

Haven Waterfront Precinct Development

2016 Plan Review Findings and Additional Components Report

24 July 2025

FINAL DRAFT

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Contents

Introduction	
Executive Summary	03
Recommended Actions and Outcomes	04
Haven Waterfront Precinct Development Design Principles	05
Opportunities for Cultural Restoration	06
Background	07
Site Potential	08
Site Connectivity	09
Site Analysis Breakdown	
Hub 1 - Power Station	10
Hub 2 - Sea Rescue Building, Ramp and Associated Pedestrian Precinct	11
Artist Impression	12
Hub 3 - Piers, Shed 1, Guyton and Styx Buildings	13
Artist Impression	14
Hub 4 - Anchor Building, Customhouse Building and Historic Portal in 4 Seasons Building	15
Artist Impression	16
Hub 5 - Reliance Shed and Associated Land	17
Appendix A: Brief Economic Commentary	18 - 21
Appendix B: Ecological Opportunities	22 - 25
Appendix C: Consultation Log	26



Executive Summary

We have been engaged to undertake a review of the 2016 Nelson-Haven Precinct Plan prepared by Tract Consultants (2016 Plan).

The key outcome sought by NCC is the development of a “*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.*”

This Findings Report identifies and responds to 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 Taihū, guided by the Cultural Design Framework and the central organising narrative of ‘Tai Timu, Tai Pari’.

This review reaches the conclusion that the future waterfront development needs to be feasible, affordable and of a scale that is appropriate to Nelson City. Furthermore this review identifies those elements of the 2016 plan that remain relevant and provide opportunities that are considered for the success of this development. Our review pose’s a number of questions and identify matters absent, and areas where circumstances or the context has changed since the 2016 plan was prepared. In places new opportunities are identified.

Five hubs within the precinct have been identified with the following potential:

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”

The council may add further information to the Findings Report as additional information is collected for the Masterplan.



Recommended Actions and Outcomes

Cultural Restoration

1. Nelson City Council Staff to synthesise findings from Iwi Environmental Management Plans and Statutory Acknowledgements relevant to the affected area.

2. With iwi permission, review and synthesise existing cultural reports held by Council (e.g., CIA, CVS, environmental assessments) to develop a referenced, evidence based, understanding of cultural values, issues, and aspirations.
3. Engage with iwi to undertake and/or update SASM and POSM mapping specific to the Haven Precinct.

4. Develop a layered cultural map of the Haven area, including historical narratives, place names, values, and land-use changes.
5. Through kōrero with iwi representatives, identify appropriate co-governance model to guide cultural design and development to ensure active iwi participation from the earliest concept stages through to design and implementation.
6. Co-design with iwi using existing mechanisms such as Kōpū and the Cultural Design Framework to ensure continuity and consistency of cultural narrative across spatial and infrastructure projects.

7. Acknowledgment of the cultural significance of this site is important, particularly in relation to Mānuka (Haulashore Island) and the historic pā sites close by.

Hub 1

1. Design and implement a cultural interpretation pathway through the site, aligned with ‘Tai Timu, Tai Pari’, which could include mahi toi, paving motifs, and narrative wayfinding.
2. Accommodate Harbour Master and related activities with new commercial Jetty.
3. Accommodate Sea Rescue staff.
4. Accommodate Mānuka | Haulashore Island and Lighthouse Ferry. Mānuka | Haulashore Island is a gem that is sitting out from the site and is currently completely disconnected from the mainland in more than just the physical sense. Consider integration of iwi stories and historical relationships between the mainland and Mānuka, including the ecological and whakapapa connections. Through co-design opportunities, this could include place naming, interpretation signage, and design elements that speak to historical occupation and natural taonga.
5. Integrate ecological restoration with cultural revitalisation. Partner with iwi to guide ecological restoration that reflects cultural indicators of mauri - such as presence of native species, health of water, and ability to gather kai.
6. Multi tenancy commercial development showcased by architectural space planning, illustrating potential tenancies for leasing and port activities.
7. Accommodate or respond to future developments over State Highway 6.

Hub 2

1. New walkways, jetties, concessions areas.
2. Diving platforms and floating public jetty.
3. Steps and decking to access waters edge.
4. Best practice universal design approach.
5. New pedestrian link to Power Station.
6. Ecological and habitat creation.
7. Co-design to develop cultural markers, narrative panels, digital storytelling that allows users to interact with iwi perspectives on the ebb and flow of people, resources, and histories of Whakatū.



Hub 3

1. Improve and open up central basin as public realm.
2. New restaurants and bars.
3. This space offers an opportunity to partner with iwi to co-create a contemporary mahinga kai-inspired landscape, where indigenous planting, water-sensitive design, and gathering spaces are framed around cultural narratives.
4. Pop up retail and services.
5. New walkways, jetties, concessions areas.
6. Opportunities for new businesses are supported by some architectural space planning showing potential tenancy area options tying into and enhancing the public realm.
7. Water engagement infrastructure (i.e Manu Tower).
8. A simple and clear suite of interpretive information and bilingual signage.
9. Create a cultural design map overlay to ensure that every new space is meaningful and purposeful; expressing the movement, gathering, and natural and cultural values.
10. Incorporate tangata whenua storytelling digitally and sculpturally to honour tūpuna connections to sea routes, seasonal trade, and maritime identity.

Hub 4

1. Improve Public Realm areas.
2. New commercial opportunities including short term accommodation, restaurant and bars, music venue.
3. Re-purpose historic portal.
4. Accommodate or respond to future development opportunities over road.
5. Encourage opportunities for businesses to re-establish by showing space planning configuration options for potential building re-uses.
6. Create a safe, barrier free, high quality continuous walking and cycling route.
7. Through collaboration, restore place names and narratives into wayfinding elements, pavement design, and lighting patterns - guiding visitors through story, time, and space.

Hub 5

1. Gateway feature to waterfront precinct creating a place of welcome. This is a prime location to uphold cultural identity - elevate from “concept” to design priority.
2. Opportunities to develop a narrative pathway eg, through low sculptural forms, native planting patterns that express whakapapa and responds to port development history.
3. Provision of carparking.
4. The start of a pedestrian priority environment where people come first.
5. Integrate stormwater treatment.
6. Maintain safe off road cycling network in this area with the existing connections to Hub 4-1 and back to the CBD, newly developed marina promenade and beyond to northern suburbs / Atawhai.



Haven Waterfront Precinct Development Design Principles

Future development of the Haven Precinct has the opportunity to celebrate Whakatū Nelson. The consultant review findings process has highlighted four design principles that could be overlayed for future design development. These can be guided by the overarching narrative of ‘Tai Timu, Tai Pari’, drawing upon the Bridge Street Cultural Design Framework:

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

Opportunities for Cultural Restoration

Introduction and Context

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 Taihu. 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.

Further descriptions of the cultural and environmental significance of the area can be found in:

- Bridge to Better: Cultural & Historic Values – Insights from Early Engagement (2024)
- Bridge to Better: Cultural Design Framework (2024)
- Te Tau Ihu Statutory Acknowledgements (2014)
- Te Tau Ihu o Te Waka a Māui (Waitangi Tribunal, 2008)
- Iwi Environmental Management Plans (IEMPs) - Ngā Iwi o Te Taihu

2016 Haven Precinct Plan

The 2016 Haven Precinct Plan was developed without engagement with Ngā Iwi o Te Taihu and omitted recognition of the cultural, historical, and spiritual significance of the area. The planning frameworks presented in that document do not acknowledge tangata whenua relationships with the whenua and moana.

Specifically, there is no reference to ancestral occupation, cultural narratives, mahinga kai, or the environmental and spiritual values of estuarine systems.

Co-Design as Ongoing Process

Co-design is a sustained process, not a discrete project phase.

Tools such as the Bridge Street CDF are living frameworks, not completed or static outputs, and can be developed within contexts through co-design mechanisms such as Kōpū.

Mechanisms for co-design require appropriate resourcing - including time, funding, staffing, and shared leadership - to maintain continuity, trust, and cultural integrity.

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.

Meaningful partnership requires deliberate restructuring of decision-making processes; Te Matapopore, Eke Panuku, and Aukaha have reshaped cityscapes through co-design. Kōpū signals the emergence of a similar model for Whakatū.

Identified Opportunities

The 2025 review of the Haven Waterfront Precinct Plan presents an opportunity to recognise these omissions, address past and ongoing forms of displacement, and plan for an approach that is grounded in partnership with iwi.

Recent projects undertaken in collaboration - such as the Bridge Street Cultural Design Framework, Whakatū Playspace, Marina Promenade, and the broader Bridge to Better programme - demonstrate the potential for values-led co-design. Kōpū has emerged as a strategic, iwi-led mechanism to hold cultural narratives, ensure design integrity, and provide governance continuity across urban projects, supporting a pathway toward embedding a cohesive cultural narrative within the urban environment of Whakatū.

Getting this process right opens pathways for transformation. Stronger, trust-based relationships will benefit long-term planning and governance and create spaces that are distinctly Whakatū Nelson. Embedding iwi knowledge, values, and presence into urban spaces has the potential to restore cultural visibility and connection to place and ensures restorative outcomes for the natural environment.

The Bridge Street Cultural Design Framework, and the emerging narrative: Tai Timu, Tai Pari (ebb and flow), is not a prescriptive solution to be replicated. Both provide a guiding cultural lens to support future planning and design through ongoing collaboration with iwi.

For Whakatū, Kōpū offers a systems-level response to ensure cohesive design practice. While currently applied in specific pilot contexts, its long-term potential lies in becoming a permanent part of how Whakatū designs, decides, and evolves.

Recommended Actions + Outcomes

- Nelson City Council Staff to synthesise findings from Iwi Environmental Management Plans and Statutory Acknowledgements relevant to the affected area.
- With iwi permission, review and synthesise existing cultural reports held by Council (e.g., CIA, CVS, environmental assessments) to develop a referenced, evidence based, understanding of cultural values, issues, and aspirations.
- Engage with Iwi to undertake and/or update SASM and POSM mapping specific to the Haven Precinct.
- Develop a layered cultural map of the Haven area, including historical narratives, place names, values, and land-use changes.
- Through kōrero with Iwi representatives, identify an appropriate co-governance model to guide cultural design and development to ensure active iwi participation from the earliest concept stages through to design and implementation.
- Co-design with iwi using existing mechanisms - such as Kōpū and the Cultural Design Framework - to ensure continuity and consistency of cultural narrative across spatial and infrastructure projects.
- Acknowledgment of the cultural significance of this site is important, particularly in relation to Mānuka (Haulashore Island) and the historic pā sites close by.

Background

In the preparation of the 2016 Plan a comprehensive analysis was undertaken along with stakeholder and community engagement.

While some urban design principles from the 2016 plan remain technically relevant, the vision and goals lacked cultural context and were developed without iwi engagement. This current review must move beyond technical continuity and embed the narratives and values of tangata whenua as foundational to any future development.

This review largely endorses the site analysis that supports the visual framework, the structures and accessibility analysis diagrams of the site. It is the teams view that the development outlined for Option 1 Short term provides a development framework best suited to the councils ambitions.

