
REPORT R26111

Nelson Marina Masterplan Deliberations Report

1. Purpose of Report

- 1.1 To consider the public feedback on the Draft Nelson Marina Masterplan.
- 1.2 After consideration of public feedback, to approve the Nelson Marina Masterplan as the guiding document for the future development of Nelson Marina.

2. Summary

- 2.1 Nelson Marina (Marina) is a Council owned facility that reached capacity some years ago, has a large waiting list and has significant parcels of undeveloped land. Pressure has been applied by the community to invest in and further develop the facilities for marina users and the community at large.
- 2.2 The Nelson Marina Masterplan (Masterplan) is a long-term dynamic planning document that creates a 'big picture' vision to meet the needs within the Nelson community. It addresses the challenges and opportunities related to the maritime economy, business, movement of people, the natural and built environments, community wellbeing, culture and heritage.
- 2.3 The Masterplan seeks to invigorate the Marina by creating a mix of public access and activities for residents and visitors to Nelson who enjoy being both on and near the water.
- 2.4 The Masterplan will guide the enhancement of the Marina as a haven for boats to be berthed, safe launching and retrieving of small trailer vessels, enhanced repairs and maintenance facilities and a dedicated area for the fast-growing sea sports sector, ensuring the mixed uses and water access requirements around the marina are performed in a safe manner.

3. Recommendation

That the Council

- 1. Receives the report Nelson Marina Masterplan Deliberations Report (R26111) and its attachment, Nelson Marina Masterplan (149934158-8518); and***
- 2. Notes the changes made to the Masterplan after public feedback from the consultation phase; and***
- 3. Adopts the Nelson Marina Masterplan as the guiding plan for developing Nelson Marina; and***
- 4. Notes that the proposed location of the new Sea Sports Facility at 305 Akersten is approved in principle, subject to the following:***
 - i. That further studies are completed to ensure that the proposed water-based structures will be safe for the launching and retrieval of all watercraft and participants in most weather conditions; and***
 - ii. That the land and buildings are independently deemed safe for the new activity; and***
- 5. Notes that iwi will be partnered with to ensure that each project within the Masterplan is designed to uphold the mana of tangata whenua, acknowledging that the design, layout and allocation of space is an opportunity to recognise and acknowledge that the marina is an area of significance to iwi; and***
- 6. Notes that the Nelson Marina Extension requires further work with Iwi and affected stakeholders to uphold the mana of tangata whenua and ensure that the environmental health of the Haven is preserved; and***
- 7. Notes officers will begin the design, timing, consenting and budgetary work for the priority projects as outlined in the Masterplan to feed into the Long Term Plan process; and***
- 8. Delegates to the Mayor, Chair of the Strategic Development and Property Subcommittee, and the Chief Executive, authority to approve any minor amendments required to the Masterplan prior to final public release.***

4. Background

- 4.1 In December 2017, Council approved the Nelson Marina Strategy, which included the recommendation to develop a full Nelson Marina Masterplan.
- 4.2 In December 2020, Council engaged Wardale Marine Consulting Ltd (Wardale) to research the supply and demand for marina facilities and to use this research to develop a concept for the Masterplan.
- 4.3 Wardale presented the Masterplan concept and accompanying demand and supply research to a Strategic Development and Property Subcommittee (Subcommittee) confidential briefing in April 2021.
- 4.4 On 24 June 2021, Council confirmed, in principle, decisions of the Long Term Plan recommendations (CL/2021/092) from the Subcommittee that the Council requests officers to complete a Masterplan for the water side of the Marina.
- 4.5 Officers and Wardale consulted with various interest groups, stakeholders, and the Nelson Marina Advisory Group (NMAG) to formulate a Masterplan looking at both the land based and water side requirements for the marina over the next 10+ years.
- 4.6 On 9 June 2022, the Subcommittee made a recommendation to take the Masterplan to public consultation (R26569).
- 4.7 On 14 June 2022, Council confirmed the recommendation for public consultation (CL/2022/099).
- 4.8 The public consultation period was open from 20 June to 20 July 2022.
- 4.9 An executive summary engagement document - Draft Nelson Marina Masterplan Public Feedback (A2893152)) was widely distributed, providing a broad outline of the Masterplan without the need to read the Masterplan (A2893150) (96 Pages).
- 4.10 Through the consultation period, direct engagement occurred with the following stakeholders:
 - 4.10.1 Te Tau Ihu Iwi
 - 4.10.2 Nelson Marina Advisory Group (NMAG)
 - 4.10.3 Nelson Marina Berthholders Association (NMBHA)
 - 4.10.4 Friends of the Haven
 - 4.10.5 Marina contractors
 - 4.10.6 Port Nelson Limited (PNL)

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4.10.7 Nelson Harbourmaster

4.10.8 The Sea Sports Alliance (SSA):

- Nelson Rowing Club
- Nelson Iron Duke Sea Scouts
- Nelson Sea Cadets
- Local Waka Ama Clubs

4.10.9 Surrounding Businesses:

- Motueka Nets
- Aimex Shipyard
- Talley's Fisheries
- Ruby's Espresso

4.10.10 Tasman District Council

4.10.11 Property developers

4.10.12 Berthholders

4.10.13 Other marina users

4.10.14 Nelson community

4.11 Information on the Masterplan and the consultation was disseminated through the following platforms:

4.11.1 Emailing the Masterplan to, and meetings with, the stakeholders noted in 4.10.

4.11.2 Distribution of the Draft Nelson Marina Masterplan Public Feedback document (A2893152)

4.11.3 Emails to berthholders, those with boats in the trailer park and commercial local contractors

4.11.4 Signs placed at the marina office, boat ramp, on each jetty, the hardstand gates, and the rubbish compounds.

4.11.5 A public online Zoom/Teams session

4.11.6 Two public meetings

4.11.7 Consultation page on Shape Nelson

4.11.8 Nelson Marina newsletter

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4.11.9 Social media – Nelson City Council and Nelson Marina Facebook

4.11.10 Our Nelson

4.11.11 Series of media releases targeted at the following publications:

- Nelson Weekly
- Nelson Mail (Stuff)

4.12 The Masterplan and supporting documents were made available through a download link on Shape Nelson and the Nelson Marina website, with hardcopies able to be viewed in the following locations:

