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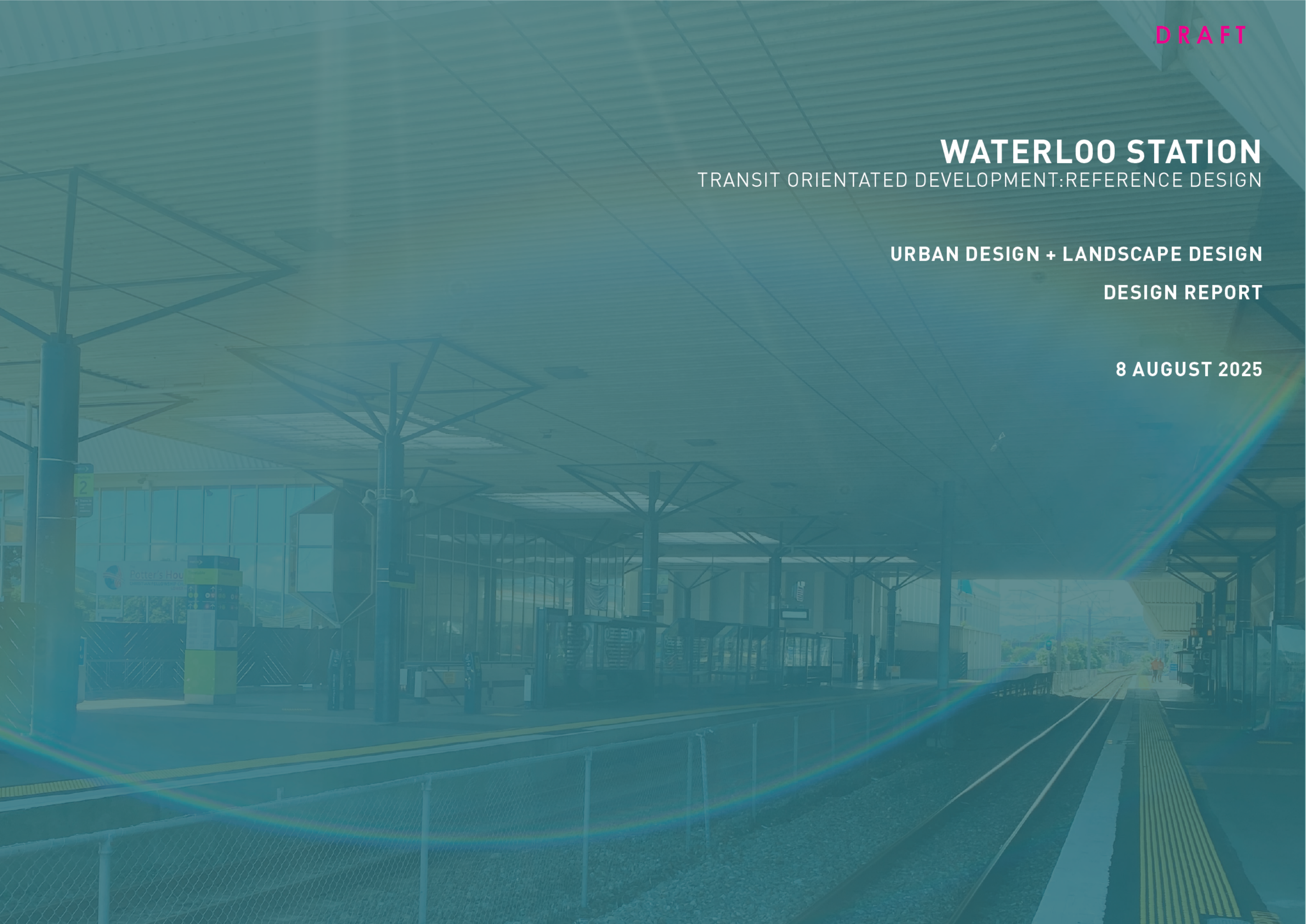
WATERLOO STATION

TRANSIT ORIENTATED DEVELOPMENT:REFERENCE DESIGN

URBAN DESIGN + LANDSCAPE DESIGN

DESIGN REPORT

8 AUGUST 2025





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INTRODUCTION

This Waterloo Station TOD Reference Design Urban and Landscape Design Report has been prepared by Boffa Miskell Ltd.

It is intended as a Technical Report to support the overall project Design Report led by Grimshaw Architects.

The project purpose, background, objectives and process (including optioneering and evaluations) are provided for in the overall Reference Design Report and Feasibility Report.



1. URBAN DEVELOPMENT CONTEXT

Prior to colonisation the valley has long been a significant place for Māori with Te Awa Kairangi (Hutt River) providing movement routes, and resources such as food and materials¹.

Post European settlement, the Hutt Valley, part of the Te Whanganui A Tara Wellington region, has long been a purposefully ‘planned’ urban area.

The process of urbanisation purposefully included a rail link to create land value uplift and the motivate a market response to deliver residential. as well as commercial development. This was to provide employment as well as services to support people living in the area.

The central government of the day had purchased land in advance of the rail investment in order to provide for the public benefits in land value uplift this delivered.

As shown in Figure 1, the planned street network is generally ‘block based’ and orthogonal. Key nodes including local centres with parks and stations sit along the rail and road corridors.

