Nelson City Council | Te Kaunihera o Whakatū

CONSULTATION 2026 – KŌRERO MAI

Unlocking Nelson's waterfront

→ Draft Waterfront Masterplan

Seeking public input to help us plan to make the most of our stunning waterfront.



Have your say

shape.nelson.govt.nz

PUBLIC CONSULTATION DOCUMENT

Concept image – one of several options being considered.

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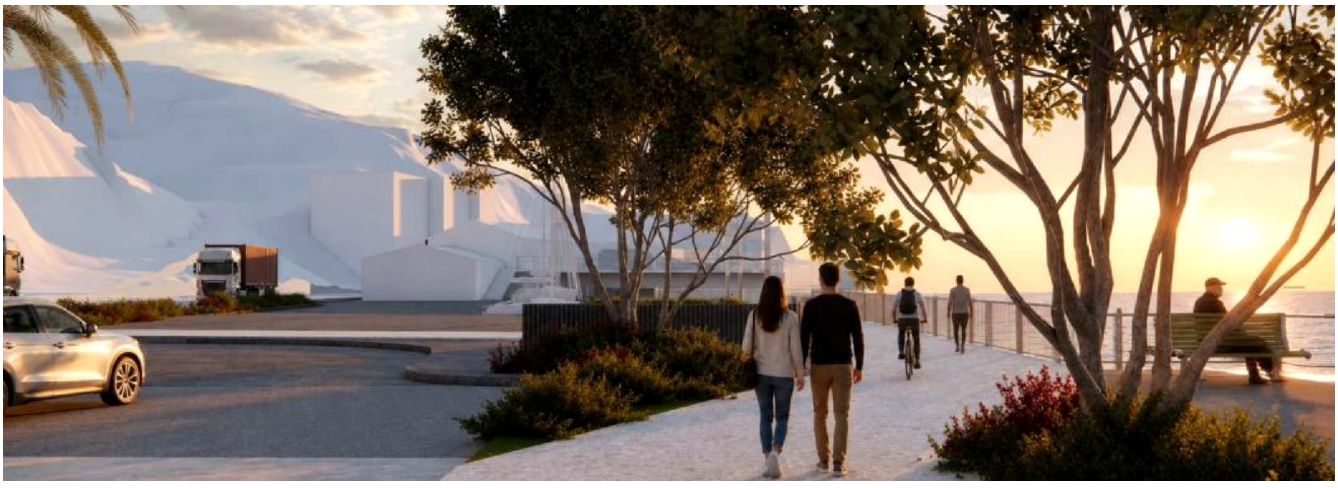
What happens next – and how the Council will decide

How to have your say – including the submission form

This consultation in one paragraph

Nelson City Council has a draft plan for the Haven waterfront – the Council-owned land and buildings along the water, from Collins Street to Victoria Road. It is called a masterplan. A masterplan sets the **big direction**. It does not design buildings, and it does not spend money. This plan proposes improved access and connectivity, building re-use and access to the sea. Before the Council decides on the Masterplan, we want your guidance on the options – and on **the big questions** set out in this document.

This is the consultation document. The full Draft Waterfront Masterplan is a separate, much longer document. You can read it online at **shape.nelson.govt.nz**, or pick up a hard copy at the Customer Service Centre or any Nelson library.



The waterfront promenade as it could be. Draft Masterplan, Irving Smith Architects. Concept picture, not a final design.

A message from your elected members

Nick Smith · Mayor of Nelson

This exciting project is about better connecting our city to the sea and creating an iconic waterfront precinct for people to enjoy. The area has views as beautiful as anywhere in the world and a rich heritage. The problem is poor access, neglected buildings and no plan for its future.

Revitalising our waterfront is unfinished business. I was involved 25 years ago as Nelson's MP in initiating the Nelson 2000 Trust that developed the Early Settlers Memorial, Friendship Walk, The Styx/Guytons building and historic seawall. This project is about developing the surrounding areas and creating better places for people to swim, kayak, manu (water jump), walk, bike and relax.

Money is tight but it is poor economics having empty Council-owned buildings and unused valuable land. There are difficult trade-offs between cost, heritage and how quickly we progress.

We want your input on how we enhance this special part of our city.



Nick Smith · Mayor of Nelson

Councillor Mel Courtney · Waterfront Redevelopment Taskforce Chair

The Nelson waterfront is at a turning point. The Anchor Building, the NCC Electricity Building and Custom House have sat empty or underused for years, while roads and carparks cut off the wider precinct from the water.

This masterplan brings transport, water access, business and heritage together for the first time. It looks at how people move through the Haven area on foot, bike, bus and by car. It opens up access to the sea with new steps and a renewed boat ramp. It backs local business and the blue economy with room to grow. And it sets out real choices for our heritage buildings, from minimal repair through to full conversion.

None of this is locked in. The options in this document are genuinely open, and your feedback will help shape what goes forward to Council. I would encourage you to please read the detail, come to a drop-in session if you can, and tell us what matters most to you.

This is your waterfront. Help us get it right.



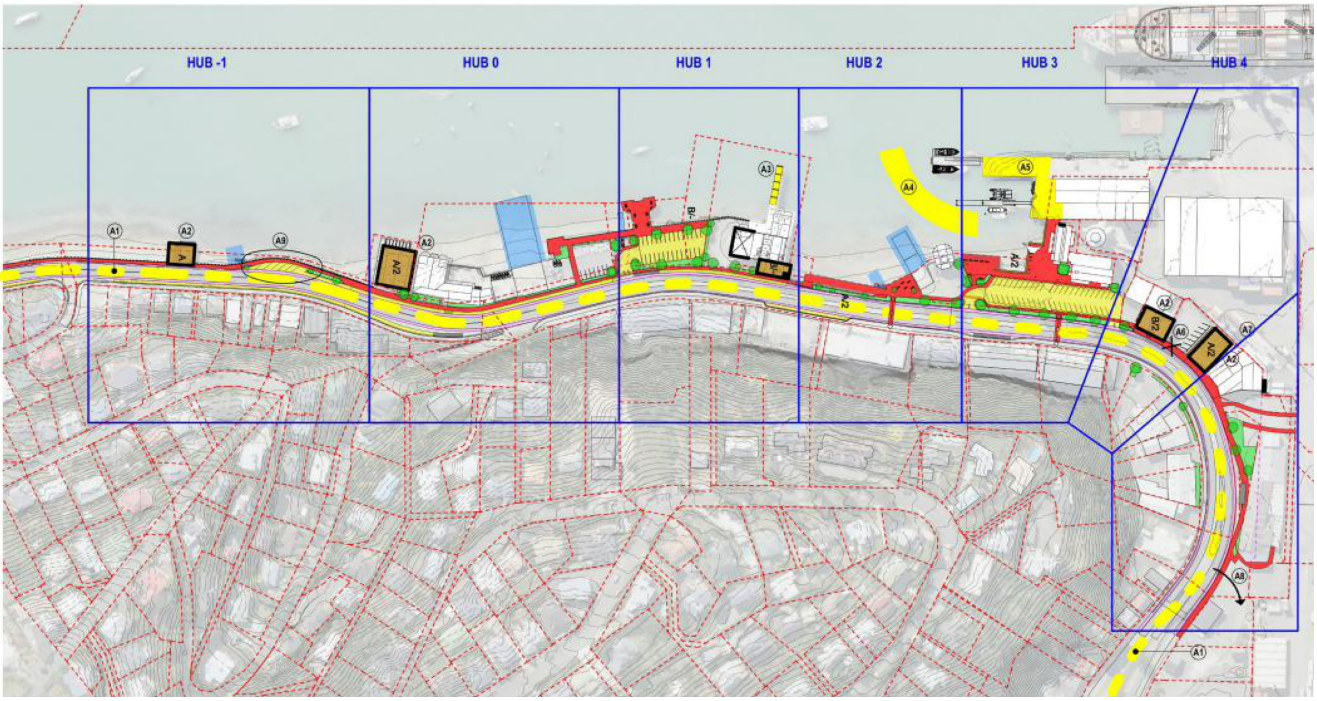
Councillor Mel Courtney · Waterfront Redevelopment Taskforce Chair