4.12.1 Nelson Marina Office

4.12.2 Nelson City Council Customer Service Centre

4.12.3 Nightingale Library – Tahunanui

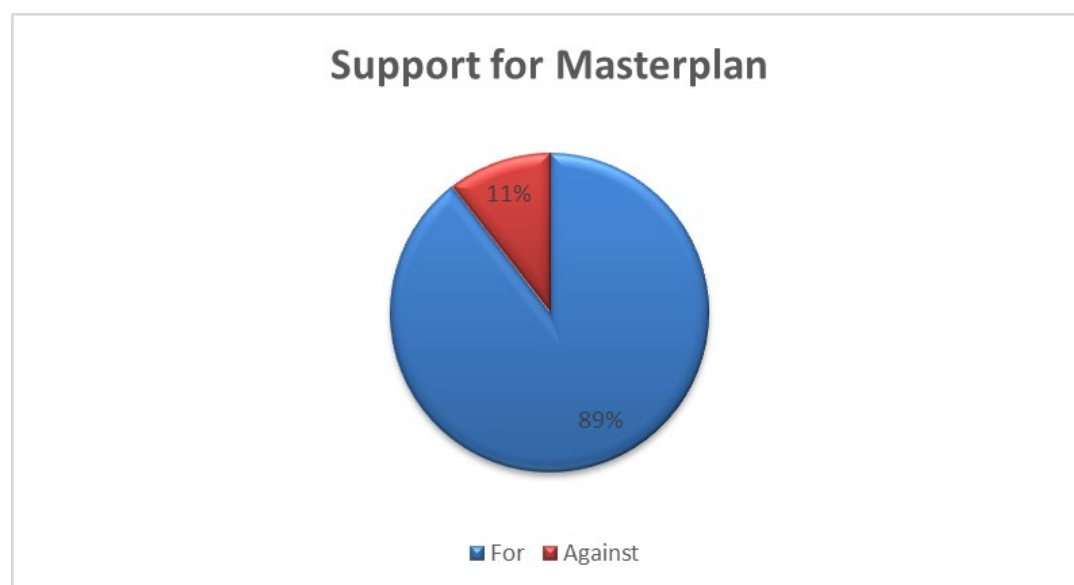
4.12.4 Stoke Library – Stoke

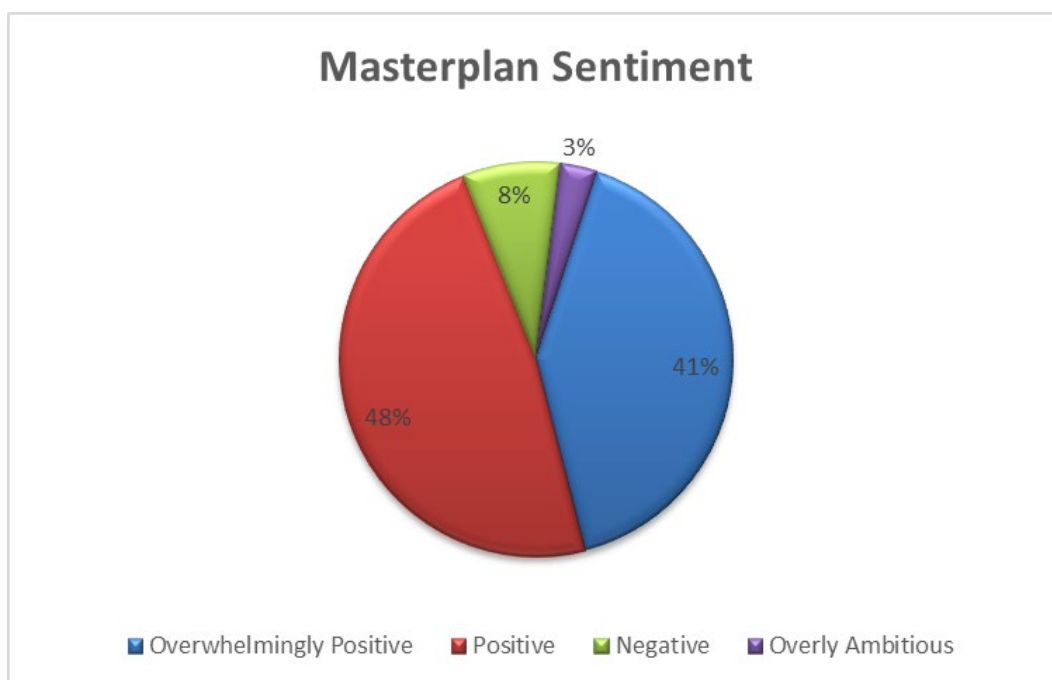
4.13 A total of 1752 people visited the Shape Nelson portal with 200 submissions received. 89% of respondents stated that they were in general agreement with the direction of the Masterplan.

5. Discussion

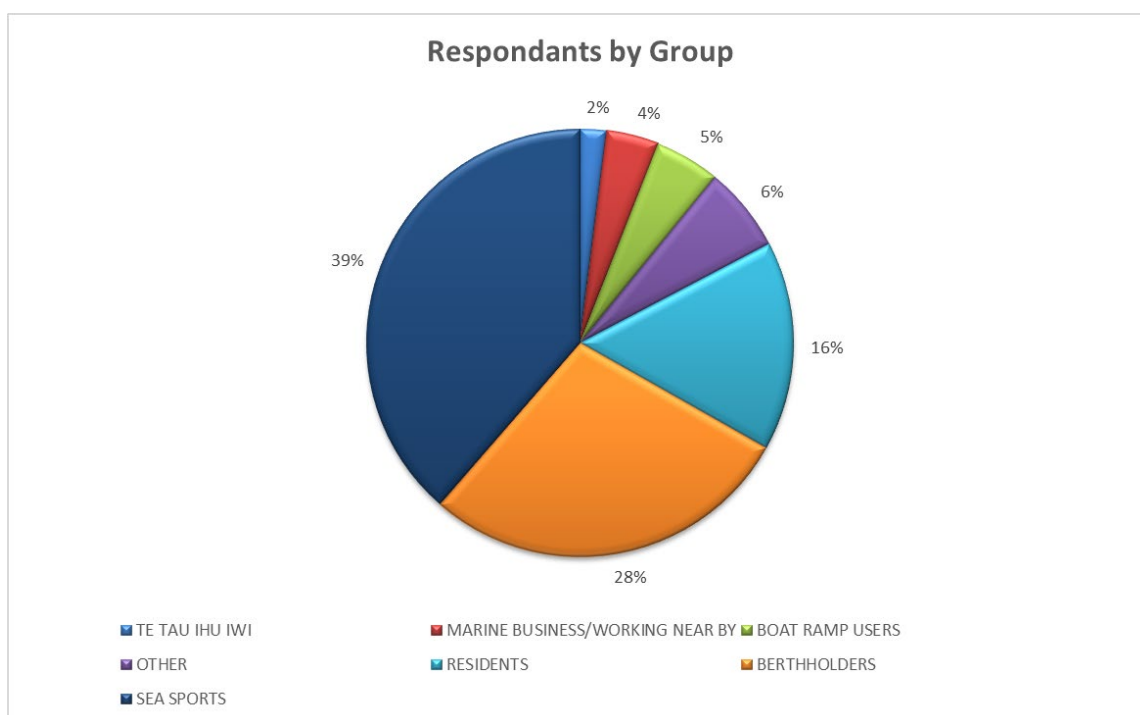
5.1 A total of 200 submissions were received on the Masterplan.

5.2 Of the 200 submissions, 89% of respondents were in favour of the Masterplan with 41% overwhelmingly positive. 3% of submitters considered the Masterplan to be overly ambitious.



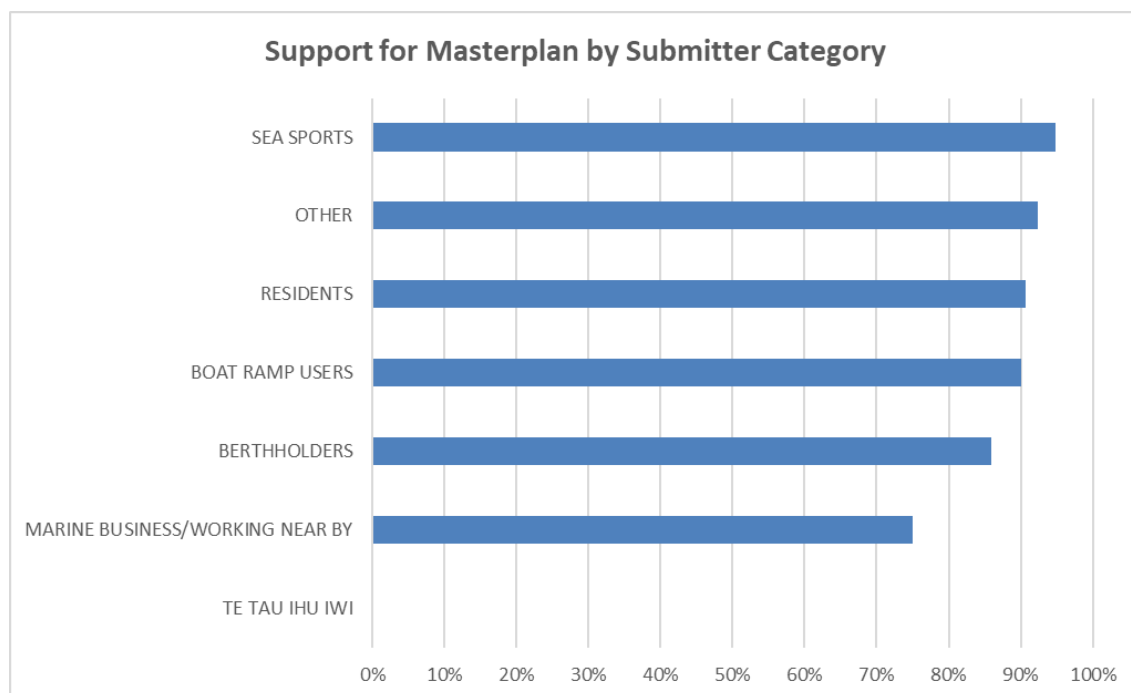


- 5.3 Submitters represented seven distinct groups with the majority of submissions coming from berth holders and sea sports users (combined 67%).



