

Waterloo Transit Oriented Development

Progress Update

5 March 2026 – HCC COUNCIL BRIEFING

Emmet McElhatton – Manager Policy

Nathan Briggs – Manager Rail Assets



Purpose



To brief Hutt City Council on progress with Greater Wellington's Waterloo transit-oriented development (TOD) project

Recap: Project Status

Completed

- Phase I Concept Study
- Phase II Commercial Study
- Phase III Reference Design for Transport Hub
- LTP: Budgeted up to Business Case
- Ranked in RLTP; PDA status; FDS
- Public consultation via RPTP March '25

Underway

- Initial Business Case preparation
- Go-to-market strategy (investment)
- Post-Easter further community engagement



Objectives Summary

The Project seeks to achieve these summarised objectives and outcomes:



1. Revived and optimised rail station and interchange: Ensure compliance, safety, and technical requirements for rail and bus services and other transport modes, while avoiding negative impacts on the Waiwhetū Aquifer and water treatment plant.



2. Efficient Transport interchange: Deliver minimum walking distances and connection times between active and passenger transport choices provided at the station.



3. Development of Greater Wellington land: Protect and provide for commercial purposes and enable wider growth.



4. Safe walkable connection: Maintain a safe walkable connection across the rail corridor and Cambridge Terrace, especially for school children.

