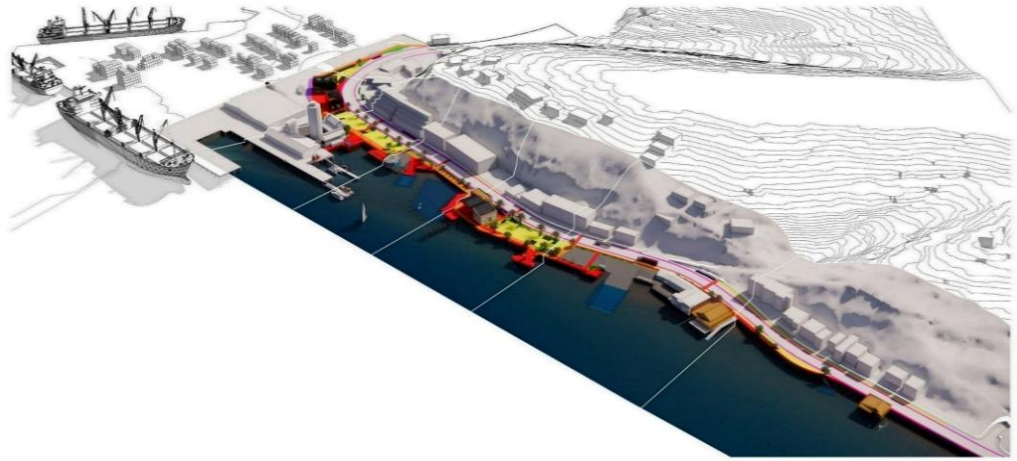
HAVEN WATERFRONT MASTERPLAN

Nelson City Council
te kaunihera o whakatū

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Document Control

Draft Version 1	Council Report Attachment Version	15 Sept	Version provided for inclusion in the Council report.
Draft Version 2	Final Council Agenda Version	21 Sept	Version issued to the Report Owner for the final agenda process.
Draft Version 3	Council Approved Version for Public Consultation	1 Oct	Council approval obtained to release the document for public consultation.
Draft Version 4	Public Consultation Version	5-30 Oct	Public consultation period.
Draft Version 5	Final Draft Following Consultation	TBC	Consultation feedback incorporated and submitted for Taskforce endorsement.
Final Version 1	Council Approved Final Document	3 Dec	Final document approved by Council.

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Executive Summary

The intent of this Masterplan is to build on previous Haven Waterfront planning by establishing a framework of priorities and opportunities that guide future development, activation, investment and public access outcomes for the waterfront, while identifying implementation pathways, sequencing and funding considerations for future Council decision-making and Long Term Plan processes.

The Masterplan is a representation of important relationships, intent and changes to be developed at the next stage into projects in the scoped area and further defined within the Haven Waterfront Masterplan Priorities and within the Components and Values sections.

The Haven Waterfront Masterplan establishes the following Priorities:

The Design Principles and Economic, Ecological, Natural Connections established within the *2025 Findings Report* run through each Principle.

1 – **Connectivity** through:
Shared Pathway
Access to the sea
Improved carparking provisions
Access to buses
Additional pedestrian crossing points to SH6

2 – **Activation** through:
Community use
Cultural storytelling
Vacant buildings activated
Public realm to enjoy the waterfront area
Water access
Visible activity in the area

3 – **Co-ordinated Development** (next steps) through:
Planning the projects and working with constraints
Opportunities; investors, blue economy, tourists
Design continuity (developing the area as a whole)
Working with our partners, celebrating and reflecting our culture
Sequencing
- Identifying and safeguarding future opportunities beyond the current scope area, including those requiring future ownership or lease changes (Zone of Reach)

Vision

Our vision is a Haven Waterfront alive with people, now and for generations to come.

A place to swim and gather, where heritage buildings that have stood empty are open and busy again, and where getting to the water is easy for all ages and abilities.

A waterfront that strengthens our connection to the sea, considers and cares for our environment and reflects the culture of who we are.

Purpose

This Masterplan sets a shared, lasting direction for the Haven Waterfront. It guides the relationships, priorities, and delivery decisions that will shape the Haven Waterfront for decades to come.

SUMMARY

Collaboration and Consultation

Background

The Haven Waterfront Masterplan process builds on prior planning and findings documents not undertaken by Irving Smith Architects Limited.

The first stage of the Haven Waterfront master planning process was the *2016 Haven Precinct Plan*, led by NMA Tract Consultants.

The second stage to the Haven Waterfront master planning process was the *2016 Plan Review Findings and Additional Components Report (2025)* lead by Rough Milne Mitchell Landscape Architects. (This document is referred to in this Masterplan as the *2025 Findings Report.)*

This third stage of the Haven Waterfront Masterplan, undertaken in 2026, commenced with a review of the intent, findings, and objectives of the previous documents to enable their incorporation into the Masterplan. Further information on the key objectives and findings incorporated is provided in the Introduction. The Masterplan area was expanded to cover the existing hospitality activity area which extends south to Victoria Road.

A series of collaborative workshops with Council and stakeholders established an initial set of key criteria used to discuss and test the operational and urban design findings of the *2025 Findings Report*, alongside the Narrative and Design Principles established as part of that report.

The outcome of this collaborative process is the Haven Waterfront Masterplan, which is represented in both two and three dimensions and supported by Component pages relating to specific areas of the waterfront.

Taskforce

Council identified Nelson's waterfront area as a priority and established a Taskforce comprising elected members, Council staff, and a representative from Nelson Port Limited. The Taskforce Terms of Reference include providing governance oversight and strategic direction for the waterfront on behalf of the people of Nelson.

While the Taskforce does not make formal decisions, it provides direction, monitors progress, and helps ensure the project continues to advance. The Taskforce commenced its work by reviewing previous planning and identified the need for an enduring framework to guide a holistic and long-term approach to the redevelopment of the area.

This work will be refined through public feedback before the final Masterplan is presented to Council for consideration and adoption.

Consultation Process

The Masterplan has been developed in consultation with key stakeholders to obtain their input and feedback. As part of this process, direct engagement has included:

- Haven Waterfront Working Group including:
  - Te Tauihu Iwi Representatives
  - Port Nelson Ltd
  - Harbour Master,
  - Marine Rescue Centre: Coast Guard & Surf Life Saving New Zealand
  - Nelson Yacht Club (NYC)
  - New Zealand Transport Agency Waka Kotahi (NZTA)
  - Department of Conservation (DoC)
- CSS Disability Action
- Neighbouring community
- Nelson City Council Waterfront Redevelopment Taskforce
- Nelson City Council (NCC)

Consultation and engagement included presentations to the Taskforce and elected members, workshops with stakeholders, information evenings for neighbouring property owners and the directly affected interest groups internal meetings with Council staff to obtain specialist technical advice and input, and presentation of the Draft Haven Waterfront Masterplan to Council prior to public consultation.

The formal public consultation process on the Draft Haven Waterfront Masterplan followed.

Review of Submissions

Nelson City Council will be carefully reviewing all submissions received in relation to the Draft Haven Waterfront Masterplan. A record of submissions will be taken. The concerns, suggestions and comments raised will be analysed and considered for the final draft of the Masterplan. Details raised which are specific to future projects in the masterplan will be considered for their merit in the effect on the overall masterplan and recorded for the future project analysis and use.

Revisions to the Masterplan

The Draft Haven Waterfront Masterplan will be revised to reflect consultation feedback.

SUMMARY

Overview

The Haven Waterfront Masterplan area extends along the seaward side of Haven Road and Wakefield Quay from Collins Street to Victoria Road.

The 2026 Haven Waterfront Masterplan area draws on the general intent and direction of the *2025 Findings Report* and incorporates further Iwi, stakeholder, community and council consultation, together with an urban masterplanning approach, and additional investigations into the structures on the site, including estimating costs and timeframes thereby refining the previous framework in order to deliver a prioritised Masterplan.

Scope of Influence

NCC does not own all land and buildings within the Haven Waterfront Masterplan area.

Several projects identified within the Haven Waterfront Masterplan will require ongoing discussion, negotiation and agreement with key stakeholders. This includes Port Nelson, the Nelson Yacht Club, NZTA, and neighbouring property owners and occupiers. These properties include both privately owned land and buildings, and buildings that are independently owned on land leased from NCC.

The extent of work generally excludes routine maintenance of existing buildings, hardscape surfaces and landscaped areas unless specifically identified as part of a proposed project.

Cost estimations are applied to the scope of the Masterplan and typically cover new work and major renewal upgrades unless otherwise noted.

Site Plan Elements: Existing Spaces, Buildings and Structures

Existing public spaces on the land and above the water include the areas;
- Between the NCC Electricity Building and Shed 1
- South of the Nelson Marine Rescue building with steps to the water.
- The Wakefield Quay Friendship Boardwalk
- Sunderland Pier platform and steps to the water.
- Coastal edge walkway from the Boathouse south

Council owned buildings include;
- Custom House at 252 Haven Road
- Anchor Building at 258 Wakefield Quay
- NCC Electricity Building at 300 Wakefield Quay

Council owned land with buildings owned by the lease holders include;
- Guyton Building and Styx.
- Nelson Yacht Club at 322 Wakefield Quay
- Boat House at 326 Wakefield Quay
- Boat Shed at 350 Wakefield Quay

Other property and/or buildings in private ownership include;
- SH6 (includes Wakefield Quay and Haven Road.
- Port Nelson including commercial boat wharfs and Shed 1.
- Sealord Marine Rescue Centre

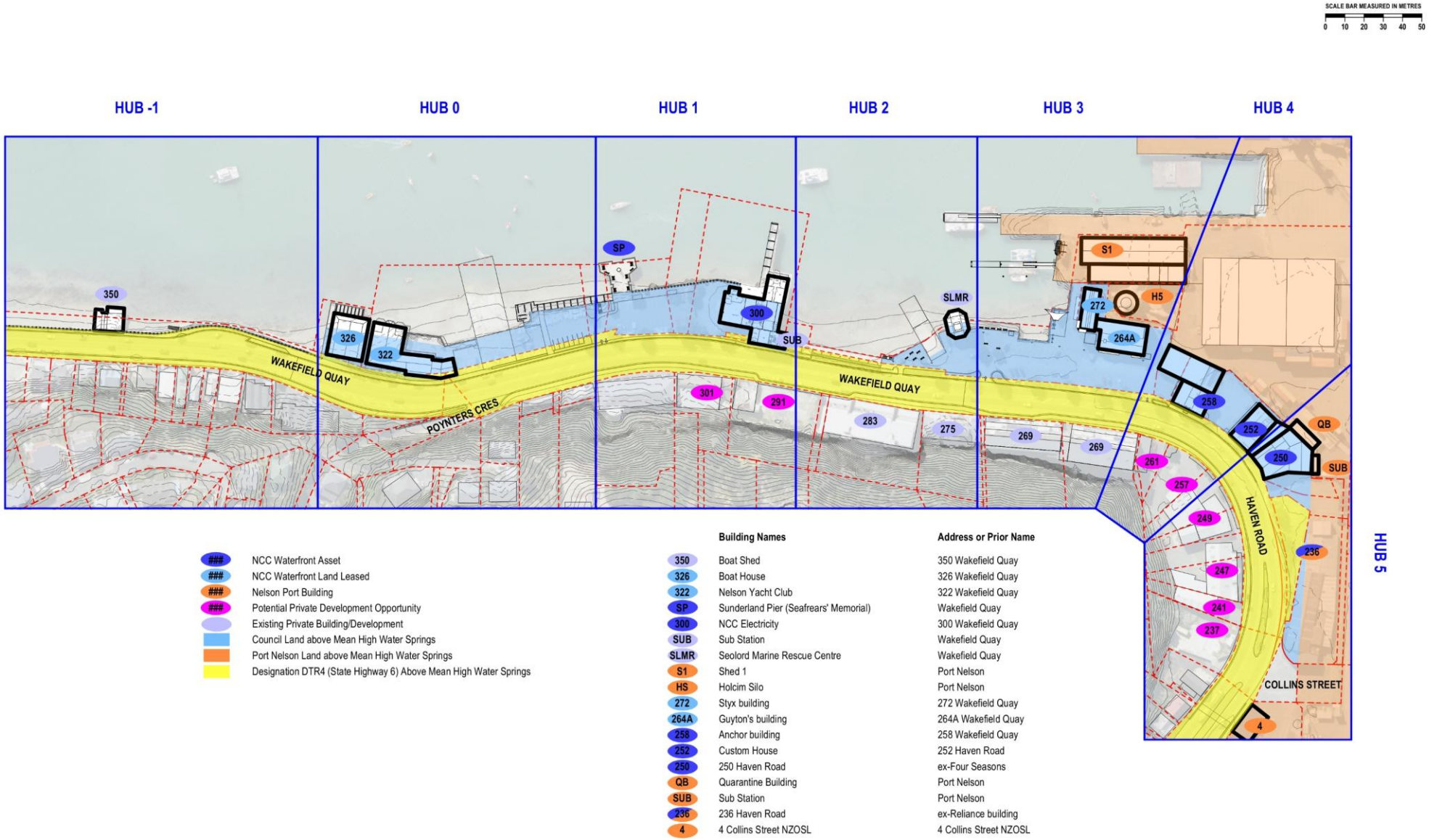
Existing Council owned Onsite Car Park Areas including;
- Between the Anchor Building and the Maritime Rescue Building.
- Between the Nelson City Electricity Building and the Nelson Yacht Club.
- Between Anchor and Custom House

Heritage buildings and Structures include;
- Custom House at 252 Haven Road
- Anchor Building at 258 Wakefield Quay
- NCC Electricity Building at 300 Wakefield Quay
- Boat House at 326 Wakefield Quay
- Boat Shed at 350 Wakefield Quay
- Sea Walls
- Cast Iron retained from the prior demolition of the Four Seasons Building to Haven Road.

Existing artwork.

Existing electrical transformer locations include;
- In the NCC Electricity Building
- On Port Nelson land to the west of the Custom House.

Site Plan Elements:
Existing Spaces, Buildings and Structures



###	NCC Waterfront Asset
###	NCC Waterfront Land Leased
###	Nelson Port Building
###	Potential Private Development Opportunity
	Existing Private Building/Development
	Council Land above Mean High Water Springs
	Port Nelson Land above Mean High Water Springs
	Designation DTR4 (State Highway 6) Above Mean High Water Springs

	Building Names	Address or Prior Name
350	Boat Shed	350 Wakefield Quay
326	Boat House	326 Wakefield Quay
322	Nelson Yacht Club	322 Wakefield Quay
SP	Sunderland Pier (Seafrears' Memorial)	Wakefield Quay
300	NCC Electricity	300 Wakefield Quay
SUB	Sub Station	Wakefield Quay
SLMR	Seolord Marine Rescue Centre	Wakefield Quay
S1	Shed 1	Port Nelson
HS	Holcim Silo	Port Nelson
272	Styx building	272 Wakefield Quay
264A	Guyton's building	264A Wakefield Quay
258	Anchor building	258 Wakefield Quay
252	Custom House	252 Haven Road
250	250 Haven Road	ex-Four Seasons
QB	Quarantine Building	Port Nelson
SUB	Sub Station	Port Nelson
236	236 Haven Road	ex-Reliance building
4	4 Collins Street NZOSL	4 Collins Street NZOSL

Prior Findings and Objectives

Note - Italics references from the prior reports

The Haven Waterfront Masterplan builds upon a series of previous planning exercises that have progressively established the vision, and purpose of this Masterplan. Together, these documents provide the strategic foundation from which the Masterplan area and scope of influence will be redeveloped in the future.

The first stage to the Haven Waterfront master planning process was the Haven Precinct Plan completed in 2016 and lead by NMA Tract Consultants.

The second stage to the Haven Waterfront master planning process was the *Findings Report* completed in 2025 and lead by RMM Landscape Architects and Arthouse Architects with the Cultural Restoration section by Third Space.

Key themes from their Executive Summary notably include;

- *Aligning future development with the narratives, values and aspirations of Ngā Iwi o Te Tauihu, guided by the Cultural Design Framework and the central organising narrative of 'Tai Timu, Tai Pari'.*
- Identifying a series of Hubs as focal areas for future investment, activity and development opportunities.

The *2025 Findings Report* established the strategic direction for future Haven Waterfront planning and identified a framework to be tested through iwi, stakeholder, community and Council consultation. The report also identified the key outcome sought by Council:

- *Precinct Development Plan which is achievable, with a greater emphasis on commercial developments, and guides Council actions for improving public spaces to leverage commercial developments.*

The report concluded that future waterfront development must be feasible, affordable, and delivered at a scale appropriate to Nelson City.

The *2025 Findings Report* established the '*Design Principles'* and created five Hubs, or areas for development, with specific direction to consider economics, ecology, and natural connections through art and design.



2016 Haven Precinct Plan



2025 Findings Report

The *2025 Findings Report* identified and responded to gaps in previous planning work and highlighted the following:

> *... a significant omission in the 2016 Plan - the lack of cultural context and iwi involvement. This document seeks to realign future development with the narratives, values, and aspirations of Ngā Iwi o Te Tauihu, guided by the Cultural Design Framework and the central organising narrative of 'Tai Timu, Tai Pari'.*

The *2025 Findings Report* established a future direction for each hub as follows:

> *Hub 1 - to become a place of reconnection and cultural expression; between people and water, past and future, anchoring a sense of belonging through shared stories and histories.*
>
> *Hub 2 - to become the cultural heart of the waterfront – where connections with water and land are re-engaged for recreation, remembrance, education and cultural renewal.*
>
> *Hub 3 - to become the commercial anchor and cultural touchpoint, underpinned by "Hoatu, Homai' (meaningful exchange between people, businesses, and cultural heritage)*
>
> *Hub 4 - sits on land once actively cultivated and occupied by mana whenua. While dense with colonial infrastructure, future design must consider not only adaptive reuse of heritage buildings, but the restoration of the visibility of the suppressed stories and spatial relationships that once shaped this area.*
>
> *Hub 5 - to be a narrative beginning, where invited visitors are welcomed into the Haven, an area that is grounded in past and present. Through the ebb and flow of tides, there is movement and occupation "Ara Tai, Tara Tū".*

Design Principles

Note - Italics references from the prior reports

As identified in the *2025 Findings Report*, development of the Haven Waterfront Masterplan should celebrate Whakatū Nelson. The masterplan provides opportunity to restore visibility to the whenua, mahinga kai, and narratives displaced or obscured through historic urban development and requires partnership with Ngā Iwi o Te Tauihu in recognition of the cultural, historical, and spiritual significance of the area.

The *2025 Findings Report* described the context for the Design Principles as follows:

> *The Haven waterfront occupies a culturally and historically significant landscape within Whakatū Nelson, central to the identity, occupation, and intergenerational practices of Ngā Iwi o Te Tauihu. Prior to reclamation and colonial restructuring, this area formed part of an extensive estuarine system - Te Paruparu - that supported seasonal and permanent kāinga and pā, including Matangi Āwhio, Poiwhai, and Te Punawai (Te Tau Ihu Statutory Acknowledgements, 2014). These sites were connected through networks of mahinga kai and inland and coastal trade routes via the Mahitahi and Wairepō awa (Waitangi Tribunal, 2008).*
>
> *The Haven functioned as a tauranga waka and mahinga kai, supporting customary practices such as eel harvesting, flax processing, and resource exchange across Te Tai-o-Aorere. The original wetland and intertidal systems served both ecological functions and cultural identity roles, acting as filters, nurseries, and indicators of environmental wellbeing (Waitangi Tribunal, 2008). These interconnected layers of cultural and ecological knowledge must be recognised as foundational to any future development of the precinct.*
>
> *Components of co-design processes must be reflected in project budgeting from the outset. This includes resourcing that extends beyond engagement roles to include iwi-led design teams, cultural and landscape artists, fabrication of cultural elements, narrative development, and iwi monitors on-site.*

The evaluation undertaken through the *2025 Findings Report* established four founding Design Principles, derived from detailed investigation and consultation with iwi. The Haven Waterfront Masterplan recognises these principles as fundamental to its future implementation and seeks to carry them forward through subsequent planning, design and development.

These principles are guided by the overarching narrative of ‘Tai Timu, Tai Pari’ and are further supported by the Bridge Street Cultural Design Framework, providing a cultural and design foundation for future projects across the waterfront.

The four Design Principles established by the *2025 Findings Report* are Tūturu, Tūhono, Tūranga, and Matatū. Each principle is outlined and explained on the following page.

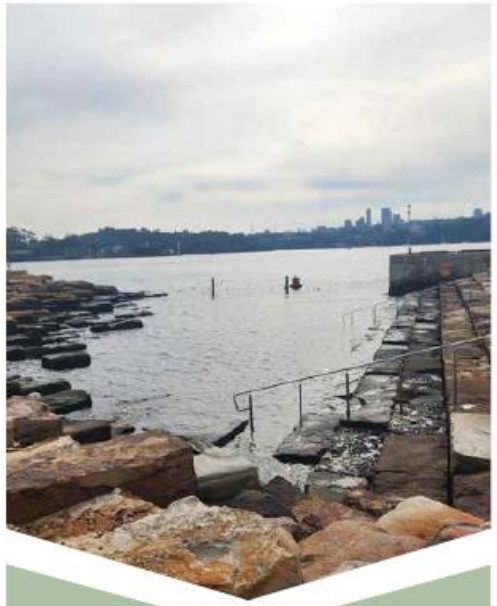
Haven Waterfront Precinct Development Design Principles (2025 Findings Report)

Tūturu – Genuine expression of culture



- Revealing and restoring nature and create a new waters edge richness
- Enhance biodiversity and water health through green infrastructure
- Re-engage people with the water
- Embed cultural narratives that provoke dialogue and reflect our unique identity in Whakatū
- Create place-based experiences grounded in tangata whenua stories and mātauranga

Tūhono – Connectedness and collaboration



- Recognising all our history, cultures, and shared stories by expressing place based narratives that are unique and authentic
- Create opportunities for provocation and dialogue
- Establish strong community connection
- Re-establish the energy of the Haven edge
- Create a plan that is welcoming to all members of our community
- Manage the necessity for car-parking

Tūranga – Belonging and mana whenua presence



- Recognising whakapapa and mana whenua
- Seeing ourselves and creating a sense of place around us
- Encourage cultural expression, belonging, vibrancy and celebrate our cultural heritage
- Inclusion of/prominence to iwi perspectives, including historical displacement, and cultural loss
- Celebrate the working port
- Establish the precinct as an iconic experience and destination

Matatū – Readiness and resilience



- Draw from narratives of tides and rhythms ('Tai Timu, Tai Pari') to guide adaptive infrastructure and storytelling
- Design inclusive, resilient spaces that are prepared for future environmental and social challenges
- Create attractive and flexible places/spaces
- Establish a network of interventions, interpretation way-finding and public art

Economic, Ecological, Natural Connections

Note - Italics references from the prior reports

The *2025 Findings Report* identified Economic, Ecological and Natural Connections for the development of the 2025 Haven Waterfront Masterplan. The masterplan provides opportunity to forward economic, ecological and natural connections fitting and supportive to the area.

Economic Considerations

The *2025 Findings Report* specifically Included commentary of opportunities and constraints to Commercial Space by Savvy Consulting.

The 2025 Finding Report notes:
Commentary provided in this memo is not supported by any specific economic analysis or modelling. It draws on Savvy's experience and expertise in relation to commercial development, tourism and recreation, and broad understanding of the Nelson-Tasman area/economy.

Economic Opportunities

The *2025 Findings Report* notes that combining harbour-side pedestrian areas (i.e., promenades) with commercial activities, creating a safe and inviting evening environment, and providing public recreation facilities like swimming access, swimming platforms, diving/manu platforms, fishing piers supports commercial businesses by generating foot-traffic (particularly for food and beverage businesses).

The *2025 Finding Report* promotes as key opportunities:

- Year round foot traffic dependant ground floor activities commonly associated with pedestrian environments/walk by shopping, such as cafes, restaurants, bars, ice-cream shops, takeaway food, giftware, artisan retail, specialist stores/boutiques, galleries and markets would be well suited to ground floor building spaces.
- Small scale and lower lease retail tenancy spaces to allow for more diversity in the Precinct.
- Food and beverage activity is expected to be the anchor of the development.
- First floor functional amenity for the immediate residential (and visitor) catchment like household/personal services such as a florist, hair/beauty salons, medical services, yoga/Pilates studios or a gym
- Maintaining existing functional and operational marine-based activities and expanding expand marine-based tourism/commercial recreation activities to include hire-based activities like kayaks, paddleboards, water-bikes, and trip-based activities like day-charter boats, water taxis and ferries which may be able to share a ticket office.
- Concession holders (including food trucks) can be scaled to meet demand and link the commercial buildings together.

The *2025 Finding Report* raises potential spill over effects to surrounding areas and promotes as lesser opportunities:

- Bike hire (or tour) business location or stopping point.
- Waterfront function or community group space.
- Small scale/boutique accommodation.

Economic Constraints

The *2025 Finding Report* identifies the following as key constraints:

- Year round foot traffic dependant ground floor activities
- Success will rely on the walkability of areas between buildings, with visitors encouraged to meander through the whole Precinct on a visit.
- Careful consideration will need to be given to managing the operational needs of some businesses (including waste storage areas, waste collection, deliveries etc) in a pedestrian oriented area. This is particularly important for food and beverage businesses.
- *Heritage often have less flexible tenancy spaces*
- *Increasing commercial uses, notably offices, will generate a demand for car parking.*

Other Economic Considerations

The *2025 Finding Report notes* opportunities for specific commercial development / tenancy partnering requires further design development and testing to the Masterplan cost and extent values, and identifies as key considerations:

- New leisure, recreation and dining/shopping destination might enhance Nelson as a place to live, visit and invest.
- An outdoor (or predominantly outdoor) hot pool complex would be an inefficient use of space and unsuitable.
- Indoor water-based well-being activity like an indoor hot pool/sauna/cold plunge/float therapy or combination may be feasible in the Precinct, but probably no more feasible than it might be in other commercial centre locations in Nelson and may have specific tenancy attributes.
- An outdoor (mobile) sauna near the swimming area are growing in popularity around New Zealand.
- Any saltwater/ocean pool needs to be tested with the Haven providing a safe and natural swimming environment already.

Ecological Considerations (RMA Ecology)

The natural ecology of the Haven Waterfront Precinct was modified long ago to one of a primarily human-built environment. Native vegetation communities, associated native animals of the coastal margin, and the ways in which ecological functions and processes in a natural setting have all been irreversibly changed.

While reversal of past changes is not possible, there are exciting opportunities to incorporate ecological features into the Precinct re-development:

- *Incorporating ecology as way-finders, signposts, or triggers for broader education of historic ecological communities.*
- *Connectivity and ecological processes provides a reflection of past values,*
- *A clear signal that natural ecology has a place in human-constructed settings and high public use areas.*

The *2025 Findings Report* specifically refers to and provides detailed future design information with regard to;

- Iconic Species, Kororā – the little blue penguin
- Iconic Communities – Rare Coastal Plants

Natural Connections through Art and Design Considerations

Predominantly built human environments pose challenges for the inclusion of working examples of ecological connections, connectivity between ecosystems, and naturalised environments. In their place, wayfinders or illustrations of past historic connections can communicate important principles and processes, even if recreation of the natural processes, communities and species cannot be achieved in their entirety.

The Haven Waterfront Precinct has opportunities to incorporate design and functionality, as well as microspaces to illustrate ecological processes and importance.
The extension of the precinct redevelopment into the coastal zone provides opportunities to bring in physical habitat structures as well as imagery and art to link historic values to the human constructed environment.

The *2025 Findings Report* specifically refers to and provides detailed future design information with regard to opportunities for;

- Wetland Treatment into Stormwater Management
- Artificial Reefs

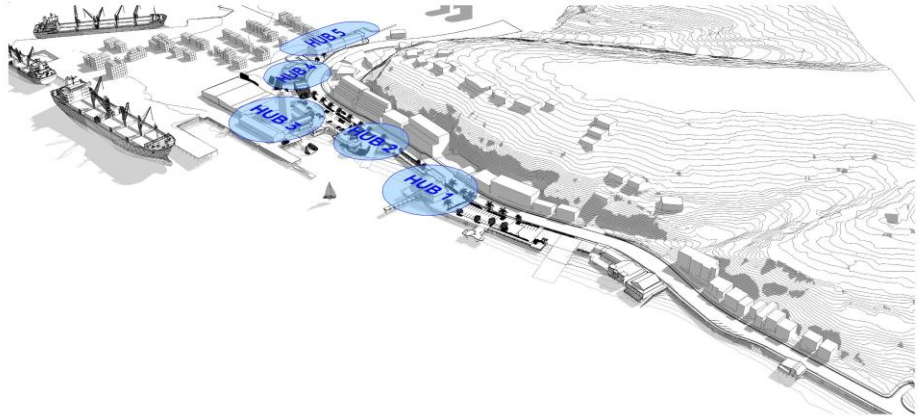
Rational for the Masterplan Priorities

This third stage to the Haven Waterfront Masterplan was initiated with a review of the intent, findings and objectives of the prior documents to allow their incorporation.

The prior work had identified key areas as Hubs but did not connect the hubs or allow for the operational requirements of commercial and emergency services or look to provide value options for the Masterplan in terms of sequencing and associated cost.

The prior work had established the Design Principles: Tūturu, Tūhono, Tūranga, Matatū and a series of initial Working Group meetings identified Masterplan Issues and formed the set of initial key components through which to discuss and test the operational and urban design findings of the *2025 Findings Report*. These key components are noted in the plans by the text colour in the legend below:

PEDESTRIAN + CYCLE +
PARKING + PLANTING +
WATER ACCESS + BUS +
HERITAGE + SERVICES

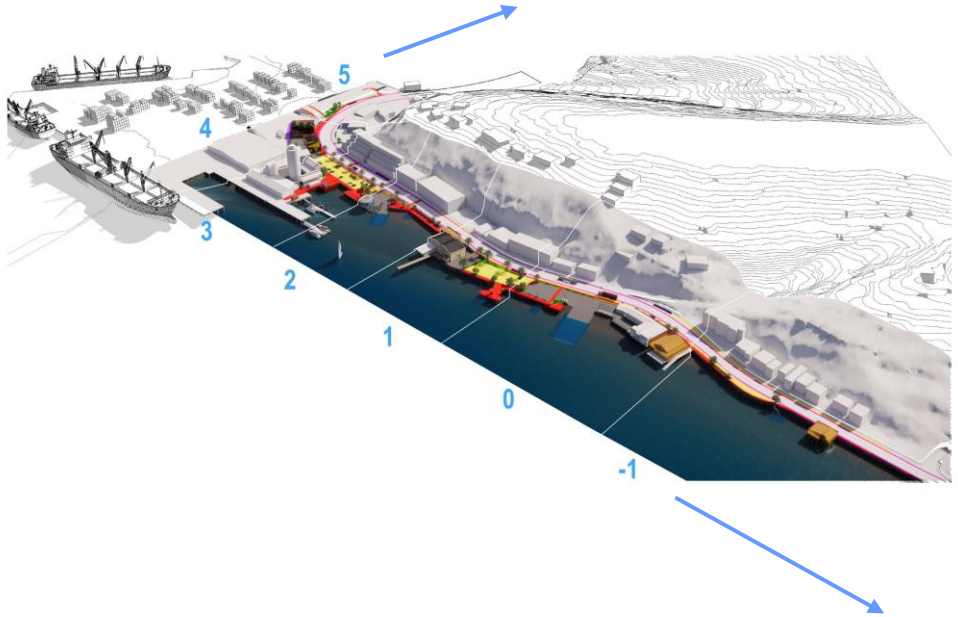


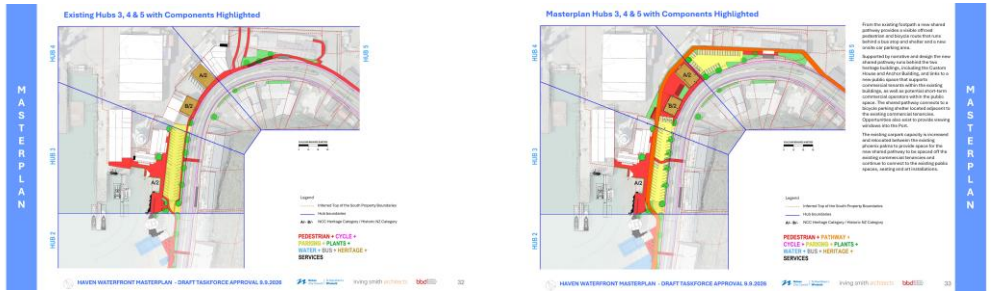
Two and three dimensional analysis of these operational and urban design key components were compiled to establish Masterplan Observations; Masterplan Constraints; and a Masterplan Strategy which then identified opportunities for the Narrative and Design Principals, Ecology and Natural Connections to be developed.

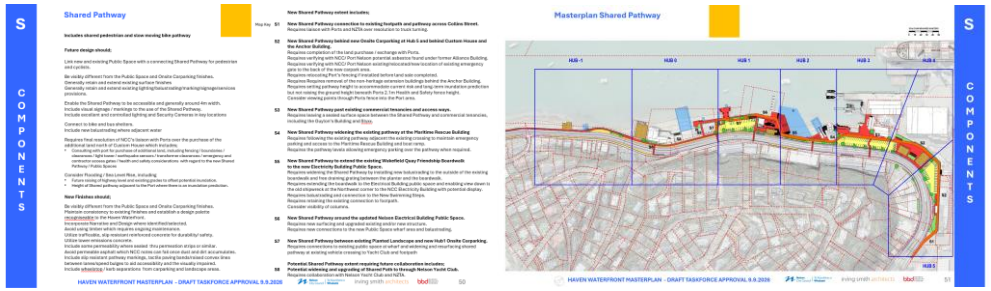
The Masterplan Observations were then collated to Masterplan Constraints to direct the Haven Waterfront Masterplan and the incorporation of specific Narrative and Design Principles to a Masterplan Strategy.

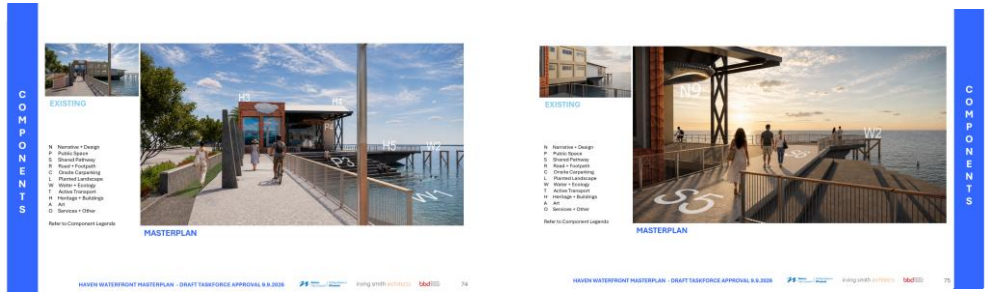
From analysis of the above the following Priorities have been highlighted for the Haven Waterfront Masterplan:
1 - Connectivity
2 - Activation
3 – Coordinated Development

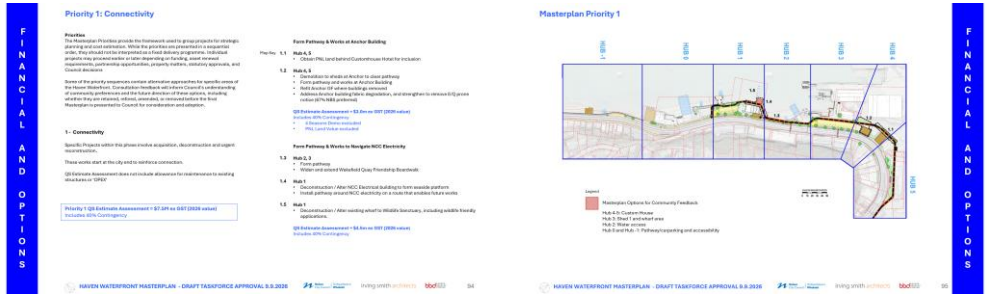
To note regarding the naming of the Hubs: The Masterplan area was expanded in 2026 to cover the existing hospitality activity area which extends south to Victoria Road. The additional Hubs were sequenced to the south of Hub 1 to allow for future masterplan extension, utilising a coordinate system with the datum at the Nelson Yacht Club Hub (Hub Zero) and works to hubs to the south expressed as negative numbering. Hub 1 therefore remains the key public space and central to the Haven Waterfront Masterplan.











How to Read this Document

The Haven Waterfront Masterplan Priorities are summarised through explanatory text and expanded upon within the Component pages, which record more detailed information about individual Masterplan components.