Linking Nelson's city to the sea

The waterfront should be one of the best parts of our city. Right now it is hard to walk along, hard to swim from, and lined with empty buildings.

What this plan covers

This plan is about **the waterfront itself** – the Council-owned land and buildings along the water. It is part of a wider effort to link the city to the sea, and sits alongside the City Centre Revitalisation work. The streets between the city centre and the start of the Waterfront area are a separate piece of work, and are not covered here.



The waterfront as it is today – where people walk and cycle, where cars park, and where the old buildings are. Draft Masterplan, Irving Smith Architects.

The plan covers the waterfront from **Collins Street**, by the building formerly occupied by Reliance Engineering, south to **Victoria Road**. The Council owns ten parcels of land along this stretch, including the **Anchor Building**, **Custom House** and the **NCC Electricity Building**. Other land along the way belongs to other people. The Council cannot change those places on its own. It would need the owners to agree.

What walking along the waterfront area feels like now

Today the path from Collins Street to Victoria Road runs right beside the highway. Large trucks rumble past on their way to the port, close enough that it does not feel safe for young families. You walk in front of the heritage buildings, then pick your way around the carparks, and then you are pushed back out onto the roadside to get past the NCC Electricity Building. It is not easy, and it is definitely not friendly.

Three priorities

Everything in the plan is drawn from three priorities. They come from the work of the Waterfront Taskforce and previous investigations. They answer three different questions: how do people get here and get to the water, what is there for them when they arrive, and in what order should it all be done.

These three priorities are interconnected. That is why a single plan covers them all.

1
Connectivity
Getting there, and getting in

The shared path. Access to the sea. Better carparking. Access to buses. More places to cross the highway safely.

Today the route is broken and unsafe in places, and for a city built on its harbour there are surprisingly few places to get into the water.

2
Activation
Reasons to stop and stay

Community use. Cultural storytelling. Vacant buildings brought back into use. Public space to enjoy the waterfront. Water access. Visible activity in the area.

Custom House is a rare survivor – an Edwardian hotel, the last of those that served the port. The Anchor Building is on the Heritage New Zealand List. Both sit empty.

3
Coordinated development
Doing it in the right order

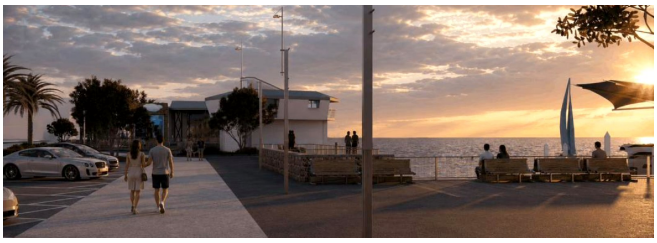
Planning the projects and working with the constraints. Keeping the design consistent across the whole area. Sequencing the work. Working with our partners.

It also means spotting opportunities – investors, the blue economy, visitors – and safeguarding places just beyond the current boundary that could come into play later.

> *These three priorities come straight from the Draft Masterplan. Every question in this document sits under one of them, and each is labelled so you can see which one is relevant.*



New steps into the sea. Concept picture, not a final design.



The waterfront route at dusk. Concept picture, not a final design.

Our vision and guiding principles

Our 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.

Where the vision comes from

Previous work provided us with a clear cultural direction, through incorporating the Design Principles of **Tūturu, Tūhono, Tūranga, Matatū**. Together they give the whole waterfront one thread that honours the past and affirms the identity of Whakatū, for everyone.

In practice, they protect customary access to and use of the coast – including Te Taero a Kereopa (the Boulder Bank), Urenui (Fifeshire Rock) and Matangi Āwhio – and protect and strengthen the mauri (life force) of coastal ecosystems. They shape the arrival points into the waterfront, and they open the door to naming the shared path, native plants and habitat, and telling the stories of this place along the way.

The four guiding principles

Every idea in this plan has to live up to these.

Tūturu

Genuine expression of culture

Restore nature at the water's edge and bring people back to the water. Improve the health of the harbour through planting and green infrastructure. Ground what is built here in the stories of tangata whenua, so the place feels like Whakatū and nowhere else.

Tūhono

Connectedness and collaboration

Recognise all our histories and cultures, not just one. Bring the energy back to the Haven edge. Make a plan that welcomes every part of our community – and deal honestly with the need for car parking.

Tūranga

Belonging and mana whenua presence

Recognise whakapapa and mana whenua, and give real prominence to iwi perspectives – including the history of displacement and cultural loss. Celebrate the working port. Make the waterfront somewhere people come to on purpose.

Matatū

Readiness and resilience

Take the rhythm of the tides – *Tai Timu, Tai Pari* – as the guide. Build spaces that are flexible and ready for a changing climate, and tie them together with art, interpretation and wayfinding.

WHERE THIS WORK CAME FROM

How we got here

A better waterfront is not a new idea. It is written into the community outcomes in our **2024–34 Long Term Plan**, which describes a Nelson where *"our easy city to sea access provides locals and visitors with a world-class waterfront experience"*, and where good design and thoughtful planning create safe, accessible public spaces for people of all ages, abilities and interests.

The Mayor put it plainly in the **2025/26 Annual Plan**: design work would be advanced on the Haven Road–Wakefield Quay precinct to enhance the public's enjoyment of this stunning waterfront area – while being honest that there are difficult decisions ahead about which buildings to keep, which to take down, and how to improve parking and public access.

The **2026/27 Annual Plan** confirmed the next step: the Council owns ten parcels of land between the old Powerhouse building on Wakefield Quay (the NCC Electricity Building) and Collins Street, and planned to engage with the public during 2026/27 on how to develop the area. This document is that engagement.

