



**IN THE MATTER of hearing submissions on the Proposed  
Hutt City Council District Plan**

**HEARING TOPIC Hearing Stream 2: Business**

**STATEMENT OF Tim Lidgard**

**Chief Executive Seaview Marina Ltd**



Tēnā koutou katoa

Five years ago, my wife and I stood looking over the harbour on a grey Wellington Day when a bold sunbeam pierced the clouds. She said, “let’s go where the sun is shining,” and that beam guided us to Seaview Marina.

I was not yet a Wellingtonian, but my fresh eyes saw Seaview Marina as a gem with many facets. I saw a once-in-a-generation opportunity to transform an under-utilised site for community benefit.

### **Why are we here? 30 seconds of background...**

Construction at Seaview Marina began in 1989 under the Wellington Harbour Board. Following local government restructuring, ownership transferred to HCC, and in 2003 Seaview Marina Ltd (SML) was established as a Hutt City Council (HCC) Controlled Organisation (CCO).

Since then, Seaview Marina’s mission has been to “provide industry leading facilities and services that delight customers and stimulate related economic activity whilst meeting shareholder expectations.” Every dollar of earnings over the last 30 years has been reinvested to achieve that mission.

### **Who are the stakeholders and what is at stake?**

<b>Stakeholder</b>	<b>Key Impacts</b>
<b>Hutt City Council (Sole Shareholder)</b>	HCC operates in a tightening financial environment, requiring savings of ~\$24M annually by 2034. SML will face pressure to generate higher returns, with real risk of divestment if financial performance remains modest.
<b>SML Customers</b>	Customers face uncertainty over ownership continuity and fee increases. The existential threat is that marina pricing will be forced higher, reducing occupancy and making necessary revenue thresholds impossible to achieve.
<b>WMC Tenants</b>	Divestment or repurposing of the Wellington Marine Centre could affect lease security and the marine-trade ecosystem SML has built, resulting in job losses and detriment to the Seaview Gracefield area.
<b>SML Employees</b>	Divestment or repurposing could result in job losses and lasting damage to the Seaview Gracefield community

## Wider Community

Divestment or repurposing could mean the community loses its stake in shaping the Lower Hutt waterfront for ngā whakatipuranga kei te heke mai future generations.

### What is the vision?

Our vision is to be “renowned as a New Zealand leading Marina that embraces the whole spectrum of services that boaties and water enthusiasts desire.”

Wellington Harbour lacks the sheltered destination anchorages found in the Marlborough Sounds, Hauraki Gulf, or Bay of Islands. This results in lower vessel ownership per capita and insufficient scale to sustain a simple vessel storage and service business. In Wellington especially, marinas must innovate to create asset value.

The modern marina customer demands more. What determines market share now is the on-land offering. Renowned marinas act as community hubs, offering services such as:

- Supermarkets
- Doctor surgeries & clinics
- Dentist and orthodontist clinics
- Wellness studios
- Galleries
- Non-marine and essential retail
- Gymnasiums
- Professional services - Financial advisors, Accountants, Legal, Realty, Geo-tech., Engineering, Architecture, to name but a few.

The *Vision Seaview Gracefield 2030 Transforming the Future* is a past Hutt City Council vision document for the Seaview Gracefield area which identifies that attractiveness as a work location depends on “easily accessible social places where colleagues, clients and visitors can meet” and “access to basic services e.g. banking, pharmacy, post shops.” These are precisely the services that constitute a marina hub.

The recent Seaview Marina Community Perception Survey (April 2026) drew 629 responses, a clear signal of community interest. 83% agreed the marina is an important community asset, consistently describing it as valuable for recreation, hospitality, and as an attractive waterfront destination.

A striking finding was the gap between perceptions of the marina and its surrounding area. While 79% considered the marina safe, only 60% felt the surrounding area was safe, with written comments repeatedly citing boy racers, anti-social behaviour, burglaries, poor lighting, rubbish, and heavy industrial traffic.

This highlights a broader issue: many barriers to visitation relate not to the marina itself but to the surrounding Seaview industrial environment. A consistent theme was the desire for greater activation through events and activities, with comments like “It would make an excellent festival location” and “Could be a hub... more like the Viaduct in Auckland.”

The community clearly values Seaview Marina and sees substantial untapped potential.

### **Where is the proof of concept for development?**

The Wynyard Quarter & Central Waterfront in Auckland, Wellington Waterfront Redevelopment, and the Dunedin Harbourside Redevelopment are all examples of:

- Improving public access to the water
- Creating recreational and civic spaces
- Encouraging tourism and hospitality
- Increasing walking and cycling connectivity
- Climate adaptation and coastal resilience
- Repurposing former industrial or port land for community use

These are not merely beautification initiatives, they are long-term urban regeneration and public wellbeing investments.

