



Open Briefing: Waterloo Transit Oriented Development

5 March 2026 – 11.50am

Attendees

Elected Members: Mayor Fauono Laban, Cr Barratt, Deputy Mayor Brown, Cr Dyer, Cr Edwards, Cr Lewis, Cr Mitchell, Cr Parkin, Cr Ravi (via audio-visual link), Cr Shaw, Cr Stallinger, Cr Tonga-Grant, Cr Yung.

Staff: J Livschitz, Group Chief Financial Officer; A Blackshaw, Director Neighbourhoods and Communities; J Kingsbury, Director Economy and Development; S Blackmore, Programme Partner Lead; P Hewitt, Head of Transport and V Gilmour, Democracy Advisor.

Apologies

Cr Puketapu

Presenters

Emmet McElhatton, Manager Policy, Metlink; and Nathan Briggs, Manager Rail Assets, Metlink

Introduction and Key Objectives of the Briefing

The purpose of the briefing is to update elected members on the Waterloo Station redevelopment project, including progress to date, the preferred reference design, the key issues influencing the project, and the next stages of planning, engagement, and formal approvals.

Presentation

Slide 1 – Waterloo Transit Oriented Development (Header)

Slide 2 – Purpose

Slide 3 – Recap: Project Status

Slide 4 – Objectives Summary

Slide 5 – Reference Design (Header)

Slide 6 – Condition and Opportunities

Slide 7 – Key constraints on transport hub

Slide 8 – Transport Assessments

Slide 9 – Connectivity – School Catchment Study

Slide 10 – Cross Corridor Connectivity: Under versus Over

Slide 11 – Reference Design

Slide 12 – Select Focus Area (Header)

Slide 13 – Demolition planning

Slide 14 – Customer engagement

Slide 15 – Next steps

Slide 16 – Questions

Questions and discussion points

- The project aims to improve the rail station and bus interchange, make transfers between bus and rail more efficient, improve accessibility, maintain east-west pedestrian access and support development opportunities.
- The project also aims to improve public amenity, create opportunities for commercial development, and strengthen connections between Waterloo Station and the Lower Hutt CBD.
- The current station has significant issues, including an ageing roof at the end of its life, an underpass with ongoing maintenance and water ingress, accessibility challenges, and poor integration between bus and rail services.
- The reference design includes aligned and upgraded platforms, removal of the existing underpass, a new overpass, a new signalised pedestrian crossing, lifts and stairs for accessibility and provision for future commercial development on the site.
- Cycling access remains an area of ongoing work. Further investigation is underway into bike storage, bike access across the station, and whether additional mechanical solutions are needed to support bike use on the overpass.
- Upcoming community engagement will focus on explaining why the changes are proposed, gathering feedback on the reference design, and identifying preferences and concerns from commuters, residents and businesses.

Next steps

- Greater Wellington Regional Council (GWRC) will complete the initial business case and continue work on the investment and funding approach.
- Further targeted engagement will take place after Easter with local businesses, residents, commuters and key user groups, including accessibility stakeholders and Wainuiomata commuters.
- GWRC will return to Council, including to the Infrastructure and Regulatory Committee, to seek formal input on matters such as traffic resolutions.
- Planning will continue for demolition staging, temporary station options, and construction sequencing, with a focus on minimising disruption to rail services, traffic and pedestrian access.

Briefing materials

Attachment 1 – Presentation: [Waterloo Transit Oriented Development 5 March 2026](#)

The open briefing closed at 12.30pm