 1:2,750
## Table 2: Town Belt additions, removals and boundary rationalisation – Kelburn Park sector

<table>
<thead>
<tr>
<th>Site name</th>
<th>Legal description and area</th>
<th>Description, location, current use</th>
<th>Previous policy</th>
<th>Discussion, criteria assessment</th>
<th>Recommendation</th>
<th>Land covered by this TBMP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salamanca Road boundaries</td>
<td>This is the portion of Salamanca Road, from McKenzie Terrace to the Cable Car.</td>
<td>The legal road boundaries of Salamanca Road, between McKenzie Terrace and the Cable Car, do not follow the actual road carriageway. In parts, particularly alongside the university tennis courts, the legal road encroaches onto the tennis courts and Kelburn Park. Further along, near the Cable Car, the actual road carriageway is on Town Belt.</td>
<td>The Town Belt Management Plan (TBMP) states: “The Council shall have a Bill introduced to Parliament to regularise the legal status and unite the lands managed as Town Belt ...” (part 1, page 16).</td>
<td>This strip of land is next to and part of the Kelburn Park precinct. Kelburn Park would be significantly altered if this strip of land was developed and used for another purpose. The land includes part of the university tennis courts, croquet greens and sportsfield of Kelburn Park. The historic row of cabbage trees along the park boundary are on legal road. The land appears to be part of the Town Belt.</td>
<td>The portion of Salamanca Road, from McKenzie Terrace to the Cable Car, should be redefined by survey when future road widening takes place.</td>
<td>This is legal road but should be managed consistently with TBMP policies.</td>
</tr>
<tr>
<td>Access-way off Everton Terrace</td>
<td>The land is described as an access-way, comprising 0.0605ha, NZ Gazette 1928 page 700.</td>
<td>This is a public access-way, linking Kelburn Park and Everton Terrace. It was original Town Belt land.</td>
<td>This access-way and entrance into Kelburn Park provides an important link from the university and Kelburn Park to the city. It has high recreation values, but low landscape or ecological values. It was part of the original Town Belt.</td>
<td>This access-way and entrance into Kelburn Park, provides an important link from the university and Kelburn Park to the city. It has high recreation values, but low landscape or ecological values. It was part of the original Town Belt.</td>
<td>The access-way should be added to the Town Belt. The encroachment off Everton Terrace will need to be resolved as part of this work.</td>
<td>Yes</td>
</tr>
<tr>
<td>Former Correspondence School site, Clifton Terrace</td>
<td>This site is owned by the Crown and administered by Land Information New Zealand. It is included in the Port Nicholson Block Claims Settlement Act 2009 land schedule and the PNBST has the first right of refusal if the land is declared surplus. The legal description of this area is City of Wellington, Section 1 on survey office plan 307111 being land in CT 39D/487. It is zoned Open Space B in the Council’s District Plan.</td>
<td>Located on the corner of Clifton Terrace and San Sebastian Road, the site consists of a driveway up to a small flat area and a steep vegetated slope/road cut. There are some regenerating native and exotic species and mature trees around the perimeter of the site. Street frontage is poor. There is considerable acquisition history with this land. In 1991 it was transferred to Landcorp for disposal. The Council opposed moves to sell this land on the basis that it sought the land for the Town Belt. The sale process was stopped in 1994/95 by the Minister of State-Owned Enterprises who asked for a full investigation into the history (acquisition and transfer) and that parties negotiate and sort out the differences.</td>
<td>The TBMP and TBRP identified the Clifton Terrace land as a significant area of open space that should be included as Town Belt land. The TBRP considered a range of options and outlined two: 1. Seek ownership for Town Belt purposes, subject to consultation with Māori. 2. Decide that the land is not particularly suitable for Town Belt purposes. The Policy identified option 1.</td>
<td>It has become separated from existing Town Belt land but is contiguous with the green edge of the motorway on what is original Town Belt land. Given its location and topographical level (below the Botanic Garden and just above the motorway), the site by itself adds little value for strengthening the Town Belt’s horseshoe shape but does provide important landscape qualities when assessed with the adjacent motorway lands. The mature trees and regenerating native plantings on the site provide landscape and ecological values. There are no known cultural values, but the land was part of the original Town Belt.</td>
<td>Assessment of this land using the Town Belt acquisition criteria has concluded that it has values that need to be protected in particular given its status as former Town Bel. It is a high priority for addition to the Town Belt. The land is also used by Clifton Terrace School for car parking and any discussions with the Crown should recognise possible multiple community uses in the future.</td>
<td>No</td>
</tr>
<tr>
<td>Land held for motorway purposes, Western</td>
<td>Designated for ‘motorway’ purposes or for 'better utilisation', in a number of different</td>
<td>This is vegetated verge along the western motorway edge from Bolton Street to Everton Terrace.</td>
<td>It was identified in the TBMP 1995, as a potential addition to the Town Belt.</td>
<td>This edge of vegetation and open space is visually significant, especially when entering the central city along the motorway. The southern end of the motorway is well shaded and provides a visual signature to the Town Belt.</td>
<td>The Council should not pursue acquisition of this land.</td>
<td>No</td>
</tr>
<tr>
<td>Motorway edge</td>
<td>land parcels. It is Crown-owned land administered by the New Zealand Transport Agency.</td>
<td>this land visually links with the north-eastern corner of Kelburn Park. It strengthens the green backdrop of the Town Belt where the original continuity of the Town Belt has been lost.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Site name</strong></td>
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<td><strong>Discussion, criteria assessment</strong></td>
<td><strong>Recommendation</strong></td>
<td><strong>Land covered by this TBMP</strong></td>
</tr>
<tr>
<td>Open space land above the Terrace Tunnel</td>
<td>The land is described as motorway reserve. This is Crown-owned land and administered by the New Zealand Transport Agency. It is zoned Inner Residential in the Council’s District Plan. Included in the PNBST Act 2009.</td>
<td>This land above the Terrace Tunnel is a secluded area of sloping mown grass overlooked by neighbouring houses. It is next to Kelburn Park and access is from The Terrace. It was not part of the original Town Belt.</td>
<td>It was identified in the TBMP 1995 as a potential addition to the Town Belt. The plan identifies this area, described as 3c, (figure 2, page 5) as significant open space in a locality where the original continuity of the Town Belt has been lost. Policy 2 on page 8 states: <em>The Council shall continue to maintain and manage the land above the motorway tunnel as part of Kelburn Park and negotiate for its addition to the Town Belt.</em></td>
<td>The land borders Kelburn Park and is perceived to be part of the park. Given its secluded location and lower topographical level it has a lower visual importance. However it offers a significant pedestrian link between Victoria University, Kelburn Park and the central city. The mown grass and seating area is used for passive recreation.</td>
<td>The Council should have further discussions with the New Zealand Transport Agency over future management of this land. No, but management of this land will be consistent with the objective and policies of the TBMP.</td>
<td></td>
</tr>
</tbody>
</table>