Existing Plans, Masterplan Plans, and three-dimensional aerial views are used throughout the document to illustrate the Priorities and Components across the wider Haven Waterfront and within individual Hub areas.

The Components provide a consistent method of recording Masterplan components and include:

N	Narrative and Design
P	Public and Plaza Space
S	Shared Pathway
R	Road and Footpath
C	Onsite Car parking
T	Active Transport
A	Art & Interpretive Panels
L	Planted Landscape
H	Heritage and Building
W	Water and Ecology
E	Environment and Resilience
M	Movement and Accessibility
U	Utility services and Other

Existing and Masterplan views are provided throughout the document to illustrate potential connections, opportunities, and relationships between proposed Masterplan components. Relevant Components references are keyed into these drawings to identify specific elements and initiatives

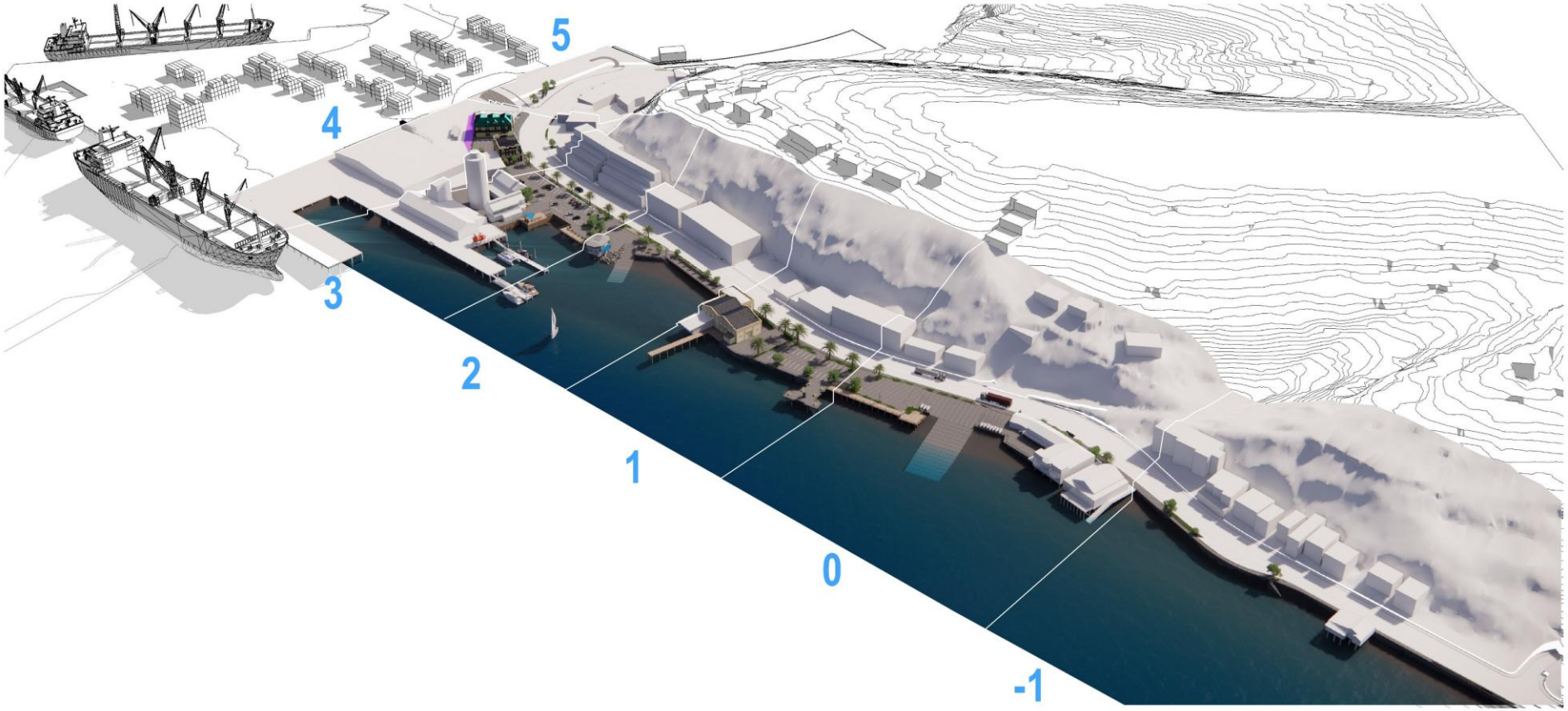
The Masterplan views are not intended as final design renders. Rather, they are diagrammatic illustrations used to communicate relationships between proposed components and support discussion through Stakeholder, Community, and Council consultation.

The drawings show the proposed scope of works and aim to convey the scope affected by the Masterplan. The images may not represent the complete existing environment, and some components may be omitted where they are not necessary to illustrate the general intent.

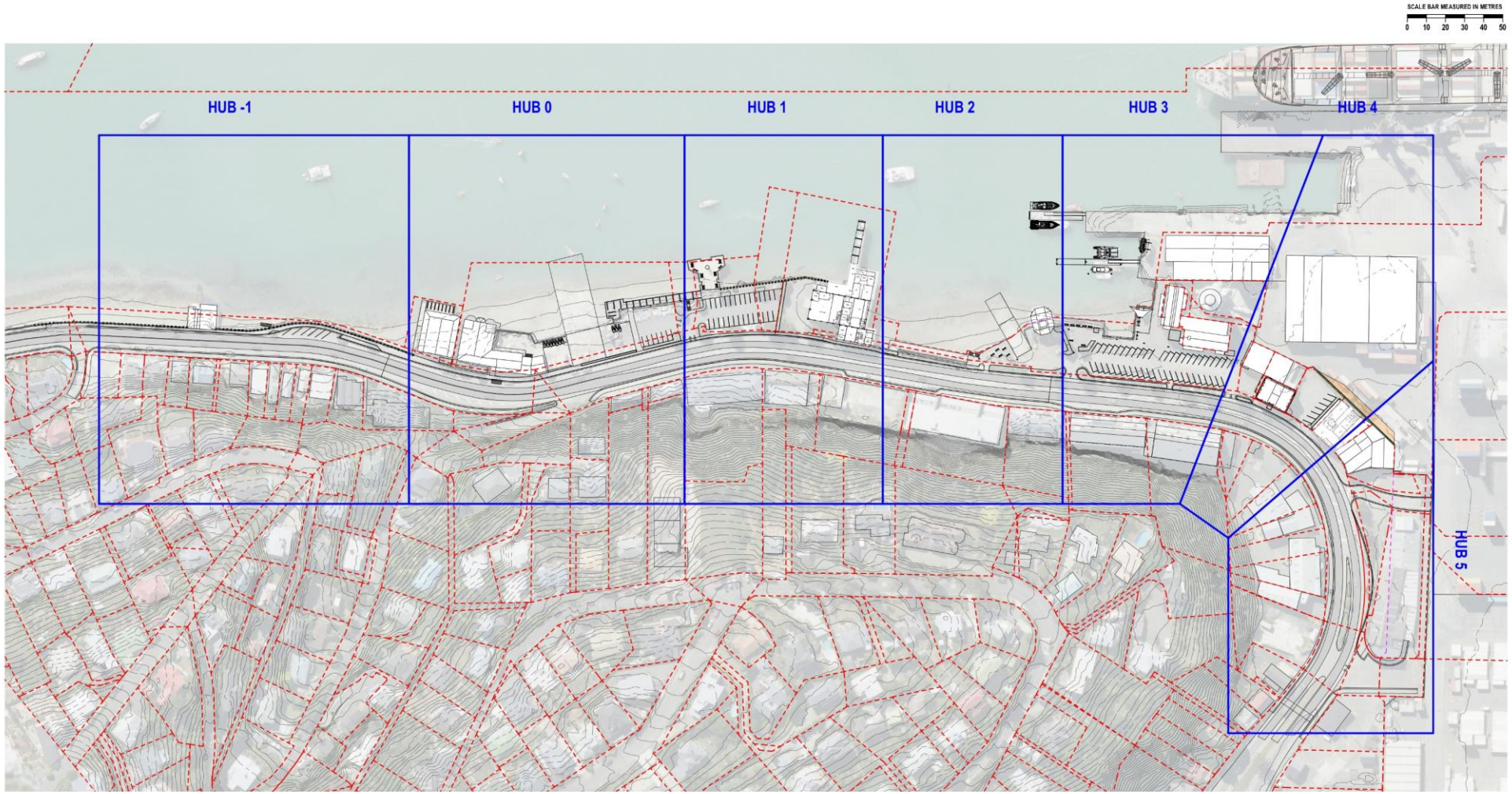
ESTABLISHMENT

ESTABLISHMENT

Existing Masterplan Area 3D Overview



Existing Masterplan Area



Legend

Inferred Top of the South Property Boundaries

Hub boundaries

ESTABLISHMENT

Existing Masterplan Area Observations

Operational and Urban Design key criteria were compiled to identify issues and opportunities to accompany the *Design* and *Economic, Ecology and Natural Connections* principles established within the *2025 Findings Report*.

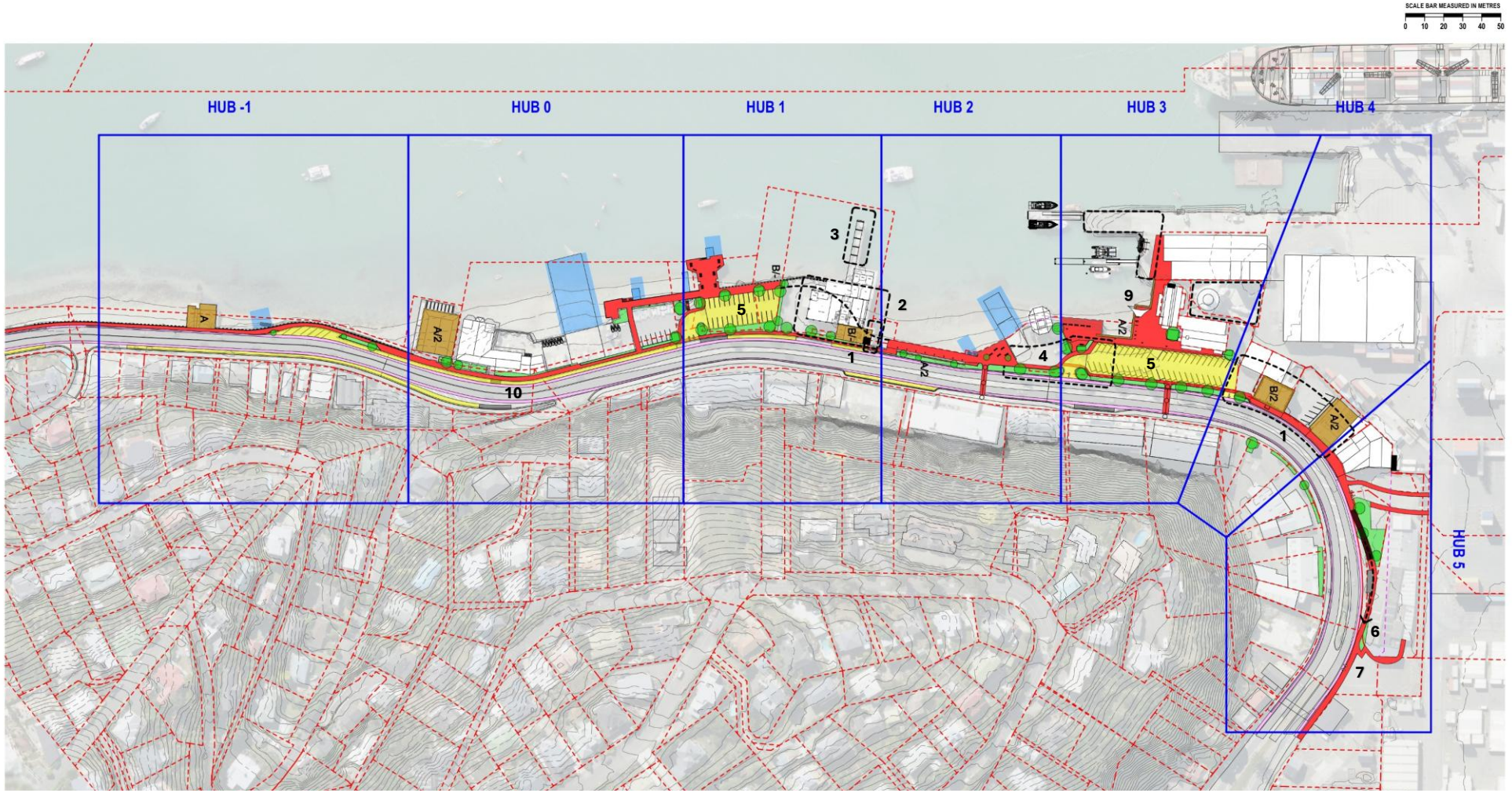
These initial Operational and Urban Design key criteria were;

PEDESTRIAN + PATHWAY +
CYCLE + PARKING + PLANTING +
WATER ACCESS + BUS +
HERITAGE + SERVICES

The following Masterplan Observations have been made:

Map Key		
	1	The existing pathway is compressed and feels dangerous at locations adjacent the highway. What purposes do the heritage buildings have in the future?
	2	Site connectivity is blocked by NCC Electricity Building. What is the future of the 'Aotearoa' Mural?
	3	The existing wharf at NCC Electricity Building has deteriorated to a state where it is not trafficable for pedestrians.
	4	Unclear delineation of pedestrian and rescue staging areas at Sealord Marine Rescue Centre.
	5	Limited carparking and unclear pedestrian through site access.
	6	Poor amenity of pedestrian path adjacent highway and to existing bus stop at Hub 5.
	7	Pedestrian/cycle and heavy vehicle conflict point.
	8	Limited access to the water for the public.
	9	1 public toilet in deteriorated condition, no public changing rooms.
	10	Difficult to navigate the tight curve of Nelson Yacht Club buildings.
	-	Few places to sit in the shade.

Existing Masterplan Area Observations



Legend

Inferred Top of the South Property Boundaries

Hub boundaries

A/- B/- NCC Heritage Category / Historic NZ Category

PEDESTRIAN + PATHWAY + CYCLE + PARKING + PLANTING + WATER ACCESS + BUS + HERITAGE + SERVICES

ESTABLISHMENT

Existing Masterplan Area Constraints

Two and three dimensional analysis of these Operational and Urban Design criteria were compiled to establish opportunities and formulate Masterplan Observations to accompany the *Design* and *Economic, Ecology and Natural Connections* principles established within the *2025 Findings Report*.

The following Masterplan Constraints have been made:

Map Key

10 Avoid major alterations to the highway road corridor, additional pedestrian refuges can be considered.

11 Retention of Heritage per planning act, Heritage New Zealand and Sites and Areas of Significance to Māori.

12 Due to wave action through the Cut the Wharf at NCC Electricity is not suitable for mooring.

13 Navigable channel requires clearance from the proposed swim area.

14 Port Nelson's wharf is not within Council control.

15 Suggested to close vehicle access per NZTA safety concern.

16 Land behind Heritage listed Custom House is owned by Port Nelson and area at front of Custom House has low amenity and limited width due to highway roading corridor. Purchase of land required for additional circulation space behind Custom House.

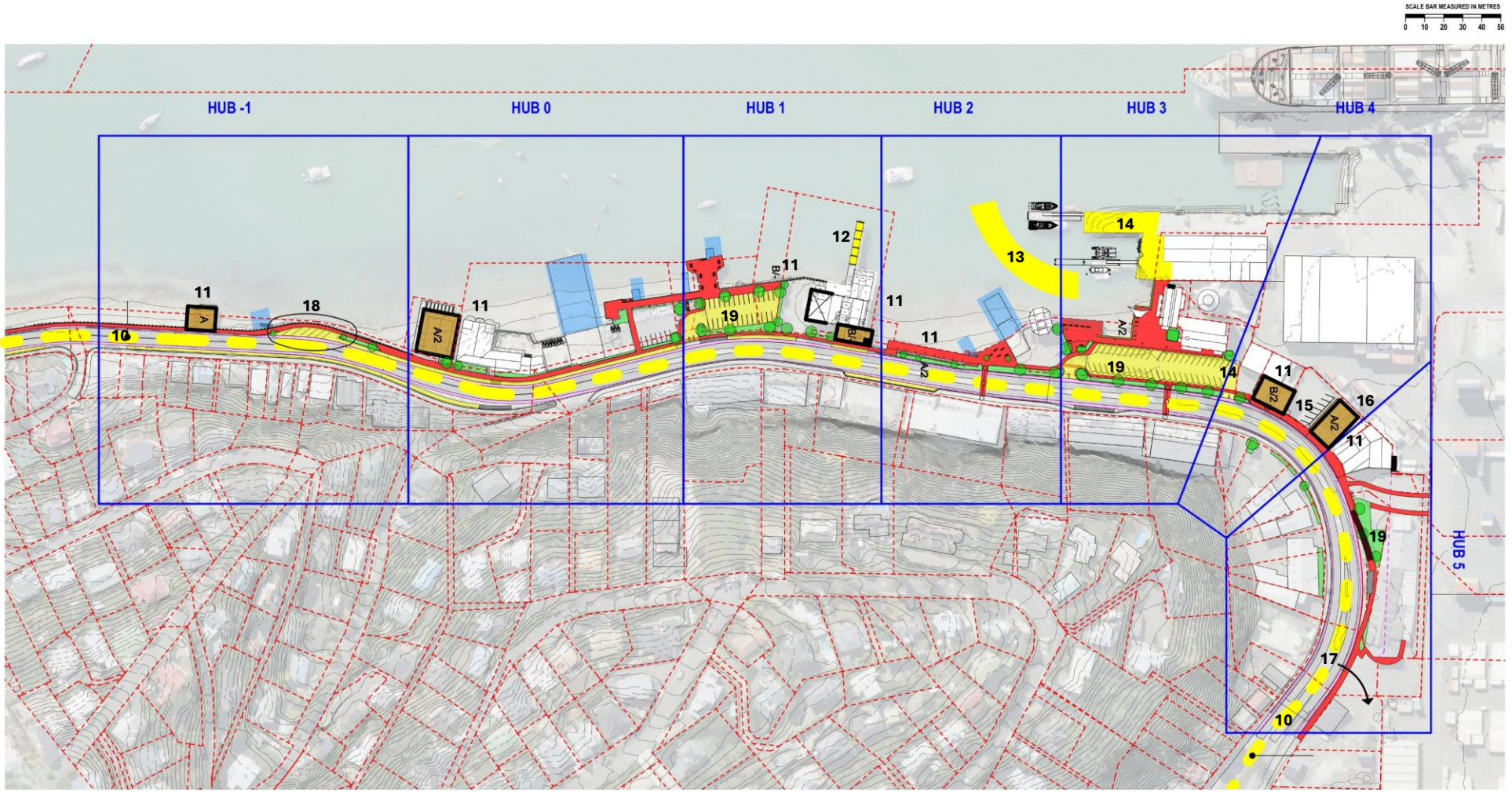
17 Retention of truck access to 4 Collins Street while improving shared pathway safety at crossing point.

18 NZTA preference to remove angle parking due to safety concerns for motorists reversing onto a highway across a narrow cycle lane.

19 Phoenix Palms are heritage listed trees in this location, there is potential for succession planning with Nikau palms. However maintaining the green tree lined corridor is paramount in the area's planning.

- Consider existing urban components.

Existing Masterplan Area Constraints



Legend

Inferred Top of the South Property Boundaries

Hub boundaries

A/- B/- NCC Heritage Category / Historic NZ Category

PEDESTRIAN + PATHWAY + CYCLE + PARKING + PLANTING + WATER ACCESS + BUS + HERITAGE + SERVICES

ESTABLISHMENT

ESTABLISHMENT

Masterplan Strategic Drivers

The Masterplan Observations and Constraints were then collated to a Masterplan Strategy to direct the Haven Waterfront Masterplan and the incorporation of the *Design* and *Economic, Ecology and Natural Connections* principles established within the *2025 Findings Report*.

The following Masterplan Strategic Drivers have been developed from the Observations and Constraints in the previous pages:

Map Key

20 Minimal change to State Highway 6
Improve ability to cross with well-placed pedestrian refuges.
Minor adjustments to bus stops and on-road carparking.

21 Utilise buildings, landscape areas and on-site carparking as a protective barrier between the shared pathway and the state highway corridor.

22 Locate the pathway towards the coastal edge to enable better water access, attractive sea views and separation from the highway corridor.

23 Encourage access to water for people.

24 Install a string of active spaces on the coast side of the path.
Create opportunities for hospitality, changing, commercial, concession, Port / Haven related activations.

25 Connect the shared pathway at eastern end of site to the existing path to Nelson Whakatū City.

26 Wrap shared pathway around existing activated area of Nelson Yacht Club.

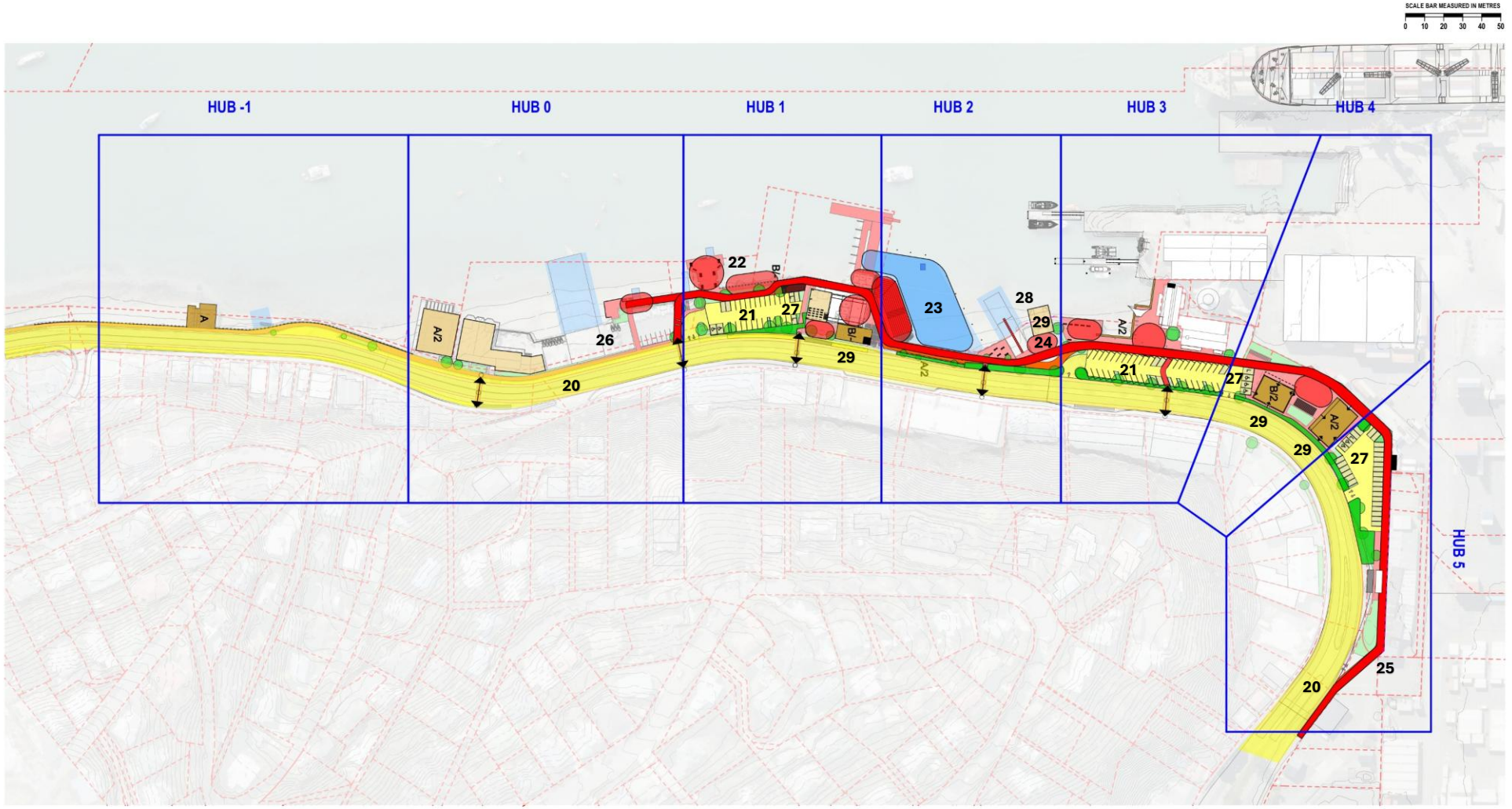
27 Improve amenity of and raise parking availability, supporting the new activated areas.

28 Maintain the Coastguard in the Sealord Maritime Rescue Centre, which the Coastguard owns. Surf Life Saving Club potentially relocating when facilities are available and the boat ramp becoming a non-powered craft launching area and accessible access point to the waterfront.

29 Retain existing heritage building forms and prepare them for development with partners or create attractive leasable spaces which tie into the new public spaces and shared pathway.

- Develop opportunities to protect wildlife and for ecological and natural connections.

Masterplan Strategic Drivers



Legend

Inferred Top of the South Property Boundaries

Hub boundaries

A/- B/- NCC Heritage Category / Historic NZ Category

PEDESTRIAN + PATHWAY + CYCLE + PARKING + PLANTING + WATER ACCESS + BUS + HERITAGE + SERVICES

ESTABLISHMENT

Additional Cultural Framework

While the Haven Waterfront Masterplan is primarily informed by the findings, priorities, and direction established through the *2025 Findings Report* and the *2016 Haven Precinct Plan*, the *Tai Timu, Tai Pari* narrative, as articulated through the Bridge Street Cultural Design Framework, provides an important source of cultural direction for future development. The Masterplan identifies opportunities for ongoing collaboration with iwi to further explore and express this narrative throughout the waterfront, recognising its potential to strengthen cultural identity, reinforce connections to place, and help guide the future design and development of the waterfront.

- Protecting customary access to, and use of, the coastal environment, including Te Taero a Kereopa/Boulder Bank, Urenui/Fifeshire Rock and Matangi Awhio.
- Protecting and enhancing the mauri of coastal ecosystems.
- Strengthening cultural connections to the coast through narrative, interpretation, and design interventions.
- Establishing cultural narratives at key arrival and gateway locations.
- Cultural naming of the shared pathway, significant destinations, and public spaces.
- Incorporating indigenous planting and interpretation of local ecosystems and wildlife.
- Informing the design of key arrival points where people first encounter the waterfront.
- Informing access points to the water and beach.
- Informing locations for viewing and experiencing the Haven.
- Informing opportunities to engage with and understand coastal ecology.
- Informing the design and use of key public spaces.
- Exploring the potential role of public buildings in celebrating maritime, cultural, and local history.

The Masterplan identifies a range of opportunities that support and give effect to the Design Principles established through the *2025 Findings Report*. These opportunities illustrate how the principles may be expressed across the waterfront and through future development initiatives.

The integration of the ‘Tai Timu, Tai Pari’ narrative, drawing upon the Bridge Street Cultural Design Framework, offers a unifying design thread that honours the past, and affirms the identity of Whakatū - inclusive of all.

The opportunities shown are indicative and represent potential locations where the Narrative and Design Principles may be realised through the Masterplan. Further review and collaboration with iwi will be required to refine the narrative, cultural outcomes, and specific responses associated with these locations, with this work ideally informing the development of future Design Guidelines.

Ensure opportunities for celebrating our collective narratives, elements which reflect our collective stories and commitments to embedding culture, history and identity are core elements in the future design work.

Map Key

30 Shared pathway naming and identity.

31 Indigenous planting, ecological enhancement, wildlife habitat, and educational interpretation.

32 Landscaped areas at gateway / key entry points from Nelson City and Tahunanui.

33 Interpretive and narrative installations integrated with the Port Nelson boundary fencing, landscaping, and lighting, subject to Port Nelson health and safety requirements.

34 Narrative, wayfinding, and arrival experiences at key waterfront entry points.

35 Cultural and recreational activation at water and beach access points, including the proposed upgraded boat ramp for non-powered vessels.

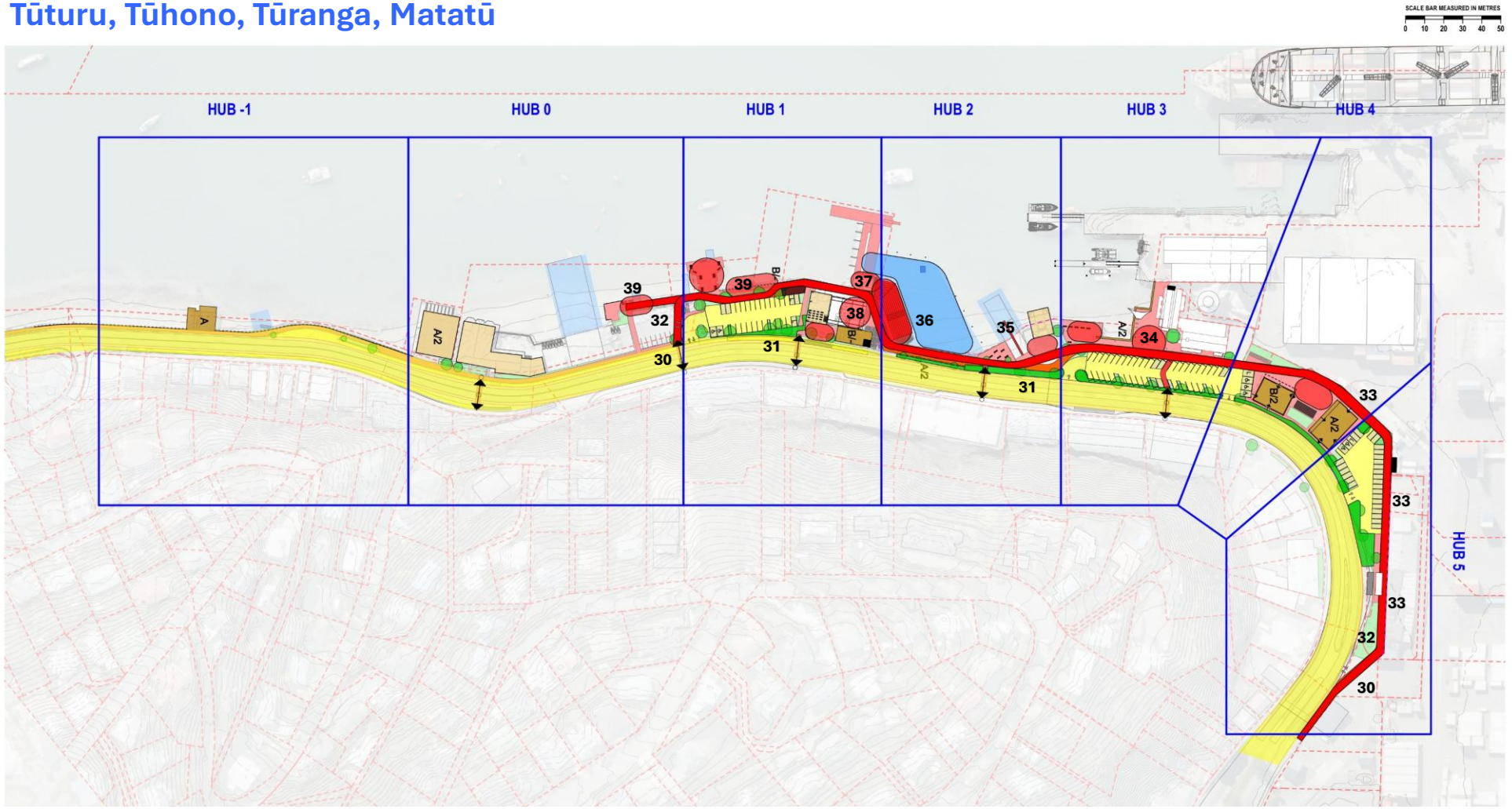
36 Enhanced water and beach access including new steps into the sea.

37 Interpretive, narrative, and ecological storytelling associated with the over-water viewing platform and its outlook to Motu Mānuka/Hualashore Island, Te Tai-o-Aorere/Tasman Bay, Te Taero a Kereopa/the Boulder Bank, and the decommissioned wharf habitat.

38 Public art, sculpture, and place-making integrated within the proposed covered public space beneath the veranda at NCC Electricity.

39 Interpretive, narrative, and ecological storytelling associated with the viewing area overlooking Motu Mānuka/Hualashore Island, Te Tai-o-Aorere/Tasman Bay, Te Taero a Kereopa/the Boulder Bank, Urenui/Fifeshire Rock and the decommissioned wharf habitat.

Masterplan Opportunities to Realise the Design Principles:
Tūturu, Tūhono, Tūranga, Matatū



Legend

Inferred Top of the South Property Boundaries

Hub boundaries

A/- B/- NCC Heritage Category / Historic NZ Category

PEDESTRIAN + PATHWAY + CYCLE + PARKING + PLANTING + WATER ACCESS + BUS + HERITAGE + SERVICES

ESTABLISHMENT

ESTABLISHMENT

Masterplan Opportunities for Activation

The *2025 Findings Report* identifies five Hub areas that support Economic, Ecology, and Natural Connections outcomes. Building on the *2025 Findings Report* findings, and recognising the need to retain commercial operations, accommodate non-NCC-owned sites and buildings, support emergency services, enhance public space, strengthen narrative and design, and improve water access, the Masterplan Strategy seeks to:

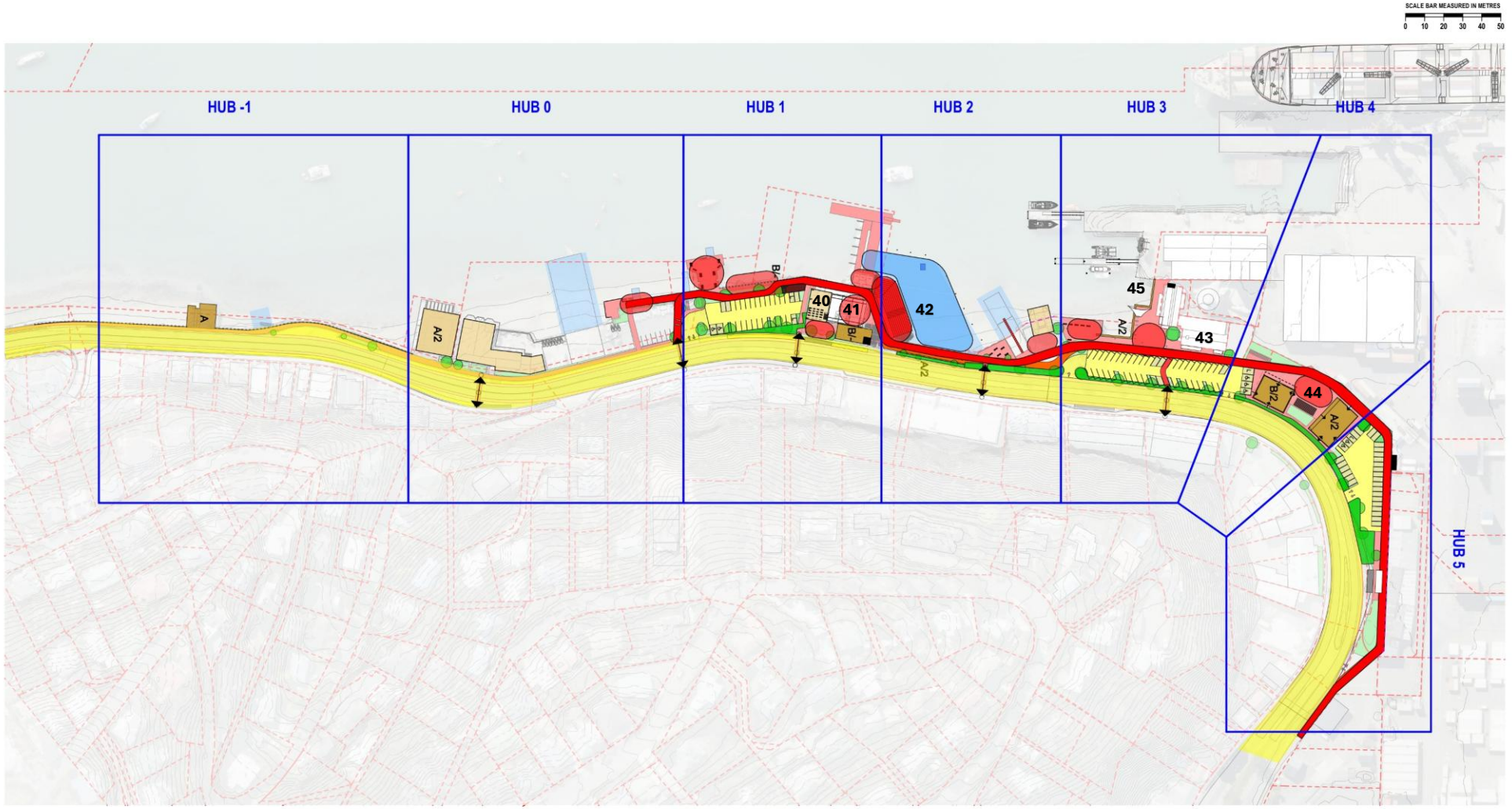
- Connect the five Hub areas between Collins Street and Victoria Avenue.
- Improve connectivity between Hubs to support activity, opportunities, and the establishment of a Pedestrian Precinct, with potential future extension towards Tahunanui and Nelson City.
- Retain existing buildings where practical and provide flexible future-use options rather than demolition.
- Create adaptable building shells that can accommodate a range of tenancies rather than specific uses.
- Recognise that the Sealord Maritime Rescue Centre is not Council-owned and, rather than pursuing deconstruction, establish a large covered public space on the site of the Council-owned Electricity Building, which is costly and complex to remediate. This space would connect to the waterfront and natural environment while remaining separated from operational port activities.
- Acknowledge that Shed 1, The Silo, and the land behind the Guyton and Styxx buildings are not Council-owned and will require further collaboration to enable future changes.
- Note that the building in Hub 5 has been demolished and land boundaries reconfigured prior to this Masterplan proposal.
- Provide a framework for project sequencing and cost estimation

Proposed Activations:

Existing functions and businesses are generally encouraged to remain and continue to activate.