- 5.4 The support for the Masterplan by each group is represented below:

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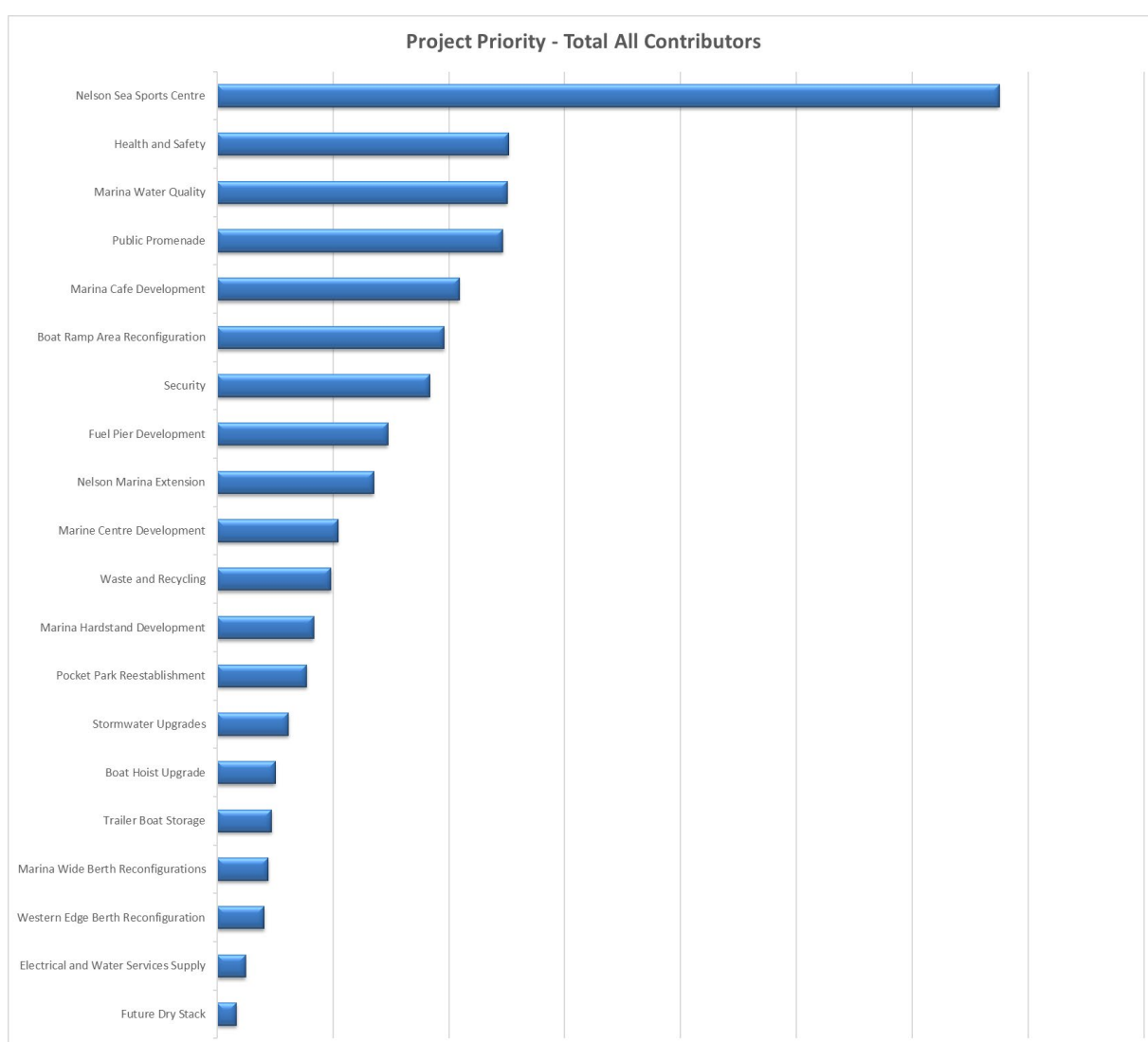


Te Tau Ihu Iwi Feedback

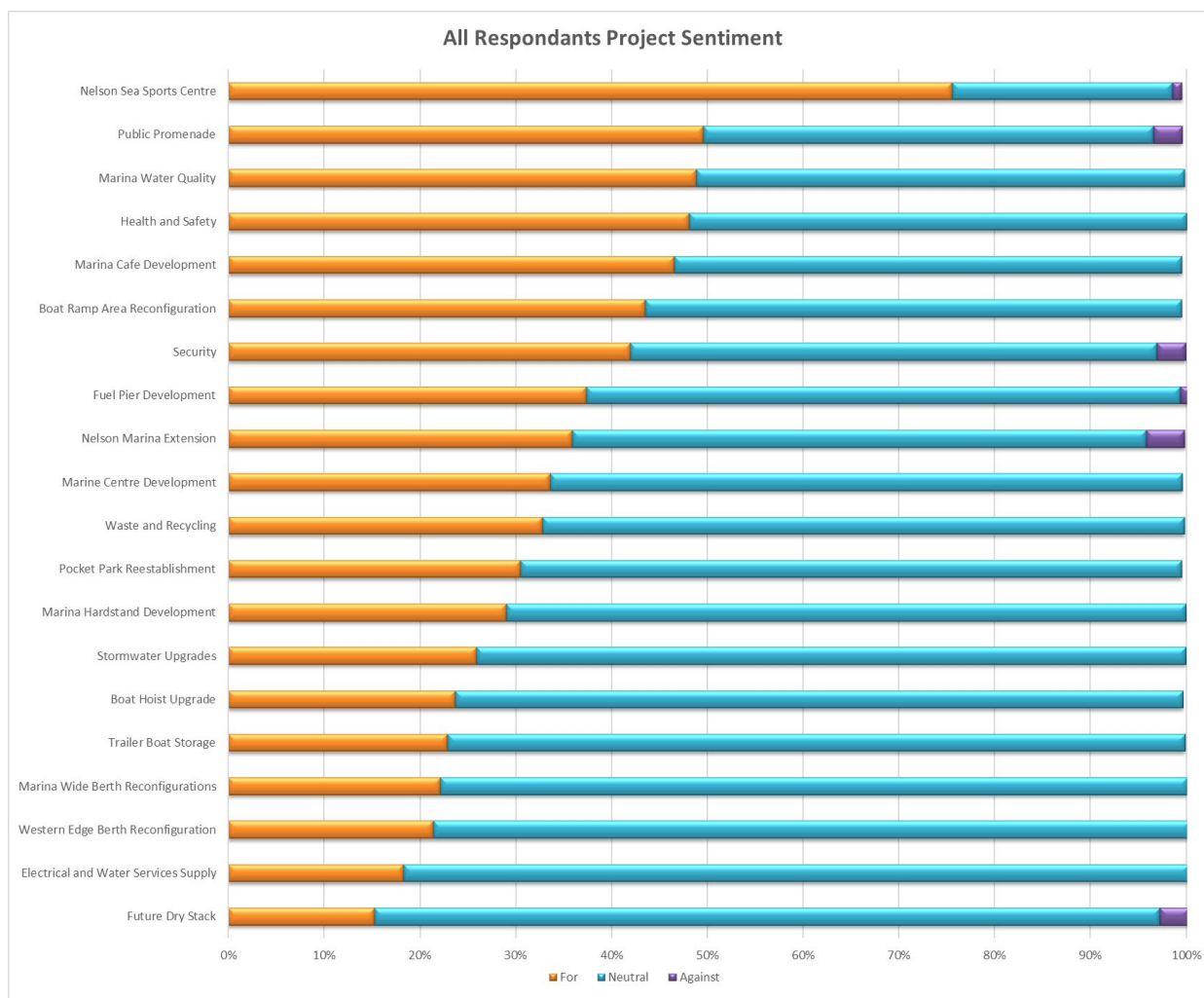
- 5.5 In discussions and meeting with Te Tau Ihu iwi, they do not feel there has been enough consultation with local iwi during the initial planning phases. Noting that this is a general helicopter view of the potential future for the marina, Te Tau Ihu iwi would like to see Council engage on each specific project to commission Cultural Effects Assessments to be able to inform and educate the developers, Council and governance team of the cultural and historical significance of the area to iwi, in particular the Mahitahi (Maitai) River and Nelson estuary.
- 5.6 Any improvements to the Marina are seen as an opportunity to uphold the mana of tangata whenua, so designs, layout and the allocation of space is seen as an opportunity to recognise and acknowledge that this is an area of significance to iwi.
- 5.7 All 8 Te Tau Ihu iwi would like to have a seat at the governance table for Nelson Marina under the new governance model and that all 8 iwi should be involved in the development of this plan and each project as they progress.
- 5.8 Environmental protection should be of utmost importance with any design feature within the Masterplan.
- 5.9 Te Tau Ihu iwi **do not support** further extension of Nelson Marina into the haven without the involvement of all 8 iwi of Te Tau Ihu.

Combined Results

- 5.10 Respondents were asked to choose the projects important to them and to rank those projects in order of priority. The results are slightly skewed due to the high number of sea sports submissions (39%), hence below respondents are separated into their main area of interest.
- 5.11 Overall, the new Sea Sports Facility is the highest priority project by a very significant margin.
- 5.12 Public features and the environment make up the top 5, with health and safety, water quality, the public promenade and the café development rounding out the top 5 priorities.