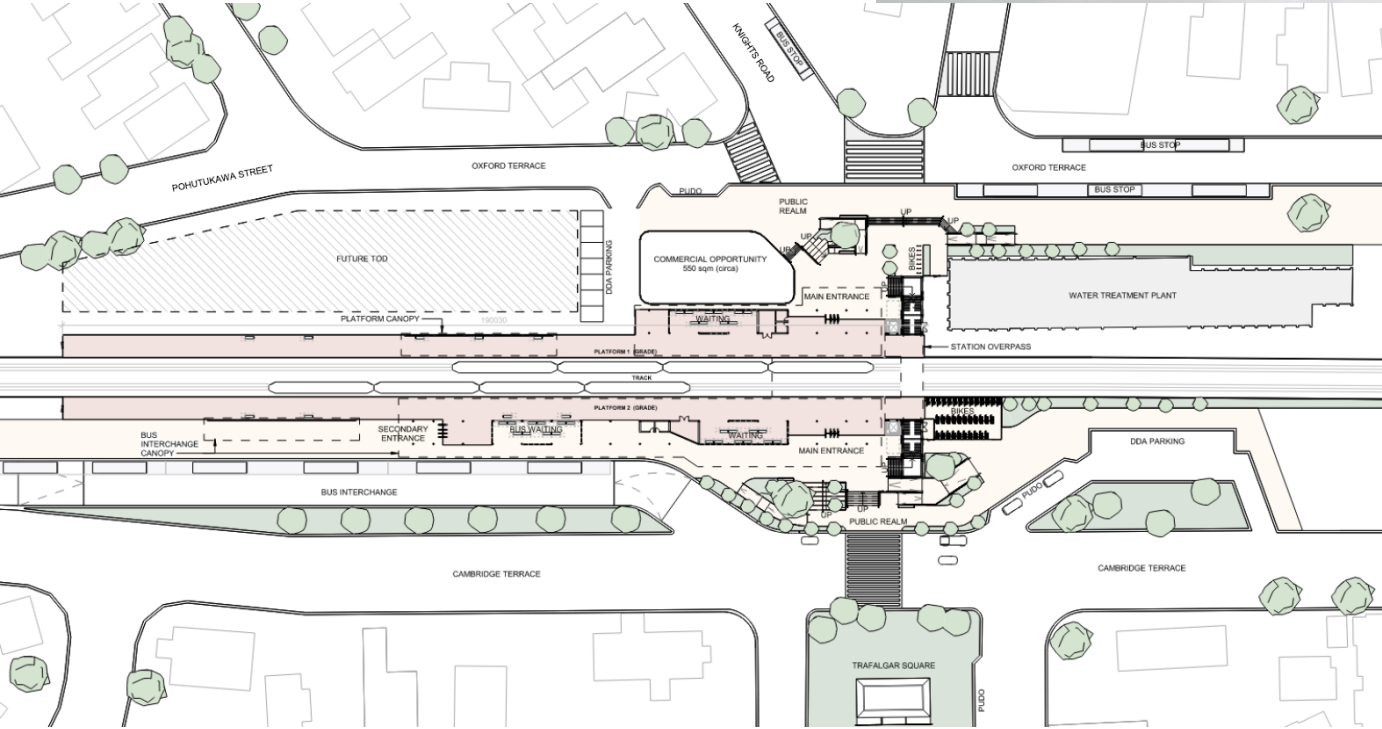


5. Affordable and cost-effective: Balance affordability with whole-of-life costs, delivering value for money,.

Detailed objectives are detailed in the Workshop Attachment

Reference Design

Condition & Opportunities



Condition

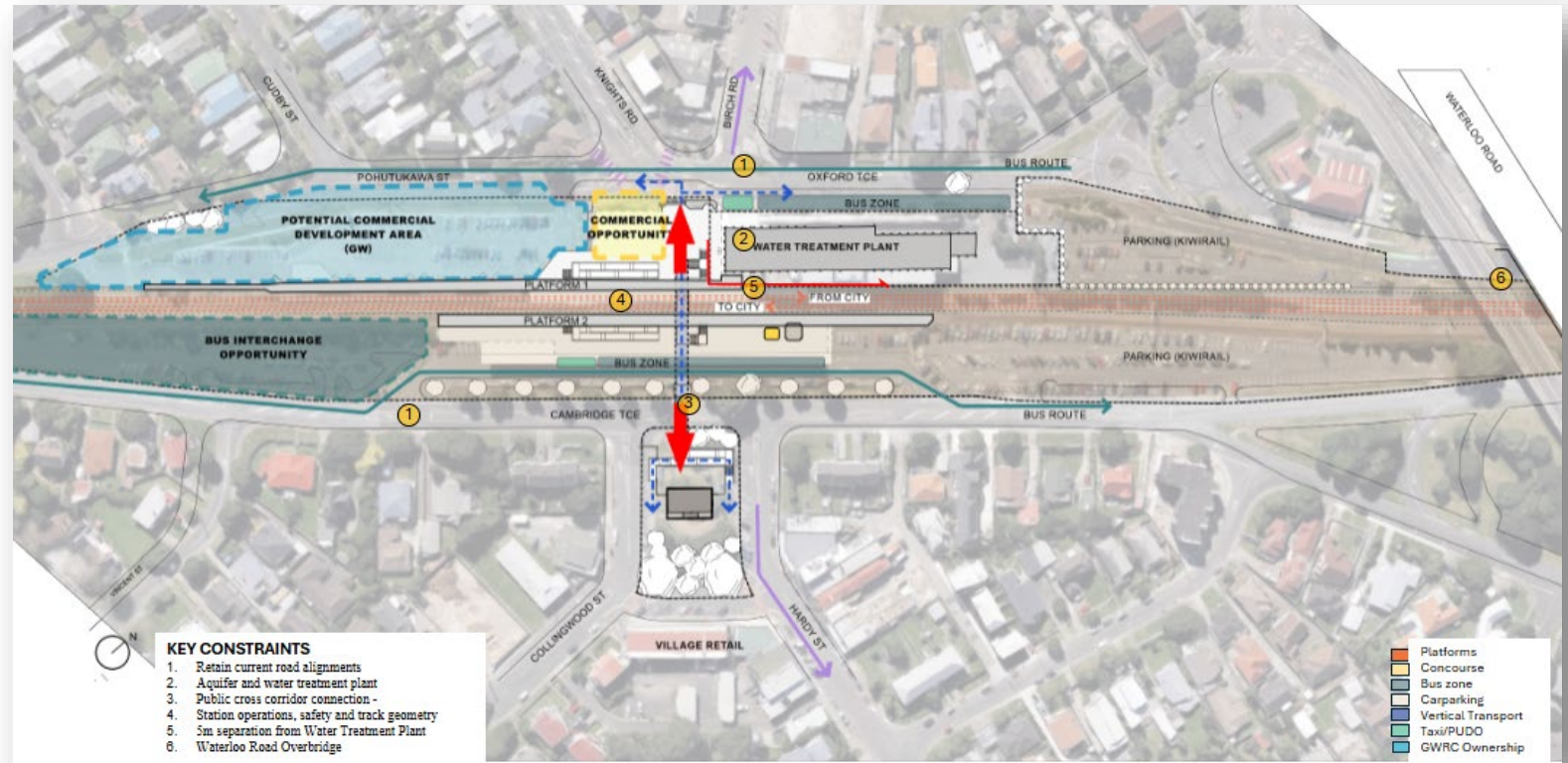
- Roof at end-of-life; challenging interface with rail corridor; shelter in station poor
- Underpass reaching end-of-financial life; costly maintenance programme; prone to flooding
- Bus services requires consolidation and upgrade
- Access & accessibility challenging