Map Key		
	40	NCC Electricity Building proposed as: Lower level - hospitality, public changerooms and toilets, sub station to remain Upper level - Marine related offices and/or Harbour Master and/or hospitality and/or rentable meeting rooms.
	41	New covered plaza area
	42	New steps into water – 3 options to size.
	43	Improvements to existing public spaces and increased area in front of Guytons.
	44	New plaza area between and to the north of Anchor Building and Custom House Anchor Building proposed as hospitality or marine/regional related tourism business Custom House proposed as ▪ Lower level - hospitality or marine/regional related tourism business ▪ Upper level – short term accommodation (high end backpacker) or maker/creator lease spaces
	45	Future engagement with port to activate Shed 1- potential hospitality venue
	-	Develop opportunities to protect wildlife and for ecological and natural connections.

Masterplan Opportunities for Activation



Legend

Inferred Top of the South Property Boundaries

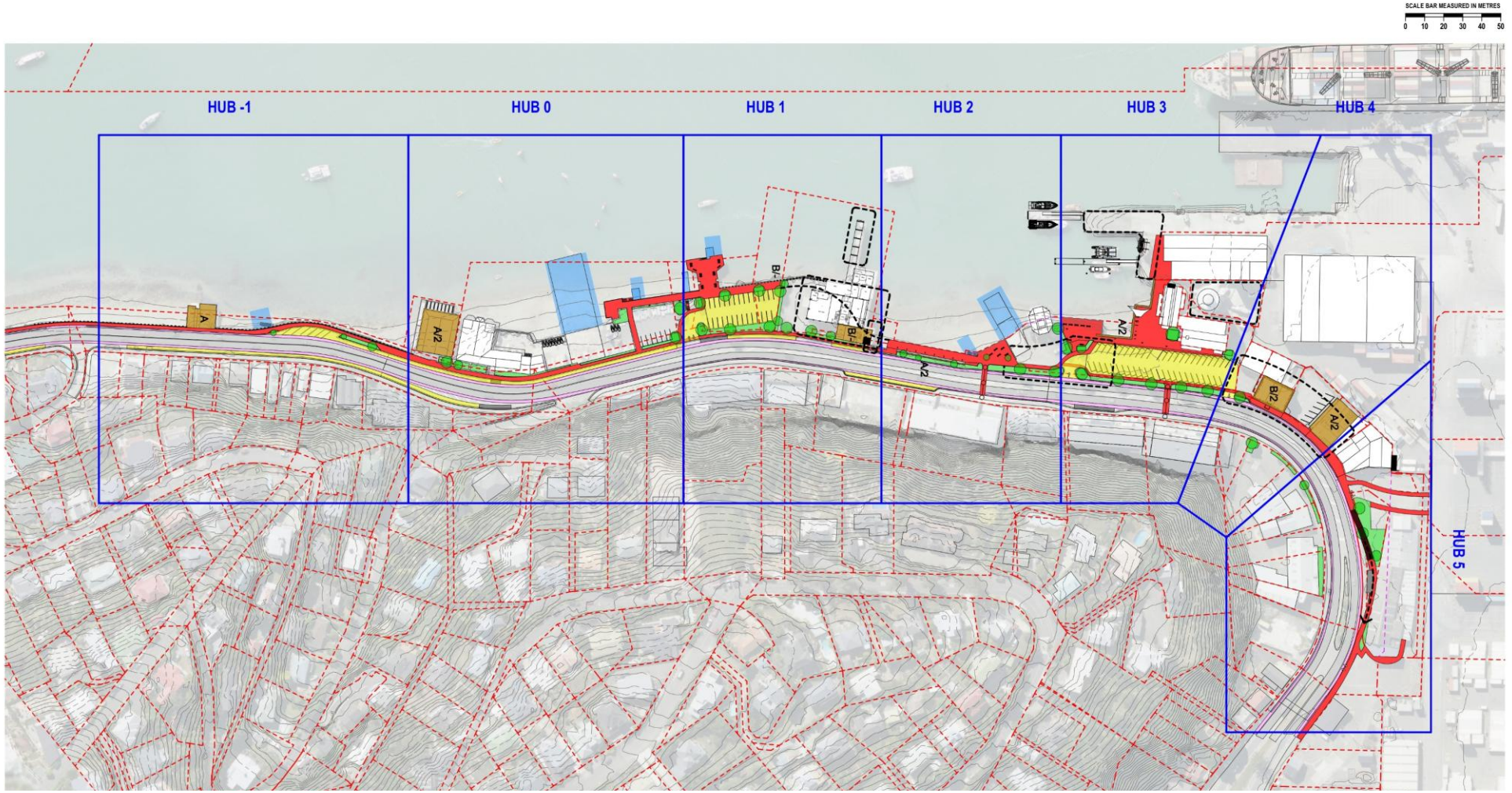
Hub boundaries

A/- B/- NCC Heritage Category / Historic NZ Category

PEDESTRIAN + PATHWAY + CYCLE + PARKING + PLANTING + WATER ACCESS + BUS + HERITAGE + SERVICES

ESTABLISHMENT

Existing Masterplan Area with Components Highlighted



Legend

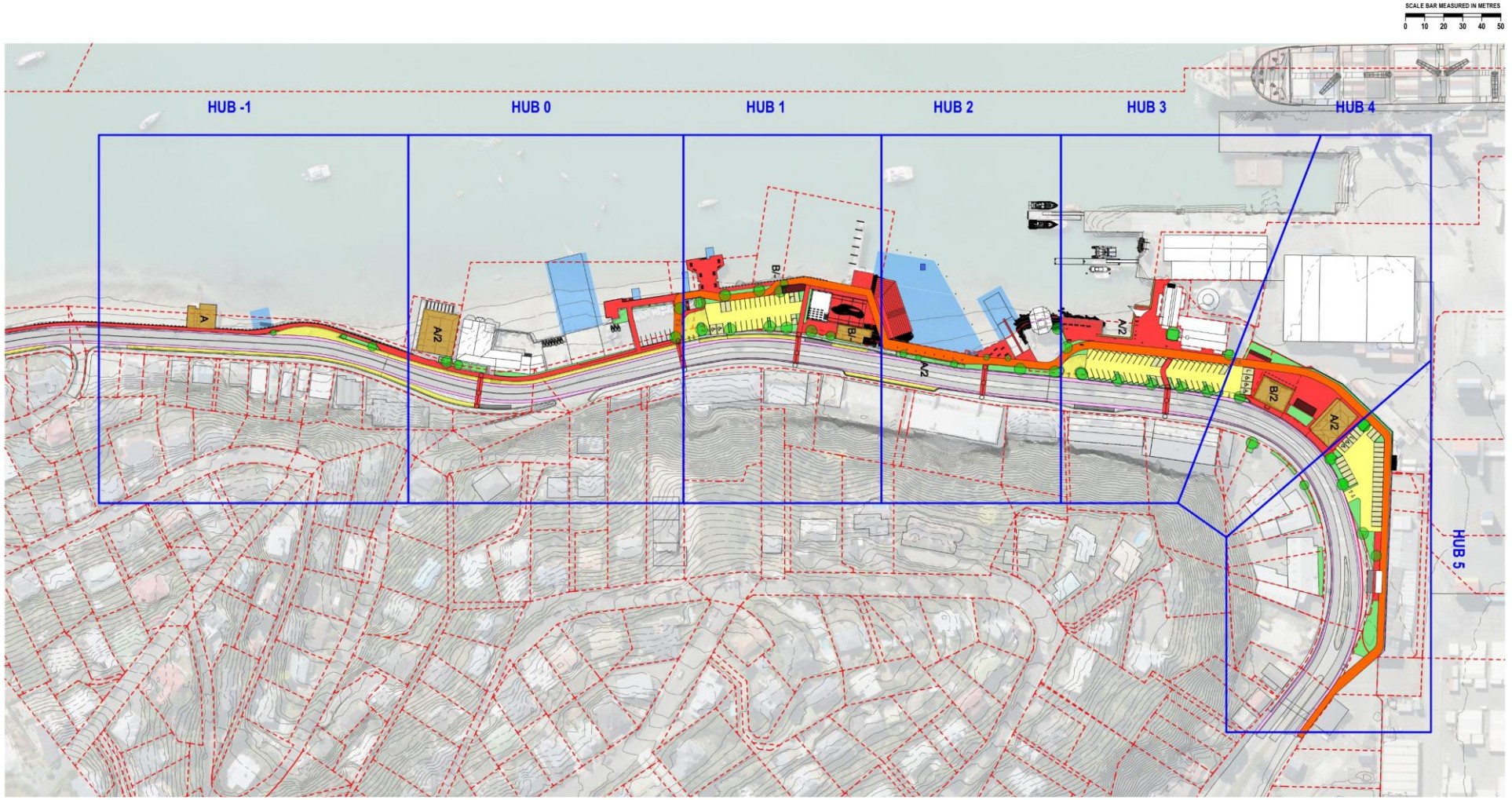
Inferred Top of the South Property Boundaries

Hub boundaries

A/- B/- NCC Heritage Category / Historic NZ Category

PEDESTRIAN + PATHWAY + CYCLE + PARKING + PLANTING + WATER ACCESS + BUS + HERITAGE + SERVICES

Masterplan Overview with Components Highlighted



Legend

Inferred Top of the South Property Boundaries

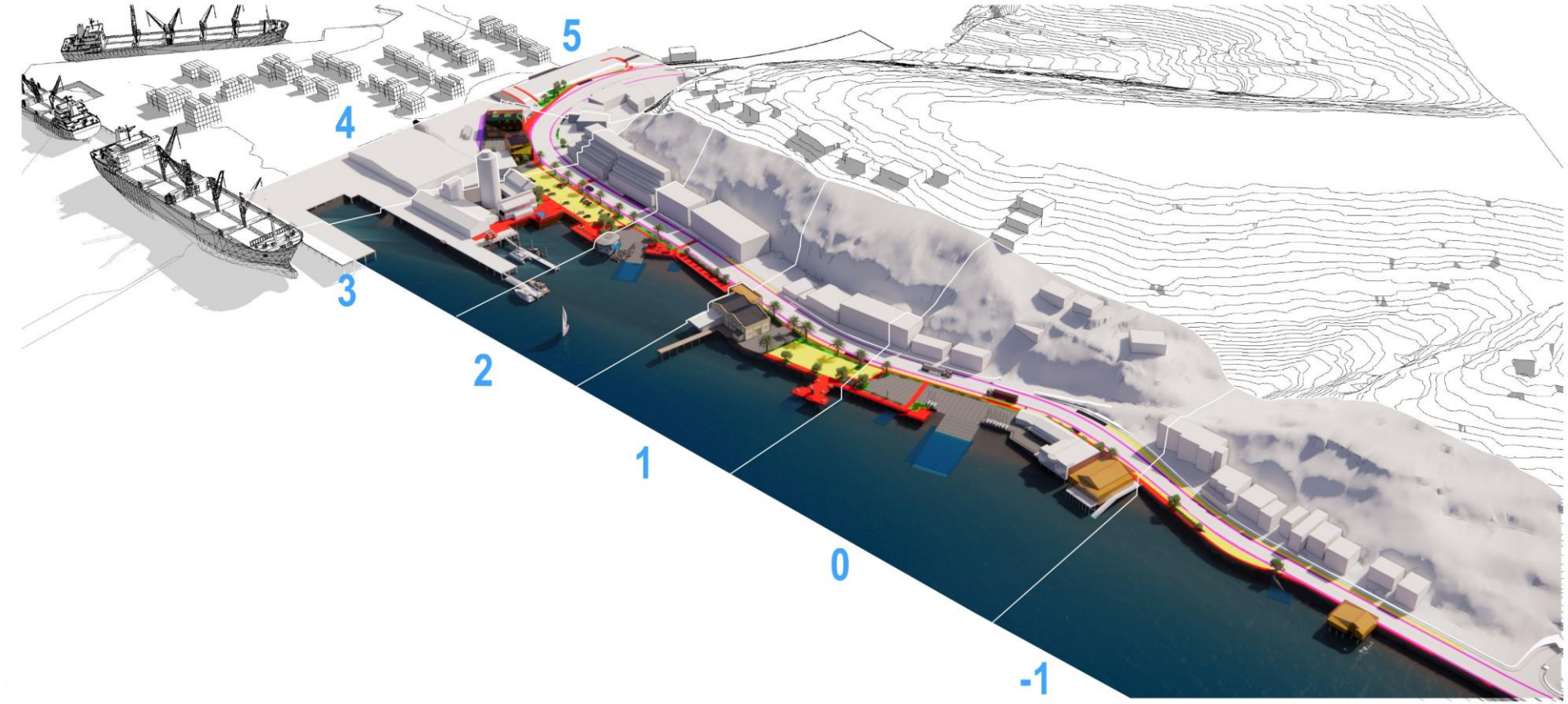
Hub boundaries

A/- B/- NCC Heritage Category / Historic NZ Category

PEDESTRIAN + PATHWAY + CYCLE + PARKING + PLANTING + WATER ACCESS + BUS + HERITAGE + SERVICES

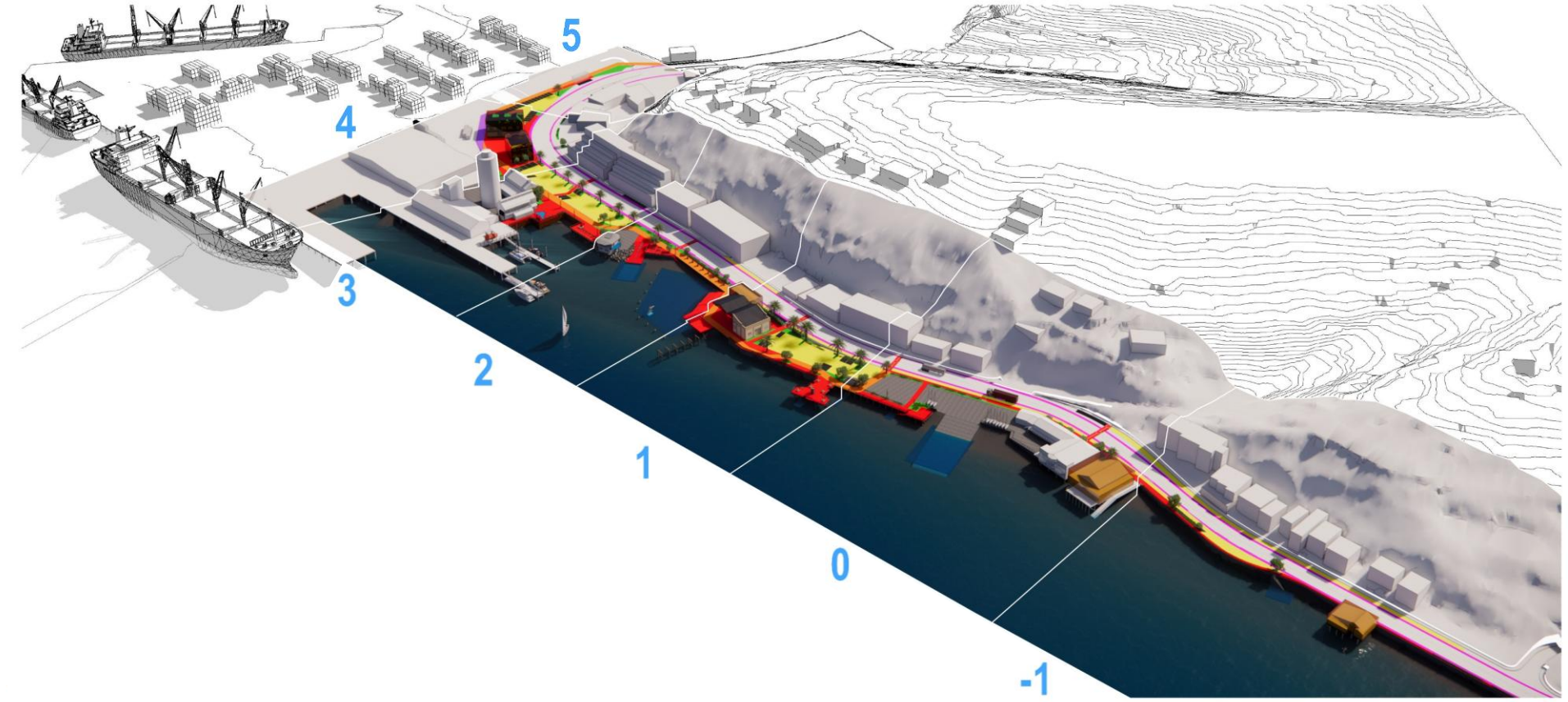
MASTERPLAN

3D Existing Masterplan Area with Components Highlighted



PEDESTRIAN + PATHWAY +
CYCLE + PARKING + PLANTING +
WATER ACCESS + BUS +
HERITAGE + SERVICES

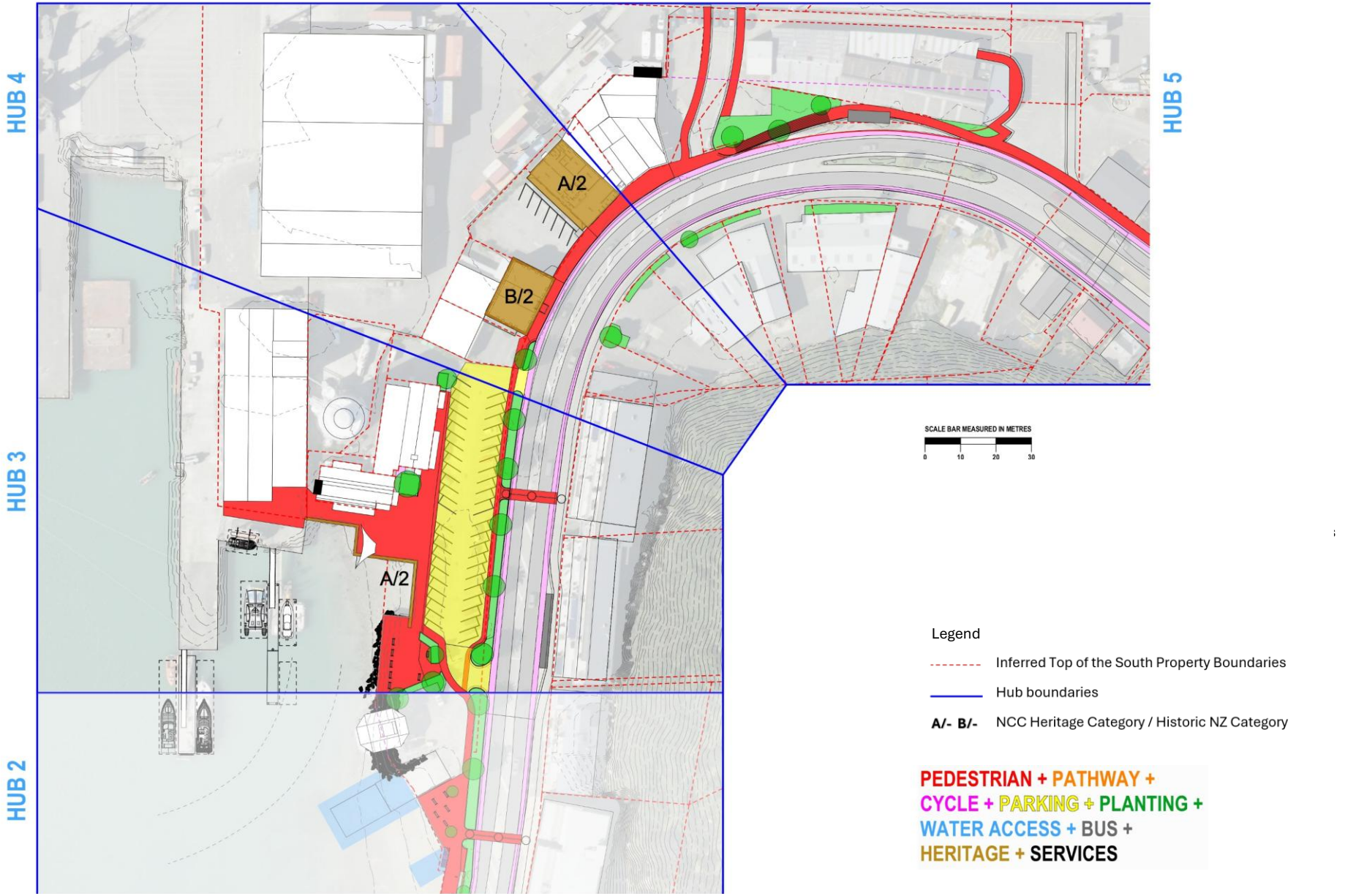
3D Masterplan Overview with Components Highlighted



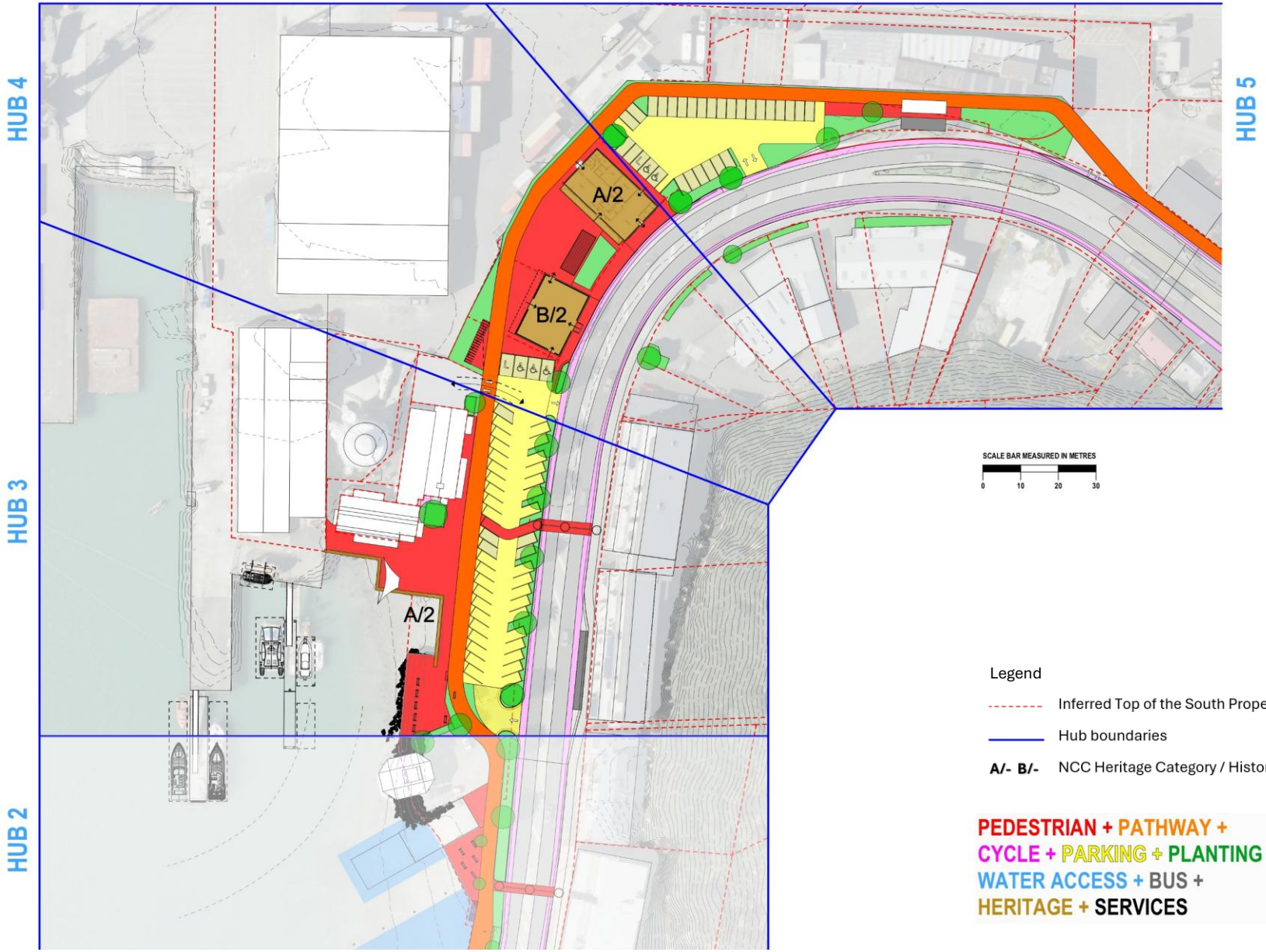
PEDESTRIAN + PATHWAY +
CYCLE + PARKING + PLANTING +
WATER ACCESS + BUS +
HERITAGE + SERVICES

MASTERPLAN

Existing Hubs 3, 4 & 5 with Components Highlighted



Masterplan Hubs 3, 4 & 5 with Components Highlighted



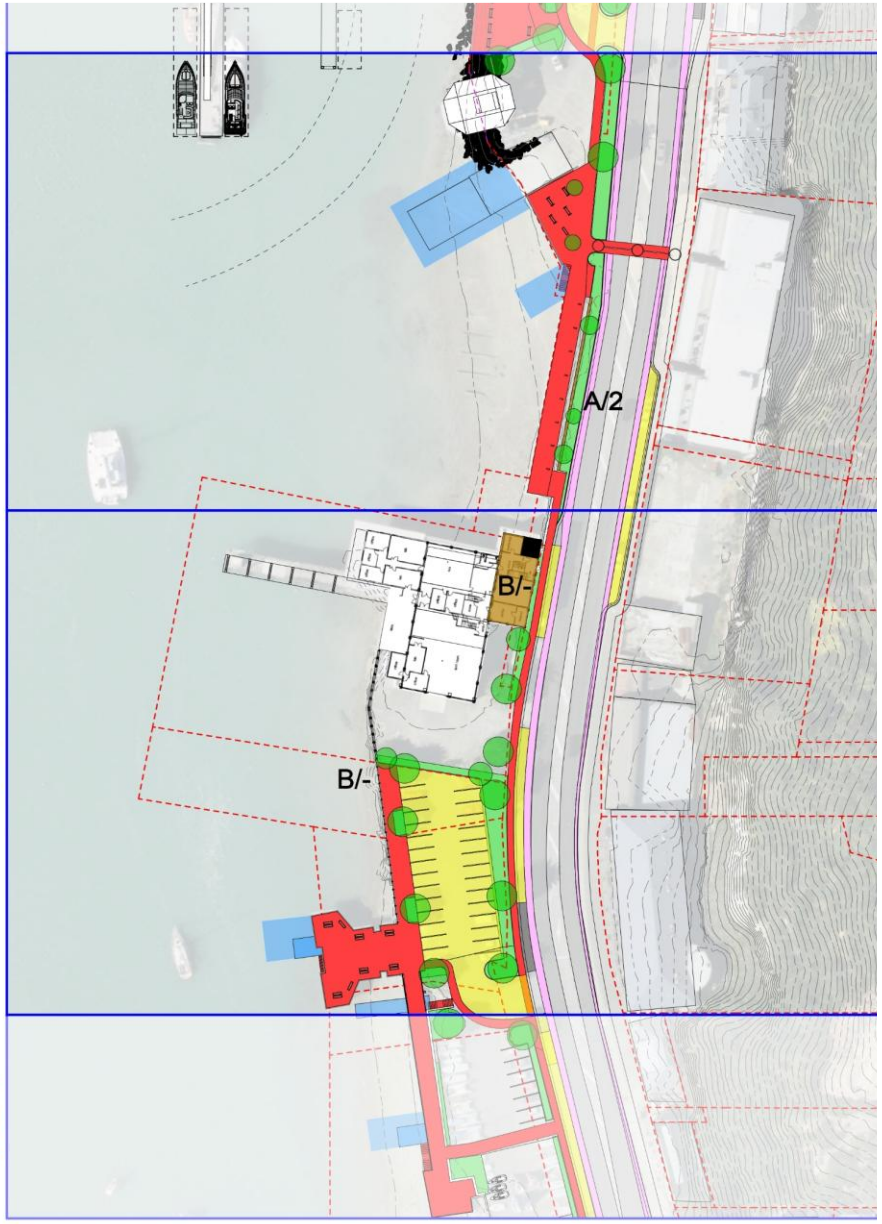
From the existing footpath a new shared pathway provides a visible offroad pedestrian and bicycle route that runs behind a bus stop and shelter and a new onsite car parking area.

Supported by narrative and design the new shared pathway runs behind the two heritage buildings, including the Custom House and Anchor Building, and links to a new public space that supports commercial tenants within the existing buildings, as well as potential short-term commercial operators within the public space. The shared pathway connects to a bicycle parking shelter located adjacent to the existing commercial tenancies. Opportunities also exist to provide viewing windows into the Port.

The existing carpark capacity is increased and relocated between the existing phoenix palms to provide space for the new shared pathway to be spaced off the existing commercial tenancies and continue to connect to the existing public spaces, seating and art installations.

MASTERPLAN

Existing Hubs 1 & 2 with Components Highlighted



SCALE BAR MEASURED IN METRES

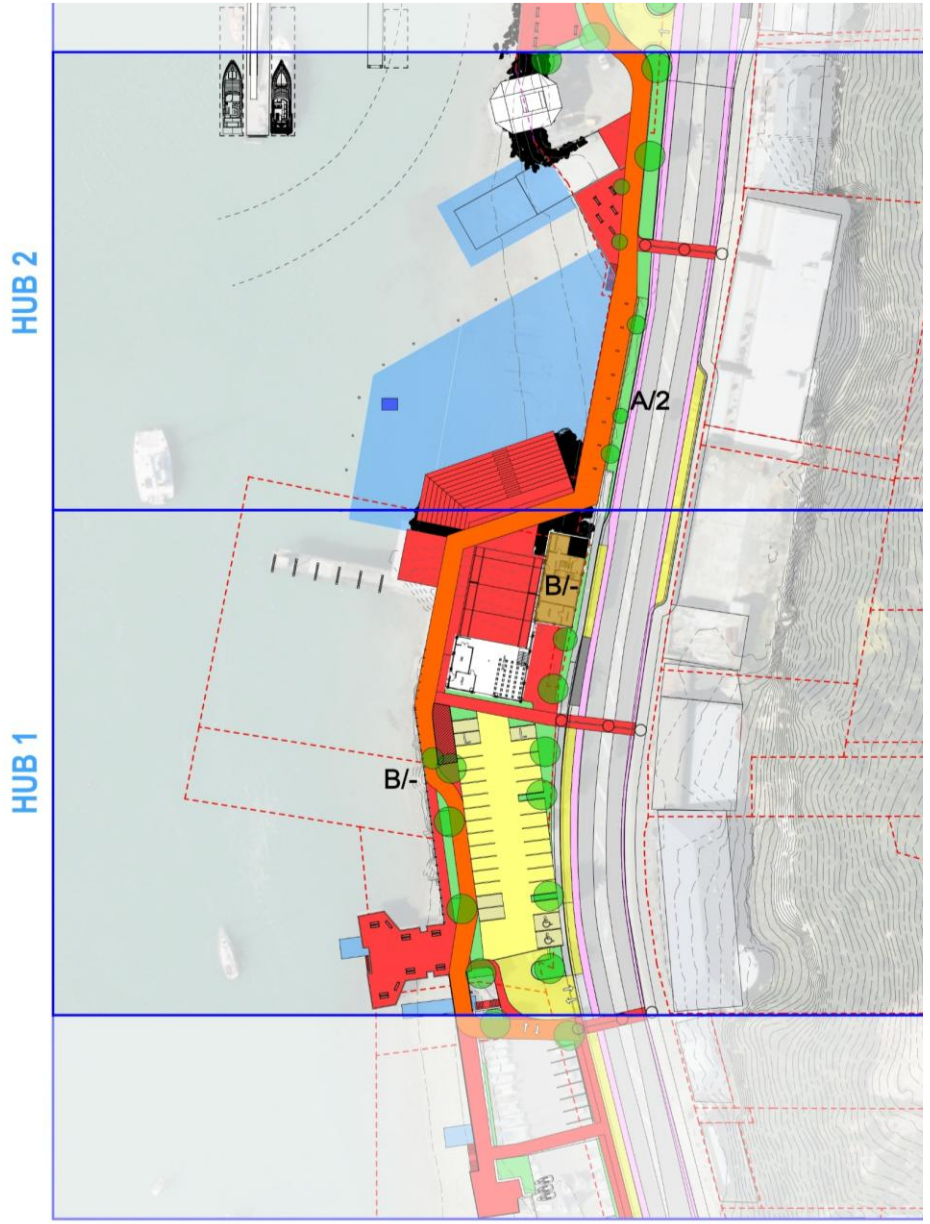
0 10 20 30

PEDESTRIAN + PATHWAY +
CYCLE + PARKING + PLANTING +
WATER ACCESS + BUS +
HERITAGE + SERVICES

Legend

- Inferred Top of the South Property Boundaries
- Hub boundaries
- **A/- B/-** NCC Heritage Category / Historic NZ Category

Masterplan Hubs 1 & 2 with Components Highlighted



SCALE BAR MEASURED IN METRES
0 10 20 30

PEDESTRIAN + PATHWAY +
CYCLE + PARKING + PLANTING +
WATER ACCESS + BUS +
HERITAGE + SERVICES

Legend

- Inferred Top of the South Property Boundaries
- Hub boundaries
- **A/- B/-** NCC Heritage Category / Historic NZ Category

The new shared pathway widens the existing route past the Sealord Marine Rescue Centre while maintaining emergency service access and public use of the non-motorised boat ramp. It connects to the existing seating area, continues along the widened Wakefield Quay Friendship Boardwalk, and links to new oversized swimming steps, beach access and a new public space at the NCC Electricity Building.