In 1927 the rail line reached Waterloo, which at that time was a terminal. Before it was developed, the open fields were part of a fertile horticultural economy. The advent of the rail line came with the street pattern and urban form still largely present today.

Government investment in housing and the infrastructure to support this continues to this day. Key investments include in:

- flood protection infrastructure, such as RiverLink, which includes Melling Station as part of a series of transport improvements
- water infrastructure (aquifer protection and linkages to storage - Pipe Bridge
- housing intensification (Kainga Ora) as well as private investments - Hutt Valley and Wainuiomata
- road infrastructure (Highways and potential Cross Valley Link RONS).

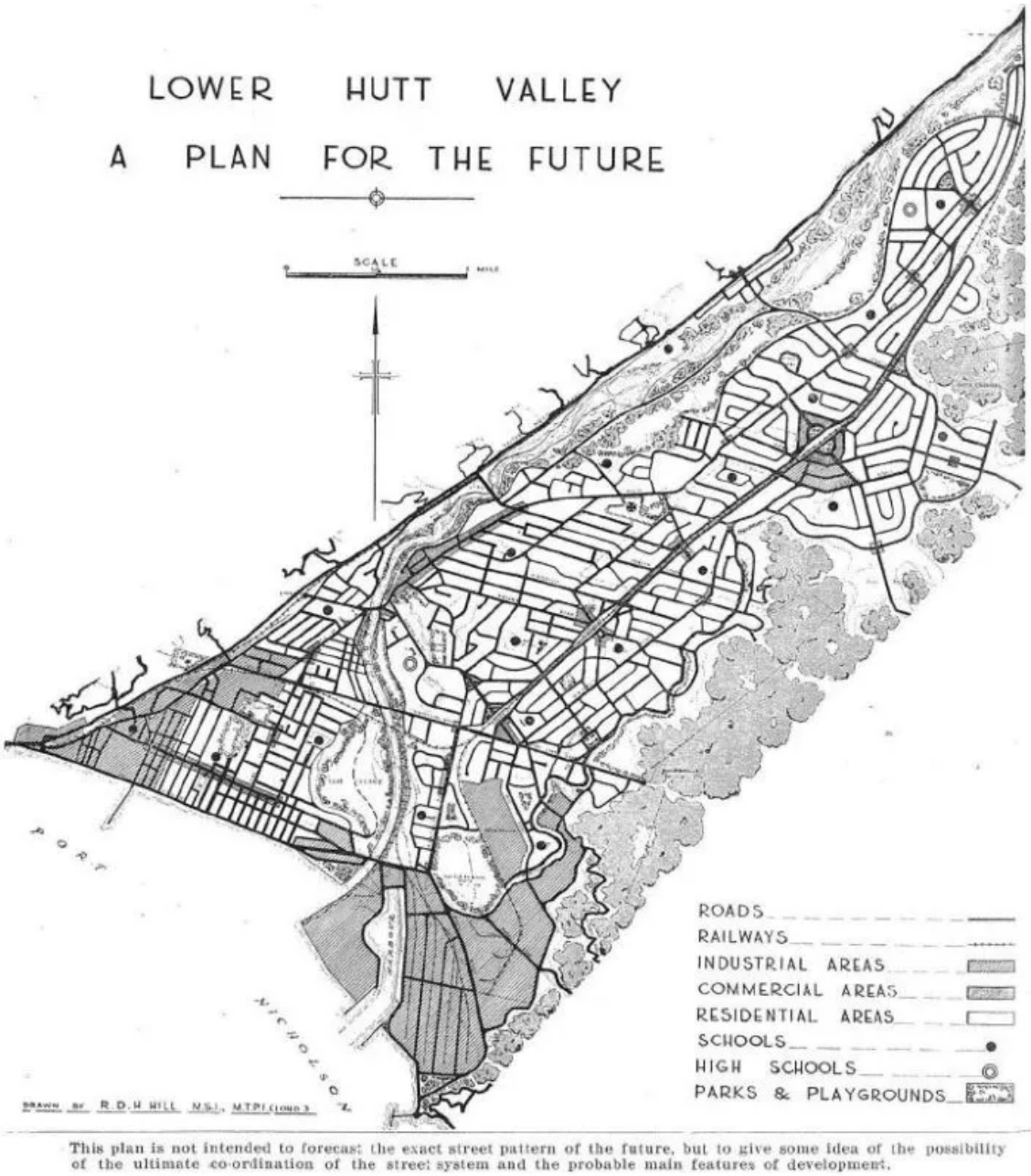


Figure 1: Urbanisation of the Hutt Valley has occurred following a deliberate public investment in public infrastructure and gaining public benefit from land value uplift



Figure 2: Waterloo Station was developed in 1927 (photo 1939) and was accompanied by new street layouts and new housing. The station was a single track terminal at that time. Access to the station was at grade (there was no underpass).



Figure 3: Waterloo Station (photo 1950) was at one time single sided (there is a suggestion of a previous over pass leading from the right corner of the photograph).

¹ Note that GWRC have been responsible for engagement with mana whenua partners - the authors of this report have encouraged early participation of mana whenua in the design process.