Opportunities

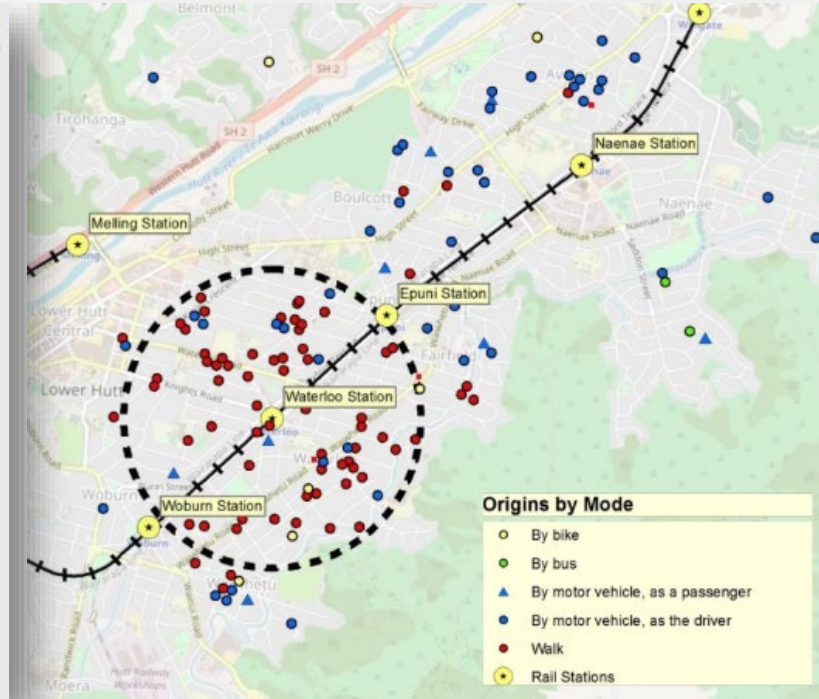
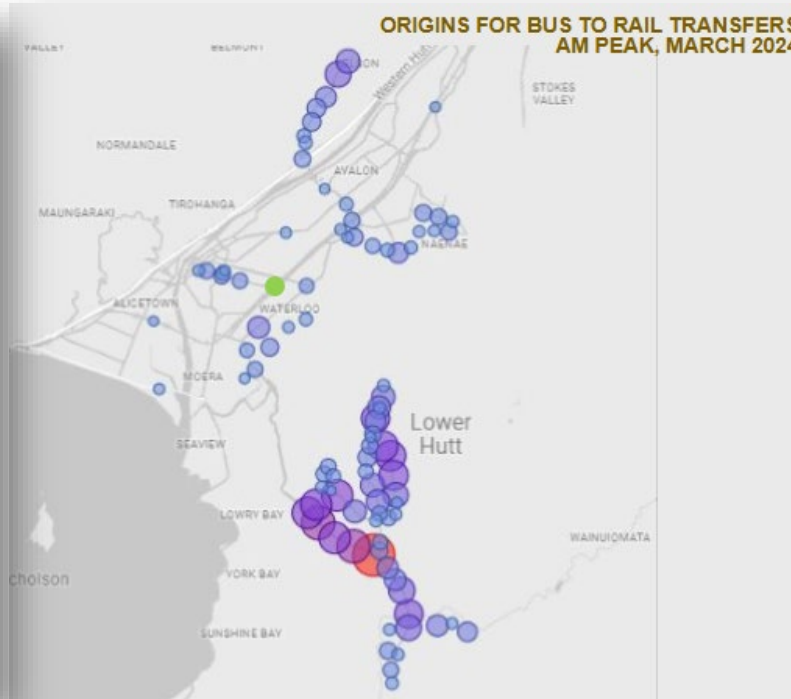
- Clean slate – Roof and old control building removed
- Aesthetics refresh
- Provision of new public and commercial amenities
- Better integration of bus and rail
- Integrating east side and west of station – structural flow
- Access & accessibility improvements