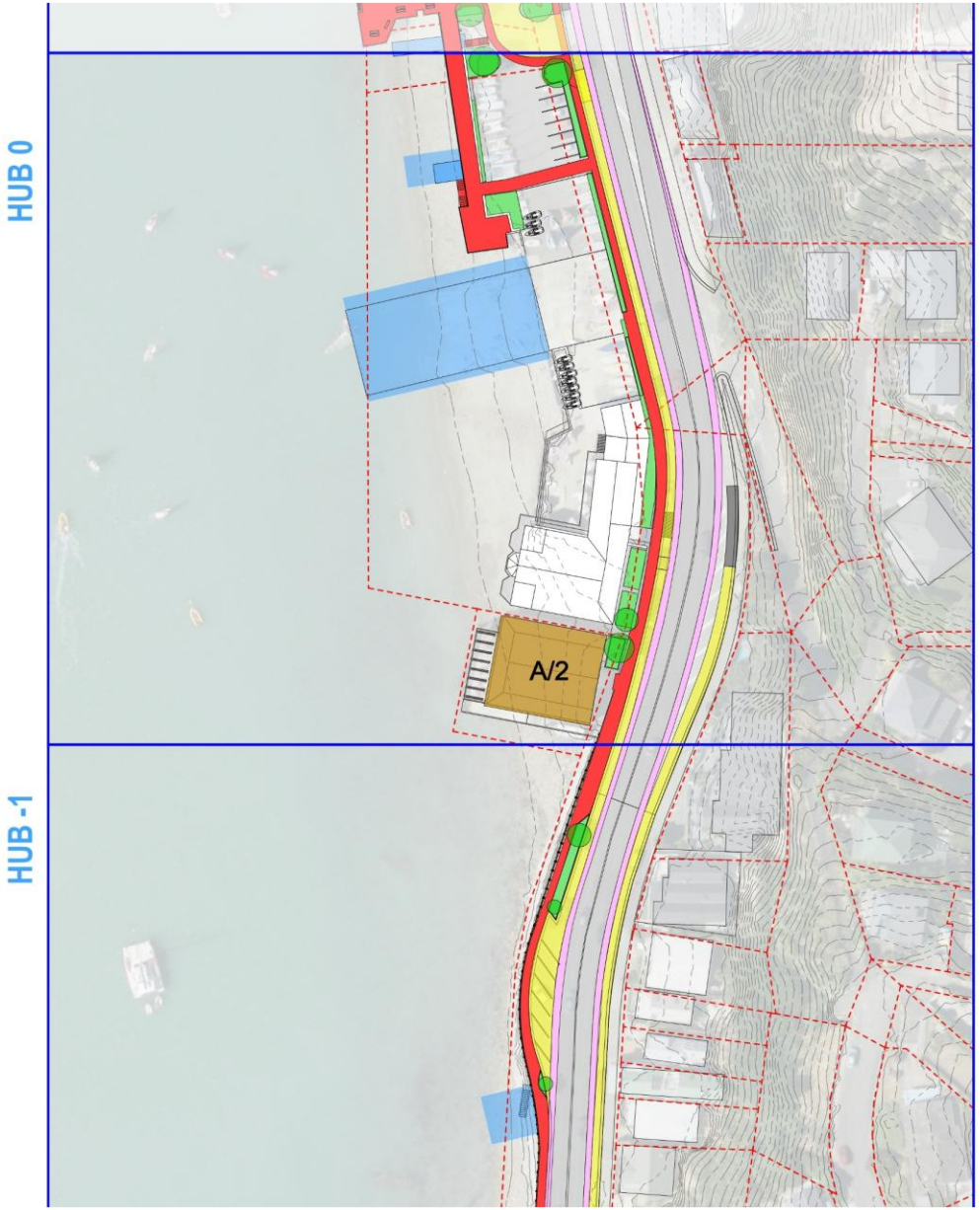
The new public space is both oversized steps into the sea and a broad covered outdoor area beneath the roof of the 1937 NCC Electricity Building, which is deconstructed, strengthened, and upgraded to accommodate hospitality and/or commercial tenancy over dry land on it's Southern end, including a mezzanine level. The proposal is to have public changerooms and toilets, alongside the existing substation in the at grade level of the 1922 portion of the building which also retains the popular Aotearoa' mural. The upper level proposed as potential office space for the Harbour Master or a commercial marine related tenancy. This central waterfront destination also incorporates a bus stop, bicycle shelter and new SH6 pedestrian refuge crossing into its layout. The existing derelict wharf structure is proposed to be partially deconstructed and naturalised to encourage the local ecosystem to flourish in the area, thereby creating another attraction to the area.

From there the shared path connects to the Sunderland Pier with a secondary path wide path for bicycles adjacent the existing planting. An opportunity for a seaside activation structure exists in this location, potentially a sauna or hospitality venue. Parking is extended towards the NCC Electricity Building and shifted towards the highway, maintaining the existing seating, artwork, water access and heritage trees.

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MASTERPLAN

Existing Hubs 0 & -1 with Components Highlighted



SCALE BAR MEASURED IN METRES

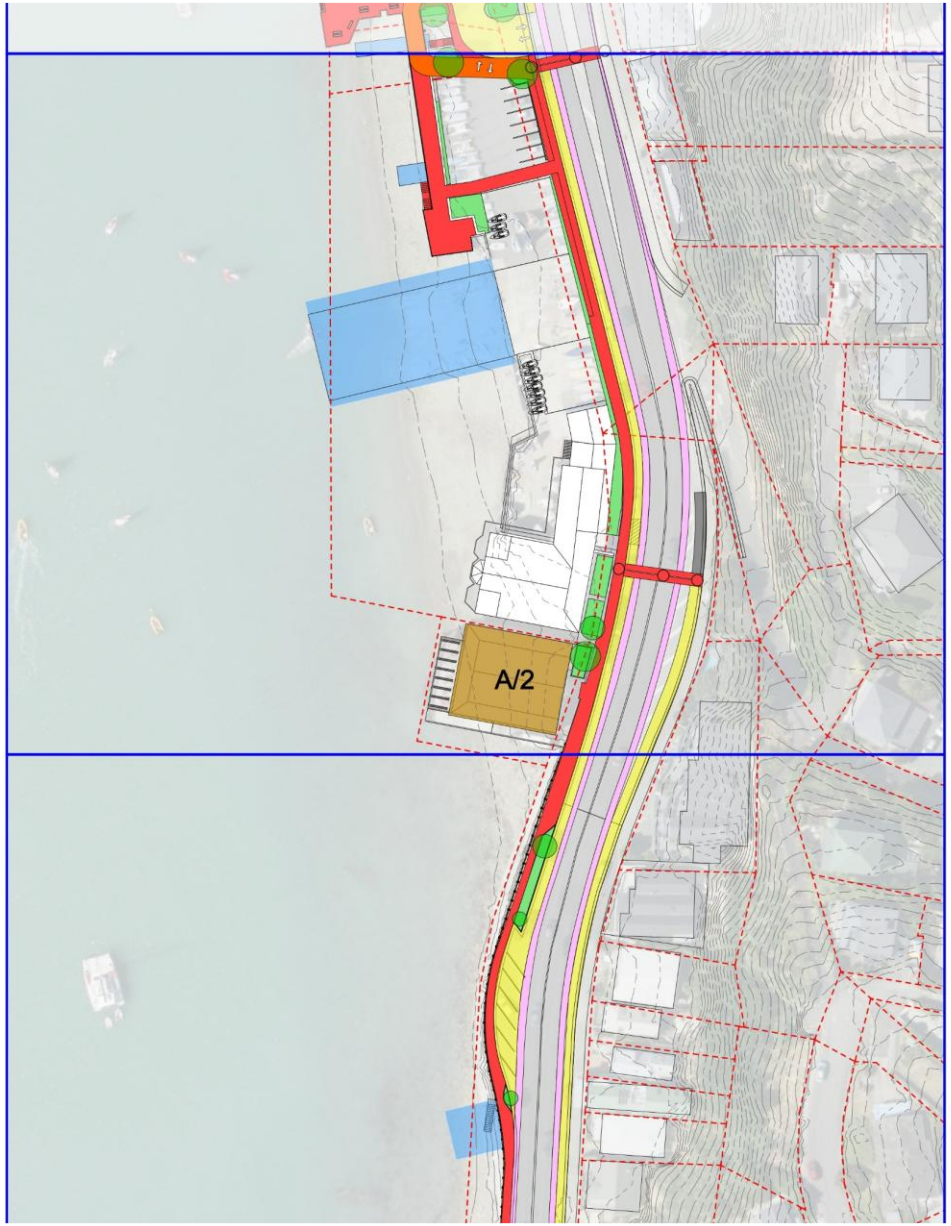
0 10 20 30

PEDESTRIAN + PATHWAY +
CYCLE + PARKING + PLANTING +
WATER ACCESS + BUS +
HERITAGE + SERVICES

Legend

- Inferred Top of the South Property Boundaries
- Hub boundaries
- A/- B/- NCC Heritage Category / Historic NZ Category

Masterplan Hubs 0 & -1 with Components Highlighted



SCALE BAR MEASURED IN METRES
0 10 20 30

The new shared pathway widens the existing route to the North of Nelson Yacht Club. Here it reconnects to the footpath on the southeast side of the SH6 via a new pedestrian refuge crossing. Existing pedestrian spaces and planted landscapes are retained.

Beyond this point, the existing footpath, loading zones, parallel parking along SH6, and planted landscapes remain unchanged. Existing cycle lanes on both sides of SH6 are retained throughout, while roadside car parks are repositioned to accommodate the relocated bus stop. Discussion is on-going with the local leasees and NZTA on potential improvements to the footpath width and amenity, however the area is highly constrained. A new pedestrian refuge crossing is proposed for the area in front of the South Bound bus stop landing at the Nelson Yacht Club on the seaward side, improving pedestrian and public transport access.

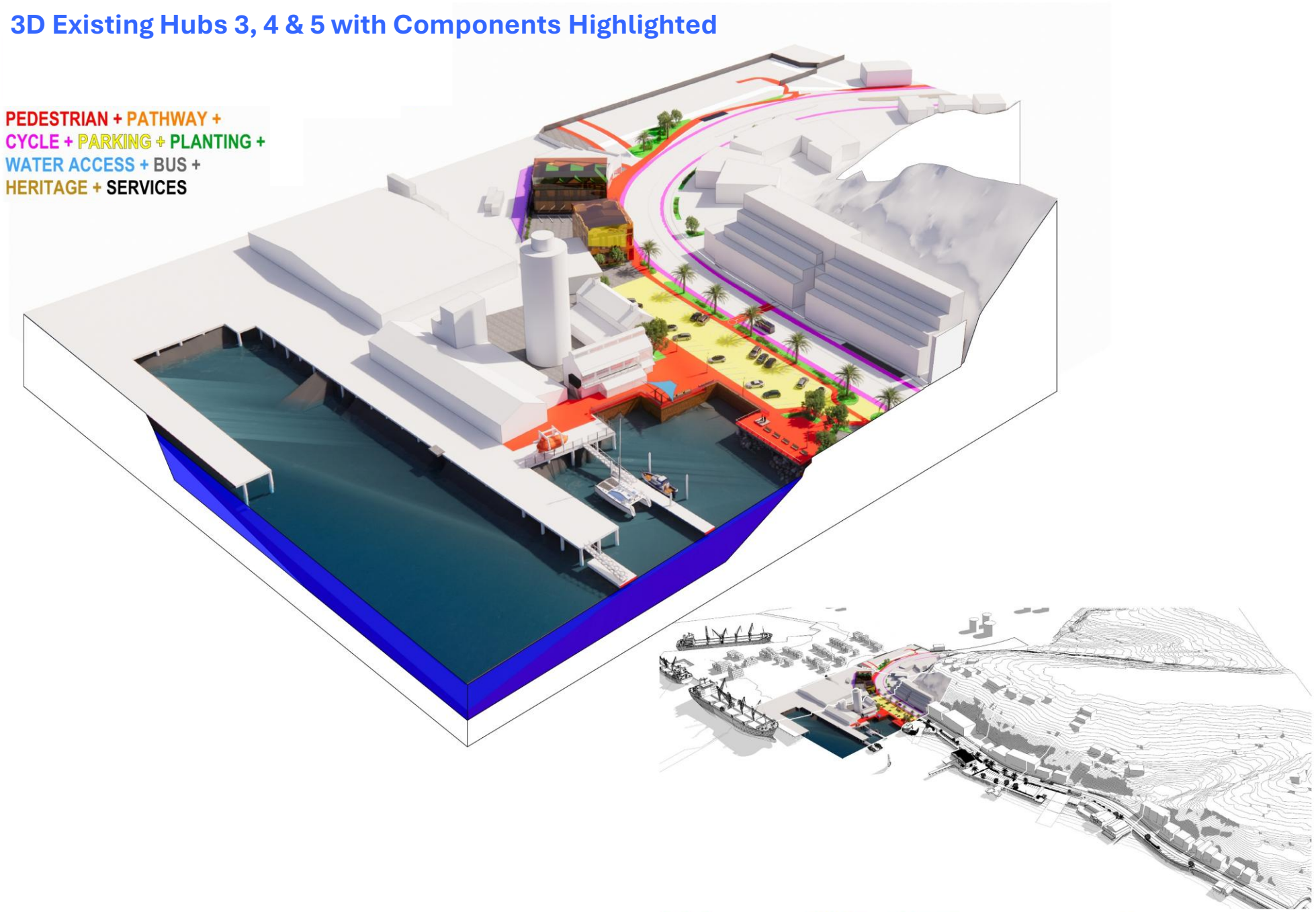
PEDESTRIAN + PATHWAY + CYCLE + PARKING + PLANTING + WATER ACCESS + BUS + HERITAGE + SERVICES

Legend

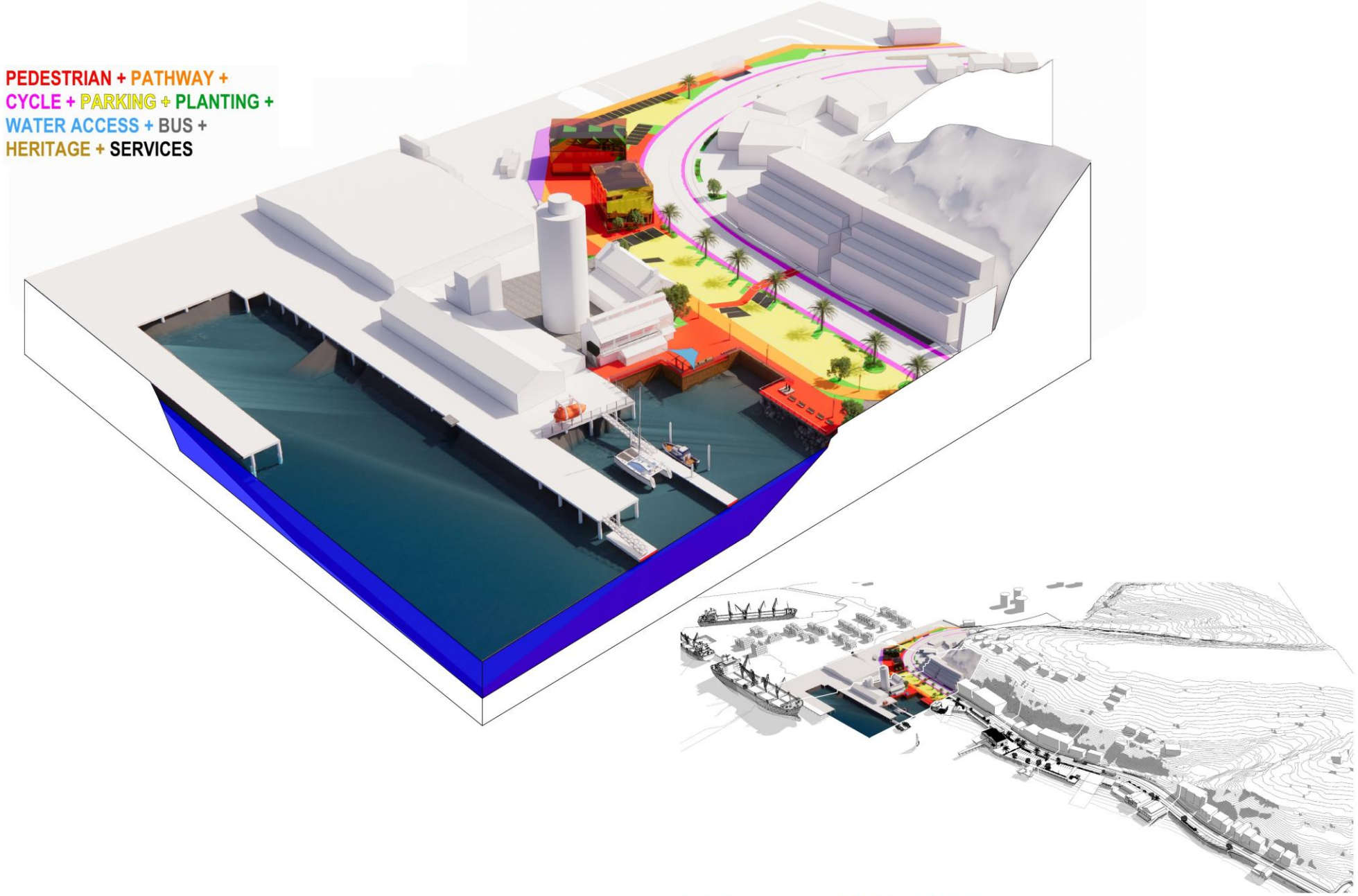
- Inferred Top of the South Property Boundaries
- Hub boundaries
- A/- B/- NCC Heritage Category / Historic NZ Category

MASTERPLAN

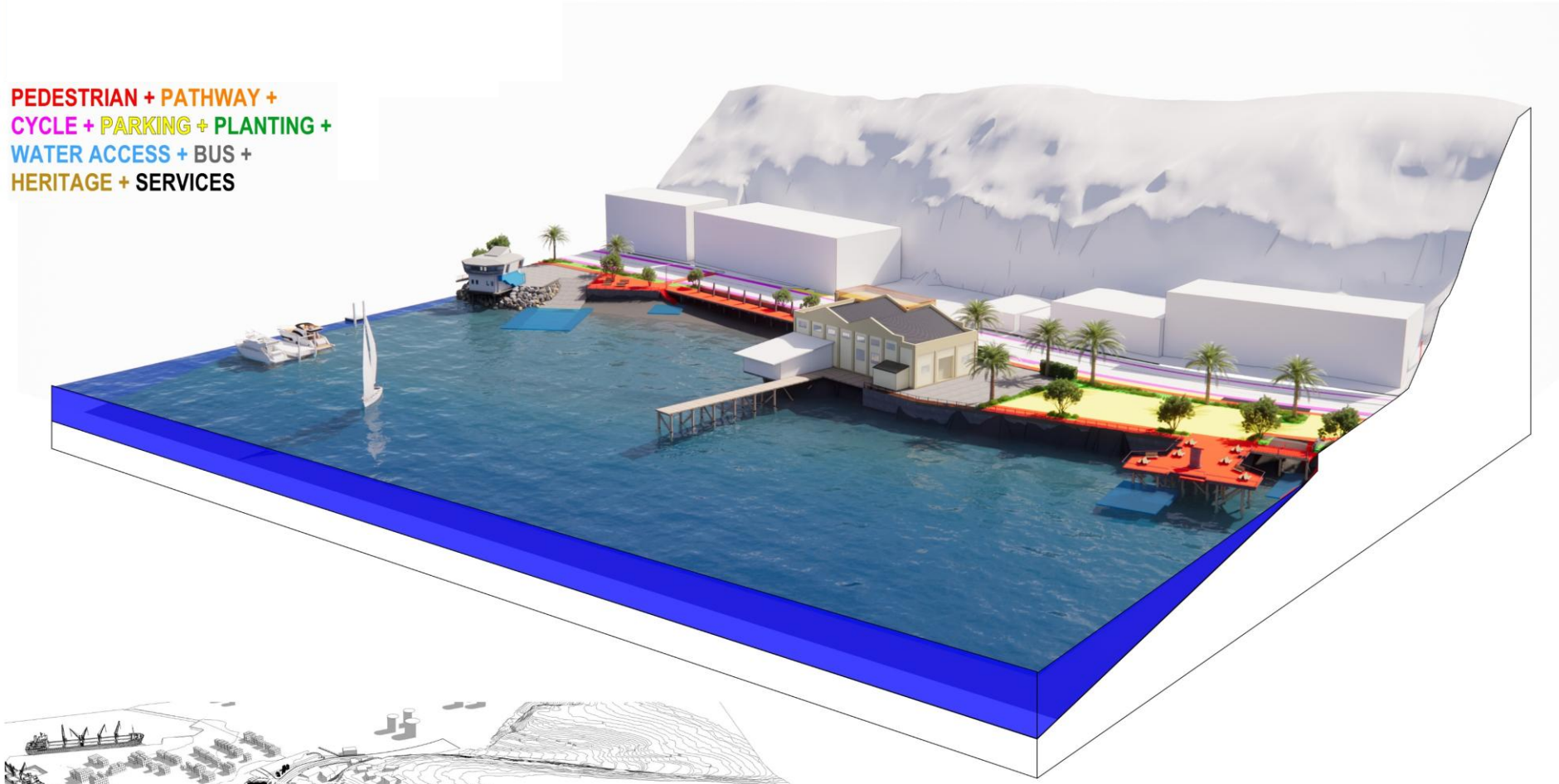
3D Existing Hubs 3, 4 & 5 with Components Highlighted

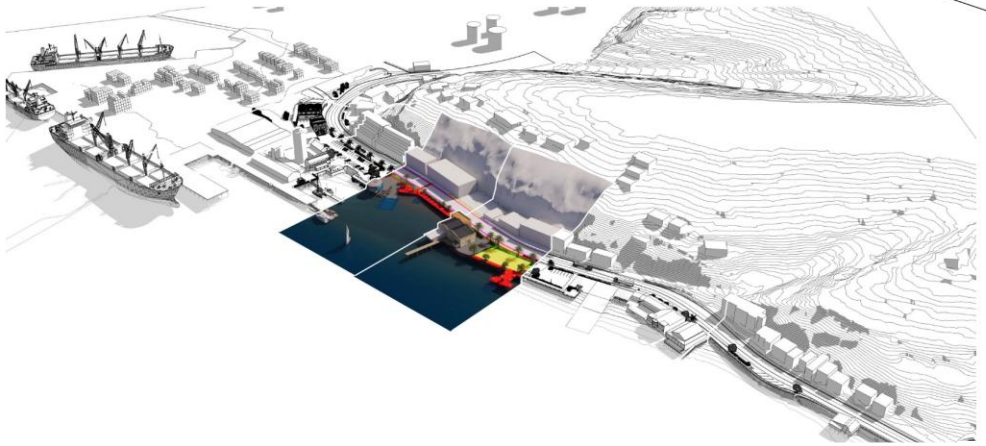


3D Masterplan Hubs 3, 4 & 5 with Components Highlighted

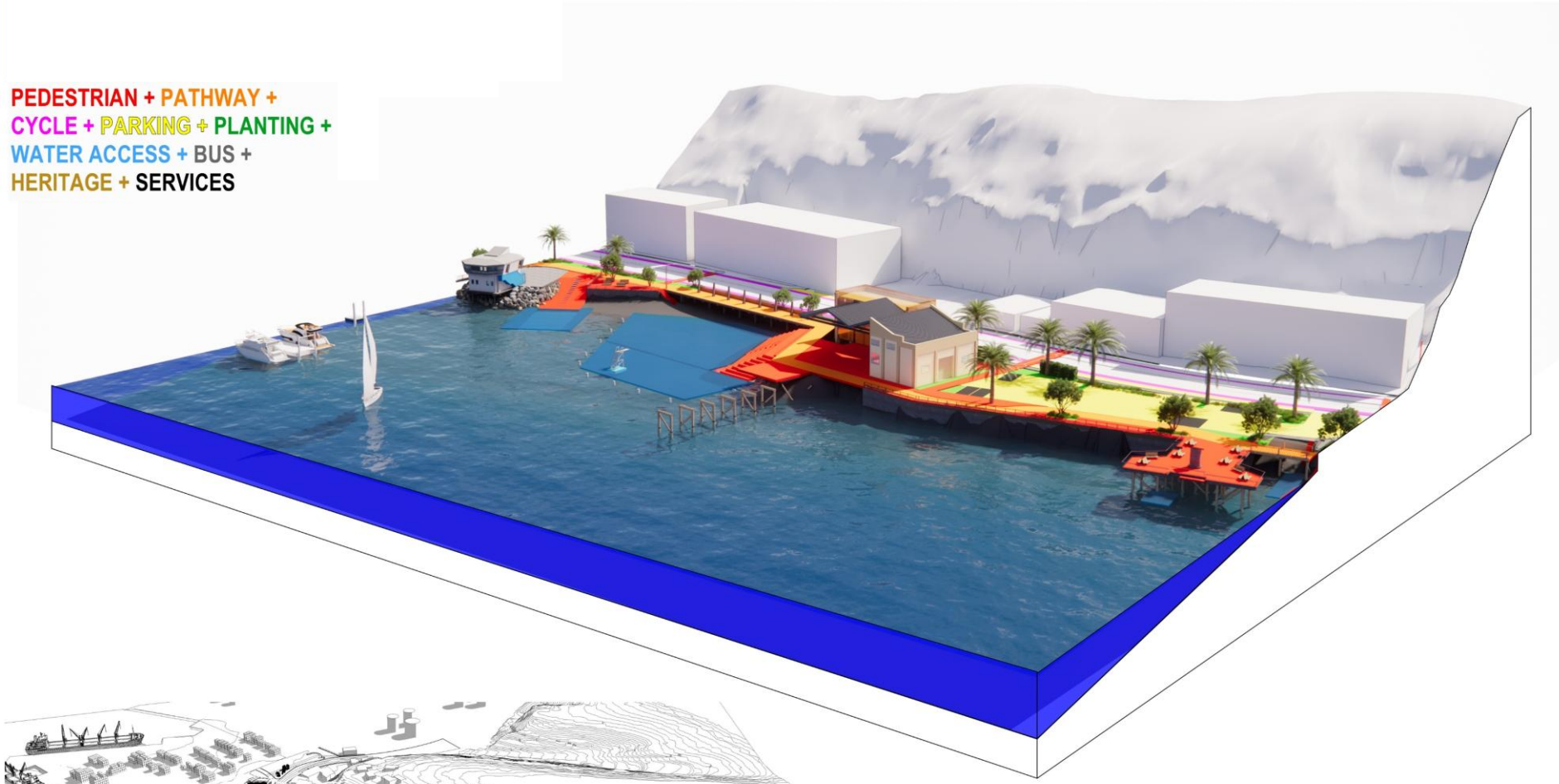


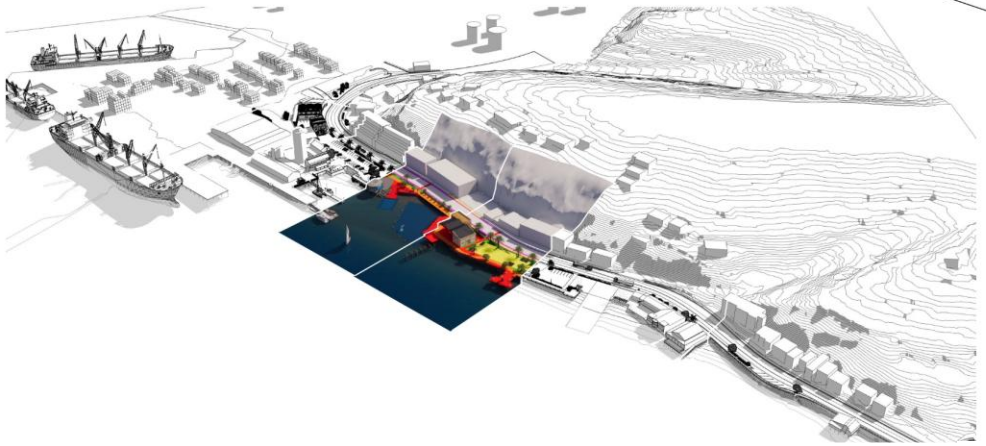
3D Existing Hubs 1 & 2 with Components Highlighted





3D Masterplan Hubs 1 & 2 with Components Highlighted

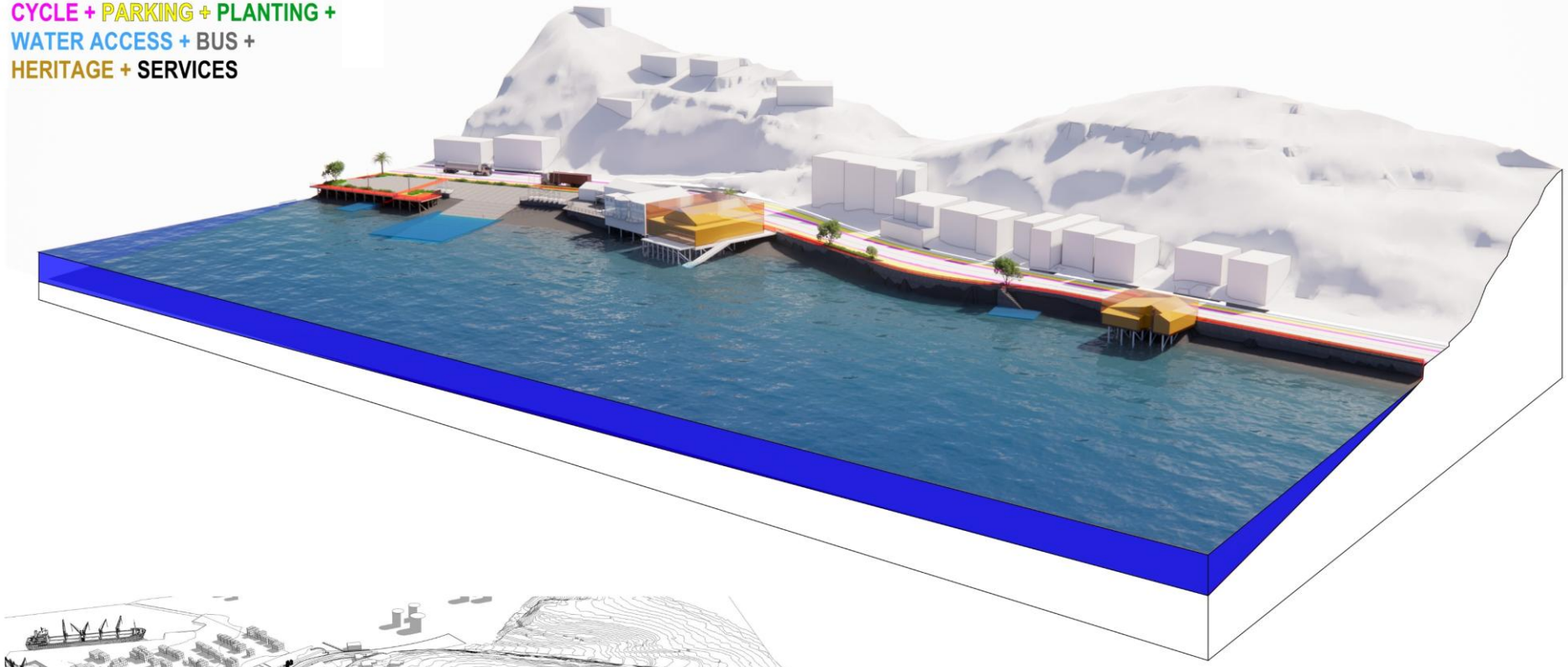


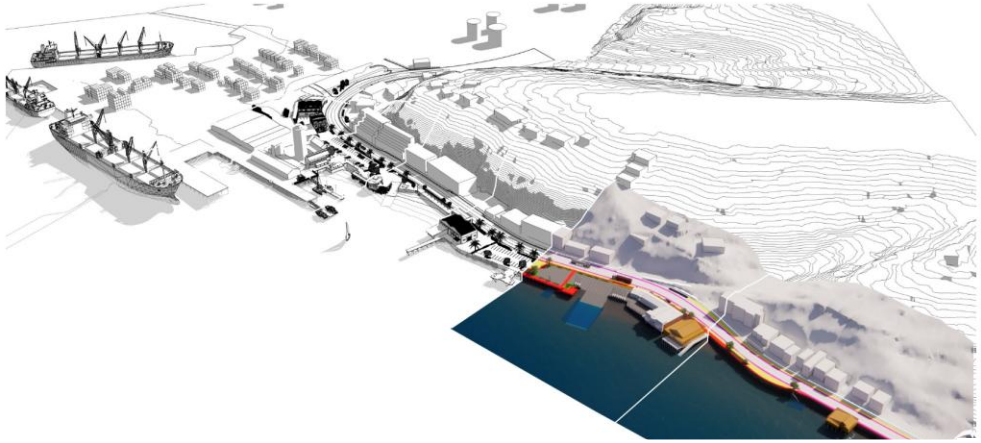


MASTERPLAN

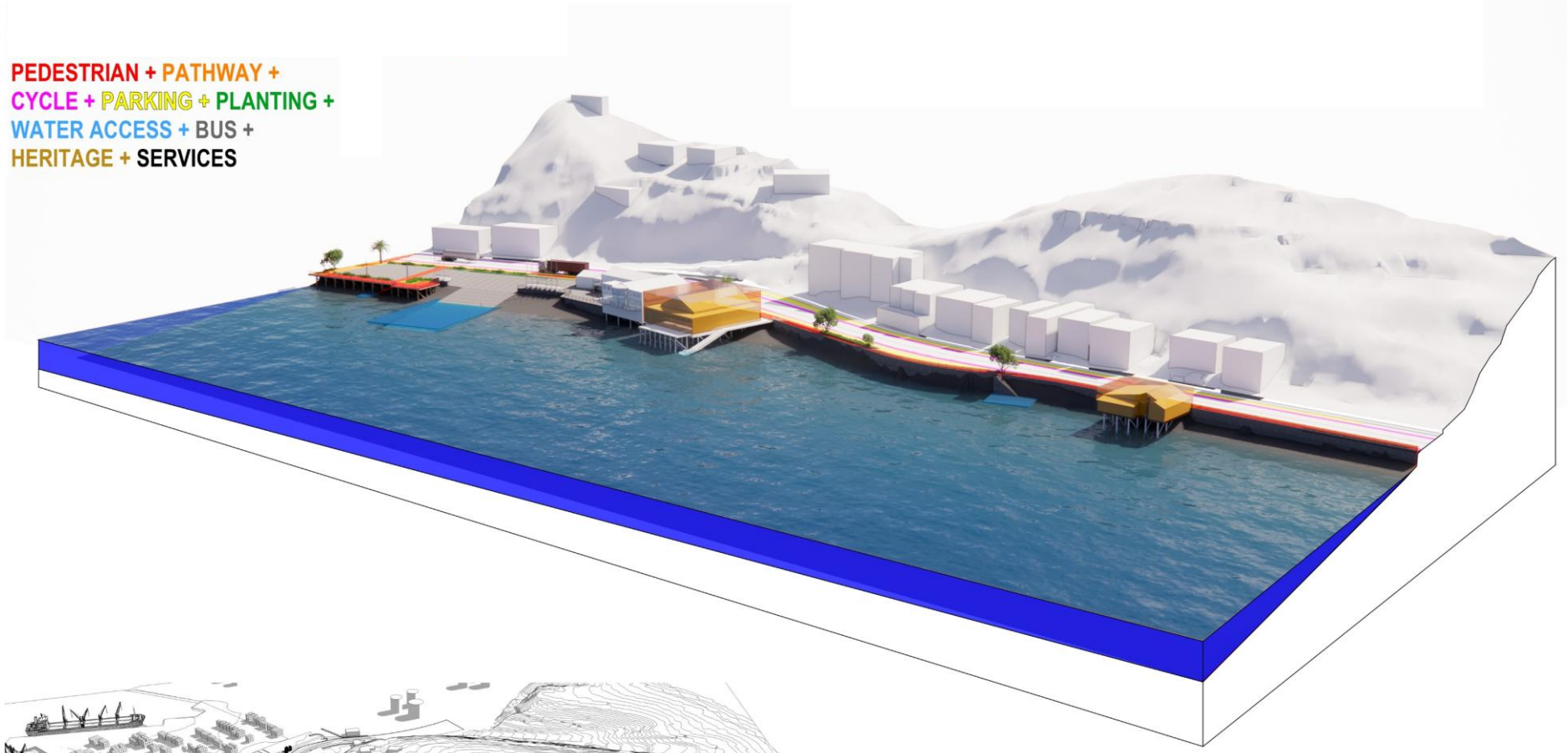
3D Existing Hubs 0 & -1 with Components Highlighted

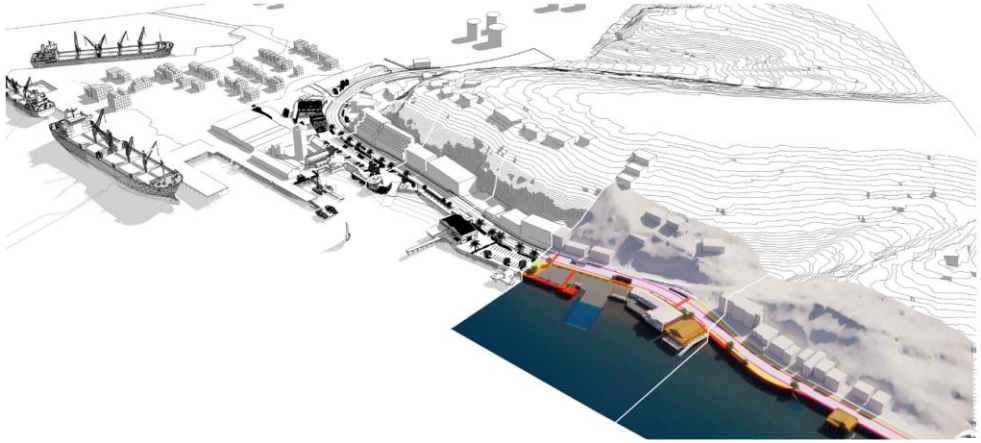
PEDESTRIAN + PATHWAY +
CYCLE + PARKING + PLANTING +
WATER ACCESS + BUS +
HERITAGE + SERVICES





3D Masterplan Hubs 0 & -1 with Components Highlighted





MASTERPLAN

COMPONENTS

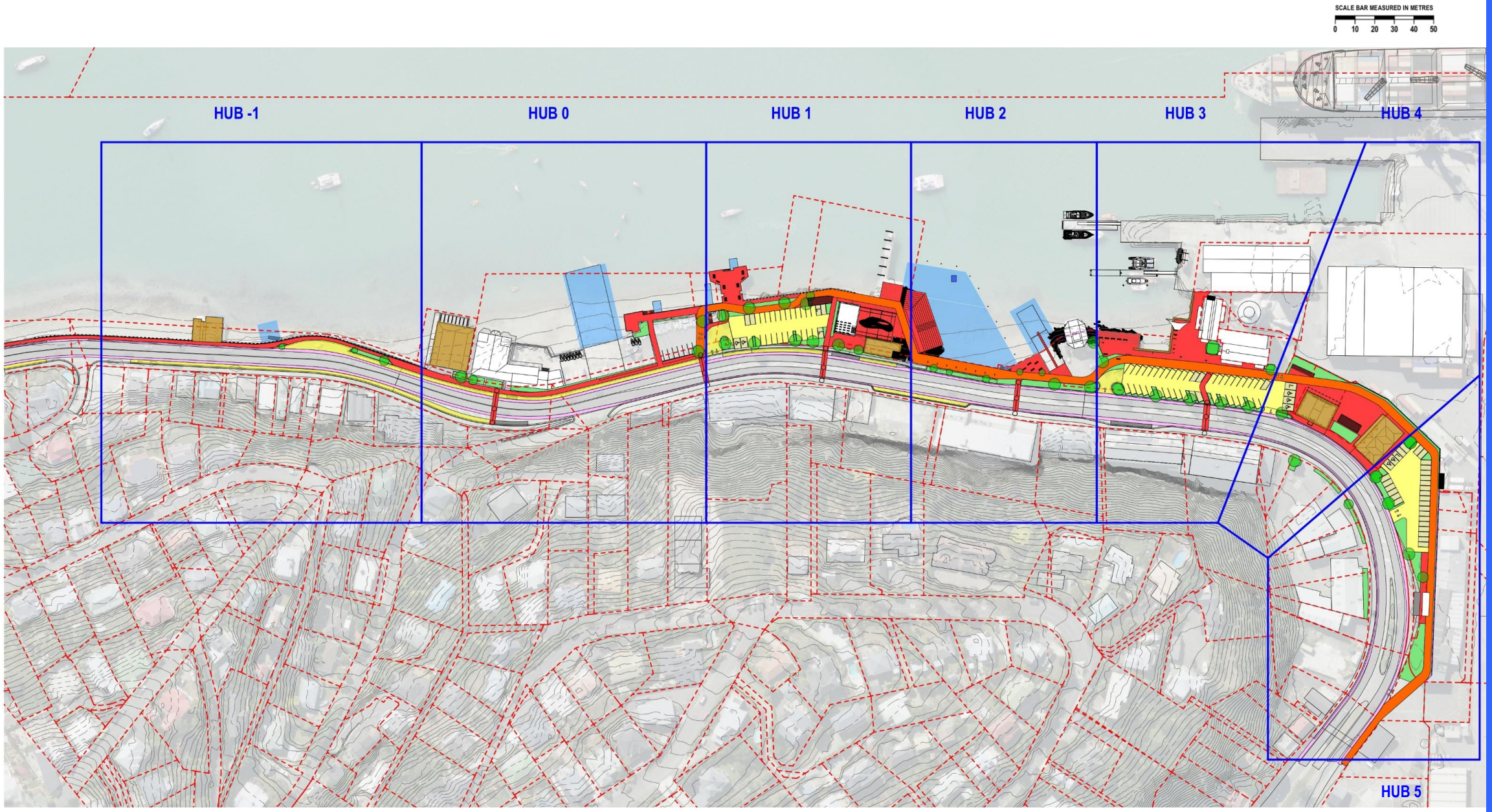
Priority Components

The Haven Waterfront Masterplan Priorities are expanded upon within the Components pages, which group and record detailed information relating to individual Masterplan components. The components are organised using the reference codes set out below, providing a consistent system for identifying and locating information throughout the document, including future development, design direction, and finish requirements.