2. URBAN AND LANDSCAPE CONTEXT INFLUENCES

2.1. RESIDENTIAL INTENSIFICATION

There is and will be an increasing population of people living in the Hutt Valley and in the area around Waterloo. This is evidenced by contemporary change (refer to Figure 4). The Hutt City District Plan has recently introduced a 22m (approx 6 storey) height limit for the area to encourage increase utilisation of the existing urban footprint. Proximity to quality public transport is a known market factor in residential development investment decision making.

Intensification brings an increased reliance on public open spaces and reduced on site provision for car parking.

Transport accessibility and mode choice is fundamental to enabling people to move between where they live to participate in work, education, recreation and cultural activities efficiently and effectively. The role of Waterloo as an interchange where the bus network and rail network support movement choice is an important consideration.

Key urban design and landscape considerations:

- Increased use of station which means providing for more people and its role as a part of the public realm network.
- Increased density and scale of built context which means height and larger building forms will change the character of the area over time.
- Increased utilisation of the station as an interchange as intensification occurs in the wider area, including Wainuiomata.

2.2. COMMERCIAL (AND TOD)

The predominant new urban development in the subject area is residential townhouses and apartments of two-to-three storeys. There is unrealised opportunity for larger commercial and transit orientated development (TOD) in the context of the station, including on existing surface car parking areas.

It is anticipated that the redevelopment of the station with higher amenity, more effective trip transfer (bus/train) and better customer experience, would enable the opportunity for a broader range and scales of redevelopment.

As noted in Waterloo Renewal: Greater Wellington Transport Orientated Development (2023)¹ 'TOD, and in particular the station node itself provides the opportunity to create a genuine catalysts for the improved ongoing development of the broader precinct in which it serves. Integrating mixed mode transportations, enhancing pedestrian connectivity and amenity, proving ready access to essential services and prioritising pedestrian environment will in-turn provide more enjoyable urban spaces to occupy and successful urban precincts will help development importunities to be realised'.

¹ Willis Bond (2023) Waterloo Renewal, Greater Wellington Transport Orientated Development, Prepared for Metlink



Figure 4: Urban intensification is underway in the context of Waterloo as evidenced by recent Kainga Ora and private developments



Figure 6: Land ownership Waterloo context (source: Waterloo Renewal: Greater Wellington Transport Orientated Development Report (2023))



Figure 5: Urban intensification at a larger scale site in Lower Hutt - Epuni. Note that where there are larger sites (which could include land at Waterloo Station), there are compositional opportunities for TOD (dependant on market feasibility) that includes a mix of uses, scale and amenity (such as open space)

The market for any form of urban development is muted and the above mentioned report notes the current significant risk in the ability of the market to absorb a large scale commercial/residential development of the Waterloo Station.

Key urban design and landscape considerations:

- Recognise that there is no specific development proposed for the station land (identified in Appendix 1), but to show a potential footprint on the GWRC controlled area (refer to Figure 6). Ensure that servicing, platform relationships and public realm responses are recognised and provided for in the reference design so future commercial/residential development can be realised when market conditions better allow.
- Recognise that in the hierarchy of priority for modes enabled at the station/interchange that PT (train, bus) is the most important to provide for and that vehicle parking is the lower priority. On this basis emphasise improving the quality of the public realm, walking/cycle infrastructure to and through the Station, and the bus interchange arrangements.
- Recognise that future TOD opportunities (in addition to that on the GWRC land already noted) on the parking land to the north east may be enabled by its depth and relationship to the higher amenity east side existing centre.
- Identify that both the parking areas to north west (adjacent to the Water Plant) and to the south east (south of the bus interchange on Cambridge Terrace) have a lesser attraction to urban development.

2.3. SCHOOLS

The urban context of the station includes multiple schools. The public transport provided via the Station, bus interchange and its network supports access from homes to the schools from around city and region.

As shown on Figure 7, most of the area's schools are located to the west of the Station. The Station (primarily the through-station underpass link), plays a significant role in accessibility to schools given the severance caused by the railway line and busy Cambridge and Oxford Terraces. Observations in Appendix 1 provide evidence of this significance. The next closest crossing point to the south (underpass) is 600m away and to the north is by way of the Waterloo Road over-bridge, which requires complex pedestrian movements to access given convergence of roads.

Key urban design and landscape considerations:

- High level of significance of the through-station connection for access from east to west for people accessing schools and centres (refer Figure 7 and Figure 8).