What has already happened

In 2025 the Council progressed plans to improve access and car parking on Council-owned land at the Haven. That work included **purchasing Custom House**, approving a **land swap with the Port**, and **removing the Reliance Engineering building**.

The remaining Long Term Plan budget has been pulled together into a single project covering the removal of the Reliance Engineering and old Four Seasons buildings and the car parking that follows. $1.02 million is allocated in 2026/27, with the rest spread across 2027/28 and 2028/29. That work was already approved and is proceeding separately.

Everything else is on hold until we have heard back from you on this plan.

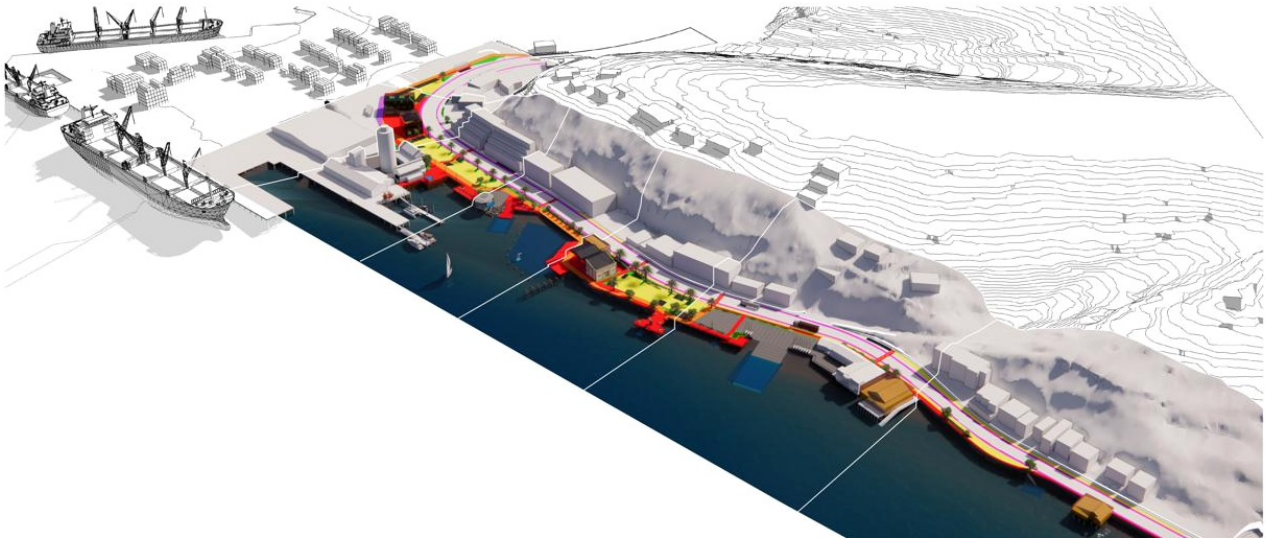
This plan is the third stage of that work. The first was the **2016 Haven Precinct Plan**, led by NMA Tract Consultants. The second was the **2025 Findings Report** – properly the *2016 Plan Review Findings and Additional Components Report* – led by Rough Milne Mitchell Landscape Architects, with Arthouse Architects collaborating and cultural work by Third Space. That report checked the earlier studies and set out what still needed doing.

The Council is working with iwi of Te Tauihu as partners on this plan, alongside this public consultation. Representatives selected by iwi sit on the **Haven Waterfront Working Group**, which first met on 25 June 2026.

The Working Group also brings together the Marina, Coastguard, Surf Life Saving, NZTA, Port Nelson, the Department of Conservation, the Harbour Master, Nelson Yacht Club and CCS Disability Action. Neighbours came to an information night on 9 July 2026, and the Council worked through the draft plan in August and September 2026.

The whole idea, on one page

Most of what you will read here is still open for change. Where something is already settled, we say so clearly.



The whole waterfront seen from above, showing how the pieces fit together. Draft Masterplan, Irving Smith Architects. Concept only, not a final design.

A wide path the whole way

A wide shared path, slow and family-paced. It runs behind the buildings and carparks, not along the road edge. You could walk, scoot or ride safely along the waterfront.

Old buildings back into use

The Anchor Building could be made strong and open again. The NCC Electricity Building could be reused for toilets, changing rooms, a café or commercial space with storage below, and possibly office space above. These are possibilities, not decisions.

Into the water

New steps down into the sea. A renewed ramp for launching kayaks, waka and other small craft. A wider boardwalk. And the old wharf decommissioned and improved as habitat for birds and sea life.

Parking that works better

The carparks are reshaped with new surfaces, planting and bus stops, and pedestrian crossings of the highway are improved. Parking increases overall.

What is not changing

The working harbour carries on. Port Nelson, the businesses, the Marine Rescue Centre – home to Coastguard and Surf Life Saving New Zealand – and the Nelson Yacht Club all keep operating. The boat ramp stays, and gets renewed. The plan does not take private land. Where land belongs to others, nothing changes without their agreement. The State Highway itself is not changing, and NZTA will maintain the existing commuter cycle lanes.

What we already know, and what we don't

Some work has been done. The old wharf has been assessed. Condition assessments have been carried out on the Anchor Building and Custom House. A quantity surveyor has costed the stages.

What has not been done is the detailed design-stage work – survey, geotechnical, structural, planning, accessibility, economic and environmental studies. Each project would need its own before it could go ahead, and those may change the detail of what is built.

What we're asking you

This is a high-level plan. It sets the direction for the waterfront over the next 10 to 30 years.

What a masterplan does

Sets the big direction for an area, and the order things happen in.

Sets principles that every later project has to follow.

Makes the big choices once, out in the open – instead of piece by piece.

What it does not do

It does not design buildings, spaces or planting. That comes later, with more consultation.

It does not spend money. Funding decisions happen through the Long Term Plan.

It does not grant permissions. Consents come later, with their own processes.

Several choices are still open. Here is everything we are asking – the same questions appear on the form at the back.

> *Some questions quote a figure. These are early estimates, worked out before any design and including a 40% allowance for cost rises. There is more on cost, stage by stage, after Question 8.*

1. **Overall.** Does this plan set the right direction for the Haven waterfront?
2. **The shared path.** CONNECTIVITY Does a slow, family-paced path sound right – and what matters most along it?
3. **Getting into the water.** CONNECTIVITY How much access to the water do you want, and what becomes of the old wharf?
4. **Access and parking.** CONNECTIVITY Does the proposed approach work for how you get here – and should we look at more parking between the Boat Shed and the Boat House?
5. **What happens on the waterfront.** ACTIVATION What would bring you here, and where?
6. **The NCC Electricity Building.** ACTIVATION How far should we go?
7. **The Anchor Building.** ACTIVATION How far should we go?
8. **Custom House.** ACTIVATION Which of the four options do you prefer, and why?
9. **What comes first, and how we fund it.** COORDINATED DEVELOPMENT What should come first – and should we look for money beyond rates?
10. **Anything else.** Is there something we have missed?