The Haven Waterfront Masterplan Principles are expanded through Components collating information for;

N	Narrative and Design
P	Public and Plaza Space
S	Shared Pathway
R	Road and Footpath
C	Onsite Car Parking
T	Active Transport
A	Art & Interpretive Panels
L	Planted Landscape
H	Heritage and Buildings
W	Water and Ecology
E	Environment and Resilience
M	Movement and Accessibility
U	Utility Services and Other

Masterplan Priority Components



COMPONENTS

Narrative and Design

Includes design thinking, development of design guidelines, development of artwork for the project and into landscape features.

Recommended Future Design Parameters:

- Consult with Iwi and embed the Design Principles of Tūturu, Tūhono, Tūranga, Matatū into future design of projects within the Masterplan scope.
- Ensure opportunities for celebrating our collective narratives, elements which reflect our collective stories and commitments to embedding culture, history and identity are core elements in the future design work.
- Engage with Toi practitioners (local where applicable) proposed by the local Iwi.
- Retain existing maritime references while rebalancing the narrative to portray Māori history, cultural presence and identity.

Recommended Finishes:

- Robust, salt spray resistant finishes, coloured concrete is noted to fade and therefore not recommended.
- Slip resistant finishes at grade and limited use of timber due to maintenance and deterioration of the material.
- Vapour blasted concrete finishes only where there is low likelihood of removal for services access or near future alterations.
- Potential to investigate formed concrete patterns/images with seaside concrete works including areas likely to be colonised by sea life.

Proposed Features of Narrative and Design:
Proposed features are intended as indicative only, to be revised and extended as Iwi assess and advise on the Haven Waterfront Masterplan, Narrative & Design aspects in more considered detail.

Map Key

N1 Opportunity to name the Shared Pathway

N2 Opportunity for indigenous planting, bolstering habitat for wildlife and interpretation/education.

N3 Opportunity for landscape gateway treatment entering the Haven Waterfront from Nelson City and from Tahunanui.

N4 Opportunity for narrative artwork or interpretive signage along border fence at Port Nelson. The new fencing is over 200m long with options to be on or in front of the fence and in conjunction landscaping and lighting. Works will require retaining Port Nelson security, health and safety fencing specifications.

N5 Opportunity to accentuate/emphasize the initial water encounter for pedestrians and cyclists travelling from Nelson City.

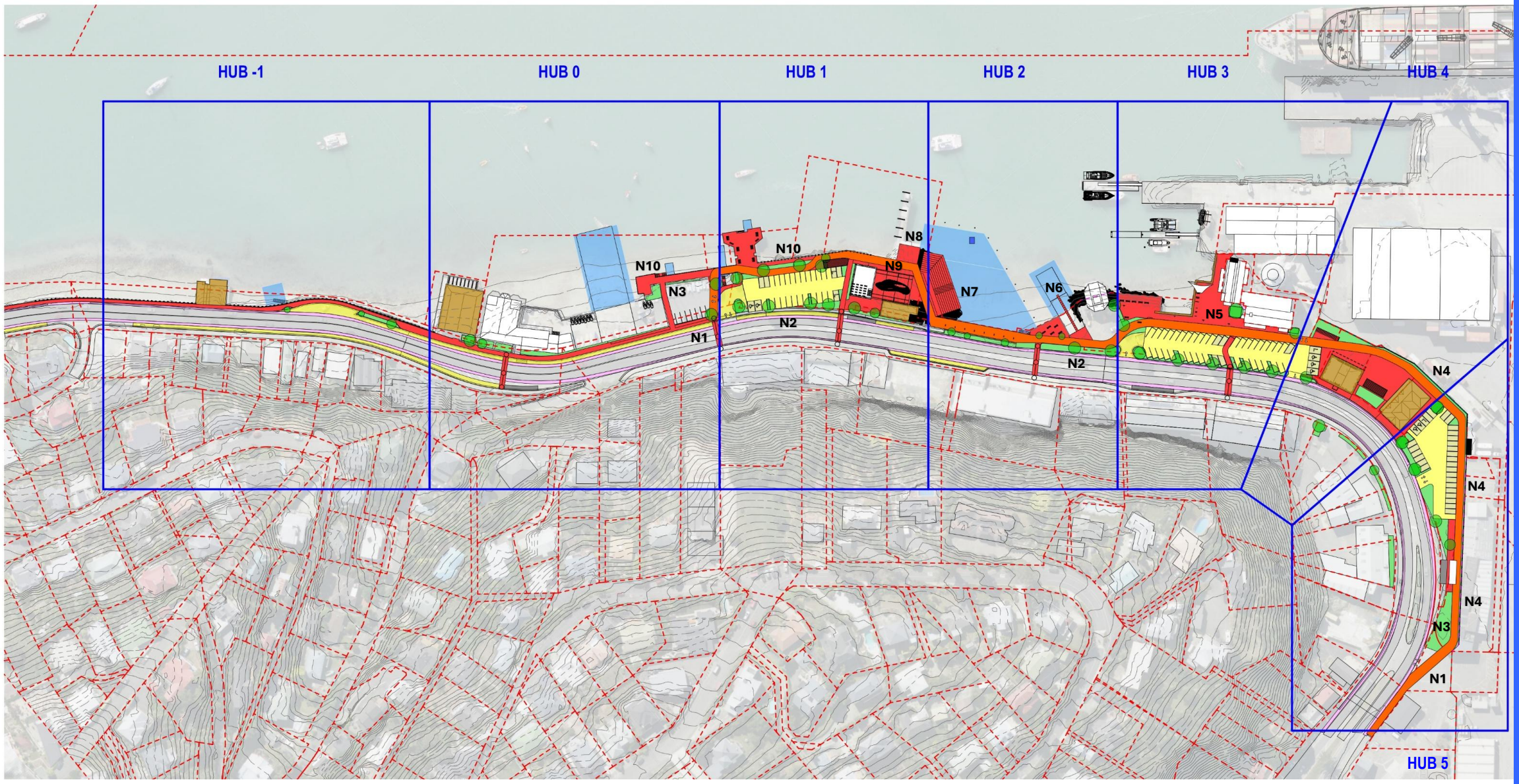
N6 Opportunity to accentuate/emphasize access points to the water and beach, including at the reworked boat ramp for launching non-powered vessels.

N7 Opportunity to accentuate/emphasize access points to the water and beach at the new steps into the sea.

N8 Opportunity for interpretive, narrative, and ecological storytelling associated with the viewing area overlooking Motu Mānuka/Hualashore Island, Te Tai-o-Aorere/Tasman Bay, Te Taero a Kereopa/the Boulder Bank, Urenui/Fifeshire Rock and the decommissioned wharf habitat.

N9 Opportunity for embedded or suspended artwork/sculpture at the key public space under a verandah roof.

N10 Opportunity to update the interpretive panel on the mountain range and potentially develop further narrative on sailing navigation and types of waka adjacent the sailing club.


SCALE BAR MEASURED IN METRES
0 10 20 30 40 50
HUB -1
HUB 0
HUB 1
HUB 2
HUB 3
HUB 4
HUB 5
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N4
N5
N6
N7
N8
N9
N10

P

COMPONENTS

Public and Plaza Space

Map Key

Includes pedestrian areas for slow movement/staying activities, excludes Shared Pathway. A key part of the masterplan is creating more places to stop and enjoy the waterfront area.

Recommended Future Design Parameters:

- Provide a physical (for example a change in material) and visual separation from Shared Pathway to the Public Spaces & Plazas
- Lighting designed for comfortable use and flexible for event lighting, while limiting overspill into ecological areas.
- Retain and revitalise existing public & plaza spaces.
- Retain separation between fishing activity and food venues.
- All grades/crossfall to be accessible/mobility compliant
- Consider climate change scenarios and raising the public and plaza spaces in areas subject to inundation and wave action as well as to improve accessibility into heritage buildings.
- Consider needs of future events and activations:
  - ability to connect and support event lighting, sound, media
  - secure areas and security cameras
  - potential licenced areas
  - potential for water and sink access to encourage re-usable containers and recycling
  - mitigating wind and providing shaded areas.
  - green room/storage/holding spaces
  - access to toilet facilities
  - investigate global resource consent availability for typical events in specific locations

Recommended Finishes:

- Maintain consistency to a design palette recognisable to the Haven Waterfront.
- Public Spaces & Plazas to be visually distinct from the Shared Pathway.
- Incorporate Narrative & Design where identified/selected.
- Avoid using timber for decking and railings as these require ongoing maintenance and more frequent renewal cycles.
- Seating to include backs, armrests and heel recess space to encourage use by all ages. Ends of furniture to be detectable by cane. Investigate options for natural stone at sitting steps and adjacent swimming areas. Timber seating with replaceable boards in other areas.
- Utilize trafficable, slip resistant, lower emissions, reinforced concrete for durability/ safety.
- Include slip resistant pathway markings, tactile paving bands/raised convex lines between lanes/speed bulges to aid accessibility and the visually impaired. Include kerb/wheel stop separations from carparking and landscape areas.
- Permeation strips, draining to raingardens or other storm water retention into natural systems is advised to reduce the quantity of stormwater runoff and improve water quality dispersing into the sea.
- Avoid permeable asphalt solutions which NCC notes can fail once dust and dirt accumulate.

Proposed Features of New Public and Plaza Space;

P1 New Public Space at bus stop

- Requires new sealed surface, public seating and lighting and connection to new bus shelter

P2 New Public Space between Custom House and Anchor House

- To support commercial use of buildings.
- Potential for the space to be utilised as a stage for performing arts or a local market space.

P3 New Swimming Steps

- New large scale slip resistant steps to the water, including a broad landing at top with clear definition of edge condition/level change. Overall design to include smaller access steps and handrails.
- Large rock landscape edges on sides of structure to transition into the existing cobblestone beach.

P4 New Covered Public Space at NCC Electricity Building

- Creates a new publicly accessible external area beneath the NCC Electricity Building roof structure.
- Retains the existing building footprint to maintain the consented lease area while supporting the conservation and adaptive reuse of the heritage building.
- The refurbished and raised public space will provide direct connections to potential commercial tenancies, changing facilities, and public toilets.
- Incorporates public seating, balustrades, feature and ambience lighting to enhance amenity, safety, and accessibility.
- Provides a direct connection to the proposed relocated bus stop and surrounding pedestrian network.
- Supports a range of commercial opportunities, including hospitality, standalone retail premises, and water-based or swimming-related businesses.
- Offers potential for events, functions, and hospitality activities within the NCC Electricity Building, including the potential for a liquor licence area.

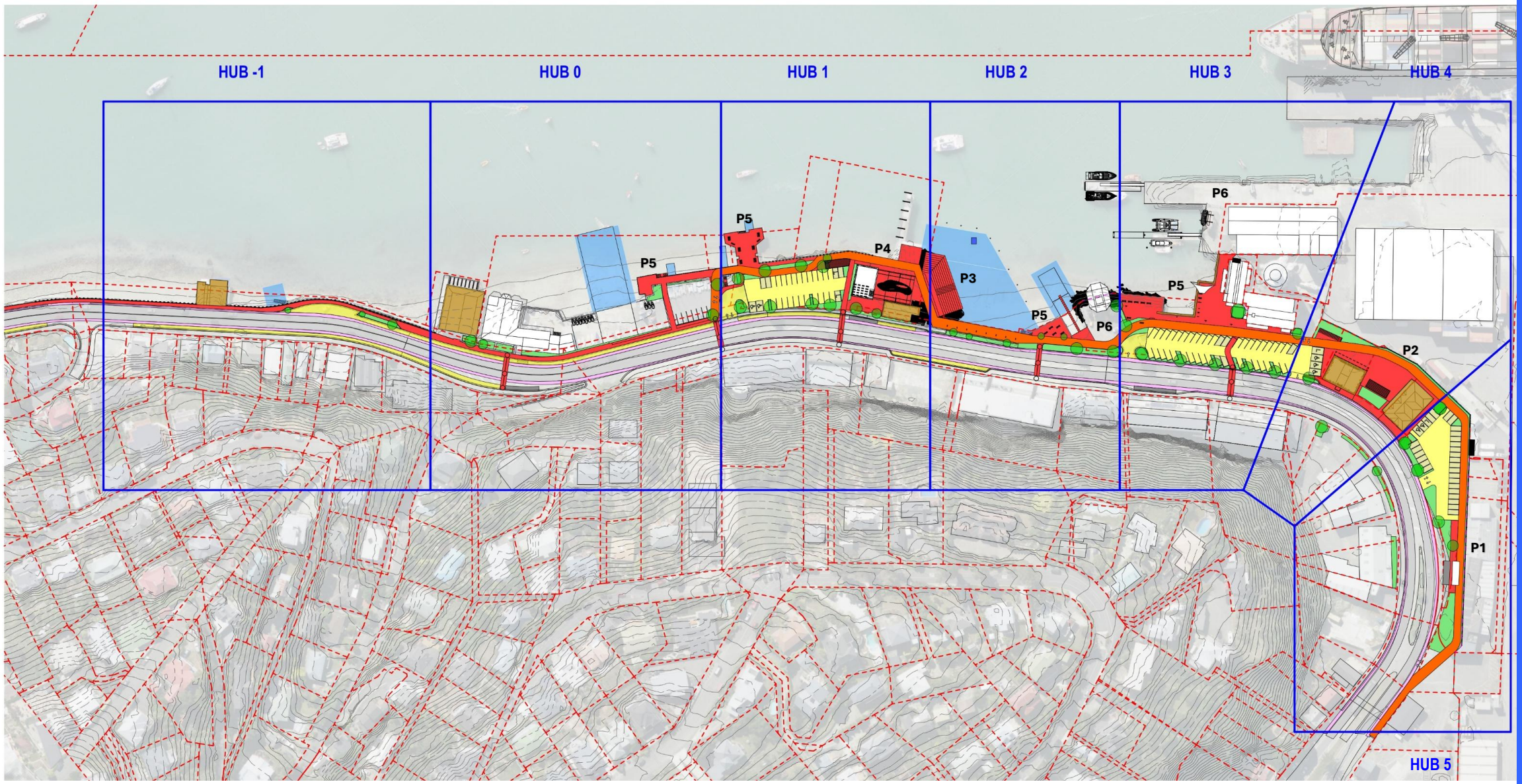
P5 Existing Public Spaces and Plazas:

- To remain with maintenance and renewal work as required.

P6 Long-Term Public Realm Opportunities

- Future public space opportunities will require collaboration with landowners, tenants, and operational stakeholders, including:
- The area adjacent to the Sealord Maritime Rescue Centre presents a potential opportunity for future public space expansion. Realisation of this opportunity would be dependent on future changes to building occupants and careful consideration of the adjacent boat ramp, which currently acts as boat access for the Surf Life Saving Club to support the coast guard.
- Shed 1 and the adjoining wharf are currently Port-operated facilities. Subject to future collaboration with the Port and other stakeholders, these areas may provide opportunities to transition towards a more publicly accessible and active waterfront environment, with a hospitality offer in the area.

Masterplan Public and Plaza Space



P COMPONENTS

S

COMPONENTS

Shared Pathway

Includes new/widened shared pedestrian and slow moving bike pathway which extends from Collins Street to the Nelson Yacht Club carpark. Further extension of the pathway is constrained by the existing narrow corridor which requires significant funding and impact to local areas/buildings to widen it. At Custom House the Shared Pathway is proposed to traverse to the north of the building on Port Nelson Land. This avoids a pinch point on the south side of Custom House and Anchor buildings where SH6 is dominant. Resolution of a potential land acquisition for NCC is critical to this section's function.

Recommended Future Design Parameters:

- Create links to new and existing public spaces.
- Shared pathway to be visually distinct from the public space and onsite car parking finishes.
- All grades/crossfall to be accessible/mobility compliant and generally around 4m width. Include visual signage/markings to clarify the use of the shared pathway.
- Include excellent and controlled lighting and security cameras in key locations
- Connect to bike, bus shelters and pedestrian crossing points.
- New balustrading to be developed for the precinct, design to investigate safety and robust solutions in a saltwater public realm environment.
- Consider climate change scenarios and raising the shared pathway in areas subject to inundation and wave action as well as to improve accessibility into heritage buildings.

Recommended Finishes:

- Maintain consistency to a design palette recognisable to the Haven Waterfront.
- Shared Pathway to be visibly different from the public space and onsite carparking finishes.
- Incorporate narrative & design where identified/selected.
- Avoid using timber for pathways and railings as they require ongoing maintenance and more frequent renewal cycles.
- Seating to include backs, armrests and heel recess space to encourage use by all ages. Ends of furniture to be detectable by cane.
- Utilize trafficable, slip resistant, lower emissions, reinforced concrete for durability/ safety.
- Include slip resistant pathway markings, tactile paving bands/raised convex lines between lanes/speed bulges to aid accessibility and the visually impaired. Include kerb/wheelstop separations from carparking and landscape areas.
- Permeation strips, draining to raingardens or other storm water retention into natural systems is advised to reduce the quantity of stormwater runoff and improve water quality dispersing into the sea.
- Avoid permeable asphalt solutions which NCC notes can fail once dust and dirt accumulate.

Map Key

Features of Shared Pathway

S1 **New Shared Pathway connection to existing footpath and pathway across Collins Street.**
- Requires liaison with NZOSL and NZTA over resolution to truck turning.

S2 **New Shared Pathway behind new Onsite Carparking at Hub 5 and behind Custom House and the Anchor Building.**
- Requires land purchase / exchange with Port.
- Requires verifying with NCC/ Port Nelson existing/relocated/new location of existing emergency gate to the back of the new carpark area.
- Requires relocating Port's fencing if installed before land sale completed.
- Requires removal of the non-heritage extension buildings behind the Anchor Building.
- Raised pathway to reduce flood risk and improve accessibility into heritage buildings.
- Consider viewing points through Ports fence into the Port area.

S3 **New Shared Pathway past existing commercial tenancies and access ways.**
- Requires leaving a sealed surface space between the Shared Pathway and commercial tenancies, including the Guyton's Building and Styxx.

S4 **Widen the existing pathway at the Sealord Marine Rescue Centre**
- Requires following the existing pathway adjacent the existing crossing to maintain emergency parking and access to the Maritime Rescue Building and boat ramp.
- Requires the pathway levels allowing emergency parking over the pathway when required.

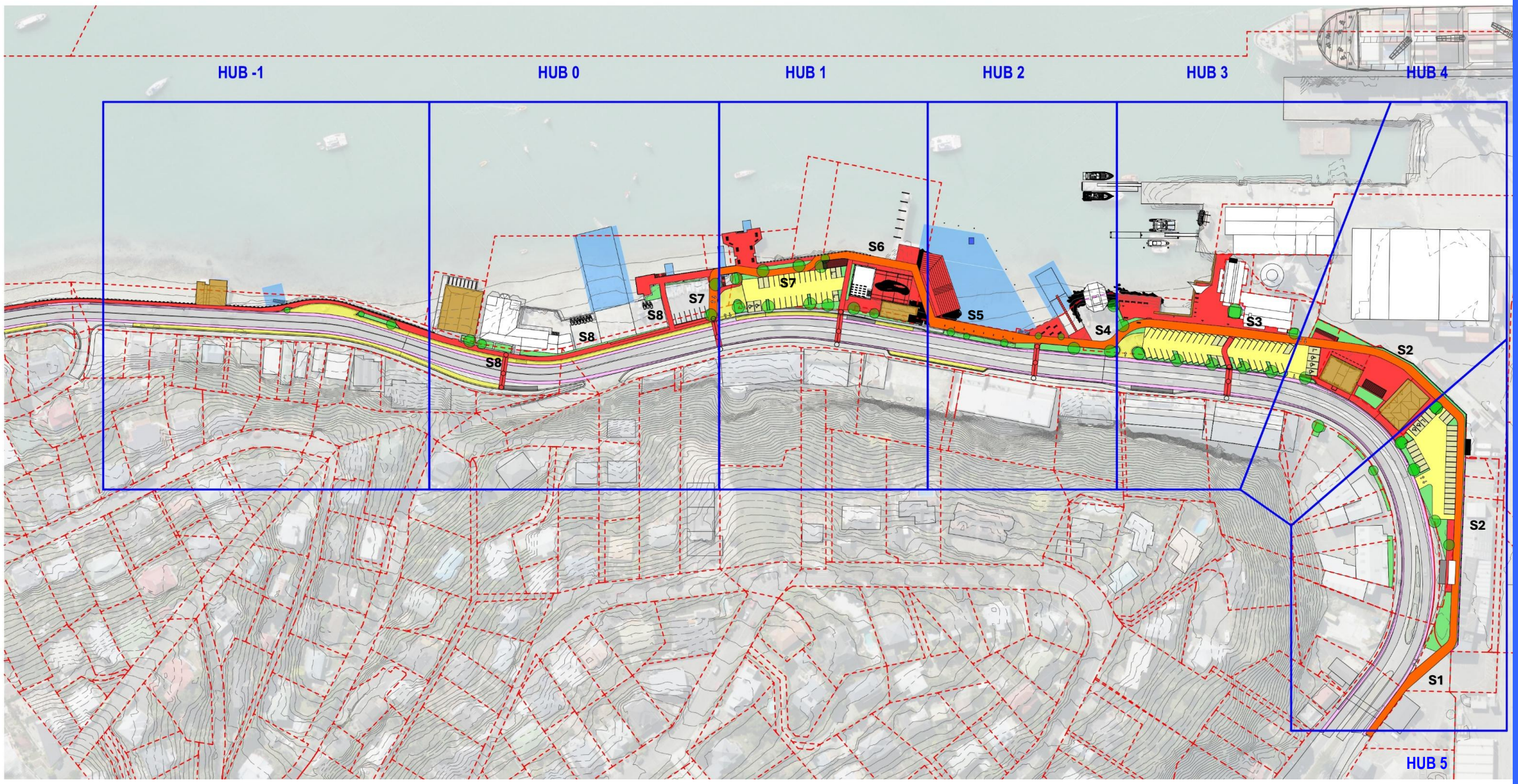
S5 **Extend the existing Wakefield Quay Friendship Boardwalk to the new Electricity Building Public Space.**
- Requires widening the Shared Pathway.
- Requires extending the boardwalk to the Electrical Building public space and enabling view down to the location of the discarded ship's engine at the Northwest corner to the NCC Electricity Building with potential display.
- Requires balustrading and connection to the New Swimming Steps.
- Requires retaining the existing connection to footpath.

S6 **New Shared Pathway around the updated Nelson Electrical Building Public Space.**
- Requires new surfacing and upgraded existing and/or new structure.
- Requires new connections to the new public space wharf area and balustrading.

S7 **New Shared Pathway between existing Planted Landscape and new Hub1 Onsite Carparking.**
- Requires connections to existing public space at wharf and widening and resurfacing shared pathway at existing vehicle crossing to Yacht Club and footpath

S8 **Potential widening and upgrading of Shared Path to through Nelson Yacht Club.**
- Requires collaboration with Nelson Yacht Club and NZTA.

Masterplan Shared Pathway



S COMPONENTS

R

COMPONENTS

Road and Footpath

Area includes SH6 traffic lanes, on-road commuter bike lanes, footpaths, kerb crossings and pedestrian refuge crossings. Works in this area are limited as the area is NZTA highway designation.

Recommended Future Design Parameters:

- Consult with NZTA over any work proposed within the roading corridor.
- Align future works where possible with NZTA works to reduce disruption in the area. Resurfacing works are planned in the short term for the area to the South of NCC Electricity Building and to the North in the medium term.
- Generally retain the existing SH6 traffic lanes, on street bike lanes, footpaths, pedestrian refuges, kerbs, stormwater assets, lighting, road marking, signage and services provisions.
- Remove the existing vehicle crossing between Anchor Building and Custom House which NZTA suggested to close due to safety concerns. Reroute the existing stormwater which currently flows from the traffic lanes over the footpath to drain to at sump at the kerb.
- SH6 surface adjacent the existing phoenix palms is uneven. Consult and coordinate with NZTA on works in the active root zone and for potential tree succession planning and renewal planting design.
- Future climate change scenarios show risk to SH6 of inundation and wave action. Consult with NZTA on potential of raising levels and mitigation in the area as projects develop.

Recommended Finishes:

- Maintain and comply with NZTA surface finish and marking and signage requirements, including crossings, footpaths, on-road bicycle lanes and roadway.
- Potential to create a distinctive Haven Waterfront area character may include changes to items visible from the traffic lanes, NZTA to remain a consulted stakeholder.

Proposed Features of Road and Footpath:

Map Key

R1 **Remove existing footpath at edge of SH6 along new parking area.**
- Note, new Shared Pathway to be developed concurrently on opposite side of carpark.

R2 **Removing existing vehicular crossing and carparking between Anchor and Custom House.**
- Retain existing footpaths at Anchor Building and Custom House, adding new kerb with connection to existing stormwater system.

R3 **New pedestrian refuge**.
- Requires new pram ramps at existing footpath, safety signage, pedestrian refuge structure and railing. Connect into Public Space and Shared Pathway. Road base strengthening may be required as traffic lane alignment is shifted.

R4 **Relocating existing bus stop**
- Locally strengthen road base for additional loading of E-bus.

Existing Road and Footpath extent includes;

R5 **Retaining existing cycle lanes to each side of SH6.**

R6 **Retaining existing vehicle crossings and turning areas.**

R7 **Retain existing pedestrian refuges**

R8 **Relocate carparks where shifted by relocation of bus stop or new pedestrian crossing point.**

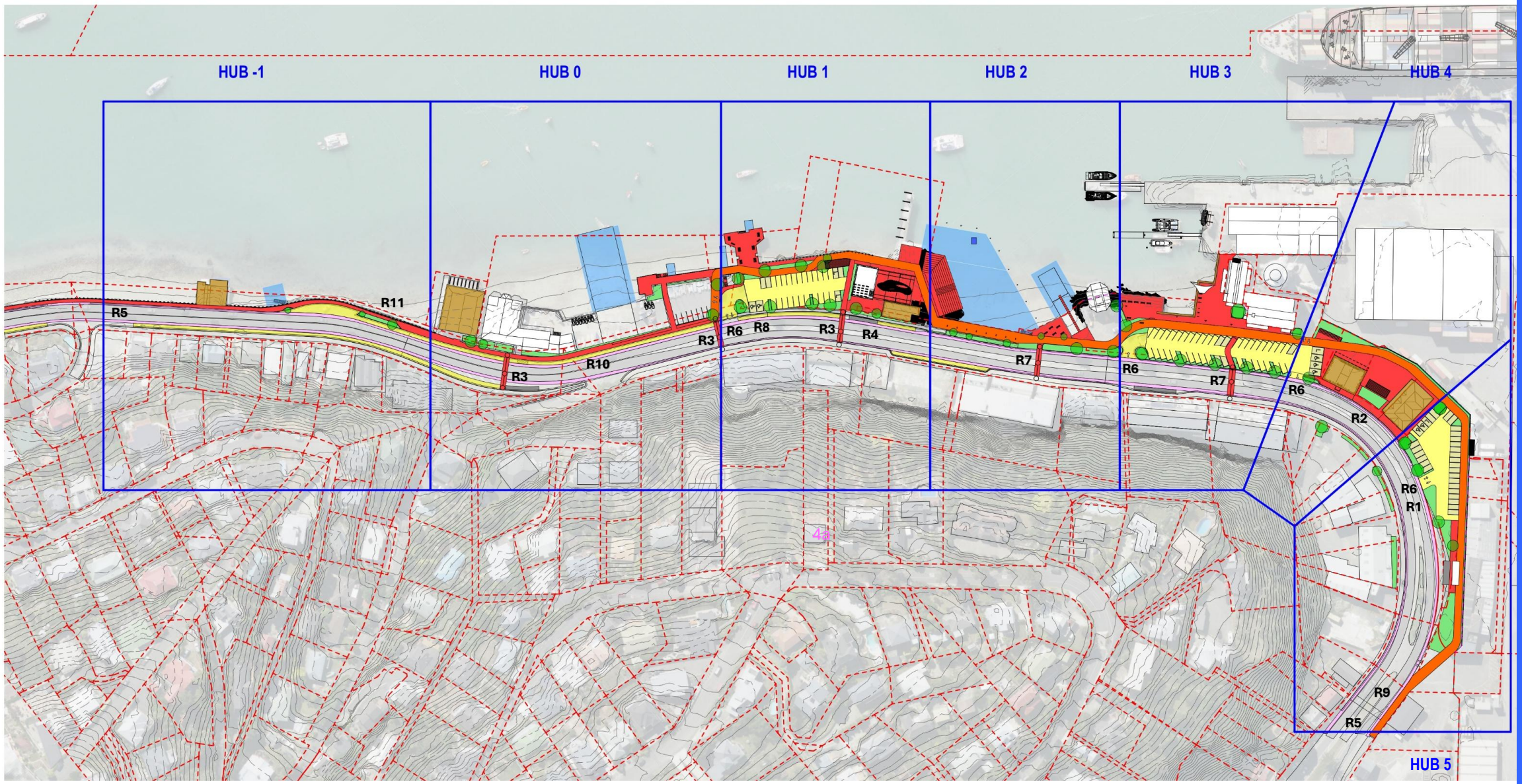
Potential Road and Footpath extent requiring future collaboration includes;

R9 **Potential new pedestrian refuge adjacent Collins Street.**
- Crossing to be considered when pedestrian demand is higher, requires collaboration with NZTA and NZOSL for truck access at Collins Street.

R10 **Potential widening of the existing footpath at Nelson Yacht Club to become extension of Shared Pathway.**
- Requires collaboration with Nelson Yacht Club/operators and NZTA, boundary resolution, relocating / replacing the existing fence, planting and boat winch.

R11 **Potential car parking and loading revisions.**
- Specific changes are not currently proposed; however, the area west of the Nelson Yacht Club through to the Boatshed Café has been identified for potential future review. Although constrained, it remains of interest for potential future improvements to parking provision, accessibility, safety, and user experience.
- Any consideration of changes to parking, loading, pedestrian and cycling arrangements would require detailed investigation of operational requirements, physical constraints, planning considerations, safety, accessibility and transport implications to determine appropriate solutions.

Masterplan Road and Footpath



C

COMPONENTS

Onsite Car Parking

Includes onsite car parking, turning, accessible parking and loading areas. The Onsite Car Parking is a key element for accessibility to the area. It will also support the commercial functions of the area, but not at the detriment of creating a connective Shared Pathway to link the area. Trailer use and parking is discouraged from the public car parking areas due to limited space and NZTA safety concerns with entering onto the highway through this busy and tight corridor. Nelson Yacht Club operations will remain unchanged.

To note Sealord Marine Rescue Centre to maintain plaza area for emergency parking adjacent the Centre building. Parking to be for emergency access only and not to impede upon the Shared Pathway area.

Recommended Future Design Parameters:

- Provide additional onsite carparking with accessible parking and loading zones.
- provide physical and visual separation from onsite carparking to the shared pathway, and public spaces.
- Note that carparks are generally identified at similar scale, orientation, turning circles and clearances to existing but have not been surveyed and designed in full.
- Include wheel stop/kerb and/or bollards to act as separations from public space, shared pathway, footpaths and planted landscape while maintaining accessibility.
- Allow for mobility access to both side and boot area of accessible car parks.
- Lighting, signage and markings to be reviewed and updated with works.
- Retain and generally accommodate the existing stormwater system(s), at new areas drain to raingardens/swales where applicable.
- Prepare for future transport demands by providing conduit loops under paving and power sources where applicable to accommodate future car and bicycle charging within parking areas.

Recommended Finishes:

- Maintain consistency to a design palette recognisable to the Haven Waterfront.
- Onsite car parking to be visibly different from the public space and shared pathway finishes. Tactile paving bands/raised convex lines between lanes/speed bulges can be used to aid accessibility for visually impaired.
- Utilize lower emissions concrete where applicable.
- Ensure markings and surfaces are slip resistant.
- Permeation strips, draining to raingardens or other storm water retention into natural systems is advised to reduce the quantity of stormwater runoff and improve water quality dispersing into the sea.
- Avoid permeable asphalt solutions which NCC notes can fail once dust and dirt accumulate.

Proposed Features of Onsite Car Parking:

Map Key **C1** **New Onsite Car Parking at Hub5**

- Requires formation of new carparking area including connections to the new shared pathway and existing footpath. Provide accessible parks and loading zone to service the Custom House in this area.