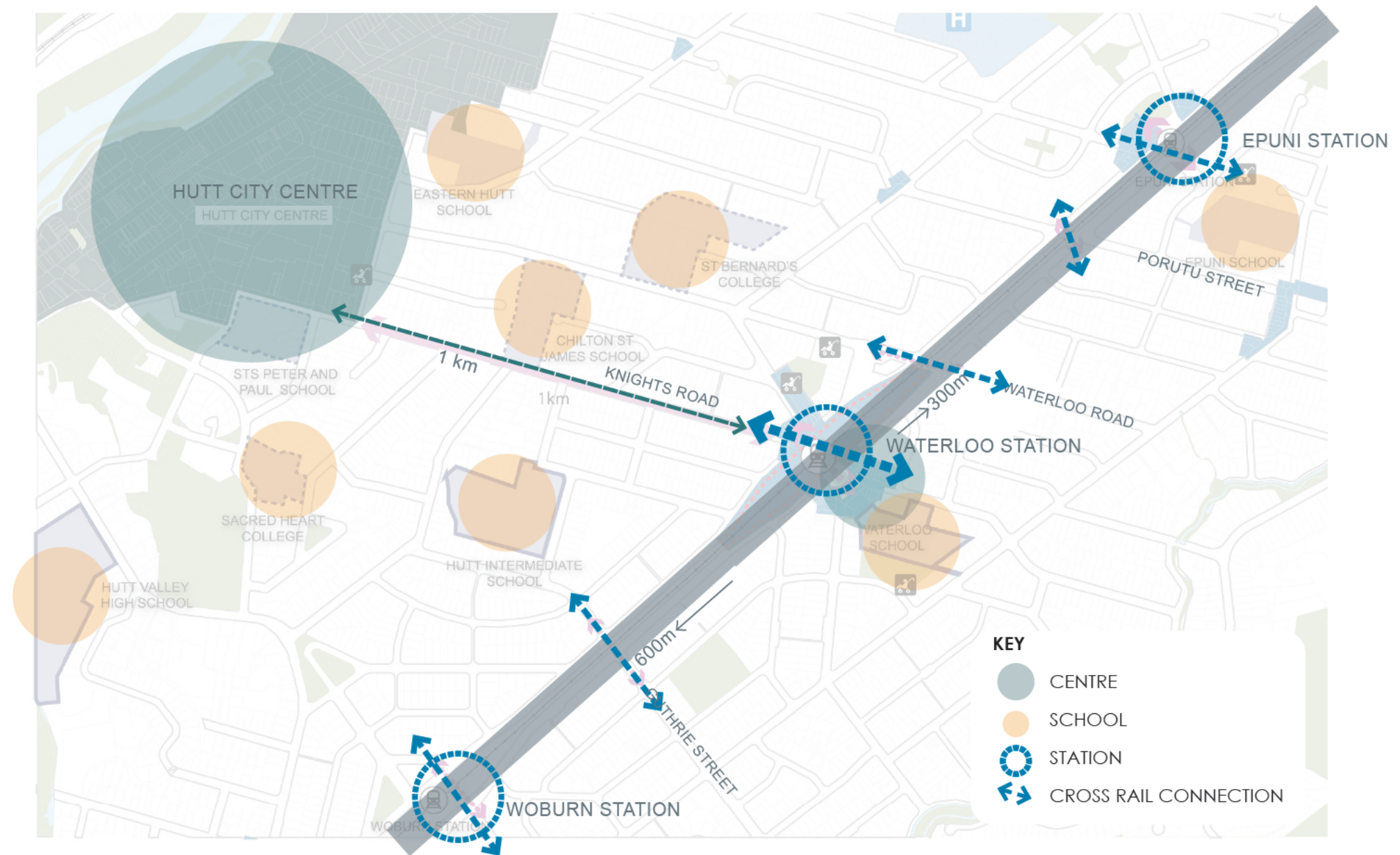


Figure 7: Urban context showing Station relative location to centres and schools

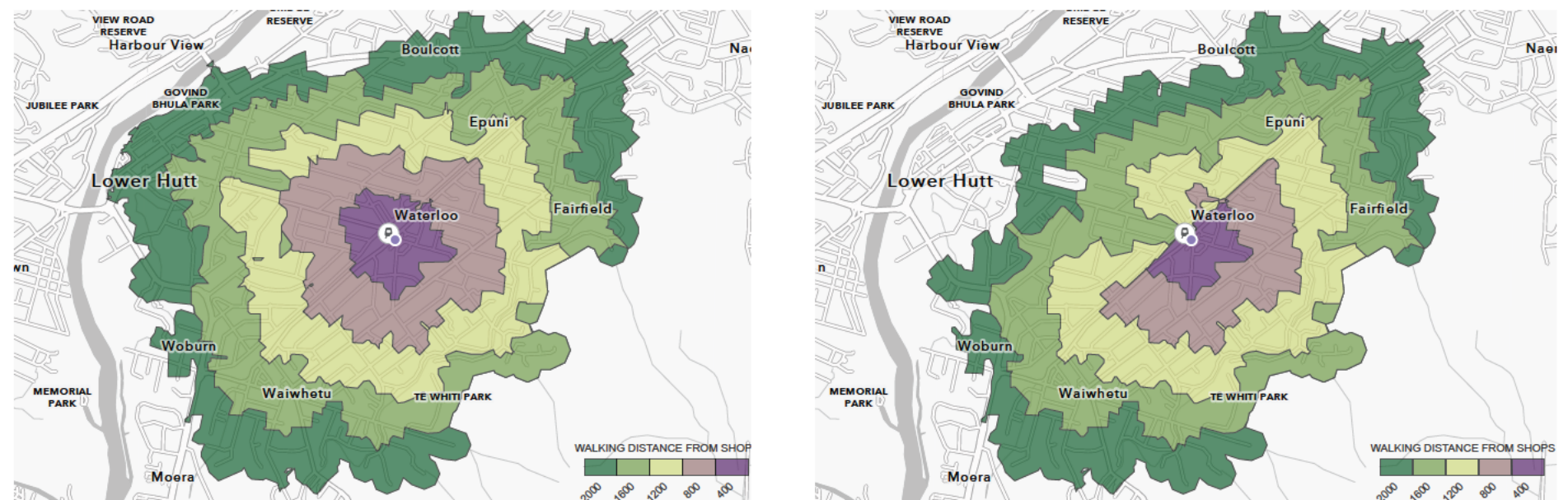


Figure 8: Walking accessibility with (left image) and without (right image) a through Station connection east west