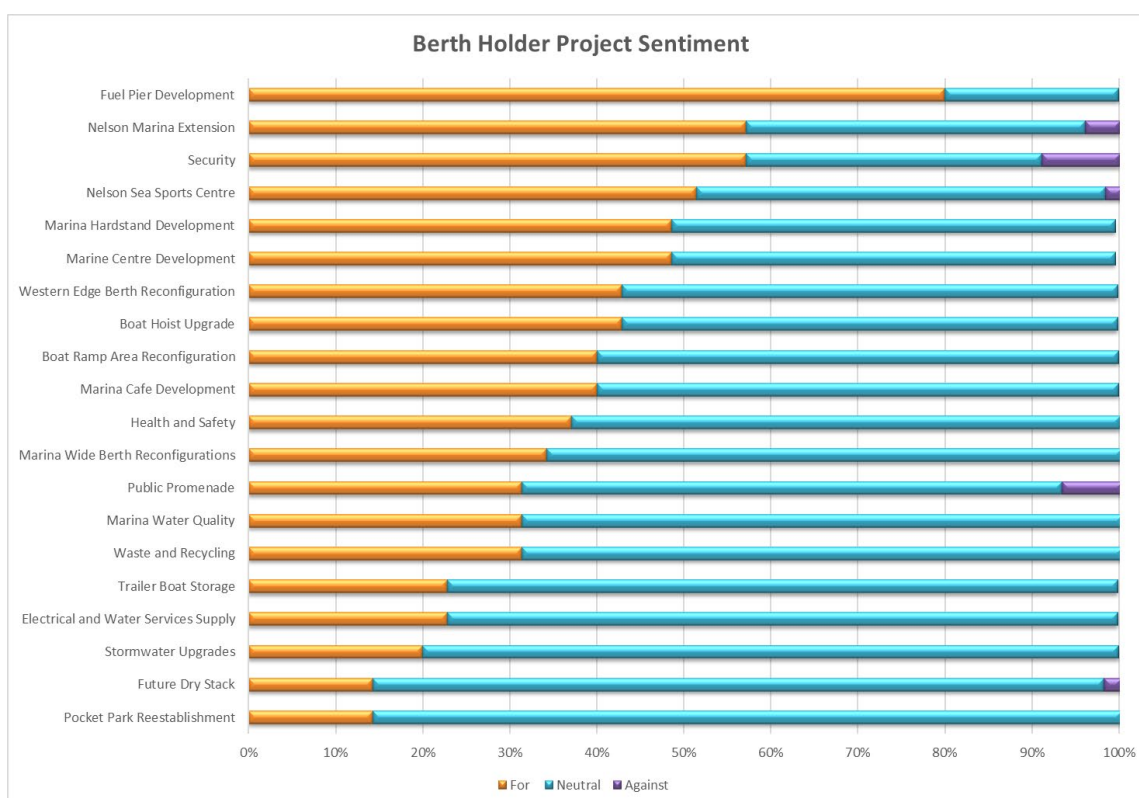
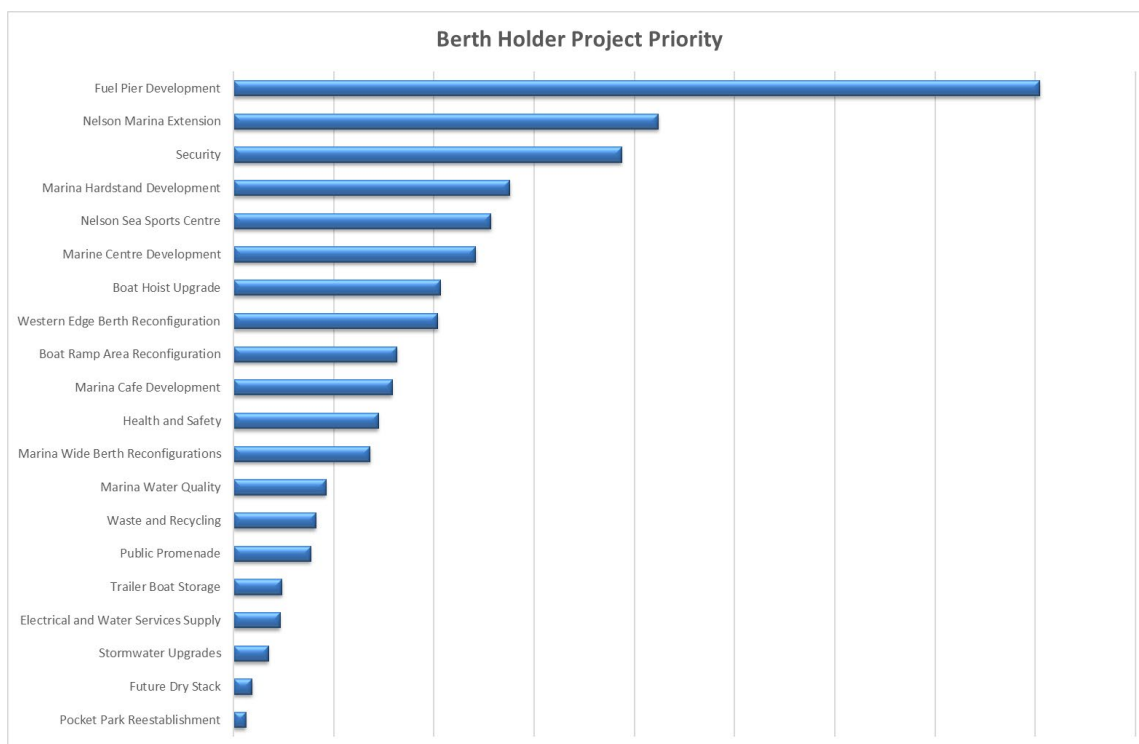
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Berth Holder Feedback

- 5.13 Berth holders at the Marina were primarily concerned with development in and around the water space and the current lack of availability of berths.
- 5.14 The top priority project by a considerable margin is the installation of a floating fuel dock for the marina. This is followed by the Marina extension, increased security, the hard stand development and the relocation of the sea sports facility.
- 5.15 16% of berth holders think that the timeframe for development is too long and that we need more berths short term (23%), more catamaran berths (9%) and to make larger berths a priority (18%). 4% of berth holders are against the proposed Marina extension.

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5.16 Nelson Marina Advisory Group

5.16.1 NMAG is a voluntary committee convened in early 2017 by Council to provide advice on the operations, management and development of the Marina. There is no iwi representation on NMAG.

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5.16.2 NMAG contributed significantly to the development of the Masterplan and has commended the content and format of the document, and the scale of consultation behind it.

5.16.3 NMAG gives its full support of the masterplan with the following suggestions:

- Include the Nelson Marina Vision in the masterplan document;
- The reinstatement of the condemned tidal grid (area for drying out a vessel during tides) for simple maintenance projects such as replacing anodes;
- Hold the boat ramp configuration until after the Sea Sports is relocated to ensure that the design is fit for purpose once the area is used differently; and
- Provide clarity on the funding model for the Sea Sports Centre. NMAG believes that this should be a community project and funded as such, rather than from the Marina closed account.

5.16.4 NMAG recognises that the proposed increased levels of service will result in an increase in berthing fees. It would like to see these phased in over time so that berth holders can prepare and make decisions with plenty of time.

5.17 Nelson Marina Berth Holders Association

5.17.1 NMBHA advocates for and on behalf of its members to engage with Marina management, Council and other Marina related community groups, organisations, and businesses. Members all own a boat currently berthed at the Marina.

5.17.2 NMBHA completed a joint submission with NMAG and echoes the sentiments above.

5.18 Tasman Bay Cruising Club

5.18.1 Tasman Bay Cruising Club (TBCC) represents around 350 members, many of which are also berth holders at the Marina. The club is located on the shore of the Marina.

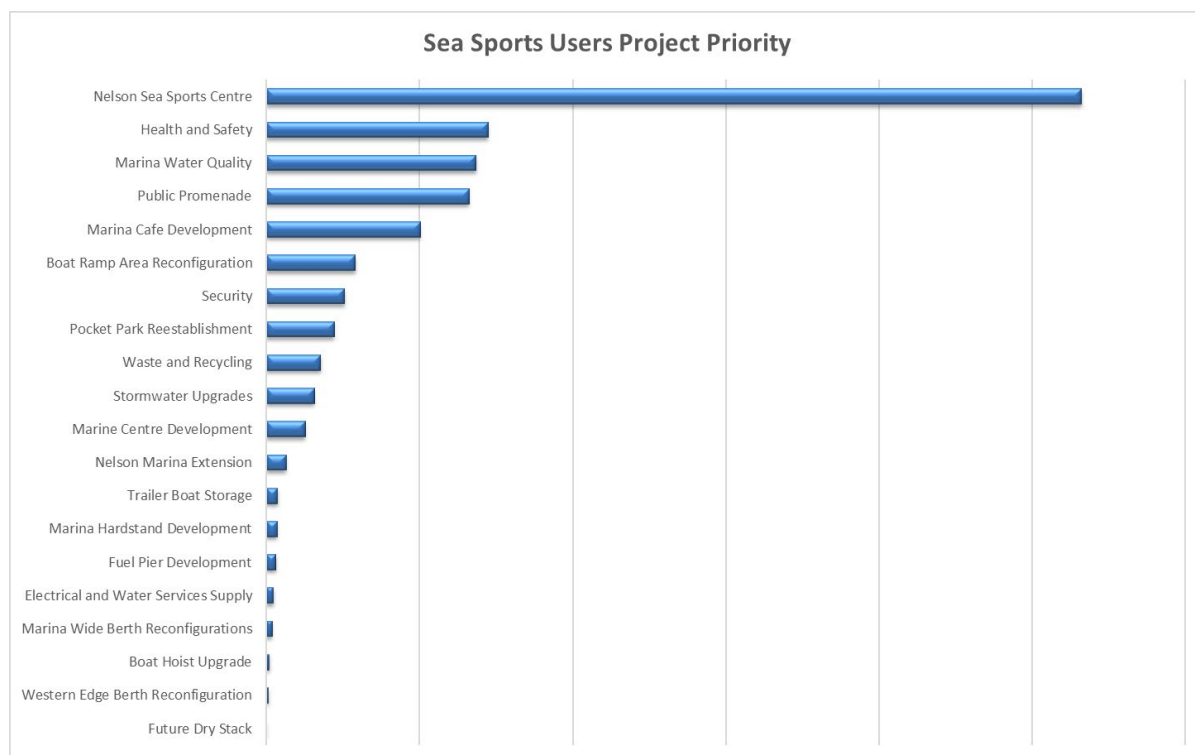
5.18.2 TBCC is generally supportive of the Masterplan and would like to see an emphasis on the fuel berth upgrade, better hard stand area and a larger travel lift.