C2 **New Onsite Car Parking at Hub3**

- To accommodate the wider shared pathway to the north of C2 the carpark needs to be relocated further south, the existing footpath adjacent the phoenix palms to be removed and car parking bays to work around the phoenix palms.
- Retain the existing vehicular access to the rear of Guyton's and Styx buildings with an improved pedestrian priority crossing at the shared pathway. No proposed changes to servicing area at rear of Guytons and Styx buildings.
- Provide accessible parks and loading zone to service the Anchor Building and existing commercial tenancies.
- Provide mobility access between onsite carparking and public spaces, the shared pathway and footpath to the front of Anchor Building.
- Retain and improve the existing pedestrian link through the C2 carpark to the existing pedestrian refuge on SH6.

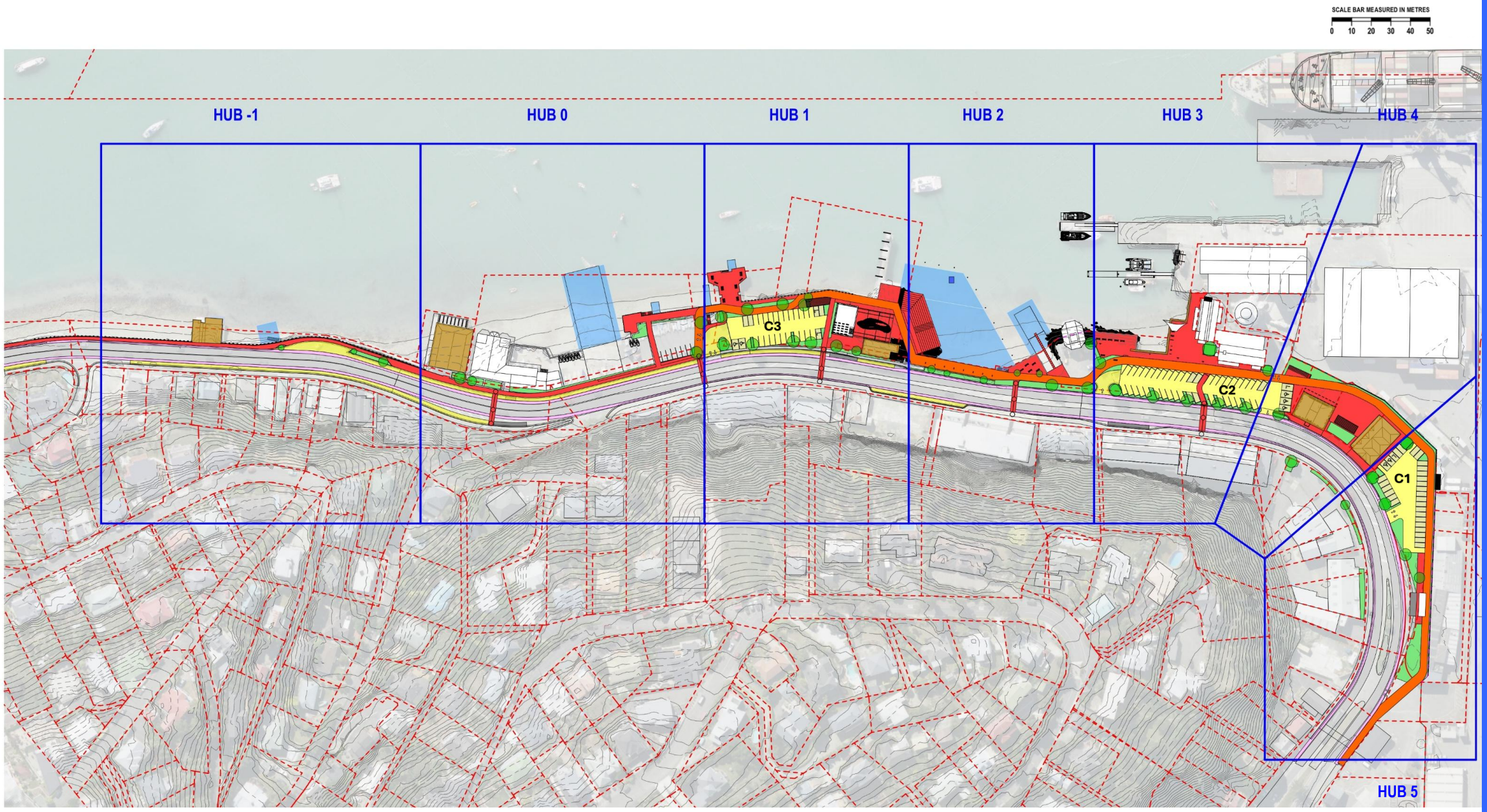
C3 **New Onsite Car Parking at Hub3**

- To accommodate the wider shared pathway on the west side of C3 carpark, the existing carpark needs to be relocated closer to the highway, planting areas and phoenix palms to remain but may be narrower planting beds.
- Additional spaces added to extend towards NCC Electricity building, including accessible parks and loading zone.
- Provide mobility access between onsite carparking , the shared pathway, public spaces, the relocated bus stop, new pedestrian refuge crossing of SH6 and to the footpath at the front of the NCC Electricity Building.

Existing and proposed Onsite Car Parking and On Road Carparking

	Existing	Proposed
Hub 3	44 Carparks including 2x Accessible Carparks	46 Carparks including 3x Accessible Carparks
Hub 0 & 1	19 Carparks including 1x Accessible Carparks	31 Carparks including 2x Accessible Carparks
Hub -1	7 Angled Carparks	7-14 Angled Carparks including 1x Accessible Carparks
Hub 5		30 Carparks including 2x Accessible Carparks
Total	**70 Car Parks including 3x Accessible Carparks**	**114-121 Car Parks including 7-8 Accessible Carparks +44 - 51 CARPARKS**

Masterplan Onsite Car Parking



C

COMPONENTS

Active Transport

Includes Bus, Bicycle transport connections and shelters.

Recommended Future Design Parameters:

- Generally retain and extend existing active transport facilities.
- Generally retain and extend existing shelters/bike parks/lighting/marking
- /signage/services provisions.
- Consider bus stop and bicycle shelters to have a design recogniseable to the Haven Waterfront.
- Bike parks should incorporate shelter where practicable and be located adjacent the Shared Pathway and close to public and plaza spaces.
- Consider utilizing solar panels to new shelters.

Recommended Finishes:

- Bike park and Bus Stop areas should be sealed and visibly differentiate from the Shared Pathway finishes
- Maintain consistency to existing finishes and establish a design palette recogniseable to the Haven Waterfront.
- Incorporate Narrative and Design where identified/selected.
- Utilize trafficable, slip resistant reinforced concrete for durability/ safety.
- Utilize lower emissions concrete.
- Include some permeability where sealed thru permeation strips or similar.
- Avoid permeable asphalt which NCC notes can fail once dust and dirt accumulates.
- Include slip resistant markings.

Proposed Features of Active Transport:

Map Key

T1 **New / Altered Active Transport extent Bus Stop and Shelter at Hub 5.**

- Retain and alter existing bus stop adjacent Collins Street to include new Bus Shelter.
- Requires connections to new public and plaza space and new shared pathway.
- Requires liaison with Ports and NZTA over resolution to truck turning.
- Requires connections to new public space and new shared pathway.

T2 **New / Altered Active Transport extent Bike Park and Shelter.**

- Requires new shelter and lockable bike parks where buildings removed behind the Anchor Building.

T3 **New / Altered Active Transport extent new Bus Stop at Nelson Electricity Building Public Space.**

- Requires relocating existing bus stop adjacent new Hub 1 public space.
- Requires liaison with NZTA over bus stop location.
- Requires new shelter.
- Requires connections to new public and plaza space and new shared pathway.
- Requires connections to new barriered road crossing.

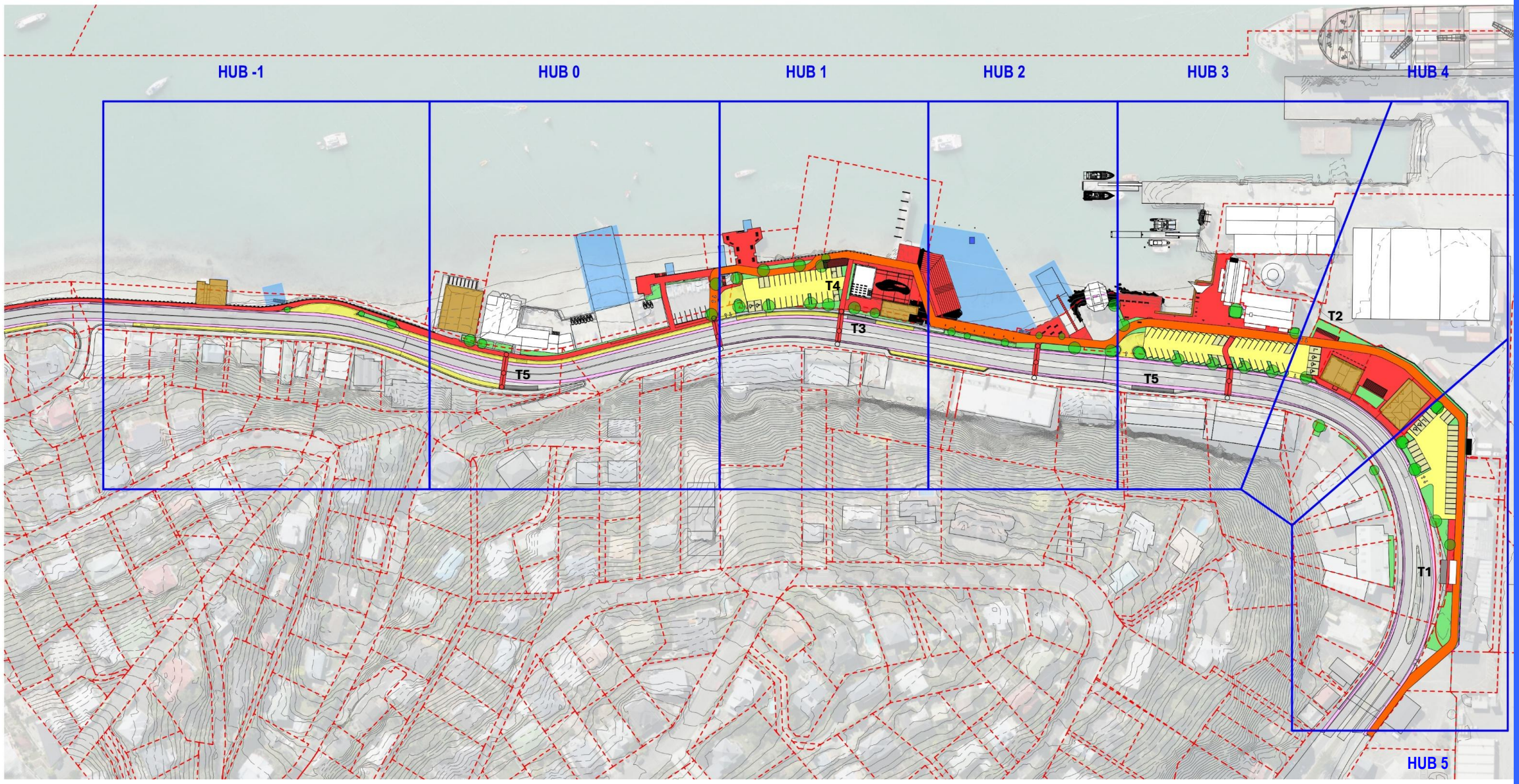
T4 **New / Altered Active Transport extent Bike Park and Shelter at Nelson Electricity Building Public Space.**

- Requires new shelter and lockable bike parks where buildings removed

Existing Active Transport extents include;

T5 **Retaining existing bus stops to opposite side of SH6.**

- Consider new bench seating.


SCALE BAR MEASURED IN METRES
0 10 20 30 40 50
HUB -1
HUB 0
HUB 1
HUB 2
HUB 3
HUB 4
HUB 5
T1
T2
T3
T4
T5
T5

Art & Interpretive Panels

Includes art, sculpture and interpretive panels currently on the site.

Recommended strategy regarding art and interpretive signage:

- Generally retain the existing art, subject to condition, connection to place and culture assessment.
- Where renewal works are underway refurbish existing approved artwork and interpretive panels. Refurbished bases and sign/frame structures to be consistent to the wider Haven Waterfront design palette.
- New artwork and interpretive panels to be consulted on with the Arts and Heritage Team. Typically, this team will lead the procurement and delivery of new artwork. Collaboration with local Iwi and art groups is encouraged through the above team.
- Council has identified an imbalance in cultural representation at this key location. The Masterplan seeks to address this through new artwork and interpretive panels that balance cultural narratives on the site. See potential opportunities for this in the Narrative and Design section.

Recommended character:

- Maintain consistency to existing finishes and establish a design palette recognisable to the Haven Waterfront. Sculptural work may shift away from the palette to present as a juxtaposition in the landscape.
- Incorporate Narrative and Design where identified/selected.
- Public spaces should incorporate engaging and inclusive themes that create a welcoming environment. While a range of narratives may be explored, outcomes should contribute positively to the experience of all users.
- Future artwork and interpretive panel themes should be developed in partnership with the community and iwi. Potential themes include but are not limited to:
- Sea/Ecology
- Balancing of Toi Māori/pakeha representation in the area
- Watercraft and navigation

The art work and interpretive panels listed below require assessment, to note, some such as A4 are on assets held by others.

Map Key

A1 Bathers Storyboard

A2 Boathouse Storyboard

A3 Yacht Club Storyboard

A4 Chorus Box Mural

A5 Cutout Sea Creatures

A6 Neptune Memorial

A7 Cutout Sea Creatures

A8 Seafarers Memorial

A9 Red Duster Heritage Panel

A10 Aotearoa Mural

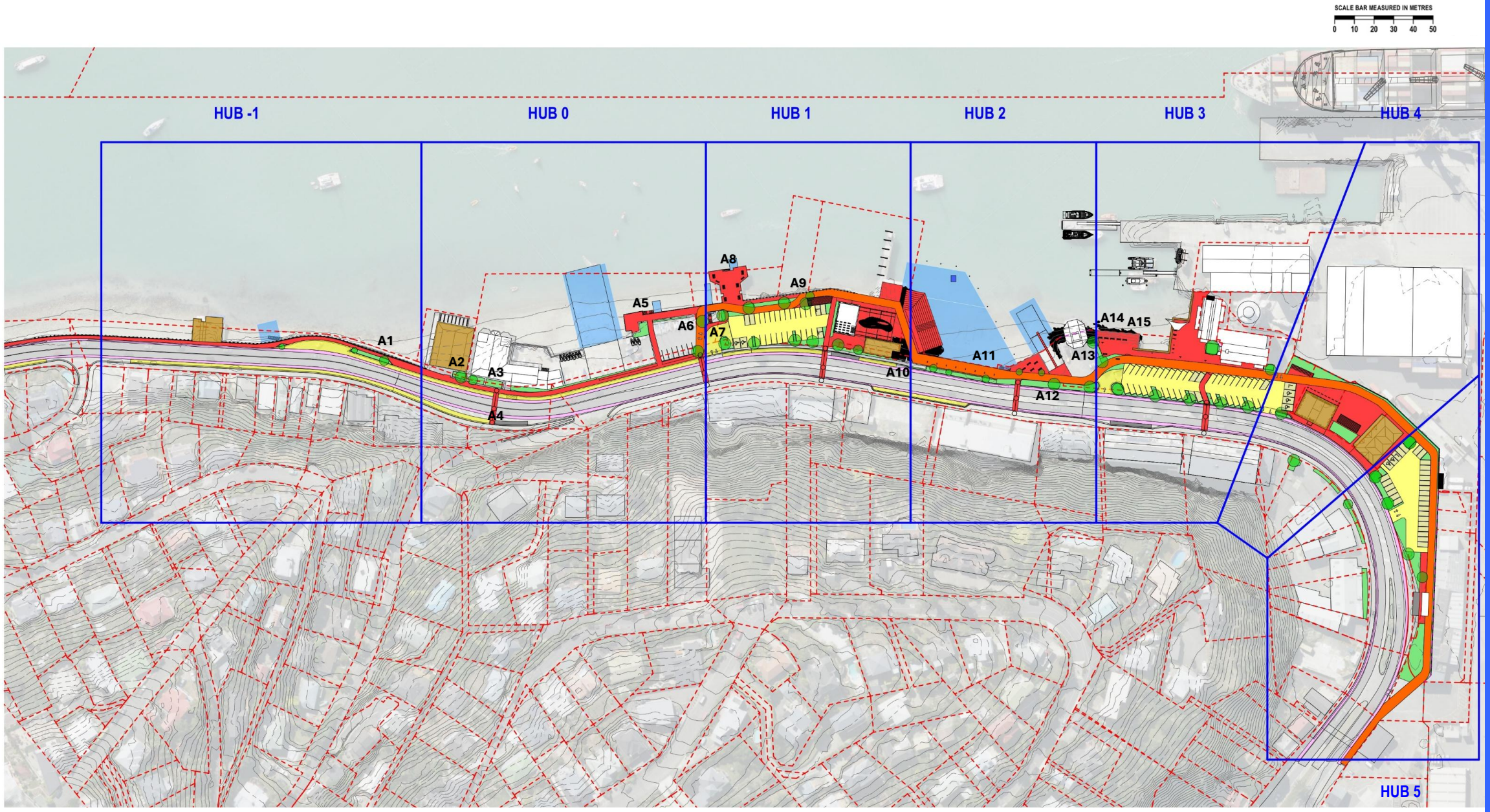
A11 Spyhole

A12 Obelisk

A13 Navigator

A14 Early Settler Statue

A15 Early Ships Memorial Wall


SCALE BAR MEASURED IN METRES
0 10 20 30 40 50
HUB -1
HUB 0
HUB 1
HUB 2
HUB 3
HUB 4
HUB 5
A1
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A14
A15

L

COMPONENTS

Planted Landscape

Includes Planted Landscapes, including trees, plants and planting areas.

Recommended Future Design Parameters:

- Generally retain and extend existing planted landscaping.
- Generally retain and extend existing watering systems/lighting/marking /signage/services provisions.
- Verify existing tree/plant extent with survey, including phoenix palms which are generally to be retained.
- Ensure visibility to pathway and public areas through tree and plant selection.
- Improve canopy coverage where possible.
- Collaborate with NCC Parks to verify the removal/replacement/retaining of all planted landscapes.
- Consider utilizing storm water storage and rain gardens to filter stormwater
- Consider educational opportunities.
- Verify all roadside trees and planting as compliant with NZTA.

Recommended Finishes:

- Be selected to ensure visual transparency to public and plaza space, shared pathway, onsite car parking, active transport areas.
- Maintain consistency to existing finishes and establish a design palette recogniseable to the Haven Waterfront.
- Incorporate narrative and design where identified/selected.
- Express native flora and fauna and extend the indigenous planting found on Haulashore Island and Boulder Bank to the redeveloped shoreline.
- Where suitable, utilize strategic species; putakawa; ngaio; totara; matu manuka. Indigenous iceplant, indigenous muelembecia, atroplex cineorea (salt bush).
- Incorporate narrative and design where identified/selected.

Proposed Features of Planted Landscape:

Map Key

L1 **New / Altered Planted Landscape extent to Bus Stop at Hub 5.**
- Requires retaining existing phoenix palms.
- Requires retaining and extending existing planted landscape.

L2 **New / Altered Planted Landscape extent to new Onsite Car Parking Hub 5.**
- Requires removal / relocation of 1no existing phoenix palm at carpark entry.
- Requires retaining and extending existing planted landscape.
- Requires planting trees that don't obstruct visibility, including to NE side of carparking.

L3 **New Planted Landscape to new Narrative and Design to Port's fence.**
- Requires liaison with Iwi

L4 **New Planted Landscape extent between Anchor Building and Custom House.**
- Requires retaining existing footpath and liasing with NZTA and survey confirmation.

L5 **New / Altered Planted Landscape extent where buildings removed behind Anchor House.**
- Requires accommodating bike parks and shelter.

L6 **New / Altered Planted Landscape extent to new Onsite Carparking Hub 3 and Hub 1.**
- Requires retaining and altering the existing planted landscape to Hub 3 and Hub 1.
- Requires retaining the existing phoenix palms.

L7 **New / Altered Planted Landscape extent to Electrical Building Public Space**
- Requires retaining and alter the existing planted landscape.
- Requires retaining the existing phoenix palms.
- Requires retaining existing footpath and connections to new bus stop and barriered crossing.
- Requires new planting areas to surrounds of Electrical Building and new public space.

L8 **New / Altered Planted Landscape extent to new Shared Pathway / existing Public Space at existing crossing to Yacht Club carpark**
- Requires surveying existing trees in relation to pathway.

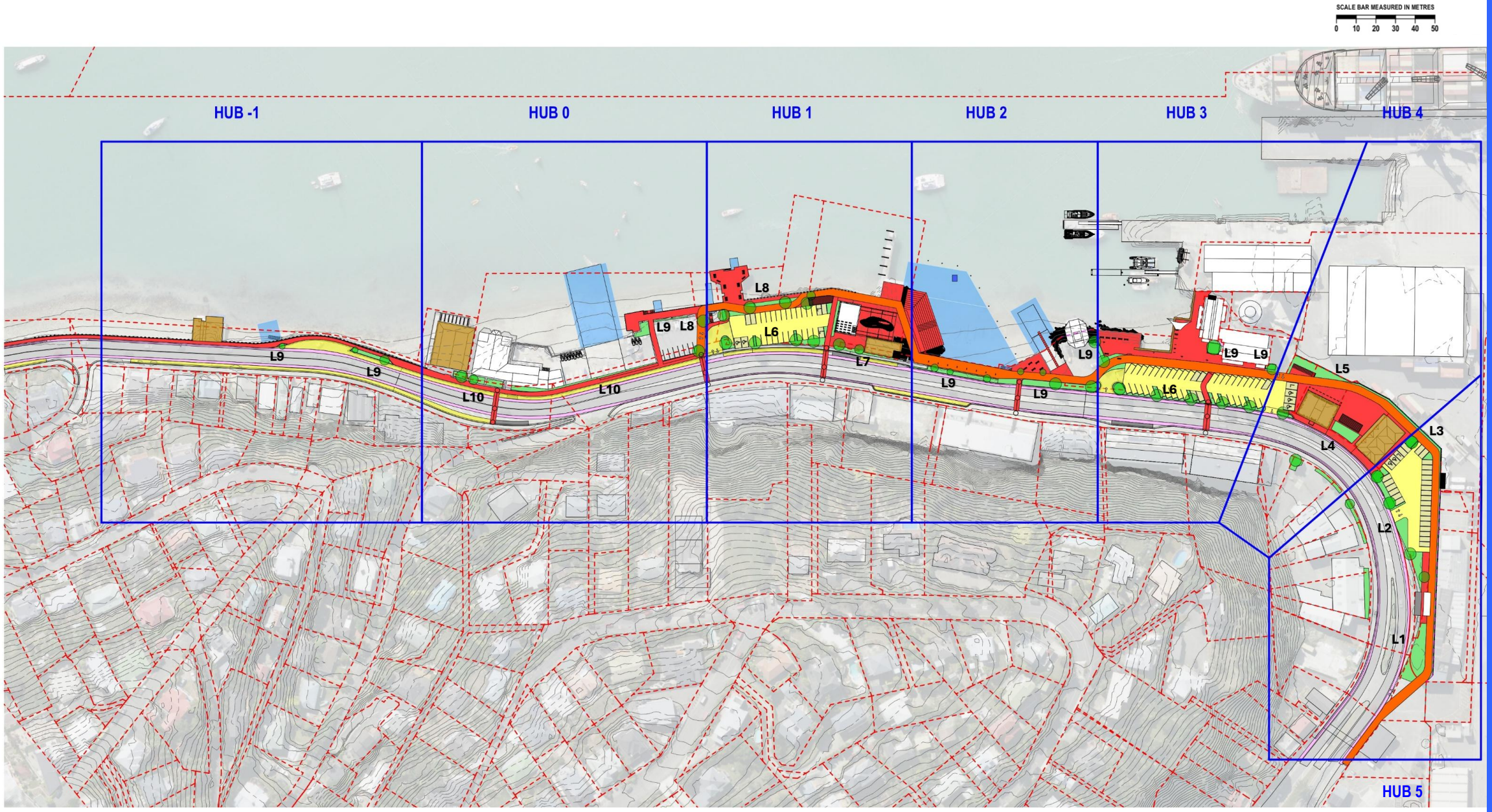
Existing Planted Landscape extent includes;

L9 **Retaining existing Planted Landscape extent.**

Potential Planted Landscape extent requiring future collaboration includes;

L10 **Potential New / Altered Planted Landscape extent adjacent footpath at Boatshed Café / Yacht Club and where Shared Pathway and/or Public Spaces altered.**
- Requires collaboration with owners/operators and NZTA.

Masterplan Planted Landscape



L COMPONENTS

Heritage and Buildings

Includes existing heritage buildings, areas and trees.
Excludes general maintenance and unlisted historic items and interpretive panels.
See Art and Interpretive Panels for detail on interpretive panels.

Recommended Future Design Parameters:

- Consult with Heritage New Zealand and Planning at Council on changes to existing heritage listed items.
- Generally, look to retain the existing NCC owned Custom House, Anchor Building, NCC Electricity Building. Changes to the buildings in both repair work and alterations to support the buildings' new functions are expected and to be consulted upon as they are developed.
- Repairs and alterations are intended to support a range of future tenancy options, including potential hospitality, retail, office, and short-term accommodation uses. Residential and long-term accommodation are not supported under the Nelson Regional Management Plan at this location due to its proximity to the working port and associated noise effects.
- Where Council owned buildings are earthquake prone. Seismically upgrade to no less than minimum seismic regulations or better where feasible.
- Achieving accessible accommodation and facilities on ground floor of renewed buildings.
- Repair and maintain existing buildings, prepare shell and structure of building for tenancy.
- Renewals to incorporate a resilient future proof approach.
- Review and identify existing hazardous materials and building safety and improve or manage.
- At heritage gardens generally retain existing colonnade of Phoenix Palms, succession planning for the trees to include a shift to a non-invasive species, potentially Nikau Palms.

Recommended Finishes:
Maintain consistency to existing finishes and establish a design palette recognisable to the Haven Waterfront.
Be approved via consenting and Heritage New Zealand as required.
Incorporate Narrative and Design where identified/selected.

Proposed Features of Heritage and Building:

Map Key

H1 **Upgrading / Maintaining Custom House ready for tenant(s)**
- Requires meeting NCC Heritage Category A / Heritage NZ Category 2 conditions.
- Potential upgrades to a tenant ready shell are numerous, key items for consideration are listed below.
  - Mobility compliant ground level access.
  - Heavy non-heritage cladding and ground level flooring flatness to be investigated and improved/managed in future works.
  - Upper deck requires structural repairs and safety review to be utilised.
  - Reinstatement works where ancillary buildings removed.

H2 **Upgrading / Maintaining the Anchor Building ready for tenant(s)**
- Requires meeting NCC Heritage Category B / Historic NZ Category 2 conditions.
- Seismically upgrade to no less than minimum seismic regulations or better where feasible.
- Potential upgrades to a tenant ready shell are numerous, key items for consideration are listed below.
  - Mobility compliant ground level access.
  - Reinstatement works where ancillary buildings removed.

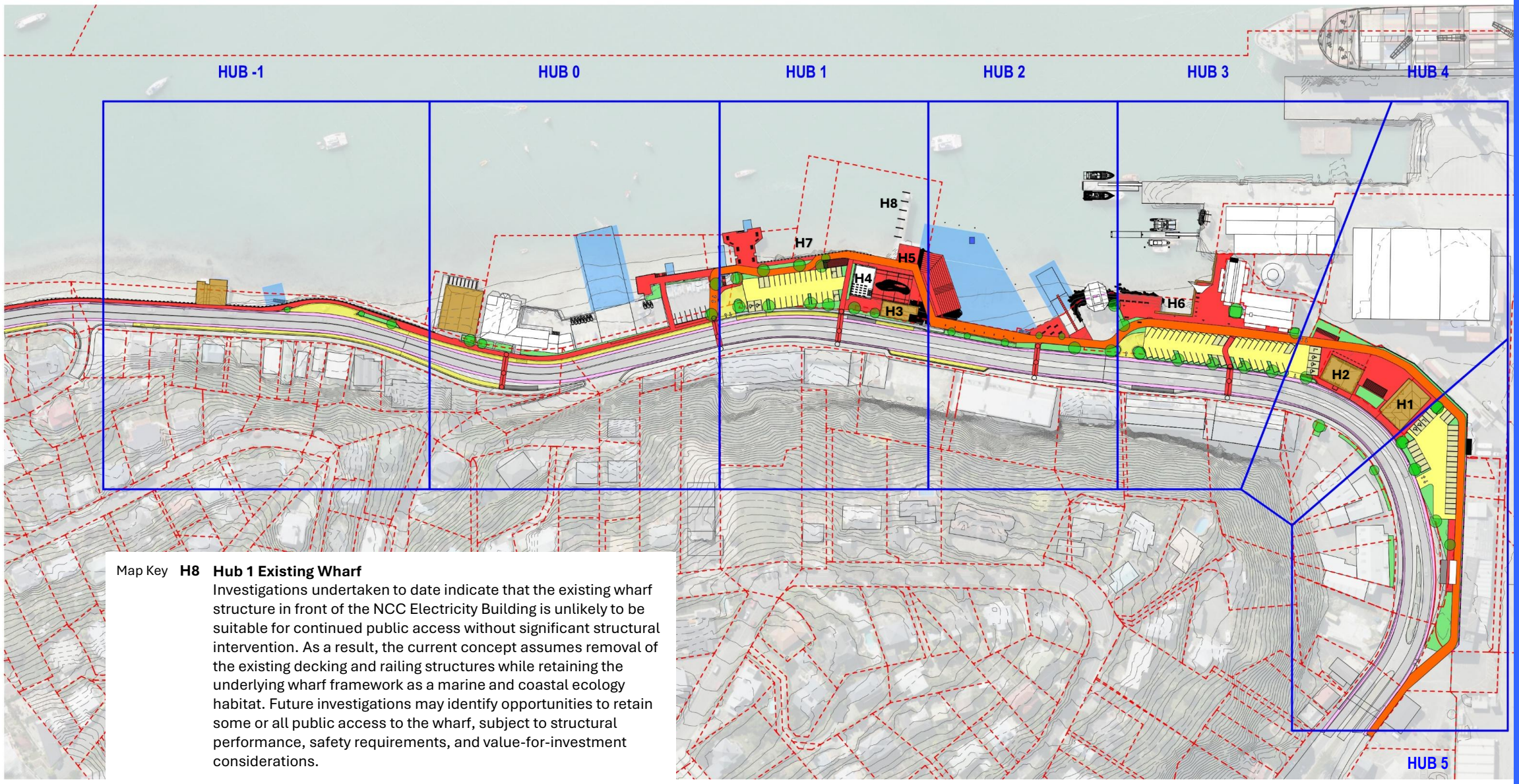
H3 **Upgrading / Maintaining 1922 NCC Electricity Building ready for tenant(s)**
- Requires meeting NCC Heritage Category B / Historic NZ Category requirements.
- Seismically upgrade to no less than minimum seismic regulations or better where feasible.
- Retain the current footprint area of building and wharf for future use.
- To note, the popular 'Aotearoa' mural and existing substation are proposed to be retained.

H4 **Upgrading / Maintaining 1937 Nelson Electricity Building ready for tenant(s)**
- Requires meeting NCC Heritage Category B / Historic NZ Category requirements.
- Seismically upgrade to no less than minimum seismic regulations or better where feasible.
- To note, the proposal retains and adapts much of the land-based portion of the building, with the over-water section deconstructed to create a covered external space that retains the existing heritage roof form with an updated structure.

H5 **Deconstruction /Altering the 1976 Addition to the Nelson Electricity Building**
- Requires retaining/replacing the existing wharf structure and/or slab extents.

H6 **Retaining Existing Sea Wall**
- Repair works require meeting NCC Heritage Category A / Historic NZ Category conditions.

H7 **Retaining Existing Sea Wall**
Repair works require meeting NCC Heritage Category B / Historic NZ Category conditions.



Map Key **H8** **Hub 1 Existing Wharf**

Investigations undertaken to date indicate that the existing wharf structure in front of the NCC Electricity Building is unlikely to be suitable for continued public access without significant structural intervention. As a result, the current concept assumes removal of the existing decking and railing structures while retaining the underlying wharf framework as a marine and coastal ecology habitat. Future investigations may identify opportunities to retain some or all public access to the wharf, subject to structural performance, safety requirements, and value-for-investment considerations.

W

COMPONENTS

Water and Ecology

Includes water access and ecological kiatiakitanga (guardianship and conservation)

Recommended Future Design Parameters:

- Consult with Department of Conservation (DoC) on proposals for the area, Marine area consenting will be required.
- Generally, retain and extend existing public access points to the water.
- The existing wharf located seaward of the NCC Electricity Building has deteriorated to an untrafficable condition. The location is subject to significant swell and high flow currents. It is therefore considered unsuitable for boat mooring. Due to the strong currents, swimming off the wharf may pose a safety risk, particularly for less confident swimmers.
- Formalise the existing swimming area at W1. Continue Land Air Water Aotearoa (LAWA) swim area water testing here.
- Investigate potential manu (jumping from height into water) locations, noting that strong currents, variable depths, wave action, and vessel access requirements limit suitable sites. A proposed floating swimmers' pontoon is a potential location.
- Consult with the Harbour Master and occupants of the Sealord Marine Rescue Building on proposals for swimming areas. Ensure to enable ongoing emergency and day to day safe operation of the access ramp and surrounding area, commercial boat activity, and emergency operations from the Sealord Marine Rescue Centre
- Protect wildlife and support local environment and ecosystems. The following actions to be considered:
    - Provide **kororā (little penguin)** nesting habitat above king tide level, protected from dogs, predators, and human disturbance. Incorporate nesting cavities within rock landscaping, investigate burrow cameras and educational opportunities, and provide barriers where feasible to reduce interactions with SH6 traffic.
    - Improving **underwater ecology** through sediment monitoring to infrastructure with habitat provisions and providing new areas for colonisation. Retrofitting existing piles with habitat-providing cladding (e.g. piling habitat modules); microhabitat wall panels or tiles (e.g. living seawalls); artificial rockpools installed on rock armouring and pebble beaches; artificial reefs on soft sediment seabeds (e.g. sea nest reef modules). To note many of the above habitats can be integrated into the design of renewal works and anchors for proposed swimming area markers.
    - Creating **native coastal vegetation** sequences in landscaped areas for educational and hardy green infrastructure.
    - Potential to improve **nesting and seabird** habitat above water with reutilisation of the deteriorated wharf piles at NCC Electricity building for perches and nesting boxes.
- Consider the following in lighting design: generally, aim for a low level of light spill beyond active Public Spaces, Plazas and Shared Pathway. There is potential to highlight underwater installations with after dusk lighting subject to Marine Consenting.

Recommended Finishes:

- Be selected to ensure visual transparency to existing water and ecology areas.
- Maintain consistency to existing finishes and establish a design palette recogniseable to the Haven Waterfront.
- Incorporate Narrative and Design where identified/selected.
- Utilize trafficable, slip resistant reinforced concrete for durability/ safety.
- Utilize rough surfaces where under water for ecology.
- Utilize suitable marine grade and lower emissions concrete.
- Include some permeability where sealed thru permeation strips or similar.
- Include slip resistant markings and signage.

Proposed Features of Water and Ecology:

Map Key

W1 Formalise Public Swimming Area including Steps into Sea

- New buoy markers to identify the swimming area.
- New pontoon swimming platform, investigate a potential manu platform.
- Remove/make safe existing deteriorated steel boat skids
- Potential to install large rocks around sides and edges of steps as transition areas to cobble beach, to prevent rubbish accrual and discourage access behind step structures.

W2 Alterations to existing wharf

- Recommended to complete a structural review of whether the existing wharf can be cost effectively renewed, including options on future uses.
- Potential to retain piers and remove wharf decking to discourage public access. Then establish perches and nesting boxes on the existing wharf piers.
- Potential to retain piers and retrofit below high tide line with marine habitat inducing materials and structures.

W3 Existing Water and Ecology extent adjacent Marine Rescue Building

- Improve mobility access to water by upgrading the existing public and emergency services access ramp to a non-motorised access only and a potential floating dock with ramp at a lesser pitch. Include pedestrian steps and handrail in concrete ramp or adjacent oversized steps.
- Area at existing large rocks is a potential location for installing coastal vegetation landscape.

W4 Existing heritage sea walls

- Requires retaining the visual access to the existing sea walls.