2. 4. CENTRES

The Waterloo local centre is immediately adjacent on the east side of the Station. It has a formal layout of shops arrayed around a green square (Trafalgar Square). The centre is of a small, local scale with such offerings as cafés, takeaways and a bookstore a, and appears to be commercially viable. The Square supports a public building (Plunket Rooms) and small playground. Cambridge Terrace is a busy street and severs the centre and station. An underpass connects the two (further commentary in Local Influences below). Large trees also severe a visual connection from Waterloo centre to the Station.

The west side of the station also supports a few small retail premises which sit on the streets that ‘fan’ off Oxford Street. Hutt City Centre begins 1km from the station, linked by Knights Road.

Key urban design and landscape considerations:

- Immediacy of eastern side centre with its square and formal shops that frame this space generates the primary opportunity for gaining public realm integration benefits
- The western link towards the Hutt City centre should be maintained (accessibility from centre to Waterloo can be enhanced with investment in cycle infrastructure) given the bus link to city centre bus hub (outside Queensgate). The enhanced access and increased utilisation of the Waterloo interchange can offset some of the loss of service during the reconstruction of the Melling Line associated with RiverLink.



Figure 9: Looking south-west from Waterloo Station to Hutt City in the distance



Figure 10: Early image of Te Awa Kairangi (Hutt River) which shows meandering form and vegetated islands

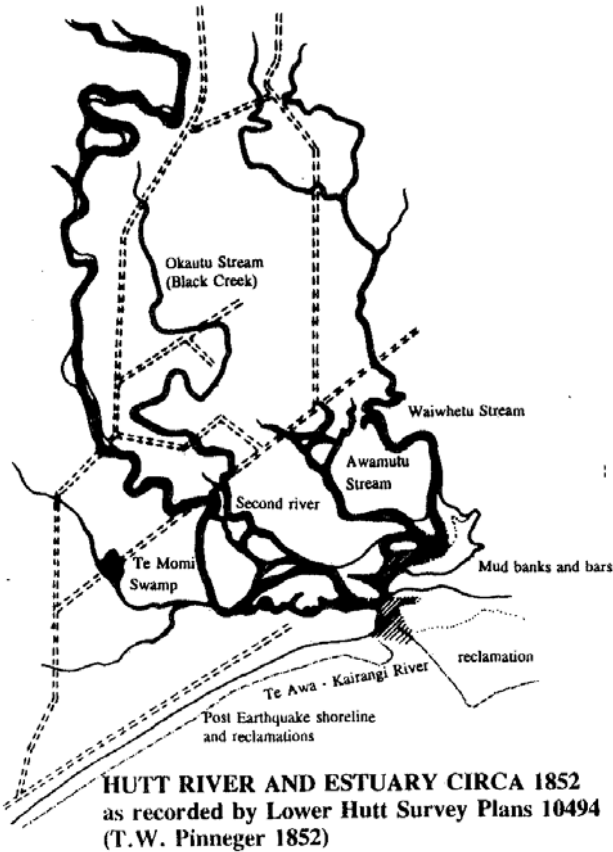


Figure 11: Map of the multiple river channels and meandering nature.

2. 5. WATER AND VALLEY FORM

The aquifer under the valley is a high value regional water supply resource and the Treatment Plan adjacent to the station is an important component that cannot be put at risk. The building is a large block which sits abruptly in the urban context and has some functional requirements for services access. There are various geotechnical/structural constraints to consider in regards to the Waterloo Station development above the aquifer addressed by other technical reports.

Te Awa Kairangi (Hutt River) and Waiwhetu Stream have been a fundamental shaper of the valley and is integral to the character and cultural values of the area (refer Figure 10 and Figure 11).

Key urban design and landscape considerations:

- Recognition of significance of water for Māori and representation in design of the station and place.
- Understanding of the river’s more braided form with banks and vegetated islands shaped by flooding and deposition.
- Recognition that with the need to cross multiple waterways (and latterly over rail and roads) that bridges are a common structure in the landscape.
- Potential for flood hazards and the groundwater influence to the viability of below ground infrastructure such as underpass (refer Figure 12).
- Responsible use and improving quality of water disposed of from the site.
- Mitigating the scale of the Treatment Plant building and its edges on the quality of the station public realm.