5.18.3 TBCC is not supportive of losing small entry level berths, and has concerns about an already short supply of parking.

5.18.4 Importantly, TBCC does not support the idea of the promenade wrapping around its clubhouse but is prepared to work with Council to come to a solution that works for all.

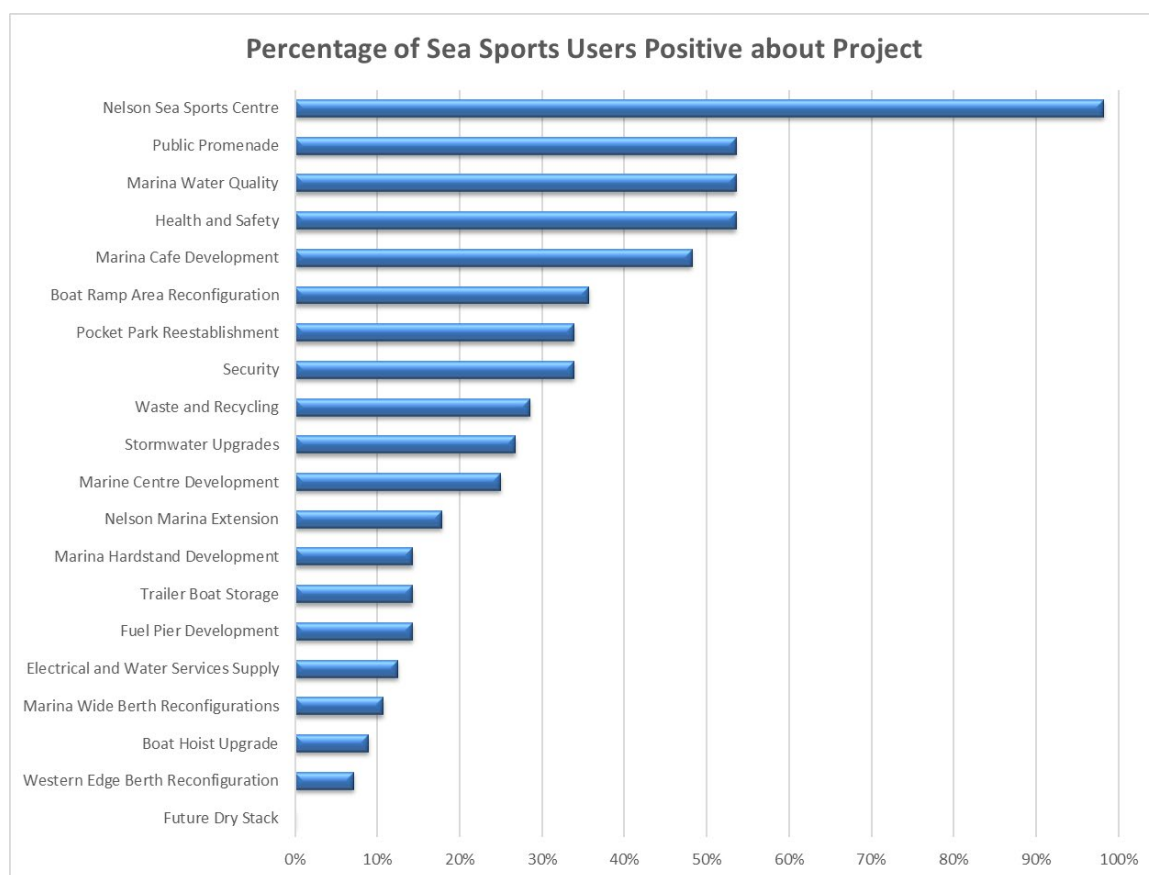
Sea Sports User Feedback

- 5.19 Overall, respondents that identified themselves as sea sports users believe the development of a Sea Sports Facility as being of the highest priority. To round out the top 5, health and safety, water quality, the public promenade, and the café development feature quite highly.

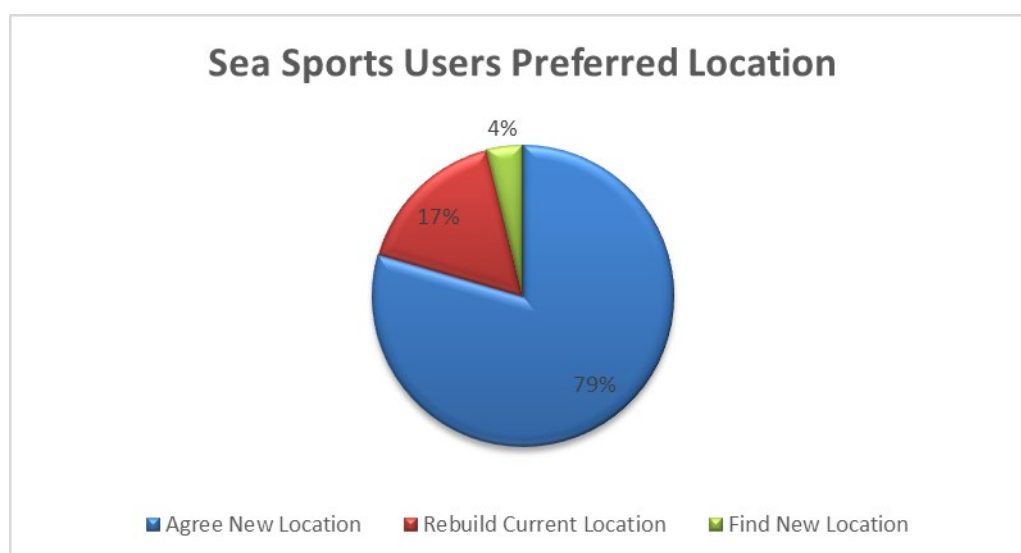


- 5.20 97% of respondents were positive about the proposal for a new Sea Sports facility.

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- 5.21 Sea Sports users are extremely positive and excited about a new facility, an option that has been discussed for many years. Of the responses, 79% agree, in principle, the proposed new location with 17% wanting the new facility to be built in the current location and 4% wanting council to look for an alternative location.



- 5.22 Importantly, although 79% agree with the proposed new location, **this comes with a very strong caveat** that the support is only there if Council can ensure, through design and engineering, that the proposed new location is safe in all tides and most weather conditions for the

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launch and retrieval of vessels and is safe for all participants/users of all ages.



5.23 Sea Sports Alliance

- 5.23.1 SSA is a quasi-committee of all current users of the Sea Sports facility. This alliance is likely to become more formalised in the near future, to represent all users when working with council on development and design the new Sea Sports facility.
- 5.23.2 Overall, SSA is in favour of the masterplan and see the development of a new Sea Sports facility to be of the highest priority. This has been talked about for many years but has never come to fruition.
- 5.23.3 SSA supports, in principle, a fit for purpose facility on the Nelson Haven that is large enough to suit all clubs of SSA. They are positive about the location, provided that the safety of launching and retrieval of both boats and members in all conditions can be assured.
- 5.23.4 SSA suggests that an in-depth investigation into the suitability and long-term financial viability of the current buildings vs demolish and rebuild at the same existing location to be an important next step.

5.24 Sport Tasman

- 5.24.1 Sport Tasman (ST) has a general interest in sport and recreation facility development in the region. ST supports the draft masterplan and has particular interest in ensuring that space and consideration has been provided for recreation activities/sports within the Marina space.

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5.24.2 ST was initially involved in bringing SSA together and is excited to see the inclusion of a new sea sports facility in the Masterplan. ST's insights indicate a projected increased demand on space fuelled by a rising population and fast-growing participation rates in non-powered water sports.