Key constraints on transport hub

- **Finances** – Balancing needs, ambitions & constraints
- **Transport** – Only limited rail corridor closures and road disruptions acceptable. Road re-routing not in scope. Parking spaces to decrease
- **Waiwhetū Aquifer** – Shallow & uneven
- **Water Treatment Plant** – Water infrastructure in precinct; WTP access & growth
- **Cross-corridor connectivity** – Current subway geotech & public thoroughfare; accommodating future access (potential for overpass)
- **Rail infrastructure** – platform levels & configuration
- **TOD** – TOD-enabling design and sufficient space for commercial development



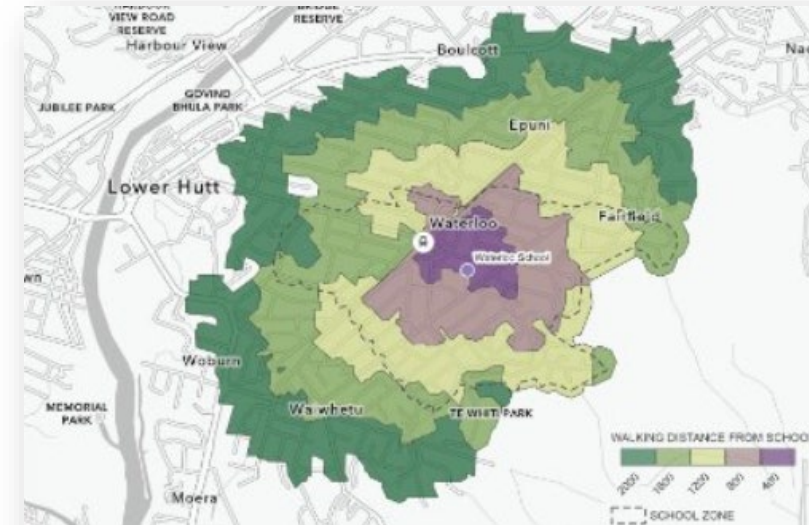
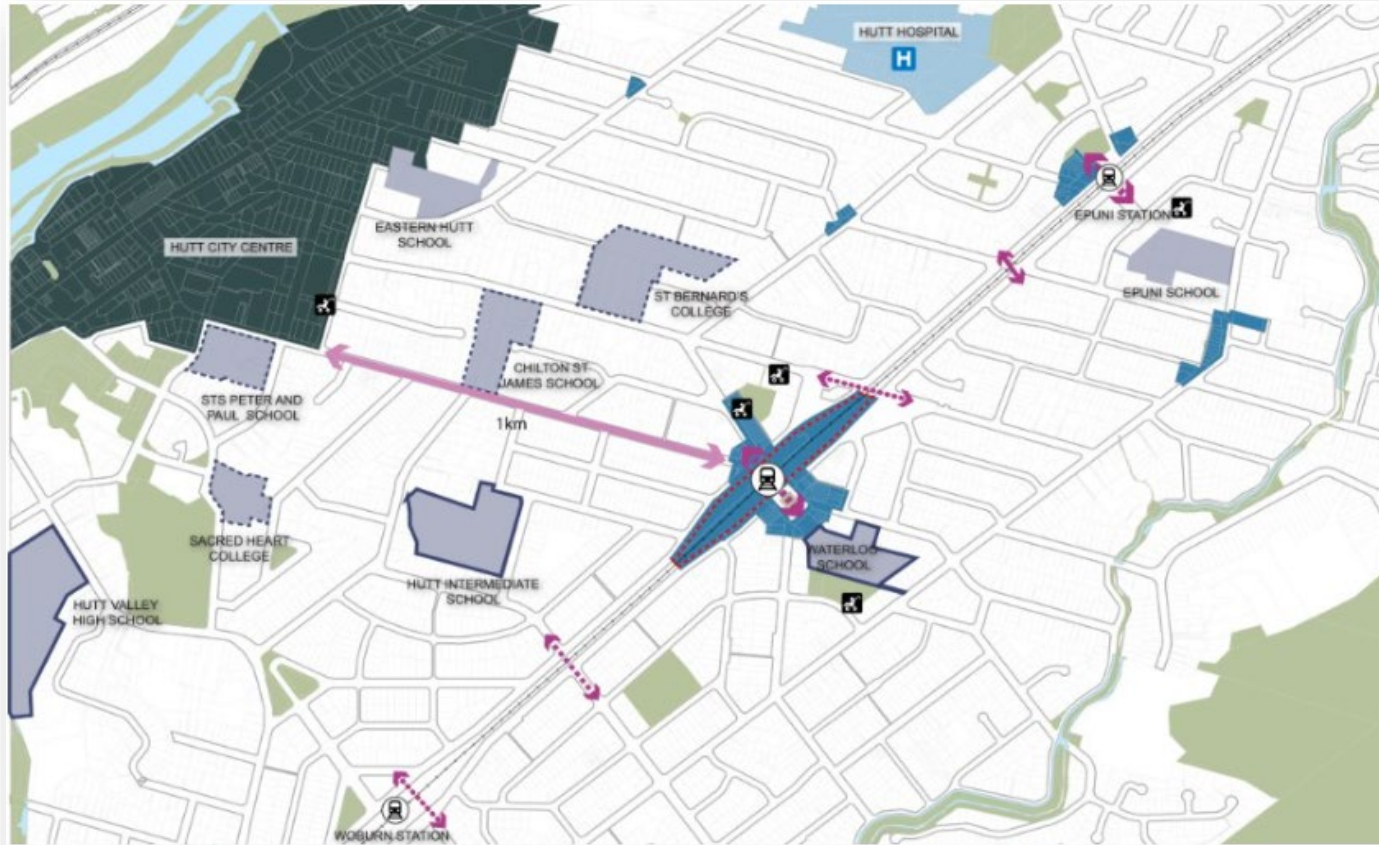
Transport Assessments