Figure 12: Source HCC GIS Flood Risk

3. URBAN AND LANDSCAPE & LOCAL INFLUENCES

3.1. FORM

1. The local street layout intersects with the railway line and two parallel roads (Oxford Terrace on the west side and Cambridge Terrace on the east)
2. The streets immediately radiate out on the Oxford Terrace side of the station. On the Cambridge Terrace side there is a focus in towards Trafalgar Square.
3. Oxford Terrace and Cambridge Terrace are relatively busy and with the station in the middle with its railway line through the centre, the current PT network is effectively an island.
4. The area directly around the station is car dominated with large parcels of land dedicated to park and ride.
5. The underpass that connects Oxford Terrace and Cambridge Terrace to the platform provides a critical role in supporting passenger movements. Many of these movements across the rail line are not related to the station, but are through east-west movements (such as to schools and centres as noted previously). The closest alternative connections over the rail lines are a considerable distance away.
6. The urban form is made up of wider streets, where the rail line intersects the grid street pattern triangular blocks are formed. Buildings are generally one and two storey (commercial and residential), albeit the scale of the existing station and Water Treatment Plan are larger and District Plan provisions allow new building heights up to 22m. Any 'greenness' is sporadic - buffer to rail, 'formal' parks, school grounds and scattered street trees. There is little public realm amenity in general (see below).

3.2. LANDSCAPE

7. Oxford and Cambridge Terrace street trees buffer/screen the rail infrastructure from the local roads/residential areas and Trafalgar Square. This generates a visual disconnect between the east side local centre and the station.
8. Trafalgar Square is a formal public space around which are arrayed small retail shops and services. There is a clearer local centre identity and public realm amenity on this east side than on the west.
9. The square and frontage to Cambridge Terrace is blocked by the underpass infrastructure and pohutukawa trees, severing a clear sight-line to the Station.
10. Pohutukawa trees (not endemic or indigenous here) are the predominant tree species. Te Awa Kairangi/river valley and also the hills would have supported kahikitea, totara, raupo and other trees as part of the indigenous landscape.
11. There is minimal amenity or green infrastructure within the public realm. Greening is used for screening rather than incorporating amenity into public space.

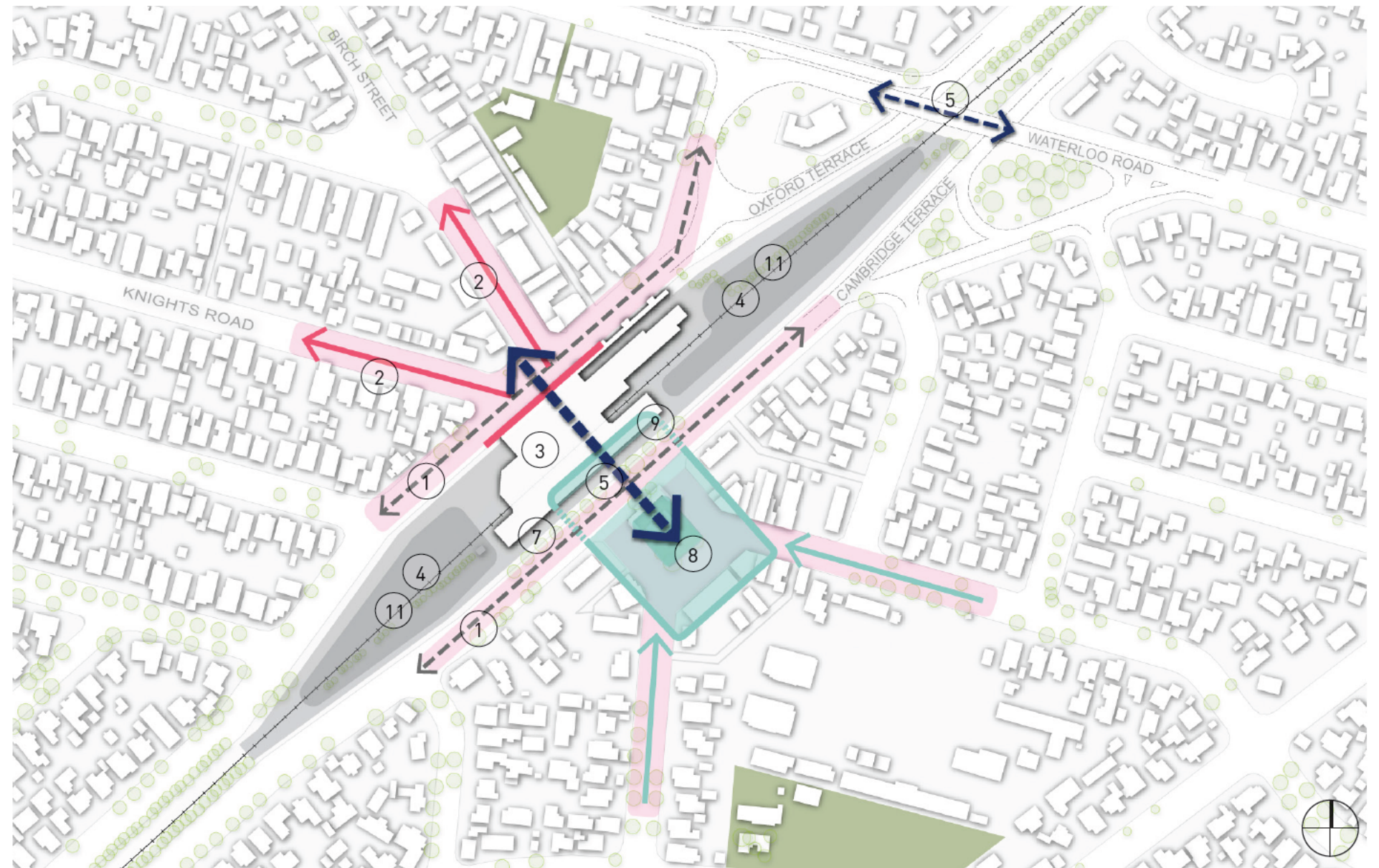
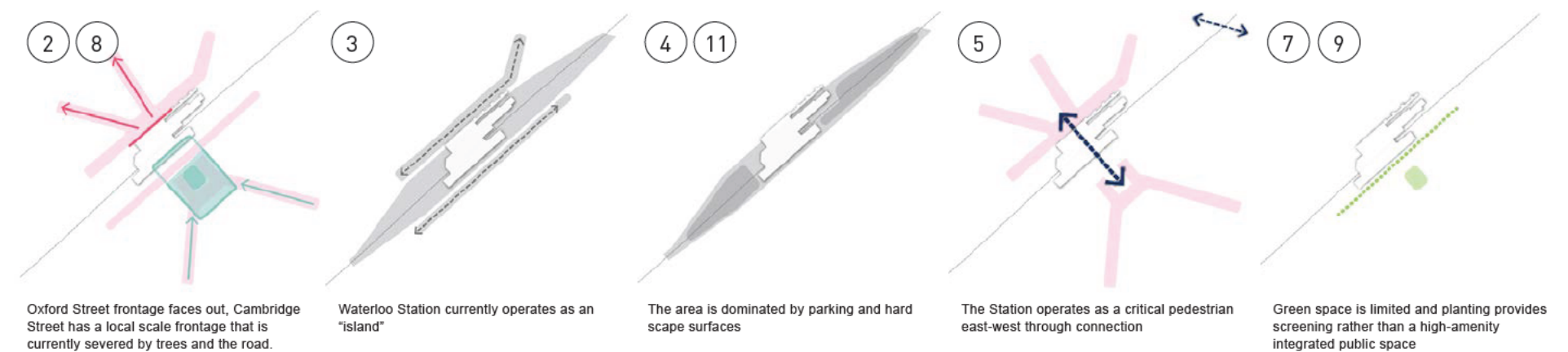