5.24.3 ST does have concerns over the safety of launch and retrieval of vessels and participants in the proposed location which will need to be alleviated for full support. The area needs to be accessed in all tides.

5.24.4 ST would like to have included in the design of the facility - adequate boat storage, wash down areas, amenities, and parking for peak demand.

5.25 Sea Sports Users

5.25.1 Submissions were received from the individual groups that make up the Sea Sports Alliance.

5.25.2 Submissions were received from:

- Nelson Rowing Club
- Waka Ama
- Iron Duke Sea Scouts
- TS Talisman Navy Cadets
- Nelson Canoe Club
- Nelson Surf Ski Club
- Nelson Windsurfers

5.25.3 Submissions from the individual clubs echoed the sentiment of the Sea Sports Alliance and Sport Tasman in 5.23 and 5.24.

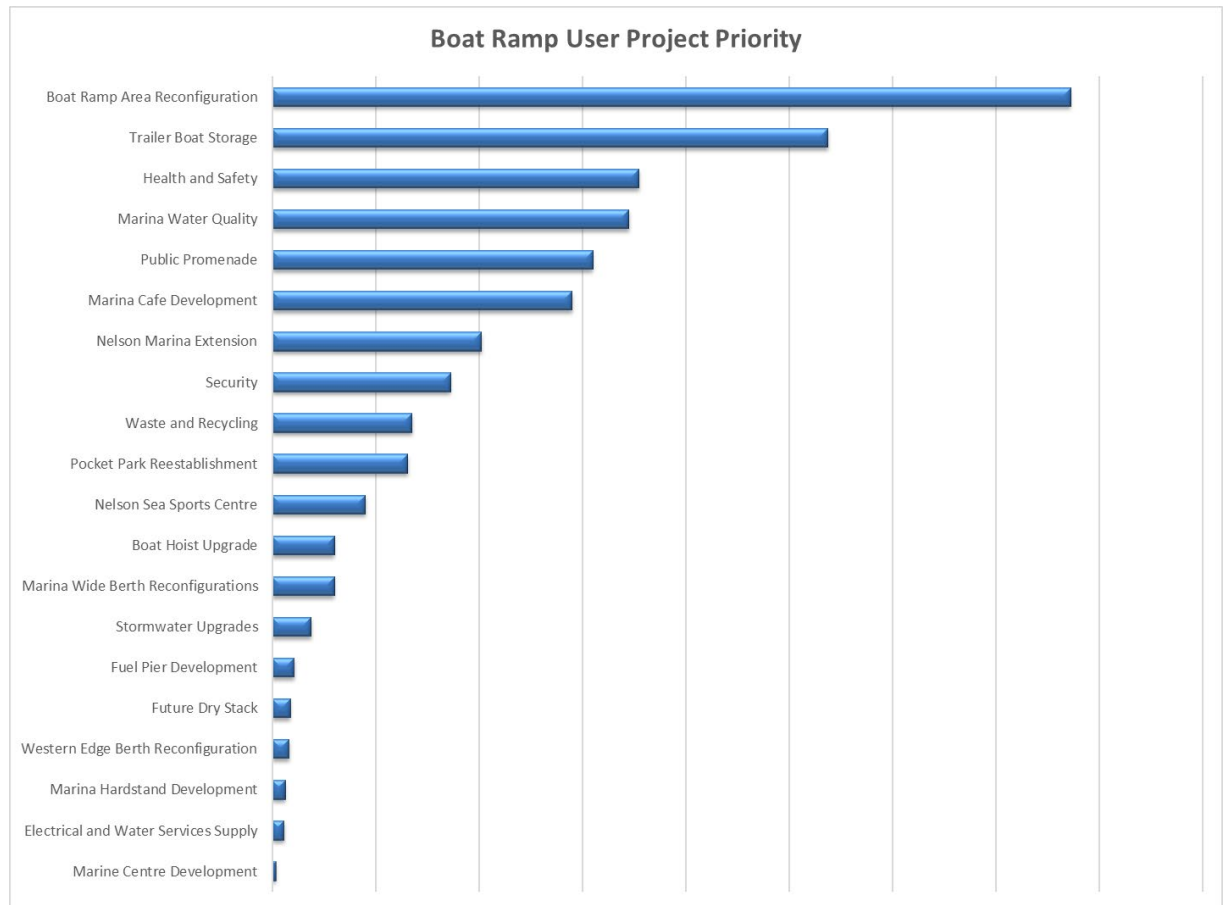
5.25.4 Several operation details and design requests were received that have been recorded and will form the basis of further discussions once in the design phase.

Boat Ramp User Feedback

5.26 Boat ramp users are primarily concerned with the boat ramp area and storage for their vessels with the boat ramp reconfiguration and the increased size of the trailer boat storage being the main two priority projects.

5.27 Making up the top six is improved health and safety, increased water quality and development of the public promenade and café.

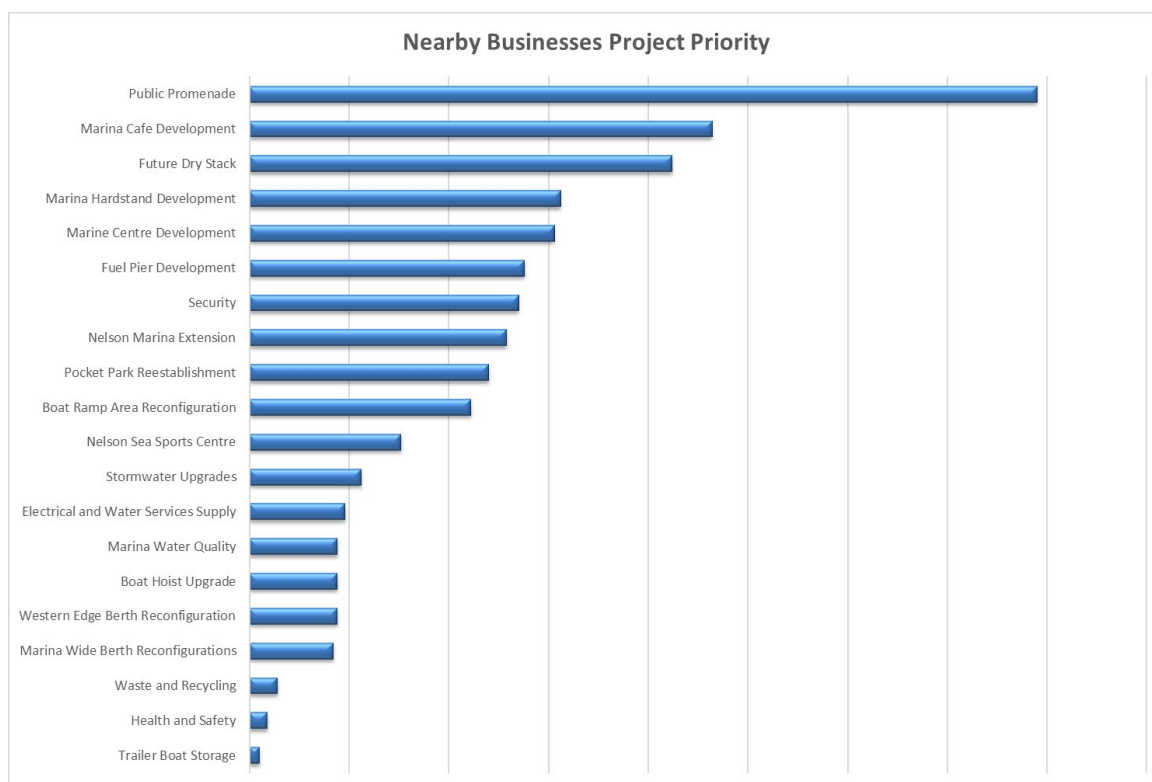
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Nearby Businesses Feedback

- 5.28 Nearby businesses were very positive about the public promenade, believing it will increase traffic and potential customers to the area.
- 5.29 Making up the top five priority projects were the café development, dry stack, hard stand development and the marine centre development.

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5.30 Port Nelson Limited

5.30.1 PNL conditionally supports the proposed updates to the Marina, in keeping with supply and demand for public access to the water and waterfront.

5.30.2 PNL recognises the need to provide for this access, particularly in a region with a reputation for significant coastal features and water recreation opportunities.

5.30.3 PNL's major concern is any proposed changes to land use in the port and marina area that may prompt the pressure to adopt more stringent operational controls to mitigate reverse sensitivity effects. PNL is and needs to remain a 24-hour, 365-day operation.

5.30.4 PNL notes that the port industrial area is a finite resource and should remain as marine related industry, and strongly opposes any residential development which they want clearly acknowledged in the Masterplan.