### **What is Seaview Marina’s legacy?**

Past and present stakeholders consistently identify the need for greater safety and beautification in the Seaview Gracefield area. Development of the Seaview Marina Zone makes this far more achievable than the industrial status quo.

The New Zealand Police CPTED (Crime Prevention Through Environmental Design) guidelines use built environment design to make spaces safer, more visible, and better used. Applying these principles to the Seaview Marina Zone is a key tool for improving the surrounding area.

A public and vibrant zone promotes “eyes on the street” which is a form of informal **surveillance**. More business owners create a **territoriality** through a feeling of ownership and investment in local assets. Well-designed entry points **control access** and reduce isolated areas, thereby improving safety. Finally, **well-maintained** areas, clean public spaces, and maintained infrastructure are less likely to attract crime.

Vibrancy and visitation from Seaview Marina developments therefore play a critical role in driving economic benefits while directly addressing the identified ‘Safety Gap.’

Accessible, active spaces contribute to community wellbeing, resilience, safety, and vibrancy. The Seaview Gracefield foreshore should be a place where people feel comfortable connecting with each other and with the marine environment; a place to flourish and thrive.

Events like two regional boat shows and a benefit concert have already delivered this connection. 'Rock Around the Dock' raised thousands for Wellington Coastguard, with drone footage estimating attendance of around 500 across all areas.

**SEAVIEW MARINA LOWER HUTT**

# ROCK AROUND THE DOCK CONCERT

**SHENANIGANS**  
Celtic, Country Foot Stomping Music

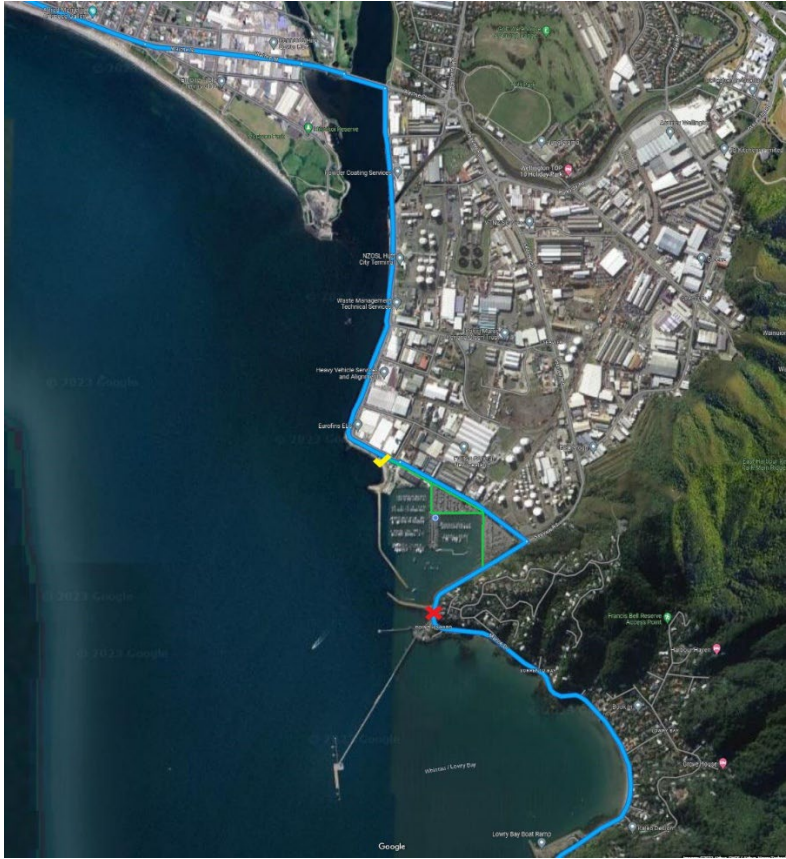
**25 MARCH 5.30 to 9pm**

Entry is Donation to Coastguard  
60 VIP tickets available      Rain out day 26 March

TS MARINE SERVICES   UNDERWATER   SEAVIEW   CAPITAL BLINDS   KINGS & MARINE   BCL Training   HUTTY CITY



Hundreds of millions have been invested in shared pathways, with the Seaview Marina Zone as a potential drawcard along the route. The Remutaka Cycle Trail, one of the 23 Great Rides of New Zealand, is set to include Seaview Marina on its route, driving tourism and economic benefit for the whole region.



Seaview Marina is an *absolutely vital* community node. The social and economic benefits of the Seaview Marina Zone are within the grasp of our people of Hutt City and the wider region. Restricting its development is to deny our people a once-in-a-generation opportunity.

Ngā mihi nui

Tim Lidgard