W5 Existing wildlife habitats

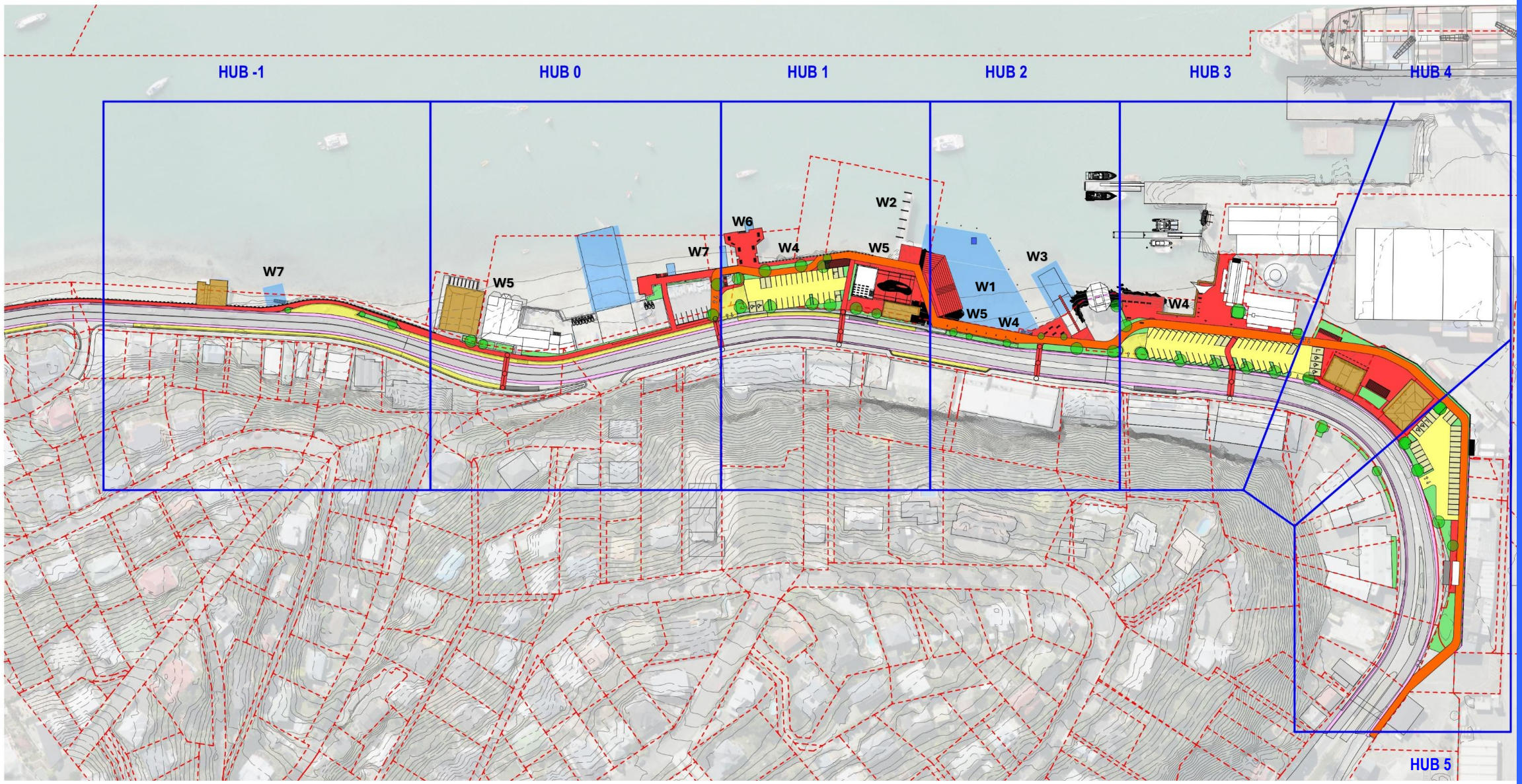
- Avoid disturbance of existing wildlife habitat. Works to be compliant to the Wildlife Act 1953. Retaining/raising above king-tide the existing penguin habitats where feasible, including under the Wakefield Quay Friendship Boardwalk and the Nelson Yacht Club/Boat House buildings and potentially under the NCC Electricity Building.

W6 Existing recreational fishing platforms

- Requires retaining existing public fishing opportunities including Hub 1 Sunderland Pier (Seafarers' Memorial wharf).

W7 Existing steps to the water

- Requires retaining existing access points / steps to the water.


SCALE BAR MEASURED IN METRES
0 10 20 30 40 50
HUB -1
HUB 0
HUB 1
HUB 2
HUB 3
HUB 4
HUB 5
W7
W5
W7
W6
W4
W2
W5
W3
W1
W5
W4
W4

Environment and Resilience

Recommended Council design approach:
The Haven Waterfront Masterplan adopts an integrated resilience approach to ensure the high value waterfront area remains functional and valued in the face of a changing climate. The waterfront's coastal setting is fundamental to its identity and role, providing connections to the sea and harbour, Iwi and Colonial heritage, ecology and recreation. The Masterplan responds proactively to climate-related hazards, including sea-level rise, storm surge, wave action, extreme rainfall, high winds, extreme heat and prolonged dry periods. The impacts of sea-level rise, storm tides and wave action will be managed through adaptive design responses that maintain the long-term functionality of key public spaces, accepting severe storm conditions may render some spaces temporarily unusable but resilient to significant storm damage.

Recommended Measures:
To mitigate inundation:

- Measures may include locally raising site and floor levels and/or the adaptability to raise further in the future, water resilient decking, flood-compatible ground-floor functions and materials capable of withstanding periodic inundation, robust infrastructure and services set where applicable above predicted flood levels, and materials designed for coastal conditions. Opportunities to improve the resilience of existing buildings will also be incorporated as part of ongoing maintenance, adaptation and renewal programmes.

Landscape design:

- The Masterplan promotes water-sensitive urban design to reduce the effects of extreme rainfall and improve stormwater management. Rain gardens, planted areas, rainwater harvesting and reuse systems will assist in slowing, treating and reducing runoff while contributing to improved water quality and amenity outcomes.
- Urban heat impacts will be mitigated through the provision of shade, increased tree canopy cover, climate-responsive landscaping, natural ventilation and the use of materials that reduce heat absorption. These measures will improve comfort and support year-round use of public spaces, walking and cycling connections.
- The Masterplan also responds to the risk of drought and extended dry periods through water-efficient design. Rainwater capture, storage and reuse, drought-tolerant planting, increased soil volumes and resilient coastal species will reduce reliance on potable water supplies while supporting healthy and attractive landscapes.

Design resilient public spaces:

- Consideration of extreme wind conditions will inform building design, landscape treatment, shelter planting and public realm improvements to enhance comfort, safety and usability across the precinct.
- Beyond risk management, resilience is viewed as an opportunity to reinforce the distinct character of the waterfront. Ecological restoration, cultural interpretation, water-sensitive design, low-emissions materials, renewable energy initiatives, active transport connections and carefully integrated lighting will contribute to a sustainable and attractive waterfront environment.

Through planning for change, the Masterplan seeks to protect and enhance the qualities that define The Haven Waterfront, including access to the water, a strong sense of place, public amenity and community wellbeing for future generations.

Building Specific Measures:
As the three buildings Council is renewing are existing structures they may retain their existing floor levels. However, to reduce risk of substantial damage to these structures Council proposes to mitigate the storm inundation effects through the following strategies.

To understand the existing condition and potential inundation per the Medium Scenario SSP2-4.5 (M) see chart below:

Building Name	Existing Ground Level	Existing Floor Level	2080 SSP2-4.5(M) Static \ Wave Runup		Dry level (top of floor)	2130 SSP2-4.5(M) Static \ Wave Runup		Dry level (top of floor)
NCC Electricity	4.17 at garage 4.0 near entry 3.6 footpath at SH6	4.2-4.3m	3.06 m	4.1m	**4.4m**	3.56m	4.5m	**4.8m**
Anchor	Approx 3.16-3.2	Approx 3.5m	3.10 m	3.20m	**3.5m**	3.61m	3.4m	**3.9m**
Custom House	Approx 3.3	Approx 3.5m	3.10 m	n/a	**3.4m**	3.61m	3.15m	**3.9m**

NCC Electricity Building:
Council will improve the inundation resilience of this heritage building with future works. As a highly exposed and valuable location it is recommended to raise the floor level to RL 4.8 m. The commercial tenancies would lift about 600 mm and the changerooms and toilets would lift about 500 mm. The covered plaza will be set at this level and graded down towards the shared pathway, which will then transition back to existing ground levels to the north and south. The works focus on retaining the form of the heritage structure, while providing an adaptive design within the footprint.

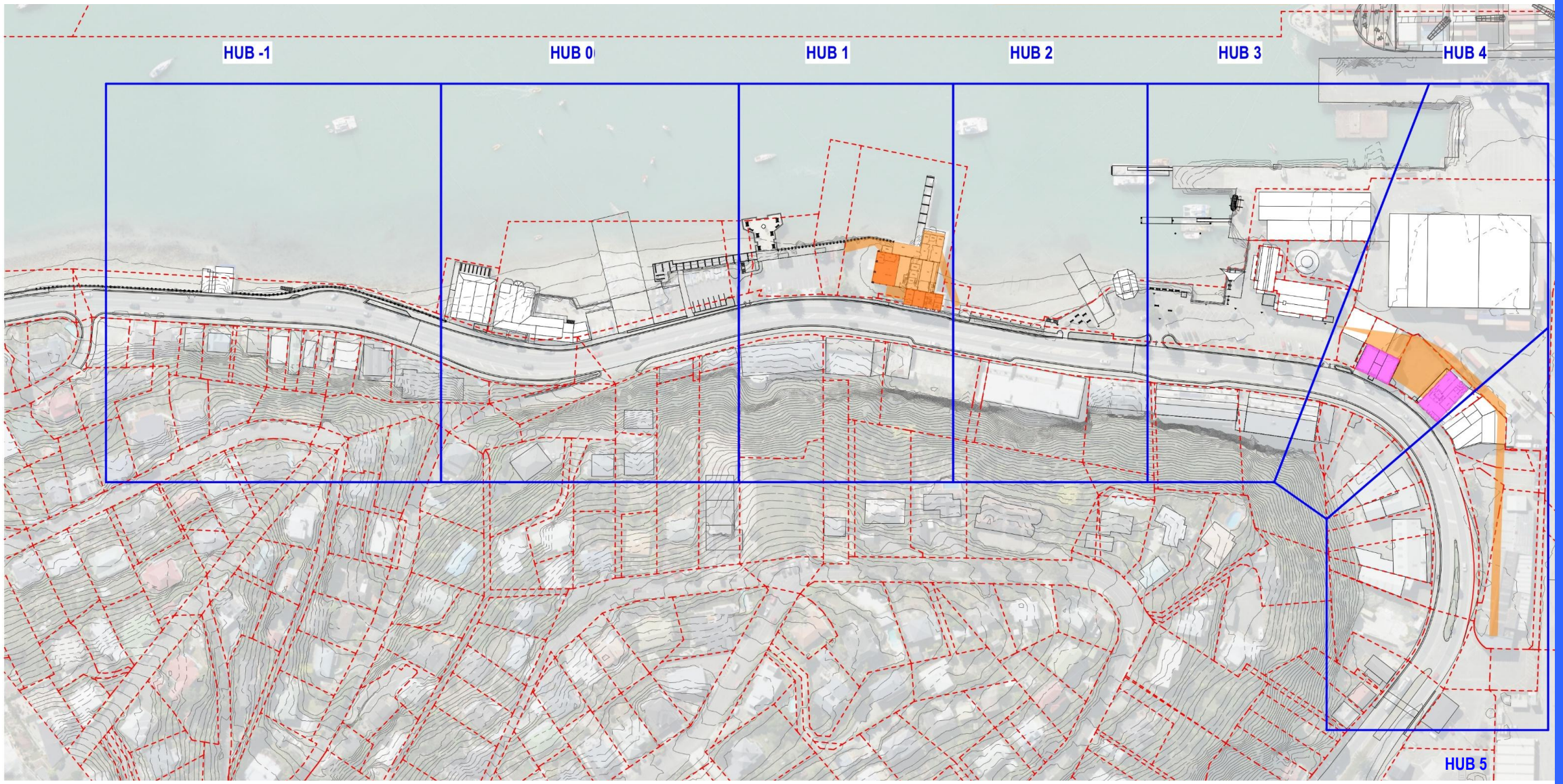
Anchor Building and Custom House
The Anchor Building and the Custom House are heritage buildings. Under the medium climate change scenario, both remain dry over the next 50 years, with potential inundation occurring within 100 years. As flood events are expected to originate primarily from the Port Nelson side, raising the shared pathway and plaza areas between and north of the buildings can mitigate interim flood risk. Custom House could also be elevated in the future, while the heavier construction of the Anchor Building limits this option. In the meantime, renewals can incorporate flood-resilient materials and design to reduce damage during flood events. Overall, renewal of both buildings is considered feasible over the next 50 years, after which inundation risk, adaptation costs, and community support should be reassessed.

Proposed Masterplan Level Changes

Legend

- Existing Floor Level to Remain
- Floor / Site Levels Raised

SCALE BAR MEASURED IN METRES
0 10 20 30 40 50



E COMPONENTS

Movement and Accessibility

Accessibility approach and report to be included into development of future design.

Requires levels to be confirmed by survey.

Recommended Future Design Parameters:

- Maintain separation of commuter cyclists from pedestrian and recreational movement
- Locate accessible parking close to key facilities and building entrances connected by continuous accessible routes that avoid unnecessary level changes, indirect paths, and conflicts with vehicular movements.
- Ensure accessible routes should be readily detectable clearly differentiating hazards like roadways, stepped access routes or seating arrangements.
- Ensure accessible routes are continuous into buildings.
- Consider accessible facilities proximity to the ramp to the water and available seating.
- Incorporate tactile indication of stepped access routes to support blind people and people with low vision.
- Incorporate a hoist, adult sized changing table and sufficient circulation space to support people who require assistance with personal care, including adults, children with higher support needs, caregivers, and whānau.
- Ensure the waterfront can be used safely, comfortably, and with dignity by a wider range of community members.

Recommended Finishes:

- Ensure accessible routes are firm, level, stable and slip resistant.

Proposed Features of Movement and Accessibility;

Map Key

M1 Dedicated commuter cycle lane

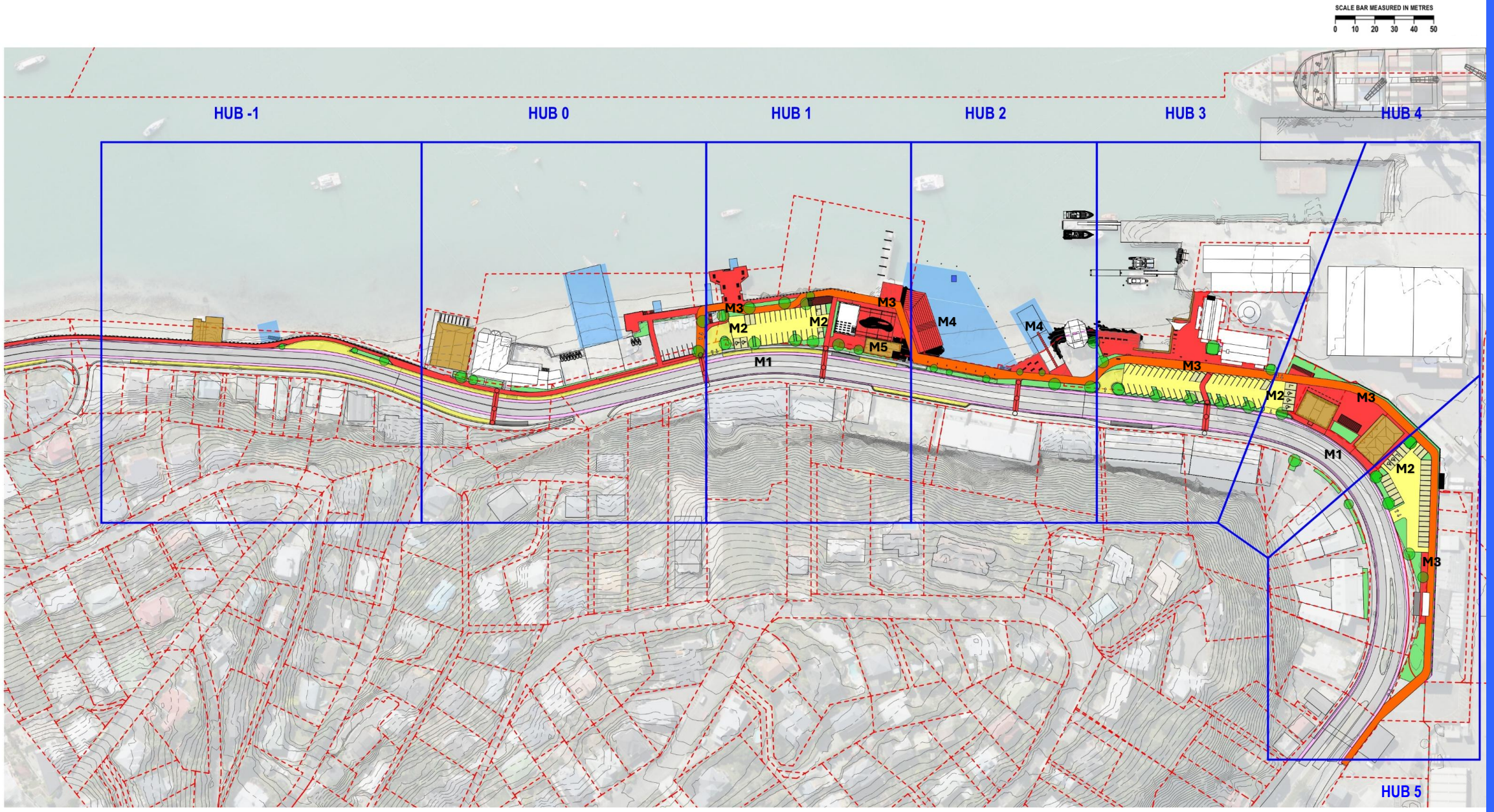
M2 Accessible parking provision

M3 Accessible Route

M4 Swimming area access, steps and seating

M5 Changing / Toilet facilities

Masterplan Movement and Accessibility



M COMPONENTS

U

COMPONENTS

Utility Services and Other

Includes electrical transformers and key services.

Recommended Future Design Parameters:

- Generally retain and extend existing Services
  Generally retain and extend existing lighting/transformers/key services.
- Include empty conduits to accommodate future needs.
- Confirm requirements for concessions / event spaces which require external power sites with 10 amps and 1x3 phase if possible.
- Include excellent and controlled lighting and security cameras in key locations.
- Consider ways of reducing glare to local residents.
- Provide services provisions to short term commercial areas.

Recommended Finishes:

- Maintain consistency to a design palette recognisable to the Haven Waterfront.
- Incorporate narrative and design where identified/selected.

Proposed Features of Utility Services and Other:

Map Key

U1 Retain allow connection to the existing substation to the Port.

U2 Retain allow connection to existing electrical substation to the Electrical Building.

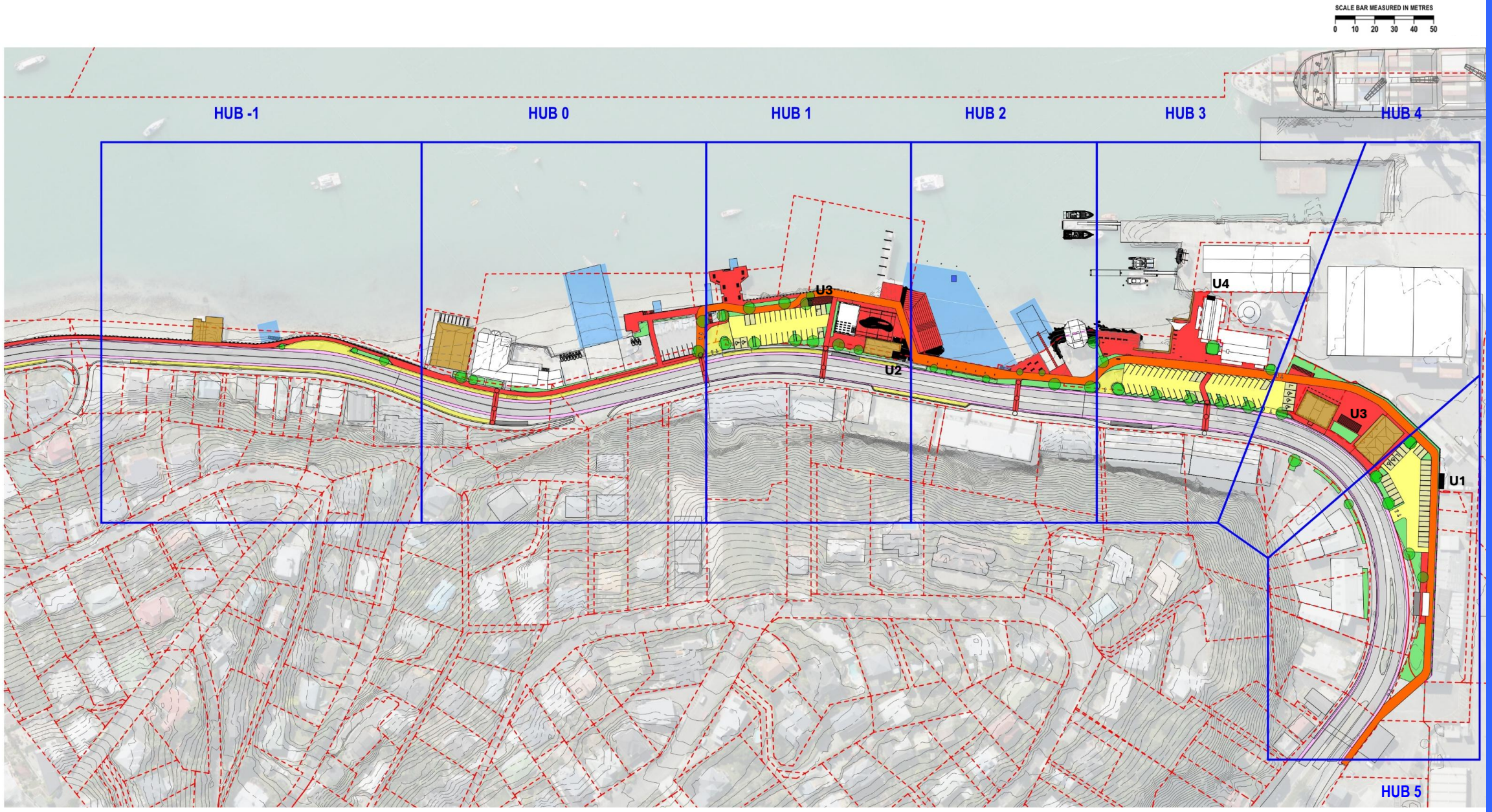
New Services extent includes;

U3 Short term commercial

Potential Shared Pathway extent requiring future collaboration includes;

U4 Upgrade to existing public facilities behind the Styx Building.
Requires collaboration with building owners.

Masterplan Utility Services and Other



U COMPONENTS

COMPONENTS



Existing

N Narrative and Design
P Public and Plaza Space
S Shared Pathway
R Road and Footpath
C Onsite Car Parking
T Active Transport
A Art & Interpretive Panels
L Planted Landscape
H Heritage and Buildings
W Water and Ecology
E Environment and Resilience
M Movement and Accessibility
U Utility Services and Other

Refer to Component Legends



Masterplan

Bus shelter not shown.



Existing

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MASTERPLAN

Bicycle shelter and tenancy entry verandahs not shown.

COMPONENTS

COMPONENTS



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Masterplan

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Masterplan

Free-standing removeable commercial not shown.

COMPONENTS



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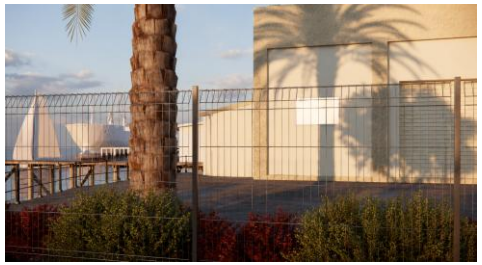
Refer to Component Legends



Masterplan

COMPONENTS

COMPONENTS



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Masterplan

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Refer to Component Legends



Masterplan

Tenancy entry verandahs not shown.

Masterplan Investment Summary

The Haven Waterfront Masterplan recognises that a staged programme of investment will be required to progressively realise the Masterplan priorities over time. The priorities identified in this Masterplan provide a strategic framework to inform future planning, budgeting, and delivery decisions through Council's Long Term Plan and other statutory decision-making processes.

The current concept-level estimate for the three priorities is approximately $27.3 million (excluding GST) with implementation anticipated to occur over the next 10 to 30 years as funding opportunities, partnerships, approvals, and project dependencies are resolved.
The priority framework should not be interpreted as a committed delivery programme or funding commitment. Rather, it illustrates a potential pathway for how the Masterplan vision and priorities could be progressively realised over time and provides a basis for considering and assessing future investment opportunities.

In practice, implementation will be influenced by a range of factors including funding availability, land ownership, consenting requirements, partnership opportunities, asset renewal programmes, and private development initiatives. As a result, individual projects, or components of projects, may be delivered outside the priority sequence identified in this Masterplan.

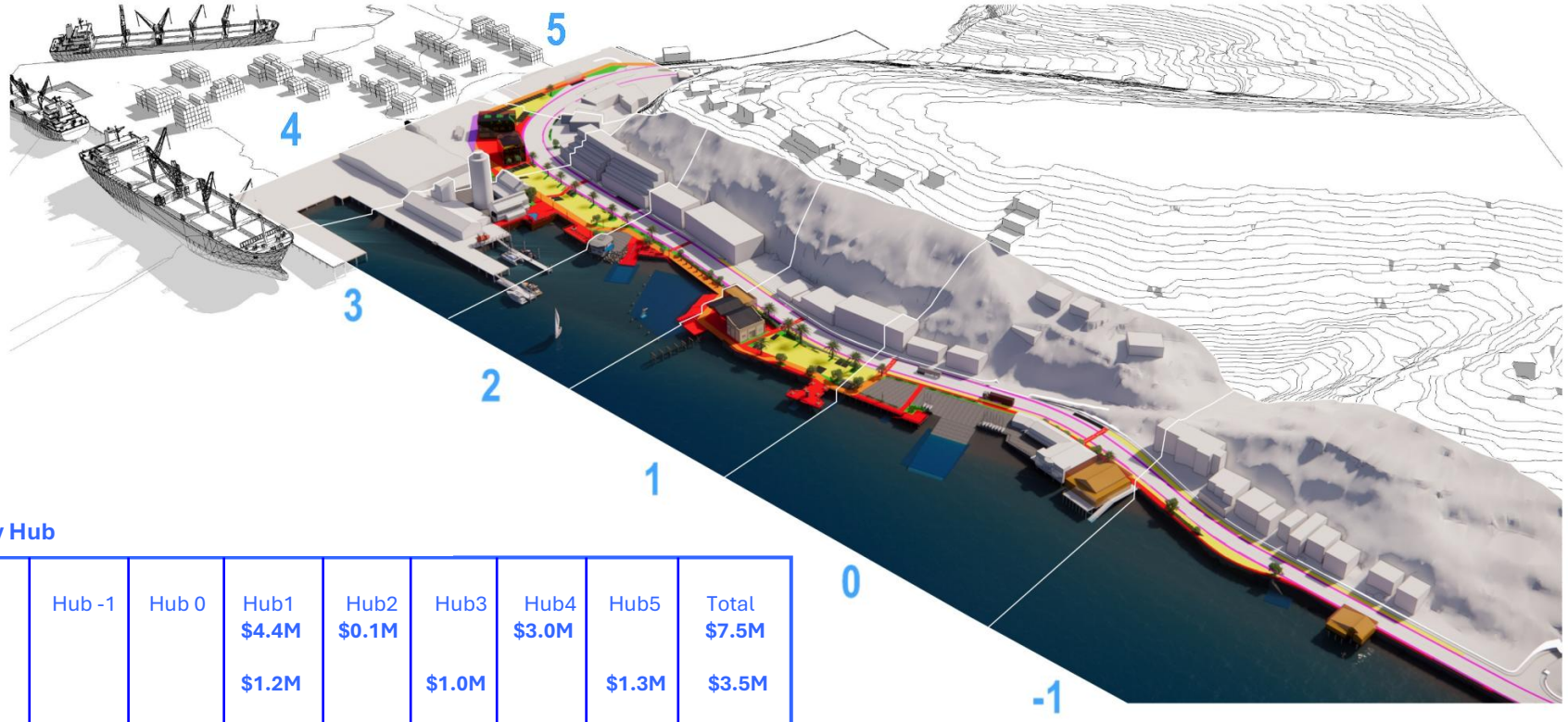
While the timing and order of delivery may change, the priority framework provides a consistent strategic direction to help ensure future projects contribute towards the long-term vision and priorities of the Haven Waterfront Masterplan.

Indicative Investment by Priority
Figures are indicative only and based on professional quantity surveyors estimates prepared using 2026 values.
All figures are excluding GST.
Cost Estimate Assessment does not include allowance for maintenance to existing structures or 'OPEX'

Priority	Focus	Estimated Cost Excl GST
1	Connectivity	$7.5M
2	Activation	$3.5M
3	Coordinated Development	$16.3M *
Total	Core Masterplan Proposals	$27.3M

*** Includes Hub2 Steps Option 1**

Masterplan Cost Estimate Assessment



Indicative Costs Apportioned by Hub

Hub Estimate Assessment	Hub -1	Hub 0	Hub1 **$4.4M** **$1.2M** **$12.0M**	Hub2 **$0.1M** **$4.3M***	Hub3 **$1.0M**	Hub4 **$3.0M**	Hub5 **$1.3M**	Total **$7.5M** **$3.5M** **$16.3M**
			$17.6M	**$4.4M**	**$1.0M**	**$3.0M**	**$1.3M**	**$27.3M**

Masterplan Options								
Extend Hub2 Steps Option 2				**$2.5M**				
Extend Hub2 Steps Option 3				**$4.5M**				
Works at Custom House						**$0.25M** **-$5.5M**		
Potential Hub -1 car parking revisions with new walkway between Boatshed and Boat House	**$2.0M** **- $2.5M**							

*** Includes Hub2 Steps Option 1**

Cost Estimate: Detailed Summary

BBD's Estimate Assessment for Sequences 1 – 3 establish values to be included into the NCC LDP.

Cost Estimate Assessment does not include allowance for maintenance to existing structures or 'OPEX'

Priority 1- 3 Cost Estimate Assessment = $27.3M ex GST (2026 value)

*** Includes Hub2 Steps Option 1**

Cost Estimate Assessment Summary Table

Work Description	
Priority 1 - Connectivity	
Hub 5 & Hub 4	$ 3,000,000.00
Hub 3, Hub 2 & Hub 1	$ 4,500,000.00
	$ 7,500,000.00
Priority 2 - Activation	
Hub 5, Hub 3-4 & Hub 1	$ 3,500,000.00
	$ 3,500,000.00
Priority 3 – Coordinated Development	
Hub 1 (NCC Electricity works)	$ 12,000,000.00
Hub 2 (Water Access - scope reduction) Hub 2 – Water Access: Steps and Ramp Option 1	$ 4,300,000.00
	$ 16,300,000.00
Total Estimate	**$ 27,300,000.00**
Masterplan Options - Consultation Considerations	
New Development @ NCC Electricity	$ 5,000,000.00
Hub 2 – Water Access: Steps and Ramp Option 2	$ 2,500,000.00
Hub 2 – Water Access: Steps and Ramp Option 3	$ 4,300,000.00
Hub 4 – Custom House	
Option 1 – Minimum Works to retain Custom House	$ 250-600,000.00
Option 2 – Basebuild Improvements	$ 2,000,000.00
Option 3 – Developed Fitout	$ 3-5,500,000.00
Option 4 – Remove and form Carpark	$ 1-1,500,000.00
Hub -1 Potential car parking revisions with new walkway between Boatshed and Boat House Indicative cost estimate based on a generic development scenario. No detailed site investigation, engineering assessment, or design has been undertaken.	$ 2,000.000.00 - $ 2,500.000.00

All figures GST exclusive
All figures 2026 calculated values

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FINANCIAL AND OPTIONS

Commercial Opportunity

Opportunities for specific commercial development / tenancy partnering requires further design development and testing to the Masterplan cost and extent values which are generic in their extent.

Potential tenancies include hospitality, office, event, concessions, museum, short term commercial.

Development opportunities include existing buildings and surround and specific space, provisions, entries and cover, and tenancy extents for;
Custom House
Anchor Building
NCC Electricity Building

Commercial Opportunities

Map Key

F1 Custom House

F2 Public space between Custom House and Anchor Building

F3 Anchor Building
Includes entry locations and cover to entry

F4 NCC Electricity Building Upper tenancy - 1922 Building

F5 NCC Electricity Building Lower tenancy - 1937 Building
Includes public space

F6 NCC Electricity Building Upper tenancy - 1937 Building

F7 Short-term commercial

Approximate Tenancy Areas

Requires all Tenancy areas to be confirmed by survey and future design.

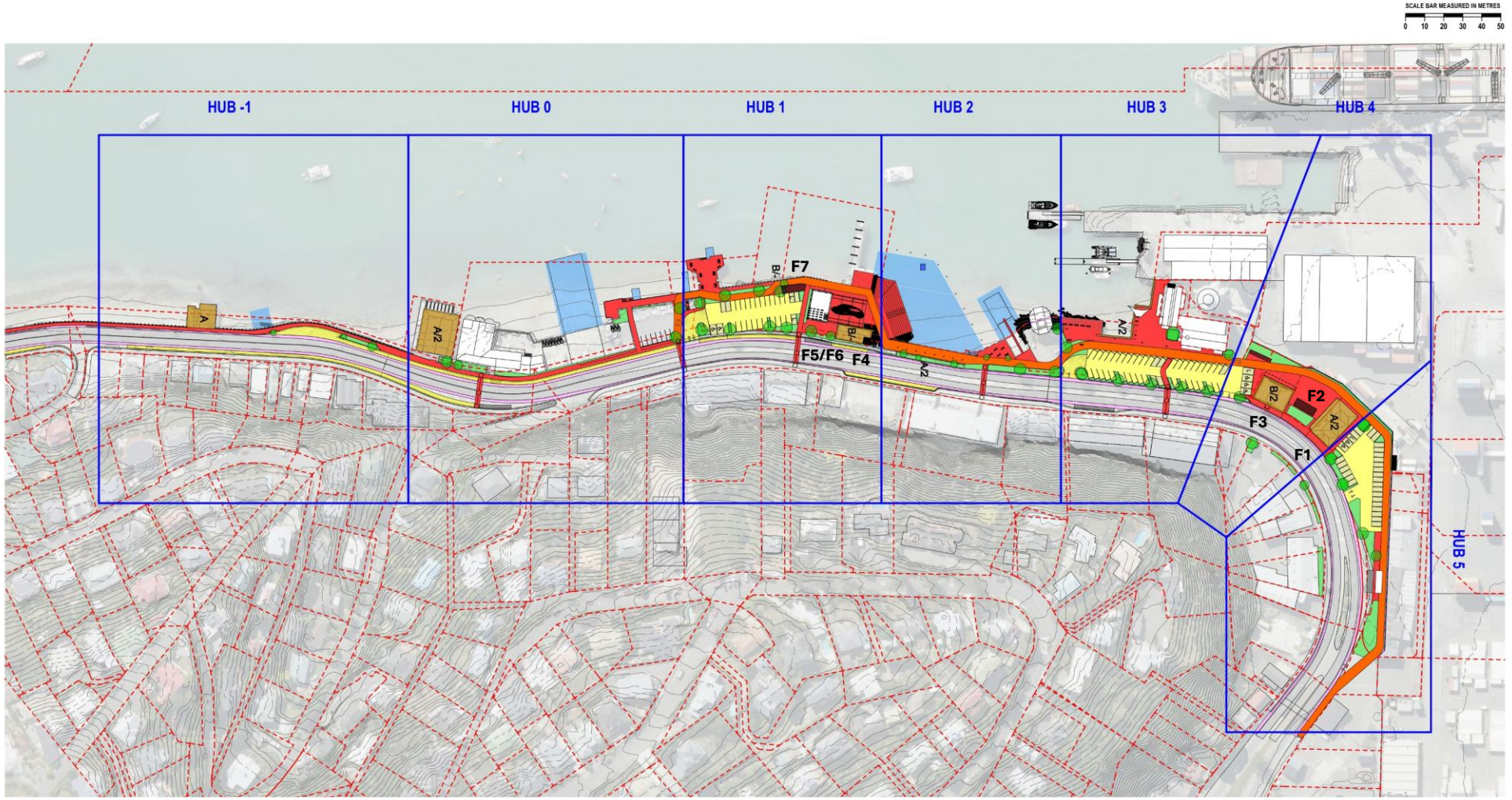
Custom House
Upper level 295m2 approx.
Lower level 295m2 approx.