We largely endorse the fundamental principles behind the important connections that are identified within the document and the general intentions and ideas identified as Key Moves 1-4.

However, endorsement of these principles is contingent on their re-evaluation and reinterpretation through a cultural design lens grounded in a Cultural Design Framework that reflects the values of Ngā Iwi o Te Taihū.

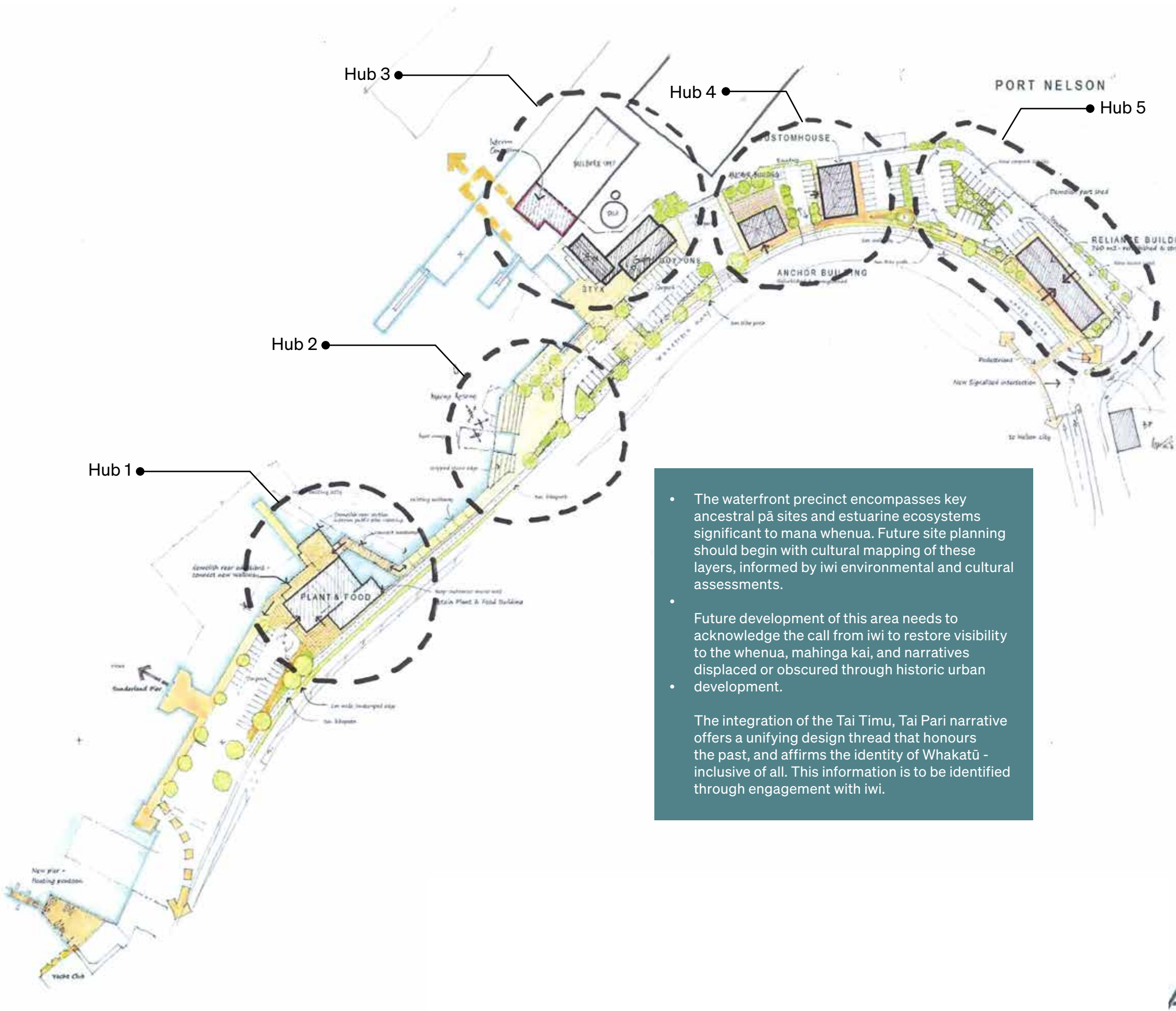
In the preparation of this document, we have reviewed:

- Nelson Tasman Future Development Strategy 2022
- Te Ara o Whakatu/Nelson City Centre Spatial Plan
- E tu Whakatu NCC Active Travel Strategy 2022-2032
- Nelson Resource Management Plan
- Nelson Marina Masterplan 2022
- Bridge Street Cultural Design Framework and Taonga Tuku Iho Strategy 2022–2032 to support alignment with existing values-led, place-based design frameworks.
- Five Iwi Environmental Management Plans and Statutory Acknowledgments relevant to Whakatū must be reviewed and incorporated to provide grounding in mana whenua worldviews and kaitiaki obligations.
- Port Nelson Development Plan

In addition to the above, we have had meetings with City Centre Development Team, Nelson Port Company, Marina Development Company and engaged with Iwi to integrate feedback into the preliminary updated plan for discussion.

Refer to Appendix C for more detail regarding this.

Previous 2016 Nelson - Haven Precinct Plan Being Reviewed for Current Application



Site Potential

This spatial analysis currently focuses on infrastructure and movement patterns but omits key cultural, historical, and environmental layers. A revised version should overlay iwi-identified areas of significance, estuarine ecologies, traditional pā and mahinga kai sites, and stories that shape the cultural identity of this landscape.

Legend:

One Way Vehicular Shared Space

Existing Entry/Exits to be Retained

Public Circulation Space - Designated gathering points and walkways could reflect Tai Timu Tai pari - emphasising cyclical/tidal movement, water-land transitions, and traditional ara (walkways)

Desired Pedestrian Access

Building for Adaptive Re-use

Building To Be Removed And Activities Relocated

Public Beach/Terracing Area

Story-telling Opportunity with Park

Connection to Yacht Club Area

Public Parking Areas

Public Domain

Secure Boundary to Port

Secure Port Activities

Long Term Development Opportunity (by others)



Site Connectivity

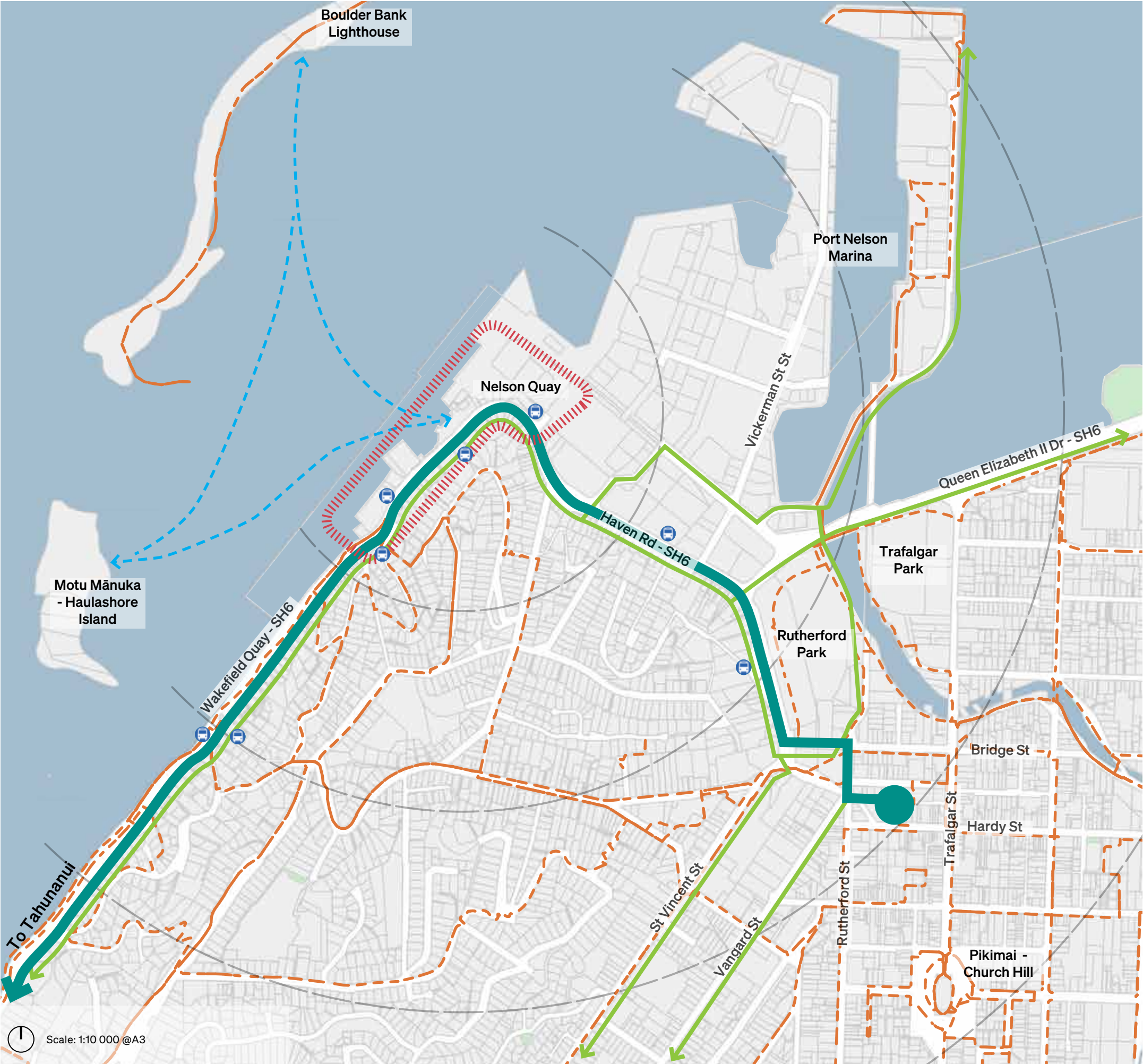
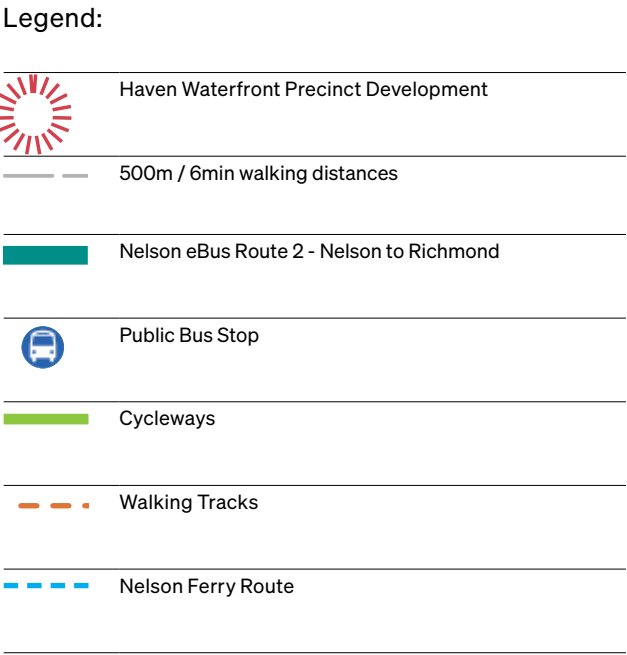
In terms of connectivity the site is somewhat isolated within the wider urban development of Nelson.