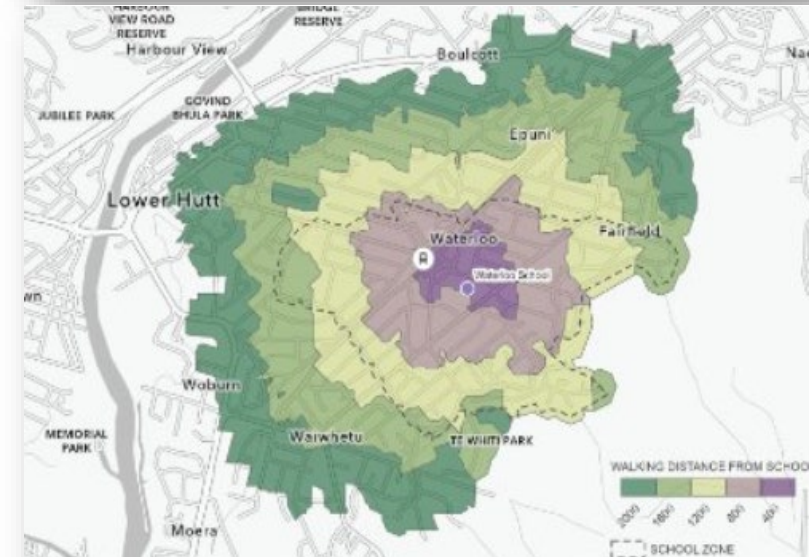
- Commuter travel patterns
- Form & function of the street network
- Station access hierarchy
- Walking access

- Cycling/micromobility access
- Bus access
- Pick Up Drop Off access
- Park & Ride access

Connectivity – School Catchment Study



WITHOUT ACCESS THROUGH WATERLOO STATION



WITH ACCESS THROUGH WATERLOO STATION

This study has emphasised the importance of current East-West connections to local residents, where the access through Waterloo Station significantly decreases the walking distance to schools and potentially impacts school zoning.