PRIORITY 1 · CONNECTIVITY

Getting there, and getting in

Getting from the city to the sea, and getting into it. Three questions sit under this priority.



The waterfront path and boardwalk as they could be. Draft Masterplan, Irving Smith Architects. Concept picture, not a final design.

Question 2

The shared path

A slow, family-paced path the full length of the waterfront – and what it should be like to use.

Question 3

Getting into the water

Three options for water access, a list of things to put first, and what becomes of the old wharf.

Question 4

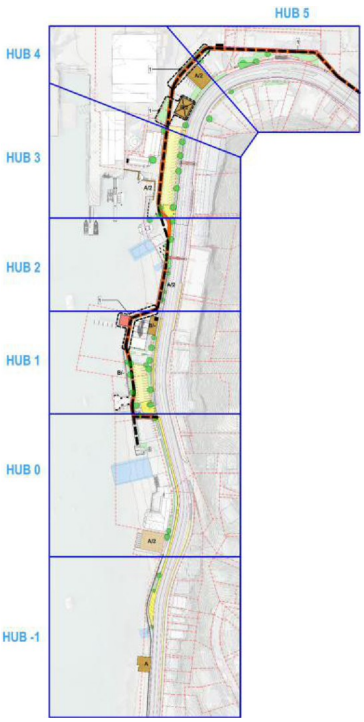
Access and parking

Carparks, bus stops and safer crossings of the highway.

CONNECTIVITY YOUR SAY · QUESTION 2

The shared path

A slow, family-paced shared path – not a commuter bikeway – running the full length of the waterfront.



The path, from one end of the waterfront to the other. Irving Smith Architects.

The path runs **behind the buildings and carparks**, not along the road edge, so walking, cycling and scootering to the water feels safe for all ages – away from the trucks heading to the port. It is built first on purpose: it costs the least, everyone can use it straight away, and it opens up the whole waterfront for everything that follows.

It would be about **four metres wide** and run from **Collins Street to the Nelson Yacht Club carpark**, with grades and crossings that work for wheelchairs and mobility scooters, good lighting, and links to bike parking, bus stops and crossing points.

Building it is not just laying concrete. The sheds beside the Anchor Building come down, a new structure is needed at the NCC Electricity Building, and at Custom House the path passes to the **north**, on Port Nelson land. The route is largely fixed by the land and who owns it, so we are not asking where the path goes – we are asking what it should be like to use.

IMPORTANT – *the northern route past Custom House depends on the Council securing the Port Nelson land. The Masterplan calls this critical. If it cannot be resolved, this part of the path needs rethinking.*

Greening and shade

Trees and planting along the route

The waterfront has little tree cover today, and its hard surfaces make it hot in summer. Planting strips and raingardens would also filter stormwater before it reaches the sea. How much greening should come with the path?

Art and stories

Narrative along the way

The path is a chance to tell the stories of this place – through artwork, design, planting and naming, developed with iwi partners.

Somewhere to leave the bike

Bicycle parking shelter

A sheltered bike park sits beside the path near the heritage buildings, so you can arrive on two wheels and carry on by foot.

WE WANT YOUR GUIDANCE

Does a slow, family-paced shared path sound right? And what matters most along it – greening and shade, art and storytelling, or both?

CONNECTIVITY YOUR SAY · QUESTION 3

Getting into the water

The stretch by the NCC Electricity Building is already an established swimming spot. The plan would make it easier and safer to use, and would settle what becomes of the old wharf.

There is more we could do here than we can afford at once. We want to know what to do first.

Three options for water access

Only the first is costed into the proposed stages. The larger two are recorded as opportunities for later.



Option 1 · $4.3m · in the proposed stages

One set of steps at the NCC Electricity Building, with the path and the boat ramp reworked. This is the option the plan carries forward, and the only one costed into Stages 1 to 3.



Option 2 · $6.8m – about $2.5m more than Option 1 · an idea for later

Adds more steps at the ramp, with a platform for people with limited mobility. About 350m^2 of extra space.



Option 3 · $8.6m – about $4.5m more than Option 1 · an idea for later

Continuous steps along the frontage, with an accessible platform. About 750m^2 of extra space – the fullest water access.

Draft Masterplan, Irving Smith Architects. Concept pictures, not final designs.

What would you put first?

Whichever option is built, there is a list of things that could go with it.

Getting in and out

Better accessibility for everyone · A floating pontoon · New steps down the boat ramp for kayaks, waka and other non-powered craft · Lounging steps near the Marine Rescue Centre · Lounging steps near the NCC Electricity Building

Safety and comfort

Better protection from storm waves · A wider walkway on the bridge section · Shade and seating

Nature

Habitat on land for kororā, the little blue penguin · Rare coastal plants · More native planting · Tide pools and habitat structures in the water · Wetland treatment for stormwater

And the old wharf

The old wharf has been looked at to determine options. Rebuilding it is not affordable. Reusing it as a jumping or manu platform could be dangerous, because the currents there are strong. The wave action is also too rough for boats to moor safely.

So the plan proposes taking it partly down, keeping what can be kept as a piece of the Haven's history, and rebuilding the structure that remains as habitat above and below the tide.

The Masterplan is honest that the Haven's natural ecology was changed for good a long time ago and cannot be put back. What it can do is bring pieces of it into the design – habitat structures in the water, planting, and artwork that tells people what used to live here. Two things are singled out: the kororā, the little blue penguin, and rare coastal plants.

WE WANT YOUR GUIDANCE

How much access to the water do you want – enough to swim from, or a fuller space to spend the day? And should what is left of the old wharf be used mainly to improve coastal habitat?

CONNECTIVITY YOUR SAY · QUESTION 4

Access and parking

How you arrive – by car, by bus or on foot – and what changes.

This one is mostly for information rather than a choice. Stage 2 of the plan reworks how people reach the waterfront, and the pieces fit together: reshaping the carparks is what makes room for the path in several places, so they happen at the same time.

Car parking

More spaces overall

Removing the old Four Seasons building at 250 Haven Road frees its site for a new carpark. That work is already approved and is happening separately.

The carparks along the waterfront are then reshaped and extended – new surfaces, planting through them, and clearer, safer aisles and entry points. Together that work adds **about 44 to 51 spaces**. New areas would drain to raingardens rather than straight to the sea.

Servicing stays as it is at the rear of Guytons and the Styx Building, with a better pedestrian priority crossing where the path meets it. Bringing the buildings back into use, offices in particular, will also add demand for parking.

Buses

New stops and shelters

Better places to wait – shelters at the stops on the seaside of SH6 and benches on the landside – closer to where people actually want to get off.