Wakefield Quay, on State Highway 6, is one of the two main entrances into Nelson City. Due to land use, land tenure and spatial restrictions available parking is limited.

The waterfront is serviced by eBus Route 2, with stops for both in and outgoing routes located to either side of Wakefield Quay and in close proximity to the precinct.

The well used cycleway and footpath, linking the City with Tahunanui, run through the waterfront precinct.

Pedestrian accessibility is restricted by distance being located approximately 1.5km (18 minutes walk) from the city centre. The physical geography further limits easy pedestrian access to the site.



Hub 1: Power Station

Hub 1 holds enormous potential 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.

Existing Site / Context and Observations

This area is adjacent to culturally significant sites such as Matangi Āwhio and Punawai. Any redevelopment must consider both functional opportunities and potential to express the whakapapa, narratives, and aspirations of mana whenua.

The buildings identified in the 2016 Plan are listed as a Group B building in the NRMP although they do not have a HNZ listing. The sheds that have been attached to the seaward side of the Plant and Food building are not included in the above.

The Power Station building is in need of earthquake strengthening. The internal layout of the building is complex, and an engineering opinion indicates that strengthening of the primary structures is feasible.

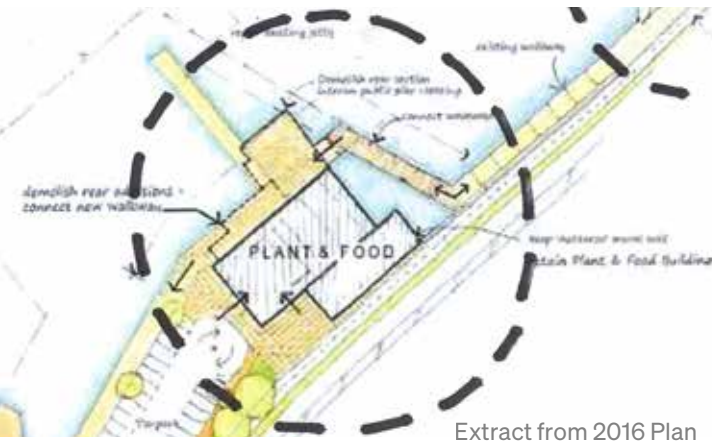
The mural on the northeastern face of the Power Station building has national status. Consider a dual heritage framework that equally values tangata whenua presence and ‘place memory’. Ensure Te Taihu Iwi perspectives on heritage are embedded - including cultural and historic narratives of place, and acknowledgment of dispossession, forced labour, environmental degradation.

The heritage status of the pier is being investigated. Should the pier be retained it will need to be substantially renovated and strengthened. The footprint of the pier over the CMA has existing use rights that will be lost should this structure be removed.

The historic chain fence does not occur over this section of the waterfront.

The building is located proximate to and with good access from a carpark with 29 carparks.

This area is an important hub and generator for the wider precinct.



The structure and associated pier structure importantly establish an existing presence within the CMA and on the foreshore that is important not to lose.

A structure of this scale has the potential to be an activity generator for the precinct and is strategically located proximate to an established parking area. The building also provides an attractive bookend to the portion of the waterfront precinct with the greatest potential for public enhancement. Future design and tenancy planning should include kaupapa Māori commercial and cultural uses - such as shared mātauranga and opportunities for sharing of narratives and history.

The complex nature of the interior of the building and being multi-storied means that the building is well suited for multiple tenancies that could in turn be an activity generator and income earner.

We understand that council fields the most enquires for the use of this building.

2016 Plan:

We support the opportunities proposed by:

- Removing the northwest shed extension to the Power Station Building.
- Extending the existing boardwalk and connecting it to a restored pier and boardwalk on the seaside of the reinforced structure.

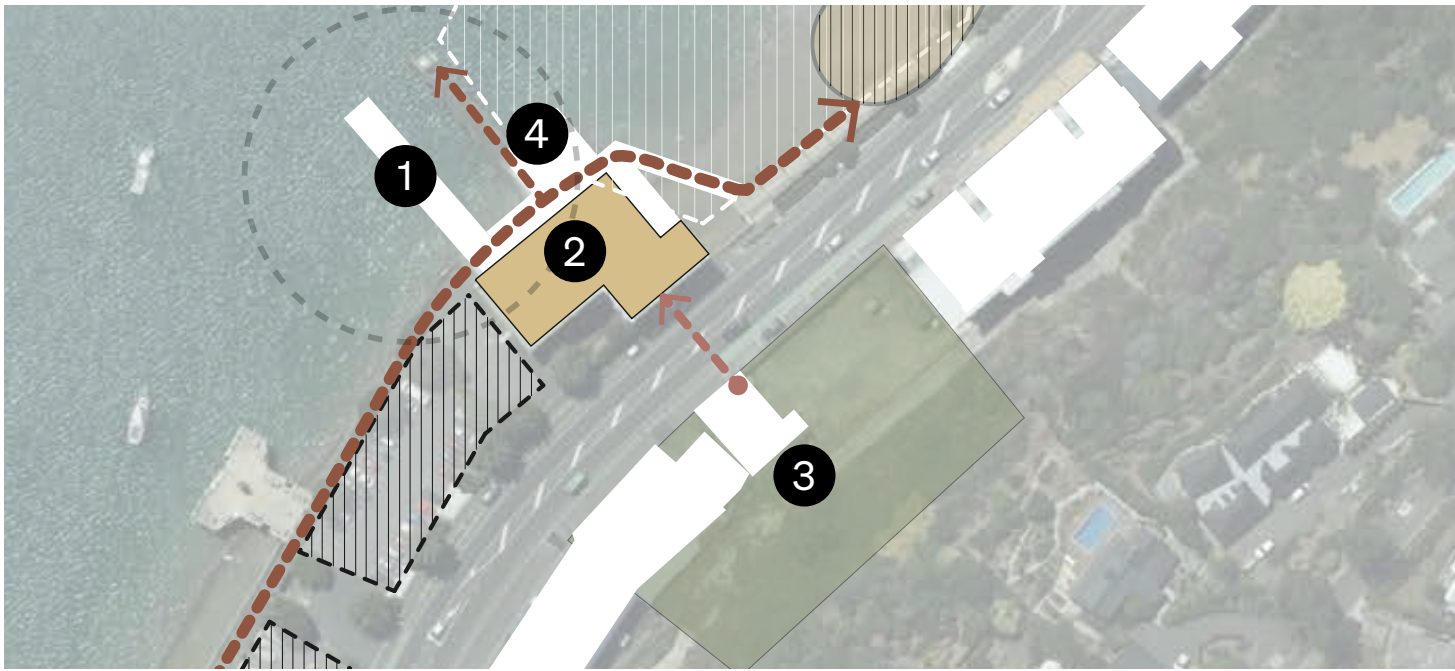
Identified Opportunities

The opportunities and benefits that the Power station provides forms an important functional and character component for the longer-term development of the Waterfront. We have identified the following opportunities:

1. It is considered important that the lifeboats/coastguard and harbour master be relocated out of the inner harbour to maximise public opportunity and access. We feel that these could be fully catered for within this Hub by reinstating the existing pier and potentially developing a dedicated floating pontoon and ramp for these users who would be co-located within the Power Station Building.
2. The ground floor of this structure could be utilised for multi-tenancy commercial and entertainment/food.
3. An undeveloped building site is located directly opposite Hub 1 and consideration should be given to the opportunity that this presents. Development of the site could include the provision of parking but also bridging SH6 and providing important connectivity and diversity to the waterfront precinct.
4. Cultural, ecological, and economic opportunities including promoting place-based narratives through creative expression and public experiences.
5. This is the end of the safe cycling network from the CBD. A safe connection towards Tāhunanui will enable commercial opportunities.

Recommended Actions + Outcomes

- Design and implement a cultural interpretation pathway through the site, aligned with ‘Tai Timu, Tai Pari’, which could include mahi toi, paving motifs, and narrative wayfinding.
- Accommodate Harbour Master and related activities with new commercial Jetty.
- Accommodate Sea Rescue staff.
- Accommodate Mānuka | Haulashore Island and Lighthouse Ferry. Mānuka | Haulashore Island is a gem that is sitting out from the site and is currently completely disconnected from the mainland in more than just the physical sense. Consider integration of iwi stories and historical relationships between the mainland and Mānuka, including the ecological and whakapapa connections. Through co-design opportunities, this could include place naming, interpretation signage, and design elements that speak to historical occupation and natural taonga.
- Acknowledgment of the cultural significance of this site is important, particularly in relation to Mānuka (Haulashore Island) and the historic pā sites close by.
- Integrate ecological restoration with cultural revitalisation. Partner with iwi to guide ecological restoration that reflects cultural indicators of mauri - such as presence of native species, health of water, and ability to gather kai.
- Multi tenancy commercial development showcased by architectural space planning, illustrating potential tenancies for leasing and port activities.
- Accommodate or respond to future developments over State Highway 6.



Hub 2: Sea Rescue Building, Ramp and Associated Pedestrian Precinct

Hub 2 can become the cultural heart of the waterfront - where connections with water and land are re-engaged for recreation, remembrance, education and cultural renewal.

Existing Site / Context and Observations

This area sits within a broader context of mahinga kai and migration routes across Whakatū and beyond. As a significant access point to the water, it provides an opportunity to re-establish connections between people, place, and the living marine environment.

The Sea Rescue building currently dominates the site and with the associated boat ramp creates a barrier between the pedestrian precinct and the Haven. We understand a Trust owns this building and it occupies leased land.

This area includes the ‘memorial’ plaques that list the occupants of the early boats arriving into Nelson. There is an absence of any recognition of the historical and cultural significance of the site to Ngā Iwi o Te Taihū

Pohutukawa trees planted in this area have been vandalised by local residents presumably due to the interference they create for Haven views from adjacent apartments.

Public access to the waters edge is limited to a stairway onto the beach. Public use is also made of the boat ramp, with access easiest at high tide. The use of the ramp at low tide is uncomfortable for bathers due to concrete elements that have been laid down that have now grown barnacles.

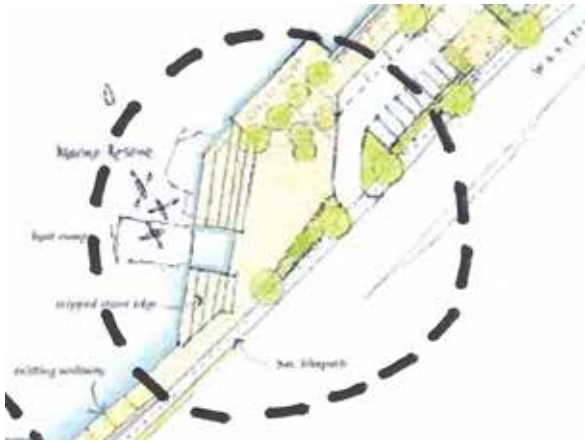
The materiality of this particular area features a range of different pavers being used creating a fragmented impression.