5.30.5 Carparking and increased traffic around the port area is of concern. Although it acknowledges the need for more parking, PNL requests elaboration on the strategies that will be put in place to manage the risk relating to increased small vehicle traffic in the precinct.

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- 5.30.6 PNL recognises that there are several projects within the Masterplan that are either on or adjacent to PNL land which they would not be prepared to give up to non-essential non-port activities. That said, further discussion is welcomed on each of the areas in question where opportunities could exist for both PNL and the Marina/Council.
- 5.30.7 PNL has concerns about increased boating traffic in the harbour with the extension of the Marina and welcomes further discussion on how this risk can be mitigated.
- 5.30.8 Overall, PNL supports the upkeep and modernisation of Marina facilities, as well as appropriate use of the waterfront for the public. Negotiation and collaboration between the two parties will be critical to the success of the Marina and PNL would value the opportunity to be involved with any further engagement in the pursuit of pro-active resolutions to any issues as they arise.

5.31 Plant and Food Research Limited

5.31.1 Plant and Food Research Limited (PFR) is located on the northern edge of Akersten Street adjacent to the proposed Marina extension. PFR's submission was made by Landmark Lile Resource Management on PFR's behalf.

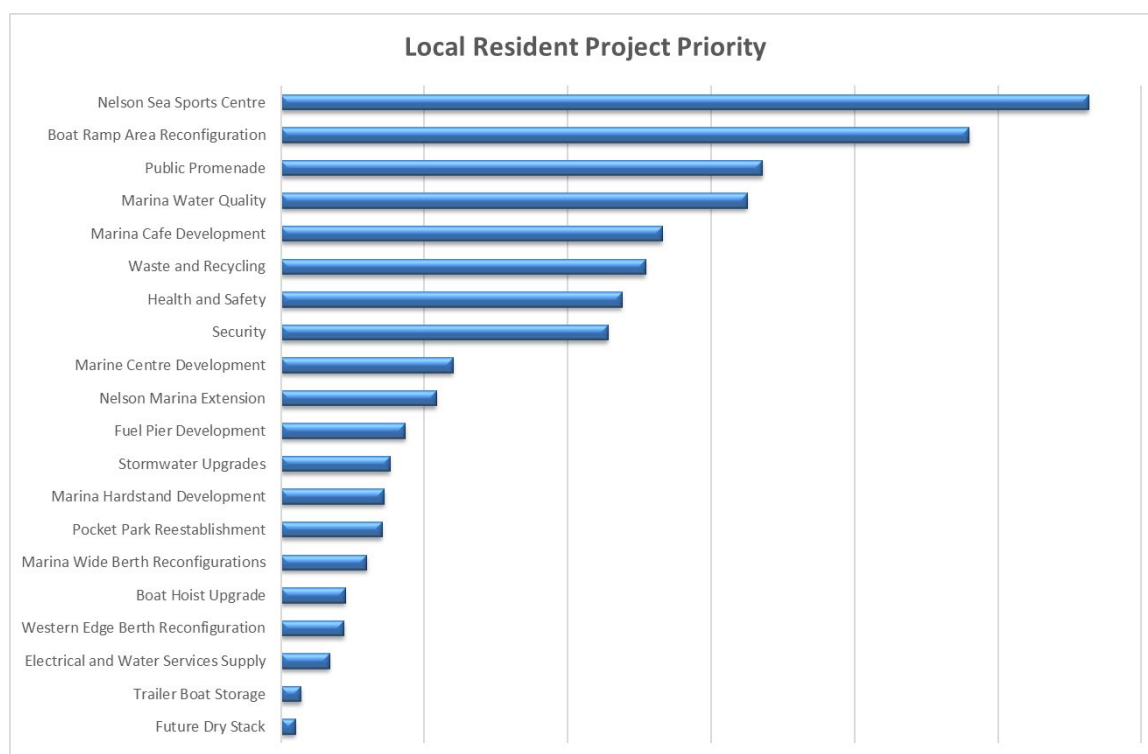
5.31.2 PFR operates a fish research facility with a range of sensitive scientific equipment on site and a sea water intake pipe running out north into the haven. PFR is concerned about the implications of any development in the short and long term on its operations, including:

- Construction vibrations and runoff;
- Overlap of the Marina extension over PFR's current sea water intake;
- Plumes and pollution created by initial and ongoing maintenance dredging;
- Impact of the Marina extension on water quality for the growing of juvenile fish for fish farming;
- Concern over parking and increased traffic as well as the potential impacts on amenity values for staff in terms of privacy, noise, and visual effects.

5.31.3 PFR would like to stress that it is not opposed to the Masterplan in principle and views it as a potentially positive development for Nelson. PFR would welcome an opportunity to meet with the Marina and Council to discuss its concerns in more detail, and work together on solution to these challenges.

Local Resident Feedback

- 5.32 Local residents were defined as those living in and around Nelson who do not identify as a current regular user of the Marina for water sports or boating activities.
- 5.33 The local resident category is strongly influenced by a youth view with 50% of respondents in this category being students from Nelson College.
- 5.34 Local residents consider the sea sports facility to be the priority project, closely followed by the boat ramp reconfiguration.
- 5.35 Rounding out the top 5 is the public promenade, improved water quality and the café development.



Organisational and Institutional Feedback

5.36 Nelson Harbourmaster

5.36.1 The Nelson Harbourmaster supports the Masterplan and in particular:

- supporting the development of a floating pontoon on the fuel dock;
- from a navigational safety perspective, deconflicting of non-powered and powered vessels in confined waters is encouraged and supported.

5.36.2 The Harbourmaster would like to see a space for dinghy storage ashore for the vessels at mooring, and better toilet and shower facilities at the boat ramp.

5.37 Te Whatu Ora – Nelson Marlborough Public Health Service

5.37.1 Nelson Marlborough Public Health Service – Te Whatu Ora (NMPHS) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu.

5.37.2 NMPHS made its submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the Pae Ora 2022 and the Health Act 1956.

5.37.3 NMPHS supports the Masterplan and has made the following comments:

- Health and safety improvements should be a priority for the Marina;
- NMPHS is pleased that the Marina will be working towards its Clean Marina status and supports the idea of stormwater reuse and processing, sewage pump out facilities and a complete recycling facility;
- NMPHS supports the introduction of more sustainable energy sources and alternative transport modes. NMPHS recommends that consideration should be given to introducing a bus service to the Marina. All sustainability initiatives listed in the Masterplan are supported. NMPHS requests that any new facility should consider sea level rises;
- NMPHS supports the public promenade and strongly encourages the design to ensure it is wide enough to accommodate prams and wheelchairs with minimum slope. It is suggested that Council engages with Barrier Free NZ Trust to provide accessibility advice during the planning stages;
- NMPHS would like to see the pocket park re-established with the inclusion of public toilet facilities, water fountains and sunshade.

5.38 Disabled Peoples Association

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- 5.38.1 The Disabled Peoples Association (DPA) supports the Masterplan noting that it is future focused and will encourage transport mode shift, physical activity, create community cohesion and contribute to improved community wellbeing.
- 5.38.2 DPA would like Council to ensure that the promenade and general Marina development addresses inclusion and accessibility to ensure that vulnerable pedestrians are able to use the area. DPA would like to be consulted to assist with accessibility during the design phase.
- 5.38.3 DPA would like to see a separation between pedestrians and cyclists on shared pathways, several mobility parks with increased space for larger wheelchairs and accessible water fountains along the promenade.

5.39 Bicycle Nelson Bays

- 5.39.1 Bicycle Nelson Bays (BNB) supports the bicycle and walking link between the city and the Marina but are concerned about the traffic in the area. It is suggested that a raised pedestrian and cycleway crossing be installed at Akersten Street to safely link the promenade to the Marina.
- 5.39.2 BNB does not support any additional parking as this does not support the Emissions Reduction Plan.

6. Changes to the Final Nelson Marina Masterplan as a result of Consultation

- 6.1 As a result of the feedback received during the consultation process, the following changes have been made to the Masterplan:
- 6.1.1 Consultation has confirmed there is a strong public support for the move of Sea Sports to the new site, subject to confirmation that the site is fit for purpose. On this basis the Masterplan document has been updated as follows to reflect the recommendation that the site be approved in principle for the Sea Sports Facility:
- Wording has been inserted to clarify that further studies will be conducted to ensure that the proposed water-based structures will be safe for the launching and retrieval of all watercraft and participants in most weather conditions and that the land and buildings are independently deemed safe for the new activity;
 - The concept plans and render images for the Sea Sports Facility have also been updated to show additional water-based structures to provide a safe launching area;
 - Name members of the Sea Sports Alliance that are expected to have interest in being involved in the new facility and note that

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there will likely be some other groups that have interest in being involved in the facility.