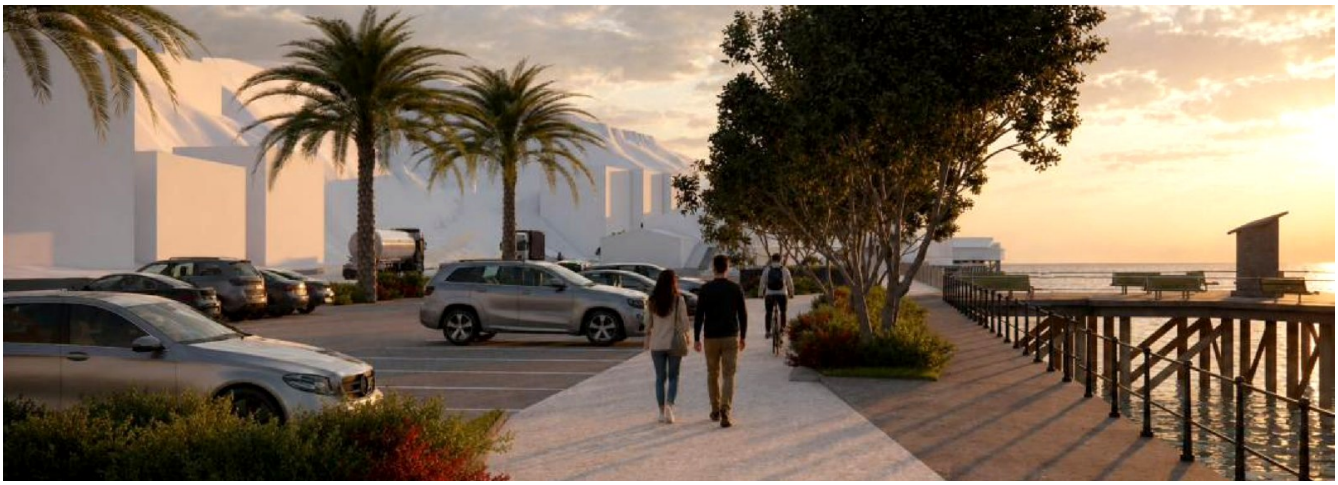
Crossing the highway

Improved crossings

A new pedestrian refuge north of the Nelson Yacht Club reconnects the path to the footpath opposite. Cycle lanes on both sides of the highway stay. Some roadside parks shift for a relocated bus stop.

The vehicle crossing between the Anchor Building and Custom House would close – NZTA has raised safety concerns about it.

Most of the highway is NZTA's, not the Council's, so changes there need their agreement.



Reshaped waterfront parking with new planting. Draft Masterplan, Irving Smith Architects. Concept picture, not a final design.

Where the extra spaces come from

Reshaping and extending the carparks along the waterfront, and forming a new one at the Custom House end, together add **about 44 to 51 spaces**.

If Custom House were also removed, its site could make about **18 more** on top of that. Those 18 only happen if you choose removal at Question 8.

Between the Boat Shed and the Boat House

Elected members have asked us to look at the parking along this stretch. It is not planned for the early stages of the Masterplan, and nothing specific is proposed – but the area has been identified as worth a closer look for parking, accessibility, safety and how it feels to use.

A first, rough estimate puts the work at **$2.0m to $2.5m**, including a new walkway. That figure is based on a generic scenario. No site investigation, engineering assessment or design has been done, so it could move a long way in either direction.

Would you like us to investigate the options for more parking in this section?

WE WANT YOUR GUIDANCE

Does this approach to getting here – parking, buses and crossings – work for how you use the waterfront? And should we investigate more parking between the Boat Shed and the Boat House?



The boardwalk and water-edge structures as they could be. Draft Masterplan, Irving Smith Architects. Concept picture, not a final design.

PRIORITY 2 · ACTIVATION

Reasons to stop and stay

What actually happens along the water's edge, and what becomes of the three Council-owned buildings. People often talk about the buildings as one issue, but the questions they raise are quite different – so we ask about each separately.



The Anchor Building, restored and open again. Draft Masterplan, Irving Smith Architects. Concept picture, not a final design.

Question 5

What happens on the waterfront

What would bring you here, and where.

Question 6

NCC Electricity Building

The biggest single item in the plan. Toilets, changing rooms, a café and offices.

Question 7

Anchor Building

Heritage listed, earthquake-prone, and directly in the way of the path.

Question 8

Custom House

Four options, from keeping it watertight through to removing it. Nothing is funded.

Anchor and Custom House work together

These two face each other. Between them is a space that could become a plaza – somewhere for community events, markets and gatherings. What is decided for one changes what is possible for the other, so it is worth reading Questions 7 and 8 together.

ACTIVATION YOUR SAY · QUESTION 5

What happens on the waterfront

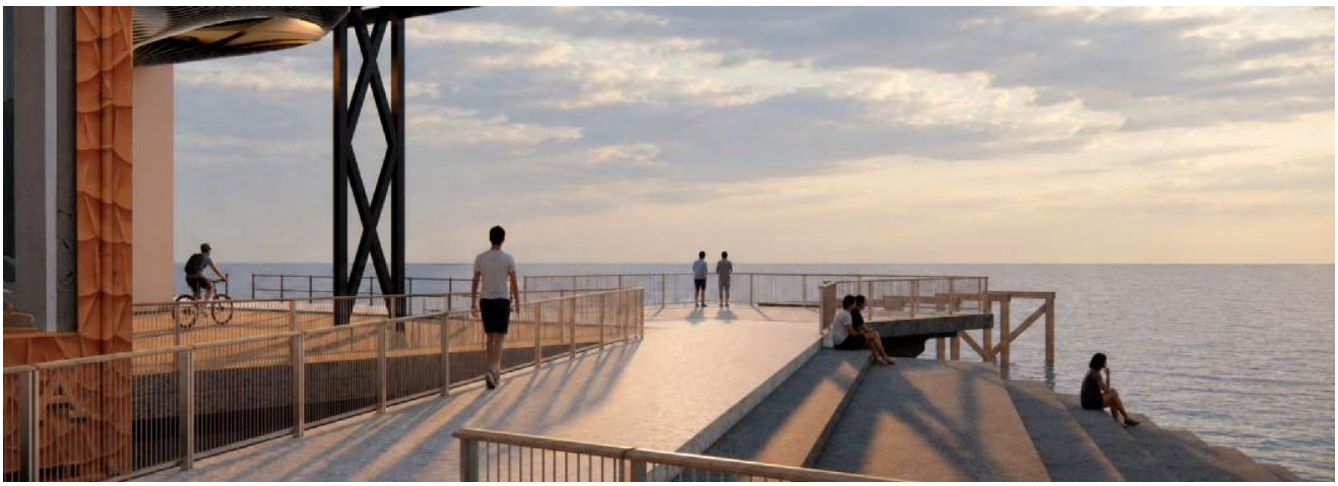
A waterfront with nothing open on it is a waterfront people drive past. This question is about what actually happens along the water's edge – and it is the one where your local knowledge helps us most.