This area has the greatest potential within the Precinct for establishing a strong public association with the waters of the Haven.

The width of the public precinct in this area provides good potential for accommodating larger numbers of people. Steps and terraces co-designed to symbolically reflect tidal movement and rhythms through materials, textures, or lighting that shows phases of ebb and flow. Opportunities to support cultural interpretation about traditional water-based practices, seasonal rhythms, or traditional uses/crossings of the Haven.

A number of Pohutukawa trees are becoming well established in this area. Two of the five trees have been vandalised as described above.

This area contains three of the eight protected Phoenix Palms that line State Highway 6.



Extract from 2016 Plan

2016 Plan:

We support the opportunities provided by:

- Removal of Sea Rescue building.
- The establishment of a strong and generous pedestrian connection with the waters of the Haven through the creation of large terrace steps that cater for a range of users. (a safer and improved version of the popular ‘steps’ at the end of Tāhunanui Beach.)



Three Beaches - Oriental Bay

Isthmus

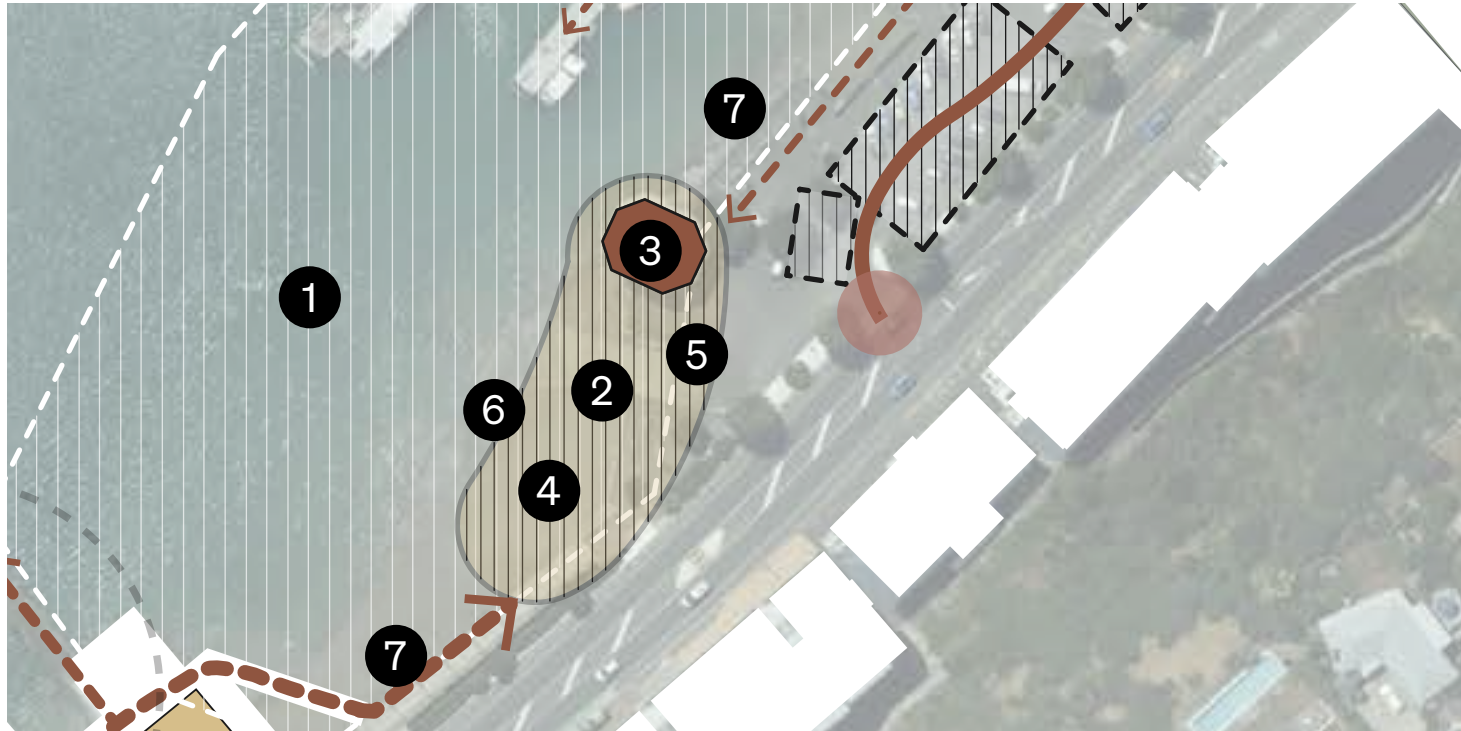
Identified Opportunities

We have identified the following opportunities:

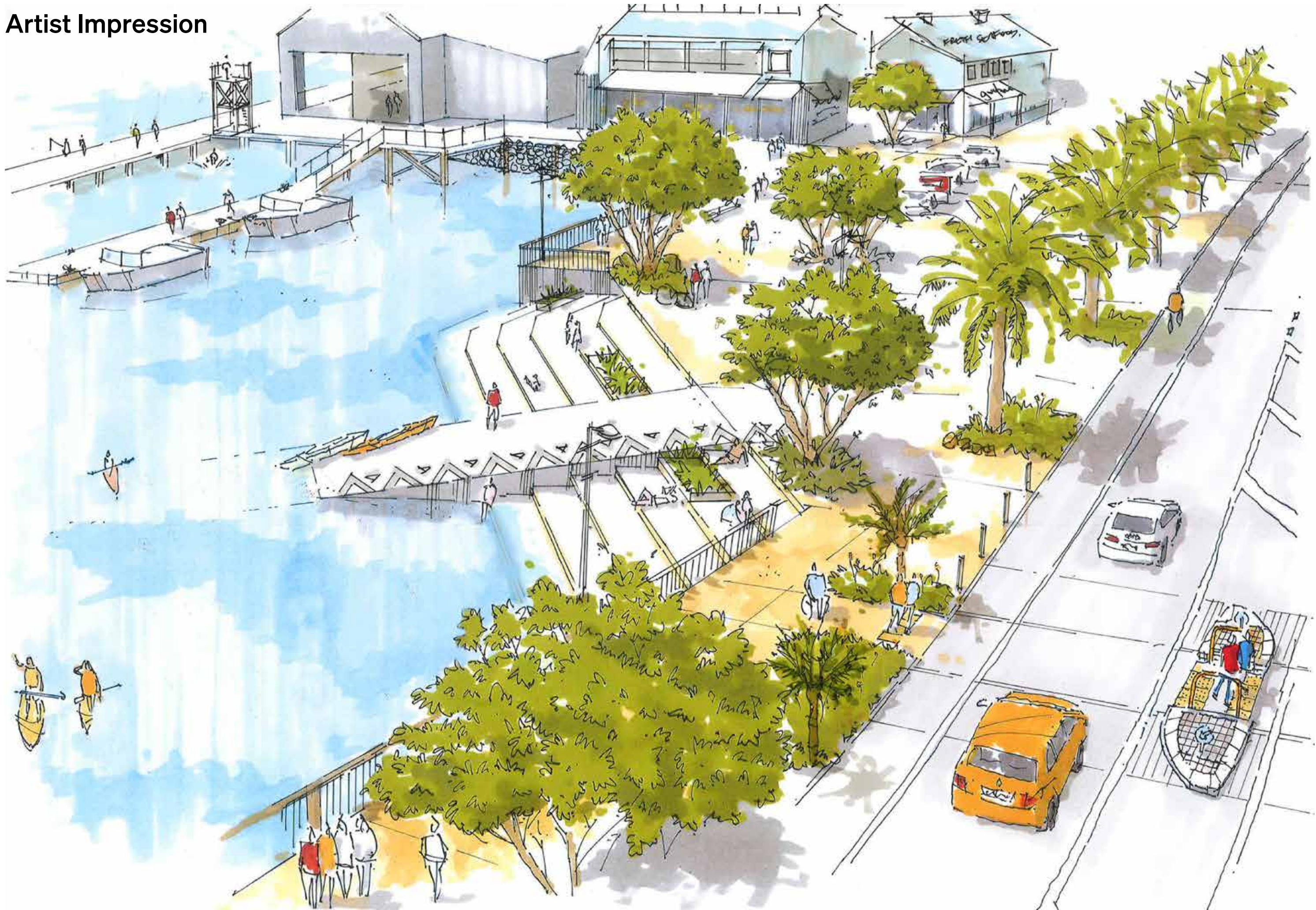
1. This area is identified as the primary point of gaining access into the waters in this area.
2. Strongly endorse the prospect of establishing a terraced/beach interface between the land and water in this area.
3. Investigating the prospect and feasibility of relocating of the Sea Rescue personal (to Hub 1), removing or re-purposing the Sea Rescue building to make it more complementary to a public precinct.
4. To include a ramp facility to cater for kayaks, paddleboards and sailboards.
5. This area should include interpretive elements that gives effect to tangata whenua perspectives - including narratives of displacement, transformation of the estuary, and aspirations for cultural restoration and visibility.
6. This basin has the potential to be the centre of public activity in and out of the water. All manner of access opportunities into the water should be catered for.
7. Ecological opportunity including the accommodation of Blue penguins and the introduction of rare and endangered coastal plants.
8. Opportunities to co-design with iwi to incorporate native plantings, water-sensitive landscaping, and low-profile design interventions to support ecological restoration.

Recommended Actions + Outcomes

- New walkways, jetties, concessions areas.
- Diving boards and floating public jetty.
- Steps and decking to access waters edge.
- Best practice universal design approach.
- New pedestrian link to Power Station.
- Ecological and habitat creation.
- Co-design to develop cultural markers, narrative panels, digital storytelling that allows users to interact with iwi perspectives on the ebb and flow of people, resources, and histories of Whakatū.



Artist Impression



Hub 3: Piers, Shed 1, Guyton and Styx Buildings

Hub 3 can emerge as a commercial anchor and cultural touchpoint, underpinned by “Hoatu, Homai” (meaningful exchange between people, businesses, and cultural heritage)

Existing Site / Context and Observations

This area, while currently underused commercially, sits on historically rich ground — both ecologically and socially. Its proximity to the historic harbour wall and reclaimed estuarine areas invites a reweaving of trade and gathering narratives, aligned with ‘Hoatu, Homai’ – the principles of exchange and reciprocity in the central organising design narrative of “Tai Timu, Tai Pari

The area is occupied by a single restaurant and fish shop which limits the attraction of the area to wider users.

Shed 1, a structure owned by the Port Company, is also a working port building that contributes character and occupies a prime location within this port area. The surrounding land would contribute significantly towards the variety of spaces that would form the basic structure of a re-developed waterfront precinct.

Access to the jetty is possible through this area, however technically the access is restricted due to the jetty and associated land being owned by the Nelson Port Company. The jetties located within this area are exclusive with public access strictly controlled with the wharf space reserved for harbour master, boats and storage.