6.1.2 Addition of the Nelson Marina vision statement from the 2017 Nelson Marina Strategy to the Masterplan document.

6.1.3 Addition of a section on the strategic partnership between Council, Marina and Te Tau Ihu iwi, including:

- Summary of the existing memorandum of understanding with Te Tau Ihu iwi; and
- That Te Tau Ihu iwi are to be partnered with to ensure that each project within the Masterplan is designed to uphold the mana of tangata whenua, acknowledging that the design, layout and allocation of space is an opportunity to recognise and acknowledge that the Marina is an area of significance to iwi; and
- That the Nelson Marina Extension requires further work with Te Tau Ihu iwi and other affected stakeholders to uphold the mana of tangata whenua and ensure that the environmental health of the Haven is preserved.

6.1.4 A list summarising the parties consulted during the Masterplan process (refer to section 4.11) and a note that further conversations and opportunities for key stakeholders to input into projects will be provided as part of project delivery consultation planning.

6.1.5 Clarification that the timetable dates relate to project delivery, but that work will commence in advance (for small projects this typically be in the prior year and for large projects many years prior to project delivery).

6.1.6 A minor adjustment to the land ownership map.

6.1.7 A statement has been added acknowledging that many submissions made comment on the specific details of various projects. Although these detailed comments cannot all be incorporated into the Masterplan (as it is a high-level strategic overview), these comments have been compiled and will be referred to as the details of each project are designed and worked through. Some small refinements to the wording in the Masterplan have been made to acknowledge some of the good ideas and suggestions made by key stakeholders, e.g. inclusion of a playground within the revitalised pocket park.

7. Options

Option 1: Approve the Nelson Marina Masterplan	
Advantages	<ul style="list-style-type: none"> • Sets the strategic direction for the Marina • Provides for development and increased employment for the region • Provides a destination for Nelson residents • Allows the Marina to grow with demand • Ensures land is fully utilised • Provides for the changing nature of boating • Separates powered and non-powered water activities • Develops Nelson as a marine refurb hub • Creates a return on investment for Council
Risks and Disadvantages	<ul style="list-style-type: none"> • Significant investment
Option 2: Approve Nelson Marina Masterplan with Changes	
Advantages	<ul style="list-style-type: none"> • Allows elected members to make changes to the Masterplan
Risks and Disadvantages	<ul style="list-style-type: none"> • Decisions may not be aligned with the sentiment of various stakeholders
Option 3: Not approve the Nelson Marina Masterplan	
Advantages	<ul style="list-style-type: none"> • Minimal Investment
Risks and Disadvantages	<ul style="list-style-type: none"> • The Marina has no strategic direction • The land and asset of the Marina remains underutilised • Creates political pressure to utilise the land for other non-marine related activities • Wait list remains large with Nelson residents having to keep their vessels in alternative Marinas

8. Conclusion

- 8.1 The Marina is a Council owned facility that reached capacity some years ago and has significant parcels of undeveloped land. Pressure has come from the community to invest in and further develop the facilities for Marina users and the community at large.
- 8.2 The Masterplan is a long-term dynamic planning document that creates a 'big picture' vision to meet the needs within the Nelson community. It addresses the challenges and opportunities related to the maritime

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economy, business, movement of people, the natural and built environments, community wellbeing, culture and heritage.

- 8.3 89% of the community provided feedback in support of the Masterplan, many claiming that it was long overdue.
- 8.4 The Masterplan has the full support of NMAG and the Nelson Marina Berth Holders Association.
- 8.5 Officers recommend Council approves and adopts the Masterplan as the guiding development document for the Marina.

9. Next Steps

- 9.1 If the recommendations in this report are approved, the following would be the next steps:
 - 9.1.1 The public are advised that the Masterplan has been adopted by Council and is well distributed and advertised.
 - 9.1.2 Discussions with Te Tau Ihu Iwi on how they would like to be engaged in our partnership with them and formalise said partnership.
 - 9.1.3 Council continues negotiations with PNL over the procurement of 305 Akersten Street.
 - 9.1.4 Officers conduct due diligence on each of the Masterplan projects and prepare comprehensive budgets for the short term (first 3 years) projects, while preparing a budget for the entire Masterplan to be incorporated into the Long-Term Plan (LTP).
 - 9.1.5 Officers develop business cases for each of the projects within the Masterplan.
 - 9.1.6 Officers begin the RMA and other consent processes to allow each project within the Masterplan to proceed over time.
 - 9.1.7 Cross Council projects are developed with the relevant Business Units, with design, responsibility and budgets delegated as required.
 - 9.1.8 Business cases are brought back to Council for approval.
 - 9.1.9 The Marina carries out development in accordance with the agreed terms of the Masterplan and Council's LTP.

Author: Nigel Skeggs, Manager Nelson Marina

Item 21: Nelson Marina Masterplan Deliberations Report

Attachments

Attachment 1: Nelson Marina Masterplan (149934158-8518)

Important considerations for decision making

1. Fit with Purpose of Local Government

Approving the Masterplan will support local democratic decision-making process to promote the social, economic, environmental, and cultural well-being of both the Nelson community and Marina stakeholders. This is consistent with the purpose of the Local Government Act.

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2. Consistency with Community Outcomes and Council Policy

The Masterplan will set and drive the Long-Term Plan for the Marina and will work to complement the connectivity of the city to the Marina by activating the area to enhance general public use.

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3. Risk

There is a reputational risk to Council if development does not proceed with the Masterplan. Much of the land under the Marina has laid vacant for over

20 years and there is significant marina stakeholder and public pressure to see this valuable resource utilised.

As the plan is long term and aspirational, there is a likely risk that some in the community will consider the plan to be too ambitious. Despite an extensive community engagement process to date, speaking with people with diverse viewpoints, it is likely not everyone will consider that their views and comments are reflected in the plan. These perspectives were reflected in the public feedback process.

There are risks around delays in delivery of the projects in the plan, and the timing of the projects. This risk will be mitigated by undertaking ongoing engagement through the life of the document.

4. Financial impact

The financial impact on ratepayers and the Marina community will be moderate to high, depending on the project. Public realm projects are proposed to be funded from rates and marina improvements through marina fees and charges. Most of the large commercial projects will only proceed on a self-funded business case (user pays) as described in the funding section of the Masterplan.

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The funding mechanism for the new Sea Sports Facility is yet to be finalised by Council but it is expected to be funded by a range of sources including rates and a contribution from the marina.

The Masterplan will require additional staffing and project management to be investigated further and brought back to Council once the Masterplan has been adopted.

The Masterplan will assist Council to prepare a Long-Term Plan with future capital and operational budgetary requirements for Nelson Marina.

5. Degree of significance and level of engagement

While a moderate level of public interest exists for the development of the Marina, the Masterplan is considered of low to medium significance when considered against all criteria in Council's Significance and Engagement Policy. Therefore, a standard consultation and feedback process was undertaken with a high degree of engagement as per the process outlined in this report.

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Policy. Therefore, a standard consultation and feedback process was undertaken with a high degree of engagement as per the process outlined in this report.

Three public evening meetings were also held.

The public feedback period was from 20 June to 20 July 2022. 1752 people visited the Shape Nelson website page, and 200 submissions were received.

6. Climate Impact

This decision does not have a direct impact on climate; however, the Masterplan does take climate impact into consideration throughout the entire document with several direct and indirect climate mitigation measures. In particular the Masterplan will account for sea level rise, increased frequency of storm events and land slumping around the reclamation.

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7. Inclusion of Māori in the decision making process

Meetings were held with the Te Tau Ihu Environmental panel during the consultation process. In discussions and meeting with Te Tau Ihu Iwi it is clear that they do not feel there has been enough consultation with local Iwi during the initial planning phases. Noting that this is a general helicopter view of the potential future for the marina, Te Tau Ihu Iwi would like to see council engage on each specific project to commission Cultural Effects Assessment's to be able to inform and educate the developers, council and governance team of the cultural and historical significance of the area to Iwi, in particular the Mahitahi (Maitai) River and Nelson estuary.

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Any improvements to the marina is seen as an opportunity to uphold the mana of Tangata Whenua, so designs, layout and the allocation of

space is seen as an opportunity to recognise and acknowledge that this is an area of significance to Ngā iwi.

As officers work through each project of the Masterplan, a formal partnership process will be developed to ensure the close involvement and participation of Te Tau Ihu Iwi.

8. Delegations

The Strategic Property and Development Subcommittee has the following delegations to consider the future Governance of Nelson Marina:

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Areas of Responsibility:

- *Marina Precinct*

Delegations:

- *Powers to decide the developing, monitoring and reviewing of strategies, policies and plans, with final versions to be recommended to Council for approval.*

Powers to Recommend to Council:

- *Approval of final versions of strategies, policies and plans;*

All other matters within the areas of responsibility or any other matters referred to it by Council.

Although the Masterplan was to be received by the Strategic Development and Property Subcommittee, due to timing pressures this report is being brought directly to Council.