Some things we already know are needed: better access to the water, toilets and changing rooms, seating, shade, lighting and safe places to cross. The existing commercial stretch along Wakefield Quay – including the Styx Building and Guytons – already draws people. The Council-owned buildings could add more.

Beyond that, we would rather ask than assume.



The building frontage and public boardwalk. Draft Masterplan, Irving Smith Architects. Concept picture, not a final design.



The public canopy and steps to the sea. Draft Masterplan, Irving Smith Architects. Concept picture, not a final design.

What would bring you here?

Things to do, buy and eat

Advice to the Council suggests food and drink would be the anchor – cafés, a restaurant, a bar, takeaways, an ice-cream shop. Alongside that, small shops and studios: artisan retail, a gallery, a gift shop, or a regular market.

On the water, there is room for kayak and paddleboard hire, and for trip-based operators – day charters, water taxis, a ferry – perhaps sharing one ticket office. Upstairs, everyday services like a hair salon, a physio or a yoga studio.

A **mobile sauna** near the swimming area is also flagged as an option. A permanent outdoor hot pool complex has been looked at and ruled out as an inefficient use of the space.

And where?

Tell us where, not just what

Some things belong at the city end, some near the water, some where the sun is in the afternoon. There is a map online at **shape.nelson.govt.nz** – click Waterfront Masterplan – where you can mark exactly where you mean.

If you run a business, or want to

The Council is interested in hearing from anyone who might want to lease, run or invest in space on the waterfront. Small, lower-rent tenancies are part of the thinking, so the waterfront is not just for big operators. Tell us in your submission, or email engage@ncc.govt.nz.

What would make it work, and what would not

It only works if people are here **all year**, not just in summer, and if it is pleasant to walk the whole length rather than stop at one spot.

Businesses also need somewhere for deliveries and rubbish that does not spoil a walking route. Heritage buildings are harder to fit out. And more commercial space – offices especially – brings more demand for parking.

WE WANT YOUR GUIDANCE

What would bring you to the waterfront, and where should it go? Describe it in your own words.

ACTIVATION YOUR SAY · QUESTION 6

The NCC Electricity Building

The biggest single item in the plan. This could be changed to house toilets, changing rooms, a café and offices – and it is the one that would do most to bring life to the water's edge.



The NCC Electricity Building brought back into use, with steps down to the water beside it. Draft Masterplan, Irving Smith Architects. Concept picture, not a final design.

It is really three buildings: a **1922** block, a **1937** block reaching out over the water, and a 1976 addition. It is listed as a Category B heritage building, and it still does a job – an electrical substation inside it feeds power through to the Port, and would stay.

It also carries the **Aotearoa mural**, which is well known and much liked. The Masterplan is clear that the mural stays.

Right now the building is the reason you cannot walk the waterfront. It sits across the route, and the wharf beside it has rotted to the point where it is not safe to walk on. In Stage 1 a new structure carries the path around it. Later, in Stage 3, the building could be brought back into use – and it sits directly above the steps into the sea from Question 3, so the building and the water access would be built together.

What would go in it

Stage 3 · $12.0m

The 1922 block could house public toilets, changing rooms and showers at ground level, beside the substation and under the mural. Above, office or commercial space – possibly for the Harbour Master or Coastguard, or a marine business.

The 1937 block, which stands over the water, would be reduced back to dry land. Its heritage roof shape stays, sheltering a new covered public space open to everyone, with a café or hospitality tenancy at the southern end and a mezzanine above.

About 150m^2 per level in the 1922 part and 170m^2 per level in the 1937 part could be leased.

This is where your answer to Question 5 lands. What you told us you want on the waterfront – a café, a market, somewhere to hire a kayak.

Why it costs what it does

The largest item in the plan

Two buildings, both needing strengthening, new services and a new roof – and all of it on the water's edge. The figure also covers the former wharf area beside it. It is a Stage 3 cost; the Stage 1 pathway work around it is counted separately.

WE WANT YOUR GUIDANCE

Is $12.0m the right level of investment in this building? Should we do more, less, or about this much?

ACTIVATION YOUR SAY · QUESTION 7

The Anchor Building

Heritage listed, earthquake-prone, and standing where the path needs to go.



The Anchor Building and the waterfront frontage as they could be. Draft Masterplan, Irving Smith Architects. Concept picture, not a final design.

Built for the Anchor Shipping & Foundry Company and designed by Nelson architect Arthur Griffin, it is one of the few reminders left of the heavy industry and shipping that once filled the port. It is on the Heritage New Zealand List as a Category 2 historic place.

It is also **earthquake-prone**. That is an official status: the building has been assessed as likely to fail in a moderate earthquake, and a notice is attached to it. Until that is fixed, nobody can safely use it.

Strengthening an old building is expensive. New steel and foundations have to be fitted inside walls that must be kept. It costs more than building new, and when it is done the building looks much the same. But without it the building stays shut – and a shut building on the waterfront helps nobody.

The plan would strengthen it to remove the earthquake-prone building status, and repair it at the same time. The work sits in Stage 1 because the sheds beside it must come down before the path can run through, so it makes sense to do it all at once. The ground floor is fitted out where the sheds were, and new verandahs allow more than one tenant.

About 240m^2 on each of its two levels could then be leased.

Reasons to go further

A strengthened, refitted building can be leased and occupied, earning rent and putting people on the waterfront. Half-measures leave it empty.

Reasons to do the minimum

Strengthening a heritage building is expensive, and the money could go to the path or the water's edge instead.

WE WANT YOUR GUIDANCE

Should we do the minimum needed to open the path, or go further and bring the Anchor Building fully back into use?

ACTIVATION YOUR SAY · QUESTION 8

Custom House

This is the hardest question in the plan, and the one where we most want your guidance.

Custom House at 252 Haven Road is a rare survivor. It began life as an Edwardian hotel and is the last of the hotels that once served the port. It is an important local landmark, and part of a small group of old buildings that show how the port and its surroundings worked before the land was reclaimed. The Council bought it in 2025.

Four options are genuinely on the table. No decision has been made. All four need heritage approval. None is in the proposed stages, so none is up for funding yet – but the direction the Council sets now will shape which one is pursued.



Custom House as it could look, repaired and back in use. Draft concept image.

Custom House sits on the corner, facing the Anchor Building across what could become a public plaza. It is the smaller of the two heritage buildings, and the one whose future is least settled.

Unlike the Anchor Building and the NCC Electricity Building, nothing here is in the funded stages. Whatever is decided, it would need its own funding decision later.

All four options below need heritage approval, and all four have real consequences. The cheapest keeps the building standing but empty. The dearest brings it fully back to life but depends on finding someone to run it. Removing it is permanent.

Option 1 · Keep it standing, do the minimum

$0.25m – $0.6m

Fix the roof and lock the doors, so the building stays dry and safe. Nothing more. This keeps every future option open – but the building stays empty.

Option 2 · Fix the building properly

$2.0m

Make it dry, level and strong. Bring the power, water and services up to today's rules, done the heritage-approved way. A sound building, ready for someone to move in and fit out.