Anchor Building
Upper level 240m2 approx.
Lower level 240m2 approx.

1922 NCC Electricity Building
Upper level 150m2 approx. – indicative only
Lower level 150m2 approx. – indicative only

1937 NCC Electricity Building
Upper level 170m2 approx. – indicative only
Lower level 170m2 approx. – indicative only

Masterplan Commercial Opportunity



Legend

Inferred Top of the South Property Boundaries

Hub boundaries

A/- B/- NCC Heritage Category / Historic NZ Category

PEDESTRIAN + PATHWAY + CYCLE + PARKING + PLANTING + WATER ACCESS + BUS + HERITAGE + SERVICES

Priority 1: Connectivity

Priorities
The Masterplan Priorities provide the framework used to group projects for strategic planning and cost estimation. While the priorities are presented in a sequential order, they should not be interpreted as a fixed delivery programme. Individual projects may proceed earlier or later depending on funding, asset renewal requirements, partnership opportunities, property matters, statutory approvals, and Council decisions

Some of the priority sequences contain alternative approaches for specific areas of the Haven Waterfront. Consultation feedback will inform Council's understanding of community preferences and the future direction of these options, including whether they are retained, refined, amended, or removed before the final Masterplan is presented to Council for consideration and adoption.

1 - Connectivity

Specific Projects within this phase involve acquisition, deconstruction and urgent reconstruction.

These works start at the city end to reinforce connection.

Cost Estimate Assessment does not include allowance for maintenance to existing structures or 'OPEX'

Map Key

Form Pathway & Works at Anchor Building

1.1 **Hub 4, 5**
- Obtain PNL land behind Customhouse Hotel for inclusion

1.2 **Hub 4, 5**
- Demolition to sheds at Anchor to clear pathway
- Form pathway and works at Anchor Building
- Refit Anchor GF where buildings removed
- Address Anchor building fabric degradation, and strengthen to remove E/Q prone notice (67% NBS preferred)

Cost Estimate Assessment = $3.0M ex GST (2026 value)
- 4 Seasons Demo excluded
- PNL Land Value excluded

Form Pathway & Works to Navigate NCC Electricity

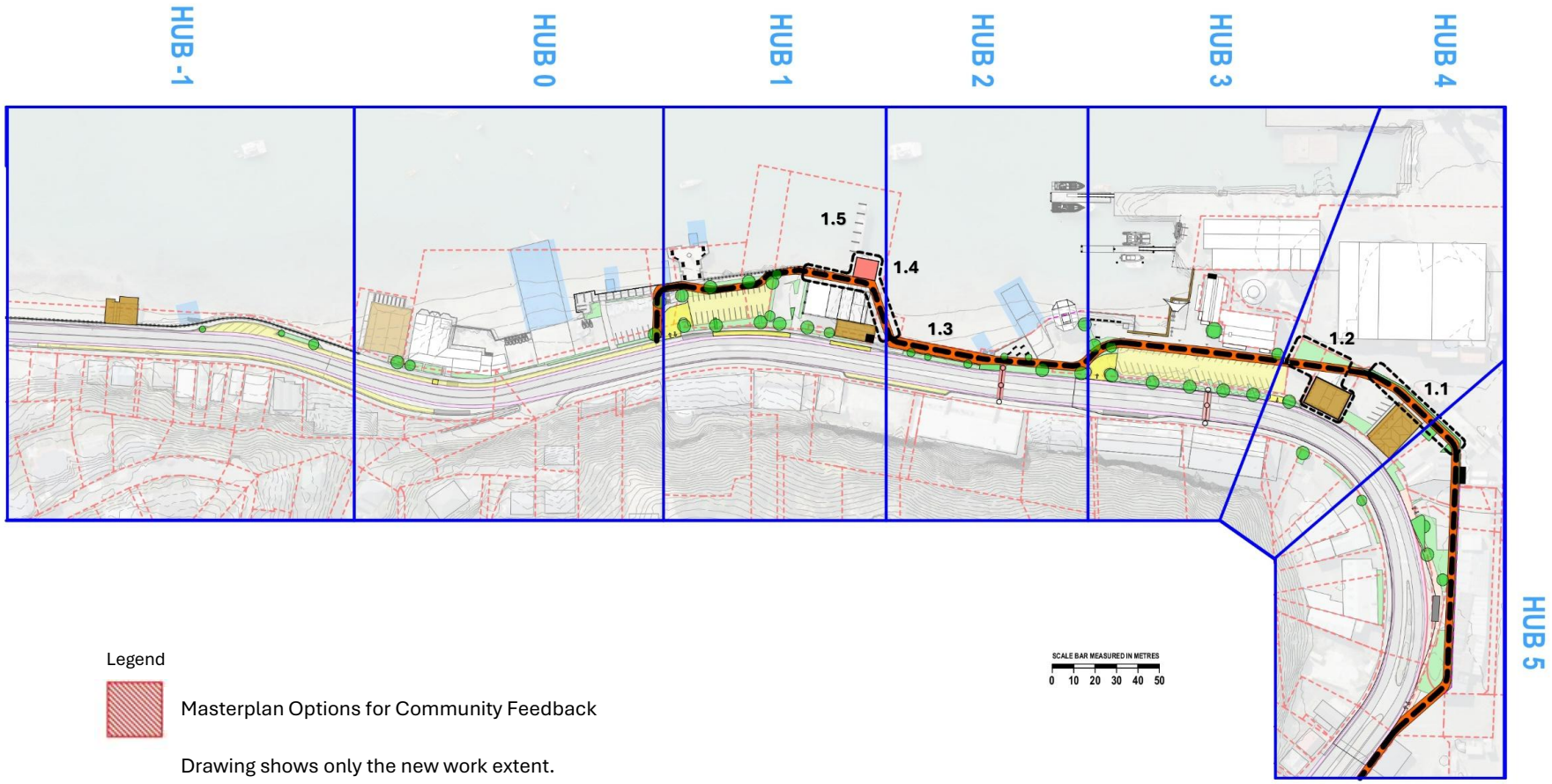
1.3 **Hub 2, 3**
- Form pathway
- Widen and extend Wakefield Quay Friendship Boardwalk

1.4 **Hub 1**
- Deconstruction / Alter NCC Electrical building to form seaside platform
- Install pathway around NCC electricity on a route that enables future works

1.5 **Hub 1**
- Deconstruction / Alter existing wharf to Wildlife Sanctuary, including wildlife friendly applications.

Cost Estimate Assessment = $4.5M ex GST (2026 value)

Masterplan Priority 1



Legend

Masterplan Options for Community Feedback

Drawing shows only the new work extent.

FINANCIAL AND OPTIONS

Priority 2: Activation

2 - Activation

Specific Projects within this phase involve civil works.

These works start at the city end to reinforce connection.

Existing drainage infrastructure retained as is.

Cost Estimate Assessment does not include allowance for maintenance to existing structures or 'OPEX'

Works to Pathway and Reshape Carparks

Map Key

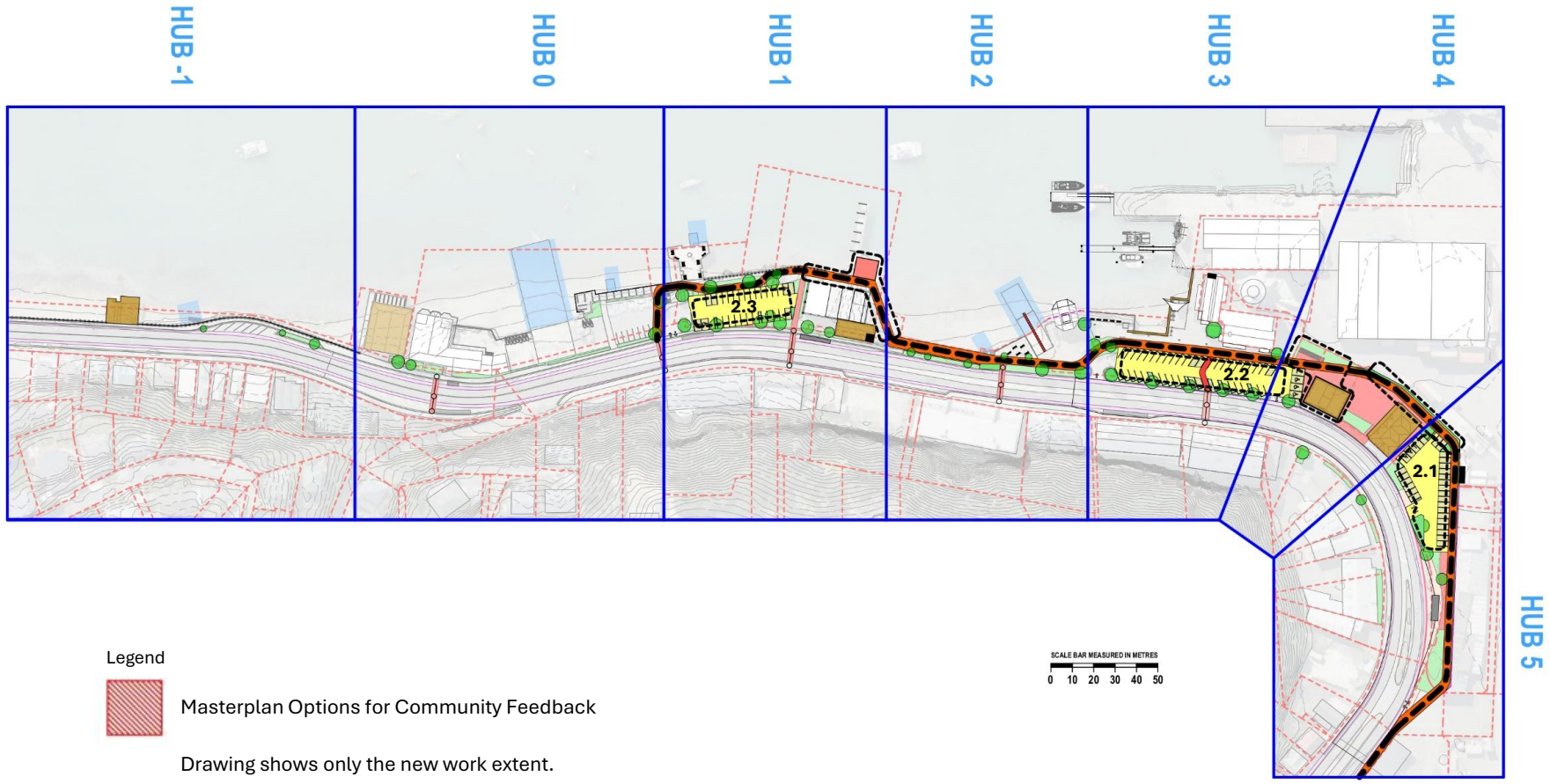
2.1 Hub 4, 5
- Form carpark and landscape – this enables pathway formation
- Include Bus stop

2.2 Hub 3
- Rework Carparking and Landscape – this enables pathway at Commercial centre

2.3 Hub 1
- Rework Carpark, landscaping and waterfront edge – this enables pathway beyond NCC Electricity
- Include Bus stop

Cost Estimate Assessment = $3.5M ex GST (2026 value)
- Carpark surfaces all new
- Existing drainage infrastructure retained as is.

Masterplan Priority 2



Legend

Masterplan Options for Community Feedback

Drawing shows only the new work extent.

FINANCIAL AND OPTIONS

Priority 3: Coordinated Development

3 – Coordinated Development

Specific Projects within this phase involve built works.

These works prioritise Hub 1 and 2 as prime coastal opportunity.

Cost Estimate Assessment does not include allowance for maintenance to existing structures or 'OPEX'

Map Key

3.1 Hub 1

- Building and Open space works to complete former NCC Electricity (include former wharf)
- Includes WC / Changing / Café / Storage and potential office space over

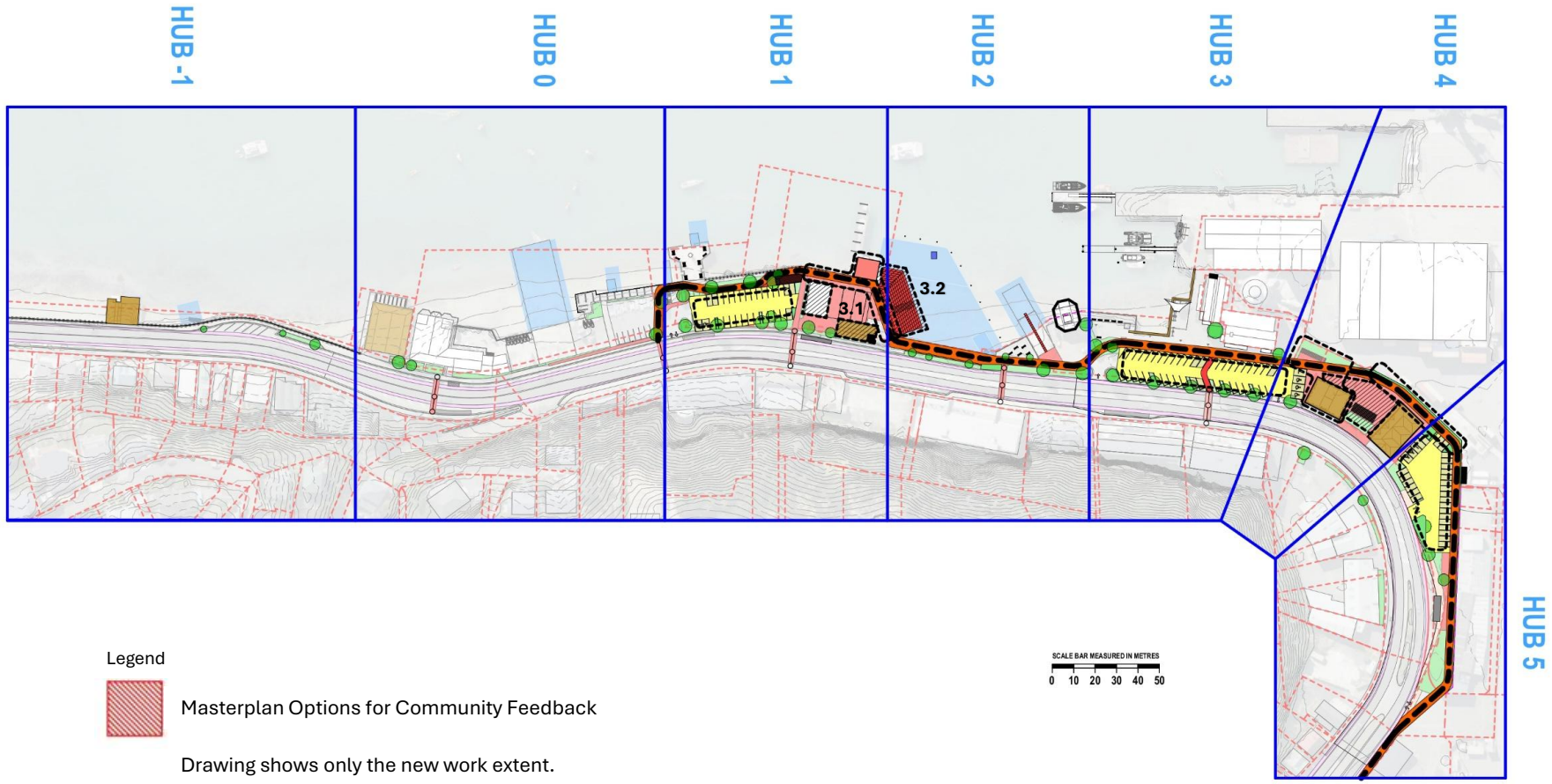
Cost Estimate Assessment = $12.0M ex GST (2026 Value)

3.2 Hub 2

- Steps for Sea access and renew boat ramp

Cost Estimate Assessment = $4.30M - $8.60M Approx (2026 value)

Masterplan Priority 3



Legend

Masterplan Options for Community Feedback

Drawing shows only the new work extent.

FINANCIAL AND OPTIONS

Priority 3 NCC Electricity

Retention and Repurposing, including Mural, Substation, Buildings

Cost Estimate Assessment does not include allowance for Maintenance to Existing Structures or 'OPEX'

Cost Estimate Assessment – $12.0M Approx



Refer Mapping Reference 3.1



Legend

PU1 Serviced Areas for Pop-up
PU2 Short Term Commercial Use - Sauna / Coffee / Ice Cream / Caravan / Mr Whippy etc
O1 Services Consideration
O2 Existing Sub Station Location Public Realm
R1 Over Water Platform
R2 Covered Public Space
R3 Entry / Bus Plaza
R4 Shared Pathway
R5 Ocean Steps
R6 Retained / Relocated Mural

PUBLIC FACILITIES
P1 Changing + WC's - Male
P2 Changing + WC's - Family
P3 Changing + WC's - Female

COMMERCIAL OPPORTUNITY
C1 Large Ground Floor Hospitality
C2 Small Hole in the Wall
C3 'Vender Icecream / Coffee'
C4 Upper Level Hospitality or Office Space
O1 Access / Entry to Upper Level Space
O2 Upper Level Office Tenancy
O3 (Relocate Existing Coastal Operations)

Priority 3 Water Access: Steps and Ramp

Single Steps at Revised NCC Electricity
Rework to Pathway and Boat ramp

Cost Estimate Assessment does not include allowance for Maintenance to Existing Structures or 'OPEX'

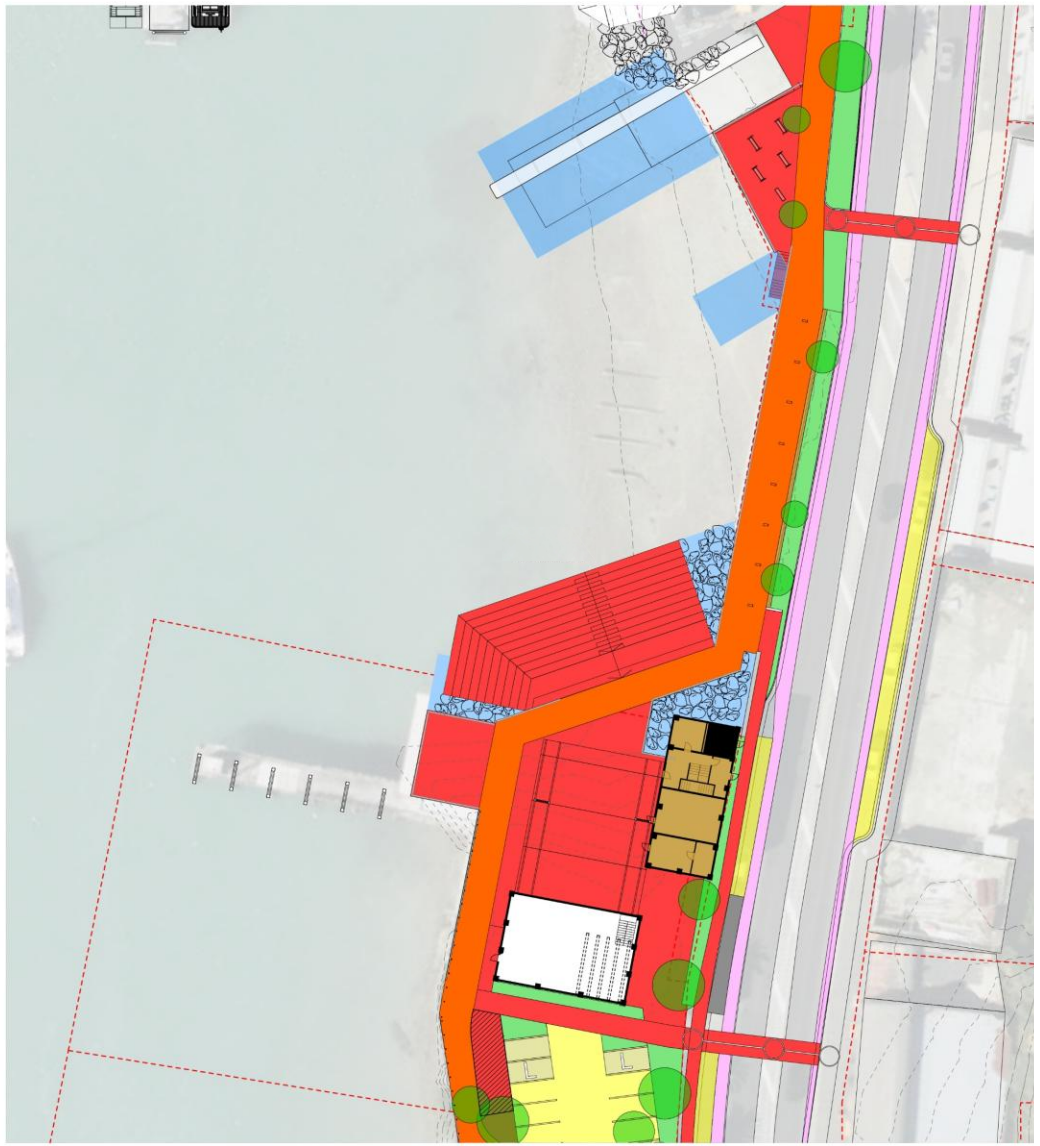
Cost Estimate Assessment $4.30M - $8.60M Approx (2026 value)







Refer Mapping Reference 3.2



Plan shows Option 1

FINANCIAL AND OPTIONS

Masterplan Options

Consultation Considerations

While the Haven Waterfront Masterplan establishes a clear long-term vision and strategic direction for the waterfront, several areas remain intentionally less defined to allow for further community discussion, stakeholder engagement, and Council consideration. In some locations, alternative approaches remain available, while in others the feasibility, timing, ownership, operational requirements, or level of future investment will influence the preferred outcome.

The options presented in this section identify areas where public feedback will play an important role in informing the future direction of the Masterplan. Consultation responses will help Council understand community preferences and assist in determining whether these options are retained, refined, amended, or removed before the final Masterplan is considered for adoption. The following pages outline the current options and associated considerations in greater detail

Map Key

4.1 Hub 3 – Extend to include Shed 1 in collaboration with Port
Includes Shed 1 and Existing Wharf development.
Includes Public bathroom facilities behind the Styx Building.
Requires integration to Port long term plan and collaboration with Harbour Master over oil spill equipment currently stored in Shed 1.

4.2 Hub 2 – Water Access: Steps and Ramp
Options 1-3 (Option 2 shown in plan)
Includes additional public landscape
Requires Maritime Rescue Building operation to change from rescue use.

4.3 Hub 0 – Widen existing pedestrian pathway at Yacht Club
Requires Yacht Club approval - Consider at new lease if not before.

4.5 Hub 1 – Existing Wharf
Investigations undertaken to date indicate that the existing wharf structure in front of the NCC Electricity Building is unlikely to be suitable for continued public access without significant structural intervention. As a result, the current concept assumes removal of the existing decking and railing structures while retaining the underlying wharf framework as a marine and coastal ecology habitat. Future investigations may identify opportunities to retain some or all public access to the wharf, subject to structural performance, safety requirements, and value-for-investment considerations.

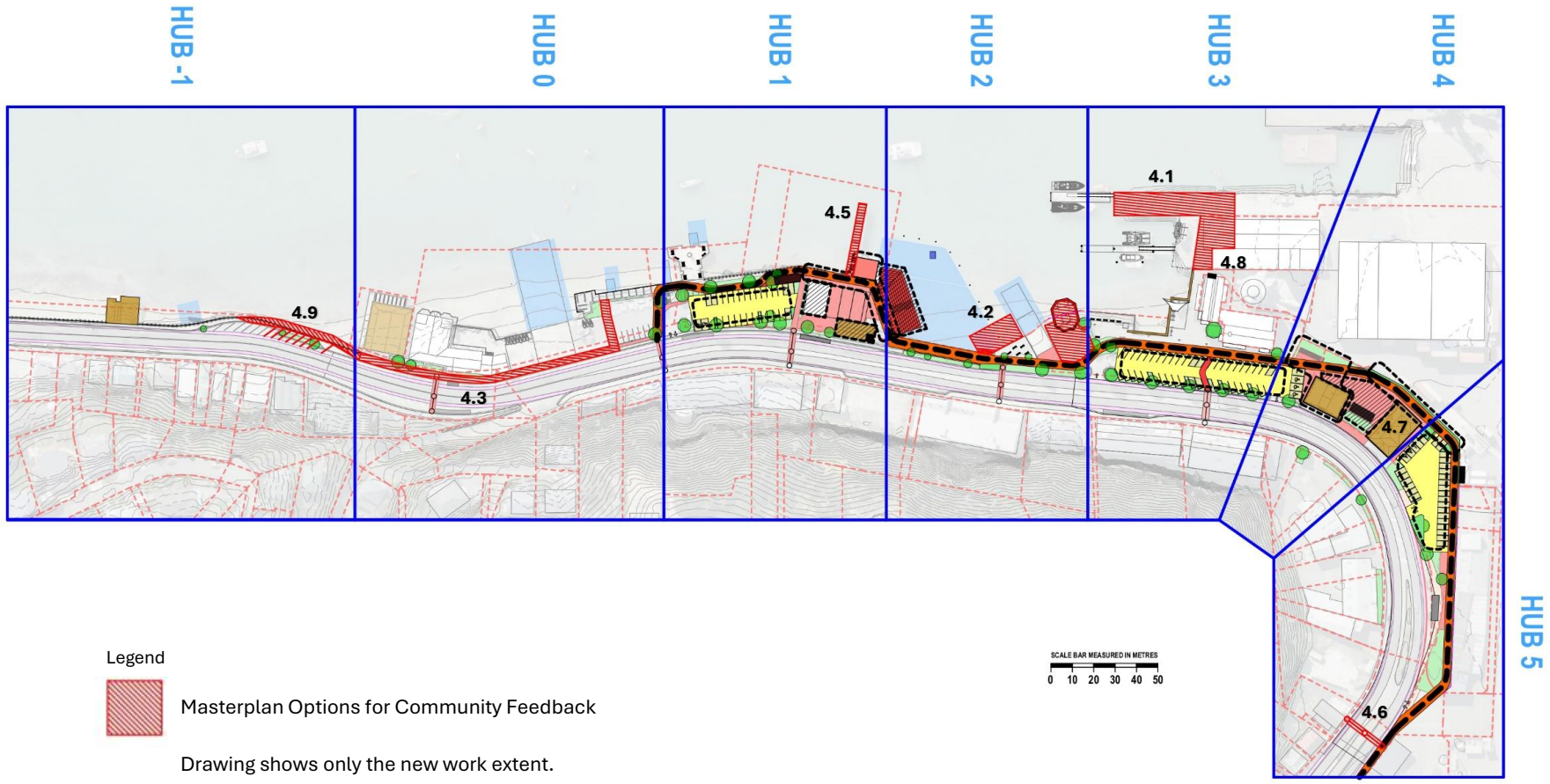
4.6 Hub 5 – Install additional pedestrian crossing with barrier.
Requires resolution to Collins Street truck crossing, and NZTA and Port Nelson approval.

4.7 Hub 4 – Custom House
Option 1 – Minimum Works to retain Custom House
Option 2 – Basebuild Improvements
Option 3 – Developed Fitout
Option 4 – Remove and form Carpark
All options require Heritage approval

4.8 Hub 3 – Upgrade to the Public bathroom behind Styx.

4.9 Hub -1 – Potential car parking revisions with new walkway between Boatshed and Boat House
- Requires additional parallel parks and accessible park / loading zone.
- Requires walkway extension and potentially carparks over water and potential upgrade of the existing wall.

Masterplan Options for Community Feedback



Legend

Masterplan Options for Community Feedback

Drawing shows only the new work extent.

Drawing shows Hub 2 - Option 2 water access.

FINANCIAL AND OPTIONS

Masterplan Option:
Water Access: Steps and Ramp Option 1

Single Steps at Revised NCC Electricity
Rework to Pathway and Boat ramp

Cost Estimate Assessment does not include allowance for Maintenance to Existing Structures or 'OPEX'

Cost Estimate Assessment $4.30M Approx (2026 value)



Refer Mapping Reference 4.2



Masterplan Option:
Water Access: Steps and Ramp Option 2

Add Future Steps at Ramp (With allowance for Accessible platform)
Rework to Pathway and Boat Ramp

Cost Estimate Assessment does not include allowance for Maintenance to Existing Structures or 'OPEX'

Additional Area approx. 350m2
Cost Estimate Assessment – $6.80m (2026 value)



Refer Mapping Reference 4.2



FINANCIAL AND OPTIONS

Masterplan Option:
Water Access: Steps and Ramp Option 3

Add Future Continuous Steps (With allowance for Accessible platform)
Rework to Pathway and Boat ramp

Cost Estimate Assessment does not include allowance for Maintenance to Existing Structures or 'OPEX'

Additional Area approx. 750m2
Cost Estimate Assessment – $8.60m (2026 value)



Refer Mapping Reference 4.2



Masterplan Option
Custom House Options 1-4

Option 1
- Retention with minimum works to maintain and prevent further deterioration by NCC.
- Works to make the building watertight NZBC compliance, safe and secure.
- Building retained with no significant upgrade or change of use
- Opportunity for future investment / detailed fit-out and tenancy works would occur separately.

NCC Estimate Assessment = $0.25M-$0.6M ex GST (2026 Value)
Suggested Minimum $0.25m (Reduced scope and value by quantity surveyor)

Option 2
- Retention with base-build investment by NCC.
- Works to make the building watertight, re-level/re-pile as required, achieve NZBC compliance, and ensure building services are operational in accordance with heritage requirements.
- Building upgraded and prepared for future tenancy or activation opportunities.
- Detailed fit-out and tenancy works would occur separately.

Cost Estimate Assessment = $2.0M ex GST (2026 Value)

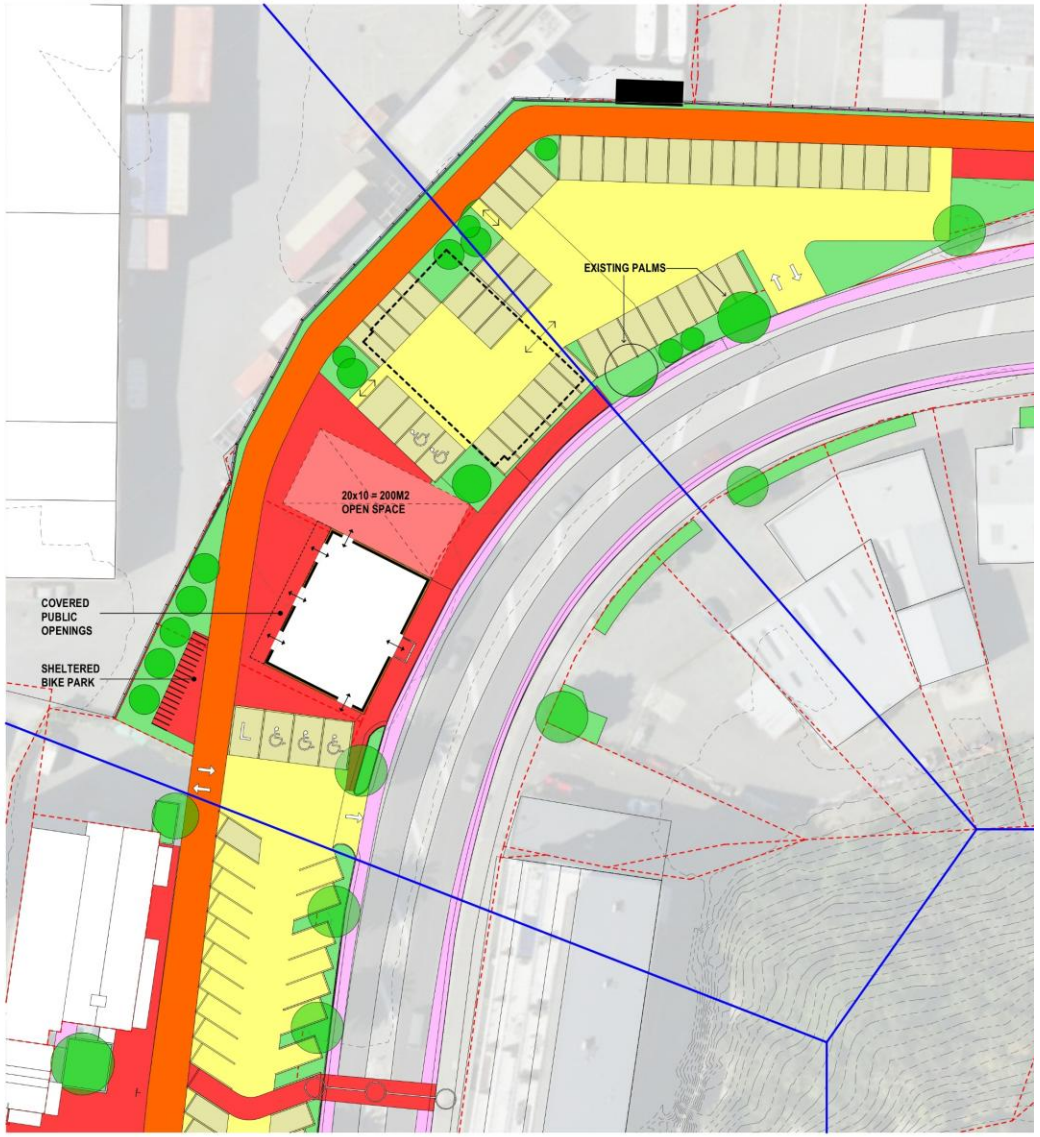
Option 3
- Retention with base-build upgrades and full fit-out by NCC.
- Base-build works plus detailed fit-out to establish an operational niche hotel, backpacker accommodation, restaurant, event space, or similar use.
- Building fully upgraded and activated for public and commercial use

Cost Estimate Assessment = $3.5M-$5.5M ex GST (2026 Value)

Option 4
- Removal of Custom House and construction of a carpark.
- Complex resource consent process required to enable removal.
- Provides approximately 18 additional carparks.
- Results in the loss of the heritage building and associated future activation opportunities

Assumed Estimate Assessment = $1.0M-$1.5M ex GST (2026 Value)

This option adds approximately 18 additional carparks.



Refer Mapping Reference 4.7

FINANCIAL AND OPTIONS

CONSTRAINTS

Constraints

The Masterplan includes architectural visual renders of some of the proposed development outcomes from this master planning exercise. Architectural features and building materials used in these renders are notional in order to demonstrate the relationships within the masterplan and therefore may not be the selected finishes should the project or components of it proceed.

This Masterplan document uses aerial photography, GIS outlines overlaid with 2D and 3D shapes to display master planning relationships, options and alternatives.

The Masterplan plans are included at proportional scale to display relationships.
No survey or legal review of titles has been undertaken and all relationships are provided at approximate scale only as suitable to a high level strategic overview document.

Specific review of Coastal Flooding, Inundation and Sea level / Climate Change requirements are to be undertaken specifically for each project or projects as required.

No review of Resource Consent or Building Consent requirements have been undertaken and is to be undertaken specifically for each project or projects as required.

No Geotechnical, Structural or Civil Engineering consultant review has been undertaken of existing buildings and/or services and is to be undertaken specifically for each project or projects as required.

No Planning, Heritage or Accessibility Consultant review has been undertaken and is to be undertaken specifically for each project or projects as required.

No Economic Consultant review has been undertaken and is to be undertaken specifically for each project or projects as required.

No Environmental Consultant review has been undertaken and is to be undertaken specifically for each project or projects as required.

No condition, asbestos or maintenance review has been undertaken of existing buildings and/or services and is to be undertaken specifically for each project or projects as required.

No Health & Safety review of existing buildings, structures, services or features has been undertaken and is to be undertaken specifically for each project or projects as required.

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Constraints

Irving Smith Architects Limited have involvement in a number of public projects in Nelson and around New Zealand. Where perceived or actual conflicts may exist Irving Smith Architects manages conflicts associated with related projects by disclosure of any conflicts, but at all times maintaining confidentiality of any project specific components as required by the client. In most instances, due to the involvement of local and central government agencies, project details are widely shared with the community and have public knowledge, resulting in very few details remaining confidential. In all instances Irving Smith Architects declares potential conflicts and discusses these with its clients as and when required.

CONSTRAINTS

HAVEN WATERFRONT MASTERPLAN

Nelson City Council
te kaunihera o whakatū