The connectivity between Hub 3 and the precinct further west is currently severely restricted by large light weight sheds attached to the Anchor Building.

Public toilets currently exist in this area but are hard to find and do not invite use.

The lifeboat training facility currently occupies a priority location that impacts on and inhibits any future link and/or connection between the precinct and the piers.

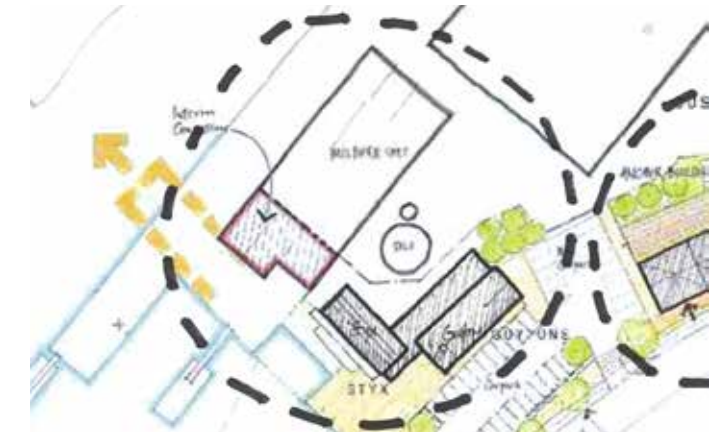
Access behind the Styx/Guyton building on land owned by NCC is restricted due to fencing and gates to Port boundary.

This is the only area within the precinct that is currently active and occupied. There is concern that the Styx building is relatively underused given the scale of buildings footprint and its location within the precinct.

The scale and location of the Shed 1 building are considered to be a potential asset to any future development of the port.

We understand the original 1840 harbour wall currently exists and is located under Shed 1 building. This wall is being repaired and restored for its length adjacent to the Styx Building. This heritage feature should be interpreted not only through an engineering or colonial lens, but also contextualised as part of

the history of the reclamation and transformation of estuarine environments central to tangata whenua.



Extract from 2016 Plan

2016 Plan:

We fully support the opportunities created by the ambition to improve and enhance public access to the two existing piers. These are locations that hold a long tradition of jumping off the pier and fishing.

In addition to supporting public recreation these piers could also reflect the cultural narratives of iwi through co-designed incorporation of cultural motifs, pou whenua, and/or naming aligned with whakapapa and navigation traditions.

We support enhancing the visual and physical access into the precinct from State Highway 6 and people arriving by bus, however this will need to be balanced against the impact that this will have on usable space.

The parking provision in this area has been rearranged to maximise pedestrian areas with the numbers retained to 32. The principle of this is supported however the cost benefit considerations of this change raises questions.

The potential use of Shed 1 is limited to the western portion of the shed and no consideration is given to the use of the silo and adjacent area.

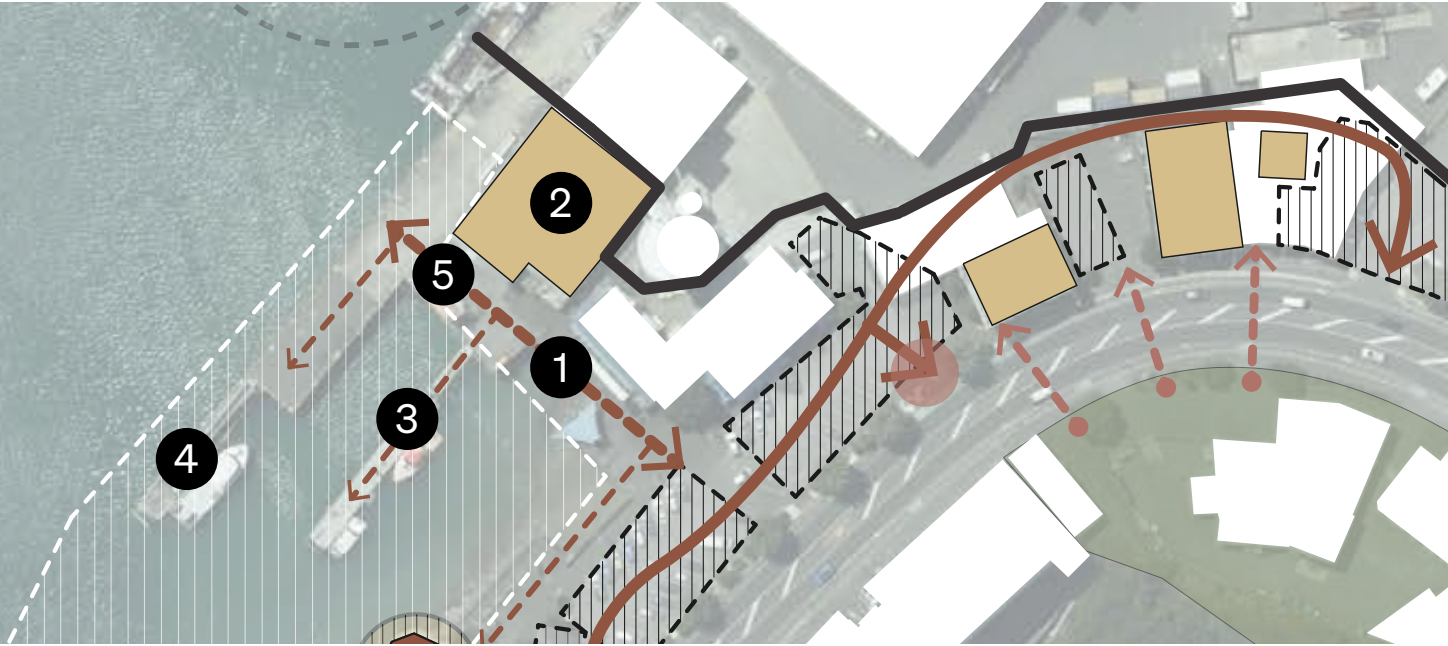
Identified Opportunities

Hub 3 provides an opportunity to reinforce this area as the primary commercial space of the Precinct. To achieve this we have identified the following opportunities:

1. Maximising the publics access to all parts of this area is important to the long-term character of the precinct.
2. The use of Shed 1 or the area occupied by Shed 1, could make a significant contribution to the viability of the wider precinct. Use of the building will ideally be multi-purpose and multi tenanted.
3. The use of the existing wharf space by the harbourmaster should be reconsidered, this can be accommodated within Hub 2. The lifeboat can also be relocated or accommodated within the revised Nelson Haven Precinct.
4. Super yachts and other visiting vessels could be accommodated at the end of the primary pier.
5. All restrictive fencing to be removed from this precinct.

Recommended Actions + Outcomes

- Improve and open up central basin as public realm.
- New restaurants and bars.
- This space offers an opportunity to partner to co-create a contemporary mahinga kai-inspired landscape, where indigenous planting, water-sensitive design, and gathering spaces are framed around cultural narratives.
- Pop up retail and services.
- New walkways, jetties, concessions areas.
- Opportunities for new businesses are supported by some architectural space planning showing potential tenancy area options tying into and enhancing the public realm.
- Water engagement infrastructure (i.e Manu Tower).
- A simple and clear suite of interpretive information and bilingual signage.
- Create a cultural design map overlay to ensure that every new space is meaningful and purposeful; expressing the movement, gathering, and natural and cultural values.
- Incorporate tangata whenua storytelling digital and sculptural to honour tūpuna connections to sea routes, seasonal trade, and maritime identity.



Artist Impression



Hub 4: Anchor Building, Customhouse Building and Historic Portal in Four Seasons Building

Hub 4, while dense with colonial infrastructure, also sits on land once actively cultivated and occupied by mana whenua. Future design must consider not only adaptive reuse of heritage buildings, but restoration of visibility to the suppressed stories and spatial relationships that once shaped this area.

Existing Site / Context and Observations

This area of land is squeezed between the security fence that marks the boundary of the port and State Highway 6 – Wakefield Quay. The area is occupied by two heritage buildings with both the buildings compromised by utilitarian structures that affect both the quality of the main buildings but also occupy what could otherwise become critical public space that creates linkages and connections along the precinct.

Anchor Building

The Anchor building has Heritage status as a Category 2 HNZ listing and is considered a Group B building in the NRMP. The site is zoned Suburban Commercial which would accommodate short term commercial residential occupancy, such as a commercial hotel type accommodation. We also acknowledge there is a Port Effect Control overlay to take into consideration.

The northern and northwestern ground floor portions of the building comprise a large utilitarian shed structure. Remnants of a verandah forming part of the northern façade of the building are evident. The building itself is two storied with strong architectural features both inside and on the outside of the building. Interpretive elements should present a dual narrative - highlighting colonial functions while also addressing the displacement of tangata whenua and the transformation of pā and mahinga kai areas into administrative zones.

Customhouse Building

The Customhouse Building has Heritage status as a Category 2 HNZ listing and is considered a Group A building in the NRMP. The site is located within the industrial zone which limits the permitted use of the building. Regarding any future use of the building the Port company has raised its concern regarding the potential effect that port noise may have on future tenants. The building is located 1.5-2.0m from the security fence that marks the Port boundary compromising the linkages that could be made between the eastern and central portions of the precinct. There is evidence of an historic portal that currently forms part of the 'Four Seasons Building.' The status of this historic element could be considered further, it is anticipated that this element will need to be retained and could present an opportunity for dual heritage narratives.

To the west of Customhouse is an open area that has been used previously for parking. The electricity substation is located on the port boundary just north east of Custom house building. This facility and good access to this facility will need to be accommodated for within any design.



Extract from 2016 Plan

2016 Plan:

The principle of removing the ancillary sheds that are attached to the ground floor of the Anchor Building is strongly supported. This area will then provide a pedestrian precinct that provides both a good linkage between the eastern and central portions of the site but it also provides a north facing area that could complement ground floor development of the Anchor Building.

Access past the Customhouse building is limited to a narrow stretch of paving past the southern side of the building. We note that the substation was not accounted for in the proposed layout and consideration was not given to the retention and repurposing of the historic portal located within the Four Seasons (adjacent to the Customhouse) structure.