Option 3 · Fix it and fit it out

$3.5m – $5.5m

Everything in Option 2, plus a full fit-out – so it could open as a small hotel, backpackers, restaurant or event space. The biggest cost, and it depends on finding someone to run it.

Option 4 · Remove it, build a carpark

$1.0m – $1.5m

Take the building down and build parking on the site. This needs a difficult resource consent, and the new carpark adds **18 spaces**.

Two things worth knowing before you answer

Removing the building costs more than keeping it standing. Taking it down and building the carpark: $1.0m to $1.5m. Keeping it dry and secure: $0.25m to $0.6m. Removal is not the cheap option.

Every option needs heritage approval. Removal in particular means a long and difficult consent process, with no guarantee it would succeed.

What is at stake either way

Reasons to keep it

It is the last Edwardian port hotel left standing in Nelson, and a landmark people know from the water and the road. Keeping it also upholds the heritage protection in the Council's own plan.

It faces the Anchor Building, and together the two could bookend a **plaza** – a space for community events, markets and gatherings. A carpark on the site would not do that. An occupied building activates the waterfront; parked cars do not.

A building that stands can still be fixed up later, when money or a partner appears. Once it is gone, it cannot come back.

Reasons to remove it

Bringing it fully back to life costs up to $5.5m, with no promise of a tenant – and the Council would carry that risk. Removing it frees the site and adds 18 parking spaces.

It also ends the cost of looking after an empty building, year after year.

Coastal flooding adds another complication. Lifting the floor level to cope with expected sea levels by 2080 is difficult and costly in a heritage building.

WE WANT YOUR GUIDANCE

Which option do you prefer for Custom House? And what matters most to you – the heritage, the plaza it could help create, the cost, or the parking?

PRIORITY 3 · COORDINATED DEVELOPMENT

Doing it in the right order

Planning the projects, keeping the design consistent, sequencing the work so each stage builds on the last, and leaving room for what may come later. One question sits under this priority, in two parts.



The waterfront route at dusk. Draft Masterplan, Irving Smith Architects. Concept picture, not a final design.

Question 9, part one

What comes first

Four stages rather than everything at once – and whether the path is the right place to start.

Question 9, part two

How we fund it

What each stage would cost, and whether to look for money beyond rates.

What comes first

COORDINATED DEVELOPMENT YOUR SAY · QUESTION 9

The plan proposes four stages rather than doing everything at once – with the path first. This is the last of the big questions, and it sits under the third priority – coordinated development.

Stage 1

Join the waterfront up – form the path, starting at the city end.

Stage 2

Bring it to life – reshape the carparks, add planting and bus stops.

Stage 3

The big builds – the buildings and the steps into the sea.

Stage 4

Ideas for later, needing more work with others.

Why the path comes first

It costs the least of the building work, everyone can use it straight away, and it opens up the whole waterfront for the stages that follow. Stages 1 to 3 together come to **$27.3m** – that is what the plan proposes putting into the Long Term Plan.

What waits for later

Custom House, the bigger swimming area, Shed 1 and the Yacht Club path all sit in Stage 4. Each needs more work with others, or a change in ownership or use, before it could go ahead. They are recorded so they are not lost.

QUESTION 9, PART ONE

Is the path the right place to start, or should we start at the NCC Electricity Building? Is there something else you think we should start first?

The cost of each stage, and how it could be paid for, follows on the next page – along with the second half of Question 9.

What it would cost

Now you have seen what is proposed and what we are asking, here is what each stage would cost, and how it could be paid for.

A masterplan is a direction, not a building contract. These numbers show roughly how big each stage is, so you can weigh up the choices. They are not a budget. No money has been committed.

The short version

Stages 1 to 3 together come to about **$27.3 million**, excluding GST and including a 40% allowance for cost rises. The Masterplan expects that work to happen over the next **10 to 30 years**, as funding, partnerships, approvals and dependencies are resolved – not all at once.

These are early numbers

A cost expert – a quantity surveyor – worked them out in 2026, before any design work. Every number already includes an extra **40%** in case costs rise, because it is still early days. GST is not included.

No money is committed

The Council has not set aside money to build any of this. Each stage would need its own decision through the **Long Term Plan** – the ten-year budget the Council consults the public on.

Some things are not counted

Buying land, taking down the old Four Seasons building, looking after existing structures, and day-to-day running costs are not in these numbers.

What each stage could cost

Stage	What it covers	Early estimate
STAGE 1 **Connectivity – joining it all up**	The path, plus repairs and earthquake strengthening at the Anchor Building	**$3.0m**
	The path around the NCC Electricity Building, a wider Friendship Boardwalk, and decommissioning the old wharf	**$4.5m**
	Stage 1 total	**$7.5m**
STAGE 2 **Activation – bringing it to life**	Reshaped carparks and landscaping along the waterfront, with new bus stops	**$3.5m**
STAGE 3 **Coordinated development – the big builds**	The NCC Electricity Building brought back into use, including the former wharf, the mural and the substation	**$12.0m**

Stage	What it covers	Early estimate
	Steps into the sea, and a renewed boat ramp	**$4.3m**
	Stage 3 total	**$16.3m**
Stages 1–3	**The work this plan proposes putting into the Long Term Plan**	**$27.3m**

Stage 4 – ideas for later

These need more work with others, or a change of ownership or use, before they could happen. None of them is up for funding yet.

Custom House	Four options, from keeping it watertight through to removing it	**$0.25m – $5.5m**
More steps into the sea	A bigger swimming area with steps and an accessible platform	**$6.8m – $8.6m**
Shed 1	Extending the waterfront to Shed 1, working with Port Nelson	**Not yet costed**
Yacht Club and SH6	A wider path at the Yacht Club, and a new crossing over SH6	**Not yet costed**

Source: quantity surveyor estimate assessment, Draft Haven Waterfront Masterplan, September 2026. All numbers leave out GST, are at 2026 values, and include a 40% allowance for cost rises.

Funding the Masterplan

No single pot of money covers this. Each stage would need a funding decision through a future **Long Term Plan**. Outside funding and private investment could also play a part.

For the old buildings, the Council **could ask the market** – inviting private partners to help pay for and run them, rather than paying for it alone. What comes back would shape what is realistic. No decision has been made on this either.

Should we look for money from outside the Council?

The Council could apply for grants and funding from central government, trusts and other funders, and could invite private partners to help pay for parts of the work. That would take pressure off rates.

But it comes with a catch, and we want to be straight with you about it: **if we go looking for outside funding and do not get it, some of this work may not happen**, or may be delayed.

QUESTION 9, PART TWO

Should we look for money beyond rates – knowing that if we do not get it, some of this work may not happen?

What this means for your rates

Agreeing a masterplan does not add anything to your rates. If a stage goes ahead, its cost – and what that means for rates – would be worked out and consulted on through the **Long Term Plan**, once the numbers are firmer.