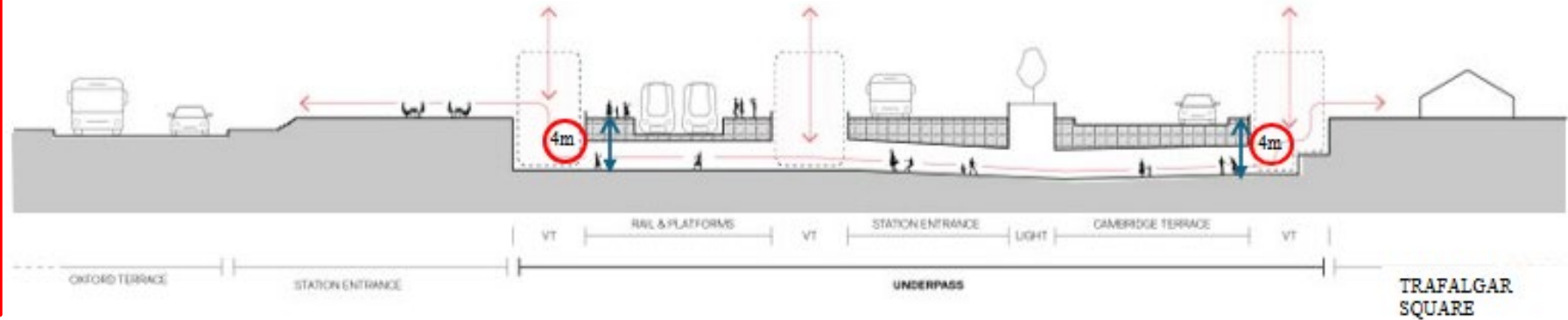
Cross Corridor Connectivity: Under versus Over

Example of design challenges

UPGRADED UNDERPASS

Upgraded – Compliant (excluding the ramps and resurfacing + provide updated cover)

- High cost
- Engineering challenges
- Consenting
- Upgrade = less future capacity