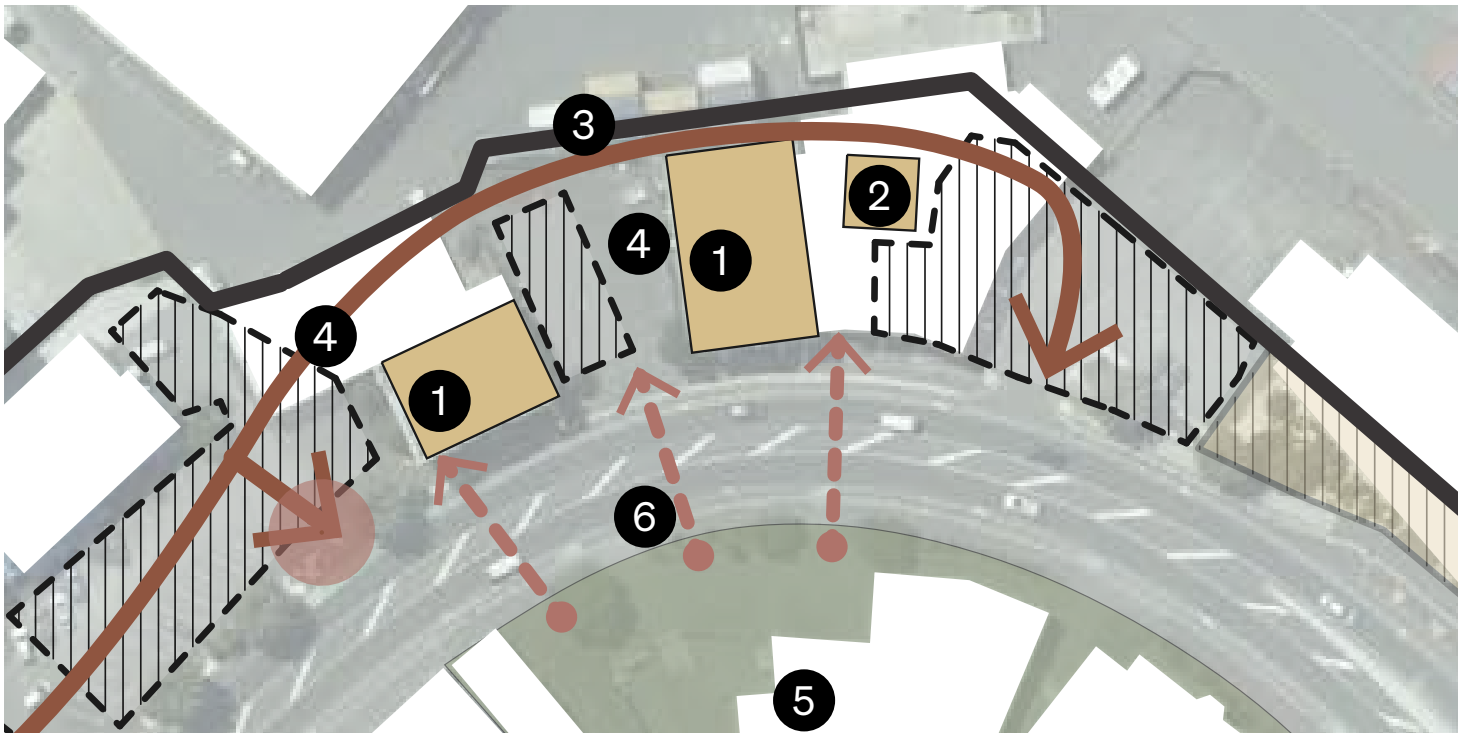
Identified Opportunities

Drawing from 'Tūranga' (remain) and 'Tūturu' (genuine), this space can anchor both tangata whenua presence and uphold heritage values. Spatially, Hub 4 presents an important space for the re-activation of the existing building and the creation of an important link to the central Haven Precinct space. To achieve this we have identified the following opportunities:

1. The existing buildings in this area should be re-purposed with the more modern utilitarian annex buildings removed.
2. The historic portal identified within the Four Seasons building should be uncovered and utilised.
3. The boundary to the port in this area can potentially be shifted to accommodate a shared space (similar to South Frame and Avon River Precinct in Christchurch) to cater for cars and pedestrians to access the various parking opportunities provided. Access into and out of the precinct will utilise existing safe locations.
4. Public pedestrian precincts are provided on all north and north west edges of the new buildings.
5. This precinct is located opposite an existing development site on Wakefield Quay.
6. Potential opportunities exist to encourage compatible development on this site.
7. High quality lighting that excites and increases perceived safety.

Recommended Actions + Outcomes

- Improve Public Realm areas.
- New commercial opportunities including short term accommodation, restaurant and bars, music venue.
- Re-purpose historic portal.
- Accommodate or respond to future development opportunities over road.
- Encourage opportunities for businesses to re-establish by showing space planning configuration options for potential building re-uses.
- Create a safe, barrier free, high quality continuous walking and cycling route.
- Through collaboration, restore place names and narratives into wayfinding elements, pavement design, and lighting patterns - guiding visitors through story, time, and space.



Artist Impression



Hub 5: Reliance Shed and Associated Land

Hub 5 could be interpreted as a narrative beginning, where 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”

Existing Site / Context and Observations

As the eastern threshold into the Haven Precinct, this area carries potential as a space of encounter, welcoming, and belonging - aligning strongly with the principle of ‘Tūranga’ (standing place) and the value of anchoring identity in arrival.

The area has historically provided access (vehicle) gateways into the port but these are no longer used. At the eastern end of the precinct, the Reliance building is a large 1400m² shell of a building.

The site is prominent being located on the outside corner of a primary route into Nelson. Required security provisions creates a visual amenity concern in this highly visible and strategic location.

This end of the Haven Waterfront Precinct represents a ‘gateway’ between the overall precinct and the Nelson City Centre. In this location the design of a metaphorical ‘gateway’ could draw upon the central organising them of:

- 1. ‘Tai Timu, Tai Pari’ - Ebb and Flow
- 2. Ki uta ki tai- Land and Sea
- 3. Hoatu, Homai - Trade and Exchange
- 4. Ara Tai, Ahi Tū - Movement and Occupation
- 5. Hui Wai, Hui Whenua - Food and Resources

Reliance Land:

We understand there is an agreement between NCC and Port Nelson to amend the boundary line.

Preliminary plans have been prepared by WSP to accommodate much needed parking in to the remaining land. Options included the provision of 9-20 carparks and the final car park layout would need to recognise the existing historical portal frame, if that is to remain.

Opportunity exists to repurpose the frame as a gateway feature with integrated lighting, carving, or digital storytelling aligned with ‘Tai Timu, Tai Pari’ (ebb and flow).



Extract from 2016 Plan

2016 Plan:

This area was identified as being important to the wider scheme as a site that could provide approximately 56 parking places.

The plan proposed the retention and re-purposing of the Reliance Building.

The historic access into the port at the western end of this area was closed and the main vehicle access into this area was at the eastern end of the site and along the northern face of the retained building.

The Option 1 Short Term Plan shows provision for 140 carparks. That includes allowing for 10 parks between the Anchor and Customhouse buildings and 10+ parks located within the footprint of the historic portal.

Identified Opportunities

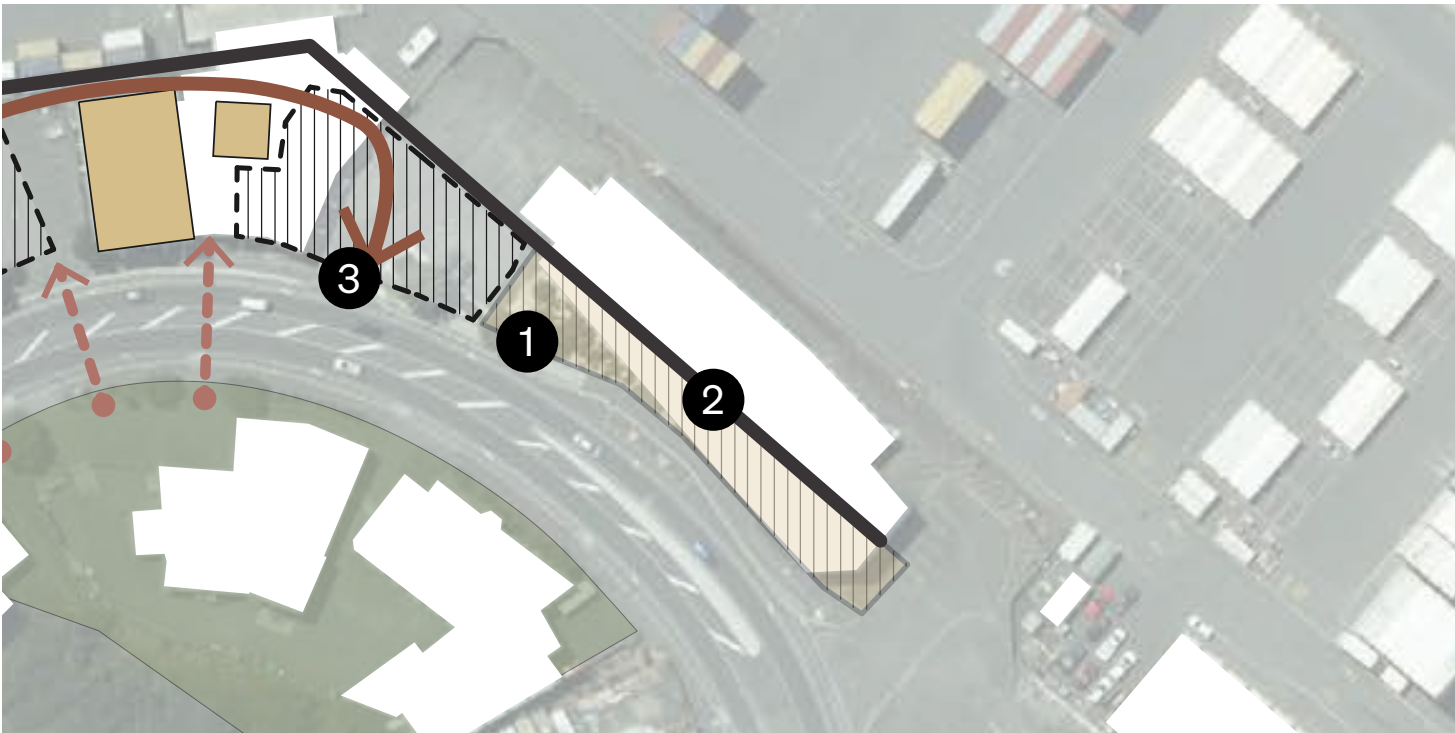
Spatially, Hub 5 is important in terms of the Haven Waterfront Precinct interface with existing connections to the city centre beyond.

An important element to the future success of a re-developed Haven Waterfront Precinct will be its accessibility. To achieve this we have identified the following opportunities:

- 1. This precinct provides an opportunity to create an appealing landscaped area that acts as the threshold to the waterfront precinct.
- 2. This boundary façade provides an opportunity to repurpose the frame as a gateway feature with integrated lighting, carving, or digital storytelling aligned with ‘Tai Timu, Tai Pari’ (ebb and flow), an attractive introduction to the Waterfront precinct.
- 3. The existing entrance/exit provided on Collins Street will be re-purposed as the primary egress from the site.

Recommended Actions + Outcomes

- Gateway feature to waterfront precinct creating a place of welcome. This is a prime location to uphold cultural identity - elevate from “concept” to design priority.
- Opportunities to develop a narrative pathway eg, through low sculptural forms, native planting patterns that express whakapapa and responds to port development history.
- Provision of carparking.
- The start of a pedestrian priority environment where people come first.
- Integrate stormwater treatment.
- Maintain safe off road cycling network in this area with the existing connections to Hub 4-1 and back to the CBD, newly developed marina promenade and beyond to northern suburbs / Atawhai.