What happens next, and when

Your feedback is the first step. Here is how this consultation leads into the next Long Term Plan, and then into design and building.

Late 2026	Early 2027	2027	2028 onwards	Later stages
You have your say	The Council decides	Into the Long Term Plan	Stage 1 starts	Through the LTP

These dates are a guide. Timing depends on consents, funding rounds and the weather.

After submissions close

1. **We listen.** We read and sort all the feedback. Every submission counts. If you would like to be heard in person, tick the box on the submission form.
2. **We report back.** We will publish the Council report outlining what we heard on Shape Nelson, for everyone to read.
3. **The Council decides.** Elected members weigh your feedback alongside technical, financial and planning advice, then adopt the masterplan.
4. **Funding is considered.** Funding is allocated through the Long Term Plan, where the public is consulted again on what the Council should spend money on.
5. **Design starts.** If budget is approved through the Long Term Plan, then work will be allocated and move into design – stage by stage, with more chances to have a say on how each part looks and works.

HOW TO HAVE YOUR SAY

Ways to share your views

Submissions are open from 5 October to 2 November 2026. Pick whichever way suits you. They all count the same.

Online

Submit through Shape Nelson

Go to shape.nelson.govt.nz and fill in the form. You can save it and come back later.

In person

Drop in to a session

Public meeting: Friday 9 October 2026, 6pm, at the Nelson Yacht Club.

Drop-in sessions: Saturday 10, 17 and 24 October 2026, at the Haven Waterfront (Early Settlers Memorial).

In writing

Post or email us

Post to Nelson City Council, PO Box 645, Nelson 7040, or email submissions@ncc.govt.nz. Paper forms are at every Nelson library and the Customer Service Centre.

At a hearing

Speak to your submission

To be heard in person, tick the box on the paper or online submission form. Hearings will be on Wednesday 18 November 2026.

We will help you take part

Easy Read and large print versions are on Shape Nelson. Phone 03 546 0200 or email engage@ncc.govt.nz. You are welcome to present your submission in te reo Māori or New Zealand Sign Language – just let us know.



The NCC Electricity Building and the public space beside it. Draft Masterplan, Irving Smith Architects. Concept picture, not a final design.

The questions, and where to read more

Q1 **Overall.** Does this plan set the right direction for the Haven waterfront?

Q2 **The shared path.** Does a slow, family-paced path sound right – and what matters most along it: greening and shade, art and stories, or both?

Q3 **Getting into the water.** How much access do you want, and what becomes of the old wharf?

Q4 **Access and parking.** Does the approach work for you – and should we investigate more parking between the Boat Shed and the Boat House?

Q5 **What happens on the waterfront.** What would bring you here, and where?

Q6 **The NCC Electricity Building.** Is $12.0m the right level of investment?

Q7 **The Anchor Building.** The minimum needed to open the path, or fully back into use?

Q8 **Custom House.** Which of the four options, and what matters most to you?

Q9 **What order, and how we fund it.** What comes first, and should we look for money beyond rates?

Q10 Is there anything else we should know?

Where to read more

This document is a summary. If you want the detail behind any question, these are the source documents.

Draft Haven Waterfront Masterplan – Irving Smith Architects with BBD, September 2026. The full plan, with all the drawings, sequencing and cost estimates.

Custom House Conservation Plan – 252 Haven Road, Russell Murray, February 2026.

Anchor Building heritage assessments – Heritage New Zealand Pouhere Taonga (List No. 1554, Category 2) and the Nelson Plan heritage assessments.

2025 Findings Report – properly the *2016 Plan Review Findings and Additional Components Report*, led by Rough Milne Mitchell Landscape Architects with Arthouse Architects and Third Space. Reviews the earlier studies and sets the design and cultural principles.

Tūturu, Tūhono, Tūranga, Matatū – the Design Principles developed through the 2025 Findings Report, in consultation with iwi of Te Tauihu.

2016 Haven Precinct Plan – led by NMA Tract Consultants. The first stage of this work.

Te Ara ō Whakatū – Nelson City Centre Spatial Plan.

All these documents are available online at **shape.nelson.govt.nz** – select Waterfront Masterplan. Hard copies are available at the Customer Service Centre, 110 Trafalgar Street, Nelson, or at any Nelson library.

SUBMISSION FORM

Have your say

Puka tāpaetanga – Draft Waterfront Masterplan. Submissions close 2 November 2026.

NAME

ORGANISATION REPRESENTED (IF ANY)

EMAIL

PHONE

Your name and your privacy

Submissions are public. Your name will be published with your submission unless you ask us not to.

☐ **Tick here if you do not want your name published.**

We only ask for an email or phone number so we can contact you about your submission – for example, to arrange a time if you want to be heard. Your contact details are not published.

☐ **Tick here if you would like to speak to your submission at the hearing on Wednesday 18 November 2026.**

You are welcome to present in te reo Māori or New Zealand Sign Language – let us know when we contact you to arrange a time.

1 · Overall. Does this plan set the right direction for the Haven waterfront? Why, or why not?

2 · The shared path. Does a slow, family-paced shared path sound right? And what matters most along it – greening and shade, art and storytelling, or both?

3 · Getting into the water. How much access to the water do you want – enough to swim from, or a fuller space to spend the day? And should what is left of the old wharf be used mainly to improve coastal habitat?

4 · Access and parking. Does this approach to getting here – parking, buses and crossings – work for how you use the waterfront? And should we investigate more parking between the Boat Shed and the Boat House?

5 · What happens on the waterfront. What would bring you to the waterfront, and where should it go? Describe it in your own words.

6 · The NCC Electricity Building. Is $12.0m the right level of investment in the NCC Electricity Building? Should we do more, less, or about this much?

7 · The Anchor Building. Should we do the minimum needed to open the path, or go further and bring the Anchor Building fully back into use?

8 · Custom House. Which of the four options do you prefer for Custom House? And what matters most to you – the heritage, the plaza it could help create, the cost, or the parking?

9 · What comes first (part one). Is the path the right place to start, or should we start at the NCC Electricity Building? Is there something else you think we should start first?

9 · How we fund it (part two). Should we look for money beyond rates – knowing that if we do not get it, some of this work may not happen?

10 · Anything else. Is there anything else we should know?

If you need more space, add extra pages.

Submissions go to Council officers and decision-makers. Submissions and submitter names are published online unless you have ticked the box above. Contact details are not published.

Thank you – here is how to return this form

Post it to Nelson City Council, PO Box 645, Nelson 7040. Drop it in at any Nelson library or the Customer Service Centre. Or photograph the pages and email them to submissions@ncc.govt.nz. Submissions close 2 November 2026.

If you would rather submit online, go to **shape.nelson.govt.nz** – the same questions are there, and you can save and come back.

Have your say by 2 November 2026

shape.nelson.govt.nz

Nelson City Council · Te Kaunihera o Whakatū
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