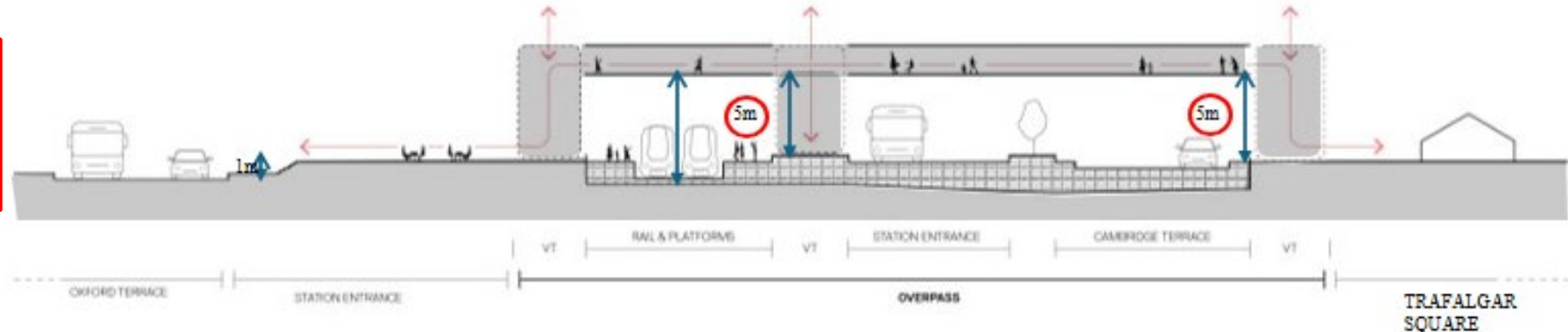


Versus

FULL SPAN OVERPASS BRIDGE

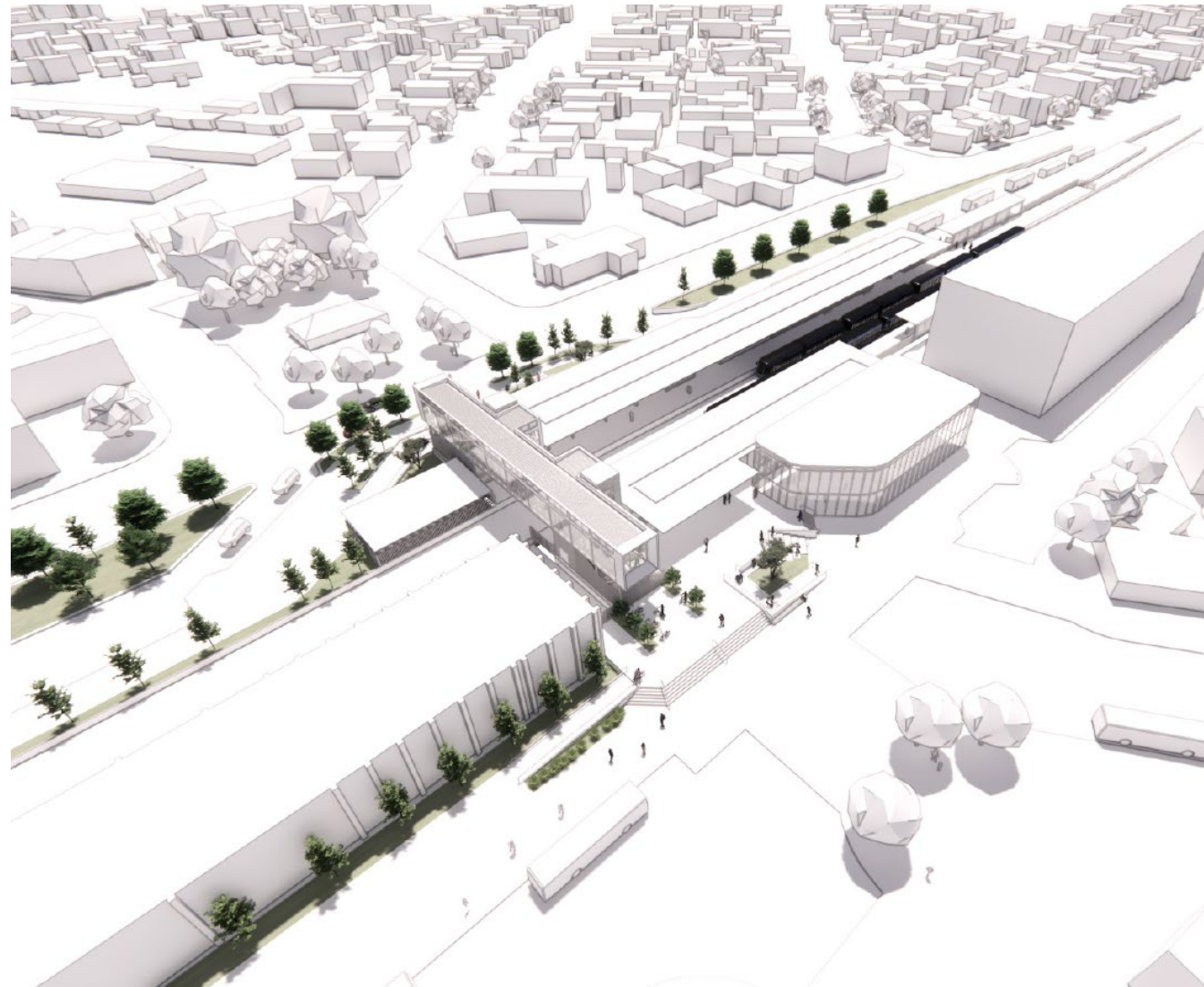
Part covered (roof and perf screen) or fully sealed (roof and glazed envelope of bridge)

- High cost
- Impact on visual aspect



Reference Design

- GW agreed August 2025 final Reference Design.
- Agreed Option includes –
 - Aligned and upgraded platforms.
 - Underpass removed.
 - Proposed new overpass providing access Oxford Terrace to Cambridge Terrace.
 - Proposed new at-grade signalised pedestrian crossing from Cambridge Terrace to Trafalgar Square.
 - Two sets of new enclosed sheltered entries with compliant stairs and lifts for accessibility.
 - Design to facilitate development of commercial building on Pohutukawa St.



Note: Reference Design is not final design; it is a baseline used for planning, consenting and investment decisions

Select Focus Areas

Demolition planning

- Roof structure and relationship with rail corridor (e.g. overhead power lines) present complex challenges.
- Demolition planning underway considering options seeking to balance station closure with cost and risk.
- Overground and sub-ground demolition works considered separately.
- Focus on presenting options with the least station closure times and disruptions.
- Decisions will be presented that consider fare loss and broader economic costs of closure options.
- Stakeholders: Approvals & Notifications Required.



Customer engagement



CUSTOMER ENGAGEMENT TO DATE INCLUDES:

- Public consultation during RPTP – 44% of 998 submitters in favour
- Engagement activities with residents & commuters

UPCOMING

- Further focus on local businesses and residents after Easter (note HCC consultations)

Next Steps



Any questions?

QUESTIONS?