Appendix A: Brief Economic Commentary

Brief Economic Consideration

Introduction

Savvy Consulting has been asked to provide some initial/brief commentary on the economic opportunities, constraints, and considerations for the redevelopment of the Haven Waterfront Precinct in Nelson (“the Precinct”). The first part of the memo responds to the high-level ‘Draft Findings Report’ supplied by Rough Milne Mitchell (RMM) which describes the five hubs of the Precinct and the identified design opportunities, recommended actions and outcomes for each of those hubs. Savvy’s focus is on the commercial opportunities identified in each hub and across the Precinct as a whole, in the context of the wider Precinct design and role, and in the economic context of Nelson.

The second part of the memo briefly responds to the concept of including some form of hot pool complex or saltwater/ocean pool within the Precinct. While these facilities are not currently identified within the draft design concept supplied by RMM, Savvy understands that these ideas are of interest to the Nelson City Council – and opportunities and constraints of those ideas require some high-level evaluation.

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.

Comments on the Draft Findings Report/Design Concept

The aim of the Haven Waterfront Precinct Plan is to create an inviting, integrated, mixed-use waterfront destination that can be enjoyed by the local community and visitors to Nelson. The design concept works with the existing features and infrastructure of the area while enhancing public access and amenity. Key buildings are proposed to be repurposed to provide commercial opportunities that contribute to the function and vibrancy of the Precinct. The Precinct currently includes some important marine related services



that are to be retained but potentially relocated to use the space more efficiently and maximise development opportunities.

Commercial spaces and opportunities currently identified in the draft design plan are described as follows:¹

- **Hub 1** - Plant and Food Building and Power Station – this building fronts existing/proposed pier infrastructure and adjoins a large parking area. Likely multi-tenant space. Includes space above ground floor which could house relocated Harbour Master and Coast Guard/Sea Rescue operations.
- **Hub 3** – Shed 1 and Silo – Shed 1 fronts existing piers and is adjacent to an existing commercial building (Styx Restaurant and Guytons fish shop/takeaways). Shed 1 is proposed as a multi-tenant space. The Silo sits between existing buildings and has potential for repurposing as an attraction of some sort.
- **Hub 4** - Anchor Building and Customhouse Building – these building front existing or potential parking areas and adjoin the Port boundary. Proposed as multi-tenant spaces. Both are two storey buildings. The Anchor Building is enabled for visitor accommodation (i.e. boutique hotel or serviced apartments).
- **Hub 5** – Reliance Shed – this is a large warehouse/shed building – it fronts existing/proposed parking areas – anchors one end of the Precinct. It adjoins the Port boundary.
- **Concession holders** – potential for a range of commercial businesses to operate outside of the above buildings in a range of locations within the Precinct.

Savvy supports the current design concept and considers that the opportunities identified are realistic and appropriate. Some initial comments on opportunities and constraints/considerations are outlined below.

Opportunities:

- Combining harbour-side pedestrian areas (i.e., promenades) with commercial activities is an established formula with several successful examples throughout New Zealand. Auckland’s viaduct harbour is a large scale example (although contiguous with the CBD), while St Clair’s beach in Dunedin is a small scale example in an otherwise residential area. The Ahuriri precinct (West Quay) in Napier is also a notable example where a port-side heritage industrial area has been regenerated into a dining/shopping precinct.
- Activities that are 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. Their viability will be dependent on the foot-traffic that can be generated year round.
- Small scale comparison retail tenancy spaces will lower lease costs (which may assist with viability) and allow for more diversity in the Precinct. Food and beverage activity is however expected to be the anchor

¹ The existing building in Hub 2 is recommended for removal to increase public space.

of the development (with opportunities for outside eating space a key point of difference from the CBD and other centres for example).²

- While there is Suburban Commercial zoning in the locality it does not have a household/resident focus (i.e., is mainly a light industrial/business area). The Haven Precinct therefore provides an opportunity to provide some centre-like functional amenity for the immediate residential (and visitor) catchment. This could include some household/personal services such as a florist, hair/beauty salons, medical services, yoga/Pilates studios or a gym. Some of these activities would be suited to first floor tenancies.
- The Precinct is already home to some marine-based activities that have a functional and operational need to be located at the waterfront. These activities should be maintained rather than displaced. There is an opportunity to expand marine-based tourism/commercial recreation activities in the Precinct within the capacity limits of available infrastructure. This includes hire-based activities that are well suited to concession activities (kayaks, paddleboards, water-bikes)³ and trip-based activities like day-charter boats, water taxis and ferries (some of which are already operating from the Precinct piers). These businesses may be able to share a ticketing space/hub on the ground floor of one of the buildings.
- The Precinct may be a suitable hub (start/finish point) for a bike hire (or tour) business (depending on its connection to the urban cycle network). If there is not sufficient demand to sustain a bike hire business in the Precinct, it should be promoted as a place to include (visit/stop) on popular urban/coastal bike routes.
- Other potential activities that may be suitable within the built space in the Precinct could include a dedicated waterfront function space (although this is likely to generate intermittent revenue), or a space for community groups to use. Small scale/boutique accommodation (on the first floor of one building) may be feasible (if noise effects from the Port can be managed).
- Concession holders (including food trucks) can be scaled to meet demand and may help to link the commercial buildings together (i.e. to draw pedestrian interest from one building to the next, noting that some are dispersed across the Precinct and are not contiguous).
- Public recreation facilities (such as swimming access, swimming platforms, diving/manu platforms, fishing piers) will further support commercial businesses by generating foot-traffic (particularly for food and beverage businesses). These should be encouraged.
- Creating a safe and inviting environment in the evenings will add to the commercial viability of some food and beverage businesses. That is, the precinct could be a day and evening destination (although noise effects on nearby apartments will need to be considered).



- Dedicated marketing for the Precinct (i.e. a website that promotes tenant businesses, up-coming events and any Precinct news)⁴ is likely to assist in reinforcing the Precinct as a destination for visitors to Nelson and a place to visit regularly for residents. It will elevate the profile of the location, which would assist in attracting/maintaining tenants.
- Achieving a successful commercial role in the Haven Precinct may have a spillover effect on nearby Suburban Commercial zoned land over time – stimulating redevelopment to more of a residents and visitors shopping area.
- Similarly, a successful development will add to the functional and social amenity of nearby residential zoned land (i.e. land value), which may stimulate further development of remaining vacant sites and facilitate redevelopment/ intensification.

Constraints:

- Care will be needed to manage the impact of development/redevelopment on existing businesses operating in the Precinct. A staged approach may be needed to allow the Harbour Master/marine rescue to relocate without impacting on their operations. The Styx restaurant will be sensitive to construction effects that limit access for their customers or create an unpleasant dining environment.
- The repurposed buildings may feel dispersed, particularly when annexed buildings are removed as proposed (with the exception of Shed 1 which is close to the Styx Restaurant). The development will need to overcome the lack of clustering of the commercial buildings. Success will rely on the walkability of areas between buildings, with visitors encouraged to meander through the whole Precinct on a visit. It will be important to make the areas between the buildings interesting/inviting and for visitors to see the hubs as part of a whole.
- Consideration should be given to spreading food/beverage across all the buildings to help even out the food and beverage customers, or alternatively to concentrate food and beverage in one hub and provide a unique focus/role for each of the other buildings/hubs. There may be pros/cons for either strategy.
- 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. For example, the draft design concept indicates that public access behind the Styx/Guyton building will be created to provide access to the Silo. It will be important to check what this may mean for the operational space (rare) of those existing businesses.
- There may be tension between curating the ideal mix of businesses for commercial tenancies and simply securing tenants to start generating returns. If a planning framework of some sort is needed for the Precinct (i.e. a specific purpose zone or a consent (if applicable)), then a balance will be needed to ensure that what is enabled in the Precinct is not so prescriptive as to delay or slow the uptake of the tenancies. A critical mass of activity (established within the same/similar time) will likely be needed to ensure the viability of new businesses. If one or two businesses are required to be early adopters, they may struggle to be viable while they wait for the critical mass of the Precinct to build. This should be taken into consideration with the timing and sequencing of design (i.e. to maximise commercial feasibility for tenants).

² Steamer Wharf in Queenstown is good example of year-round outdoor dining spaces in a waterfront setting (with use of heaters/blankets in winter).

³ These operators could be focused on Hub 2 where there is proposed easy water access. They may arrive and set up daily and require vehicle access only (for equipment trailers for example). See for example:

<https://paddlewanaka.co.nz/activity/kayak-paddleboard-hire/>

⁴ See for example: <https://www.ahuriri.co.nz/> or <https://www.steamerwharf.co.nz/>

- Pure office-based businesses would not be recommended for the commercial tenancies in the Precinct (i.e. upper floor space). While such businesses contribute to the day-time population and vitality of the Precinct, they do not add to the functional amenity of the area for residents or visitors.
- Increasing the commercial role to the Precinct will likely generate demand for workforce parking. This has potential to compete with visitor parking and needs to be factored into the design planning.
- Heritage buildings often provide less flexibility in terms of tenancy spaces compared to new buildings. The heritage aspect will need to be promoted as a point of difference/unique attribute for future tenants (to avoid it becoming a constraint).
- Commercial concession holders will have lower operating costs compared to tenants of repurposed buildings and this can create tension if they are competing directly (i.e. food trucks competing against cafes/restaurants). The building tenants will be the backbone of the Precinct, with concession holders potentially seasonal or more limited in duration. It will be important to prioritise the viability of the commercial building tenants with concession holders added only when sustainable (or focused on activities that do not compete directly with permanent tenants).
- While the development of the Precinct may attract new businesses to Nelson, it is also possible that existing businesses may move into the Precinct if they consider that it provides more profile/income for their business. Some churn is healthy and it can stimulate further investment in tenancies that have been exited. The direct and flow-on economic benefits potentially generated by the redeveloped Precinct are likely to outweigh any potential distributional effects on existing centres.
- The relatively small scale of the commercial buildings/spaces is a mitigating factor in distributional effects. Next design steps could turn attention to the number and size of potential ground and first floor tenancies across the repurposed buildings. This information will be helpful to get a sense of the overall number of businesses that could be included in the Precinct and their potential mix.

Other Considerations

While relatively small, there is an opportunity for the Haven Precinct to become a new leisure, recreation and dining/shopping destination that enhances Nelson as a place to live, visit and invest. Ensuring sufficient access and parking for staff and customers will be key considerations for any future businesses considering a location in the Precinct. Businesses currently operating in the Precinct will likely have an excellent perspective on development opportunities and operational challenges for the area, and Savvy recommends that their input to the design process is sort early on (if not already).