Figure 13: Diagrammatic plan of consolidated urban and landscape design influences



3. 3. USEAGE AND PUBLIC LIFE

Observations (refer to Appendix 1 for more information) of station users identified that (key summary points):

- At morning peak times users were both making rapid changes from bus or car to train, as well as more slower-paced arrival and waiting for train.
- There were multiple school age users going through the station underpass - including primary aged-children (refer Figure 16). Many were on scooters.
- The relevant immediacy of bus stop C and D and the platform was observed to allow for quick and efficient transfers.
- Trafalgar Square car parks were used for drop-offs to avoid the busier road on the northern side, or going through the station drop off point.
- At evening peak people were observed waiting for train arrivals to meet passengers.
- At Trafalgar Square there was observed use of sitting beneath trees and use of the central Plunket Building. The building is used for other community groups. The square and the east side has a pleasant public realm amenity (refer Figure 15).
- There is otherwise generally a poor pedestrian/public environment in the immediate vicinity of the station and local streets that connect with it (refer Figure 17 and Figure 18).

3. 4. CLIMATE

- The east side of the station (the station side that trains travelling into the city arrive and depart from) receives the morning/rising sun and the west (the station side that trains travelling out from the city arrive and depart from) receives the evening sun.
- Temperature ranges are typically moderate, but in winter can be uncomfortable cold in combination with southerly winds (which blow under canopies and into platforms).
- Hotter temperatures are more occasional than predominant, but the valley can have elevated heat compared with the more coastal locations.