Comments on Hot Pools/Saltwater Pool Idea for Precinct

- Savvy considers that an outdoor (or predominantly outdoor) hot pool complex would be unsuitable for the Precinct, and an inefficient use of limited space. To be commercially feasible, outdoor hot pool facilities need to be either sufficiently large in scale, or very 'high-end'. They are also typically associated with peaceful environments and natural settings. This is unlikely to be compatible with a pedestrian-focused, public space development in urban Nelson adjacent to a working Port. Savvy supports the addition of an outdoor hot pool attraction in Nelson but would not recommend it in this location.
- Some form of indoor water-based well-being activity within one of the retained buildings/tenancies (such as an indoor hot pool/sauna/cold plunge/float therapy⁵ (or combination of the above in a single 'spa' business)) may be feasible in the Precinct, but probably no more feasible than it might be in other commercial centre locations in Nelson. Demand for such businesses is growing and they can operate at a relatively small scale if needed (particularly when they offer a high-end service). Such businesses would be a good fit if other retail and service businesses are more at the boutique/niche end of the scale. Like beauty spas, such businesses can provide good synergies with visitor accommodation and hospitality. Savvy expects that some (but not all) of these activities may require specific building/tenancy attributes that make them more suited for some buildings rather than others, or ground floor rather than first floor.
- Providing a concession for an outdoor (mobile) sauna near the swimming access in the Precinct could also be considered, as these are growing in popularity around New Zealand.⁶ Direct/quick access to cold water after completing the sauna is a key feature of existing examples in the market.
- Savvy considers that more information would be needed to understand whether a saltwater/ocean pool would be appropriate within the Precinct.
- Firstly, the type of pool would need to be decided. Around the world, these range from natural tidal pools that are unstaffed but provide an enclosed area for swimming or paddling (if shallow). At the other end of the spectrum these pools are not dissimilar to inland council owned swimming pool facilities, which require ticketing, staffing, regular cleaning and maintenance. For the latter, Council would first need to determine if this part of Nelson is under-served by Council owned pools, and if a saltwater/ocean pool would best meet community needs in terms of location and facilities.
- Second, this would require design consideration – i.e., whether it can be incorporated in the design or not. If the pool were to encroach into the coastal marine area, then Savvy expects this would face significant planning approval challenges. Including a pool facility may require a trade-off with other public space or design outcomes.
- Third, the necessity for a saltwater/ocean pool in the Precinct needs to be tested. While such a pool can be a key attractor of people, Savvy expects that the Haven provides a safe and natural swimming environment already. The pool at St Clair in Dunedin for example, provides a safe and heated place to swim in what is a cold and exposed ocean beach environment. A pool is unlikely to be needed to overcome any existing constraints to swimming at the Haven. The Draft design concept already incorporates methods to facilitate easy (all-tide) access into the water for bathers. Savvy considers that this is likely to be the most cost effective (economic) way to encourage the Haven as a swimming environment.

⁵ One such example: [Zen Float Spa](#).

⁶ See for example: [The Sauna Wānaka NZ | Outdoor Sauna & Private Sauna Near Me](#)



Appendix B: Ecological Opportunities

Ecological Consideration

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.

There are three avenues by which natural ecology can be incorporated into the Haven Waterfront project. These are described below. These are focused on the Hub 2 part of the site, as this provides the greatest opportunity for the public to connect with water, and for the design to reflect the interface between land and water using illustrations of species, communities, and eco-clines that would have once been present.

Other Considerations Iconic Species – Little Blue Penguin

Once widespread throughout New Zealand’s coastal areas, the little blue penguin or kororā, has been heavily impacted by human modification of the foreshore nesting habitat and by predation by dogs and introduced pest animals.

In Nelson, the modification of the foreshore to develop the growing city has resulted in kororā nesting sites being pushed out to less developed places, including adjoining Manuka/Haulashore Island and the Tahunanui/ Tasman Bay area.

With people’s use of the coastal environment ever increasing, it is important to provide leadership for how penguin habitat can be incorporated into the built-human environment – and that opportunity exists for this project.

While kororā naturally nest close to the sea in burrows, or in caves, rock crevices, and under logs, they will also readily use a variety of man-made structures including nest boxes, coastal rock walls, stacks of wood or timber, and under buildings.

Redevelopment of public spaces around other parts of New Zealand has successfully incorporated nesting habitat for kororā into built design, and we encourage the same for this project.



The Hub 2 area includes the redevelopment of the water/ land edge to facilitate improved public access. As part of that design, rock revetments or retaining walls could include cavities above the high tide mark in which nest boxes and penguin tunnels can be installed to provide dry, safe nesting areas. Smart design to separate people and their pets from penguin areas will be needed.

Interpretation (artwork, signage) should be included in the Precinct which emphasises the historic presence of kororā at the site, the design features that cater for kororā nesting havens, and broader conservation messages about how people can protect natural nesting areas elsewhere in the Nelson/ Tasman region.

Iconic Communities – Rare Coastal Plants

Historically, the natural foreshore at the Precinct would have transitioned from boulder and rocky beach into an increasingly diverse community of hardy, salt and storm-resistant native plants. Most of those species would have been low-growing creepers and shrubs. Together they would have created an easily recognisable, and highly specialized plant community.

Many of the plant species in the historic coastal mix of plants have had their natural range severely curtailed by many years of foreshore modification and are now so reduced that they are classified as Threatened or At Risk of extinction without active intervention. Conservation groups and public entities elsewhere in New Zealand have found ways to blend the use of some of these special native coastal plants into foreshore development design – and we encouraged the same approach for the Haven project.

Landscaping throughout the Haven Waterfront Precinct will require plants that are hardy, salt-tolerant, and easily established into planting beds to provide landscape amenity.

There are a number of **special coastal plants** that are native to the Nelson region and form part of the wider suite of plants that comprise natural coastal plant communities, which are well-suited to coastal margin landscape design. These species include:

- 1. *Coprosma acerosa* (sand coprosma); At Risk – Declining
- 2. *Muehlenbeckia astonii* (shrubby tororaro); Threatened – Nationally Endangered
- 3. *Hebe speciosa* (showy hebe); At Risk – Declining
- 4. *Euphorbia glauca* (shore spurge); Threatened – Nationally Vulnerable
- 5. *Melicytus crassifolius* (coastal porcupine shrub); At Risk – Declining
- 6. *Pimelea villosa* ssp. “southern” (southern sand daphne); At Risk – Naturally Uncommon
- 7. *Libertia peregrinans* (sand iris); Threatened – Nationally Vulnerable

These special plant species can be planted *en masse* for visual effect, or matched with other commonly used native grasses, rushes, and shrubs to provide a mixed native plant community.

Native plant species typically used in **coastal landscape plantings** for low-growing dense visual effect include:

- 8. *Apodasmia similis* (oioi, jointed rush)
- 9. *Phormium cookianum* (wharariki, coastal flax)
- 10. *Disphyma australe* (horokaka, native iceplant)
- 11. *Centella uniflora* (centella)
- 12. *Tetragonia tetragonoides* (New Zealand spinach)
- 13. *Carex pumila* (sand sedge)
- 14. *Muehlenbeckia axillaris* (mat pohuehue)



Natural Connections – Wayfinding Through Art and Design

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 re-creation 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 micro-spaces 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. Several ideas are laid out below.

Opportunities include:

- Including **wetland treatment** into stormwater management areas, for example, where carpark or hard surface runoff requires buffering, find sediment deposition, and pollutant treatment, native rushes can be used in swales and as dense planted blocks to provide natural treatment.



- **Artificial reefs:** at this site, these would take the form of vertical structures that are incorporated into retaining walls or breakwaters. These have been successfully trialled at sites around Sydney and have survived weather events & tidal flows well, and have been readily colonised by seaweed, fish and invertebrates. Aesthetically they look rather neat. The designs vary for different purposes, and are modular – fitting into each other to provide as much wall coverage as is needed. Artificial rocks (lower picture) provide wave protection and artificial rock pools – great for fish and great for kids for rock pooling – and in doing so also draws in public, so can be used in low tide accessible public areas.

Marine mammals and birds that do, and would have once, been present in the Precinct area. The interpretation of the marine links to the coastal edge with how bird and marine mammals would have once used this area. These could include:

- NZ fur seal
- Australasian gannet
- Shag species
- Mudflat waders – oyster catcher, pied stilt, white heron, spoonbill, reef heron, white faced heron
- Little penguin (see other section of this document for ideas on creation of nesting areas)
- Petrels and shearwaters

Potential opportunities include:

- Reconstruction of the seaward edge of the site provides opportunities for sculptures in life-like areas:
- Construction of haul-out and basking ledges along the shore edge (incorporated into retaining walls if need be) with robust sculptures of **sea lions** basking and in active stances on them (lounging, diving, emerging from water – at different parts of tidal cycle)



- Higher up/ outside of the wash zone, an artificial, small, breeding colony area for gannets (see picture below) with gannet sculptures
- Create artificial mudflat area (may need to be above high tide mark) and have sculptures of wading birds with interpretation – white heron, white faced heron, spoonbill, stilt, godwit, and oystercatcher.
- Artificial nests and underground burrows of petrels and shearwaters that would have once been present in this local area – most probably fluttering shearwater, Buller's shearwater, flesh-footed shearwater, giant petrel.
- Natural migration patterns of fish e.g. kōaro or tuna (eels) that occur annually through the Nelson and Tasman regions, can be communicated through pavement design (see Auckland for some examples) using sculpture and pavement surface artworks in combination with interpretation.
- An At Risk native skink - the **Northern Spotted Skink** (*Oligosoma kokowai*) - is present on Haul-Ashore Island. This large, conspicuous, and often beautifully coloured skink is active during the day and is characteristic of the Nelson Boulder Bank, Haul-Ashore Island and some coastal areas to the north of Nelson. This species is likely to have once been present along the Nelson waterfront shoreline within rocky headlands and boulder accretions prior to its development as a port. The species is a local icon, and its conservation threat status and restricted range is representative of the ongoing peril that many local upper South Island endemics face in the human-dominated landscape. Recognising this species through art forms, and landscaping and story-telling within the Precinct would draw a more tangible link between the coastal margin of Nelson and the nearby natural features, including the Boulder Bank and Islands.



Other ideas

- Use mussel shell beds (mussel shell reactors) to filter stormwater before discharge to sea.
- Beds of mussel shells, or vertical stacks through which water runs.
- Glass see-through viewing areas for tides/ foreshore – on walkway or in buildings
- Beached whale on foreshore and/or walk through or whale skeleton & interpretation – history of beachings in Nelson/ Tasman, cultural uses & history/ values.
- Shark & ray sculptures

During the course of the project we have undertaken the following consultations;

Date	Organisation	Comment
16/12/2024	Nelson City Council (NCC) Development Team	Startup meeting and introductions
20/01/2025	NCC Development Team	Site Visit
17/02/2025	Nelson Port Authority	Meeting with Port authority personnel
13/03/2025	NCC	Presentation to Waterfront Development Task Force
17/03/2025	NCC	Meeting with NCC team
21/03/2025	NCC and Coast Guard	Site visit including viewing from the water
12/05/2025	Iwi Liason	Meeting and presentation to Iwi representatives and NCC cultural liaison personnel as organised by NCC.
21/05/2025	NCC Development Team	Meeting with council staff to discuss iwi consultation and agree on pathway forward.
16/06/2025	Iwi Liason	Communication with Jen Bennett to be informed on the outcome of the iwi consultation undertaken by Thirdspaceaotearoa on behalf of project
25/06/2025	Waterfront Development Task Force	Presentation to Task Force

Appendix C: Consultation Log

RMM