Figure 15: Trafalgar Square - seating and reasonable quality of public realm

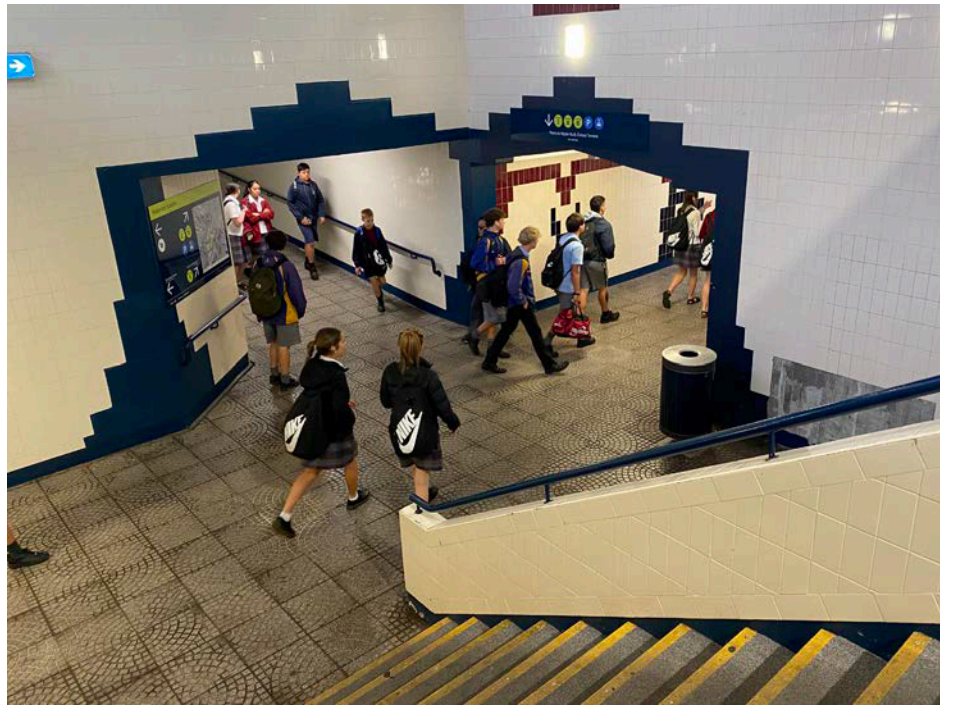


Figure 16: Photograph of underpass use - morning school pupil use

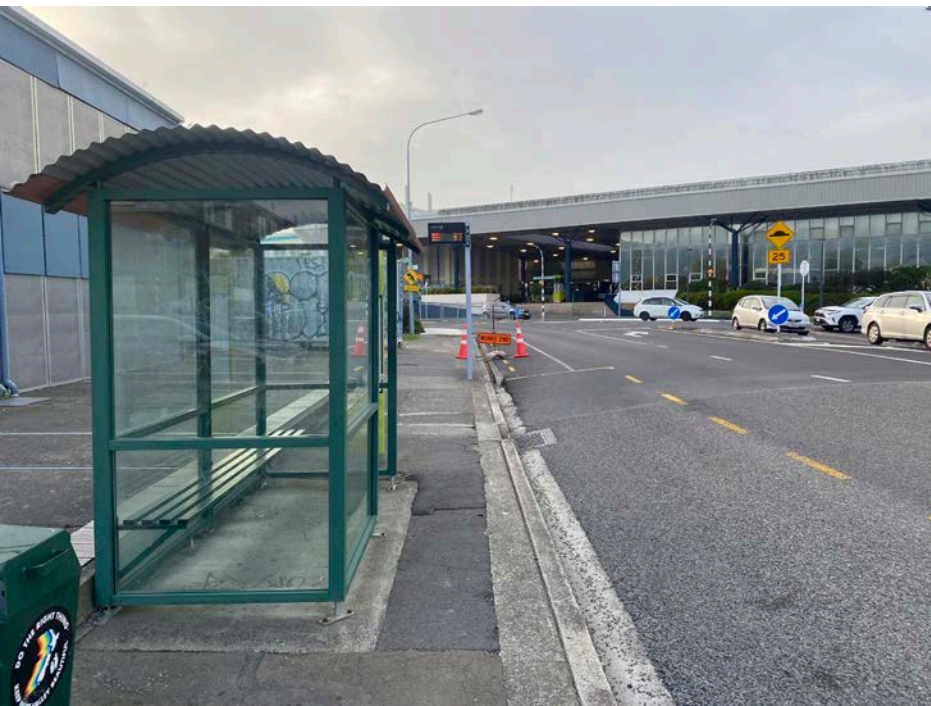


Figure 17: Photograph - Knights Rd - poor pedestrian and bus user infrastructure



Figure 18: Photograph - Cambridge Terrace - poor pedestrian environment - also shows contemporary urban redevelopment opposite station parking area

4. URBAN AND LANDSCAPE DESIGN RESPONSES

1. Develop (signalised) at-grade crossing (same level as footpaths) across Cambridge Terrace to enable direct movements to station from east and to overpass - also allows more direct desire lines (than underpass) to the two different entry points. Co-design with HCC.
2. Replace the existing underpass with an overpass that continues to provide community east west link and for all active modes to connect onto platforms. Outlook to valley. Has adjacency to offset scale of Water Plant.
3. Replace underpass on Trafalgar Square with reinstated open space that visually links square to the front of the station - this conceptually makes a new station frontage on the east-facing side of the open space square. Replace play space in co-design with HCC and community.
4. Improve crossings at Oxford Terrace, Knights Road, Birch Street, Pohutakawa Streets as at-grade (same level as footpaths) to better link to bus stops.
5. Develop public realm with a series of "pause points" that provide for sitting/waiting outside the station canopy. The pause points sit in the flow of the steps and movement routes and respond to stone/islands in a river current. The 'pulsing' nature of the station use is recognised in the range of levels and sitting opportunities that cater to heavy and light use - not too congested or feeling 'empty' at slow times.
6. Co-design with mana whenua ground plane, vertical elements, tree types, water design and facing/articulation of overpass structure.
7. Develop raised table crossing points on side streets to Trafalgar Square (not pedestrian crossings).
8. Provide ramps to provide access onto Cambridge Terrace and Oxford Terrace for wheeled users and people with reduced mobility.
9. Provide visible, secure bike parking on the east and west sides in proximity to ramps.
10. Develop rain gardens along side the main roads to take stormwater runoff and improve water quality prior to discharge. These also reduce (on Cambridge Terrace) people risking crossing the street away from signalised crossing point.
11. Provide for the desire lines for people arriving to the station entry from PUDO and disabled parking on the north east area by passage under the overpass. Ensure passage is attractive and designed with CPTED considerations.
12. Push the car parking away from the immediate adjacency to the station entry and public realm to reduce conflicts and elevate the priority for people on foot and using PT interchange. This also allows for future TOD on parking areas and larger scale buildings to not dominate station public realm.



1



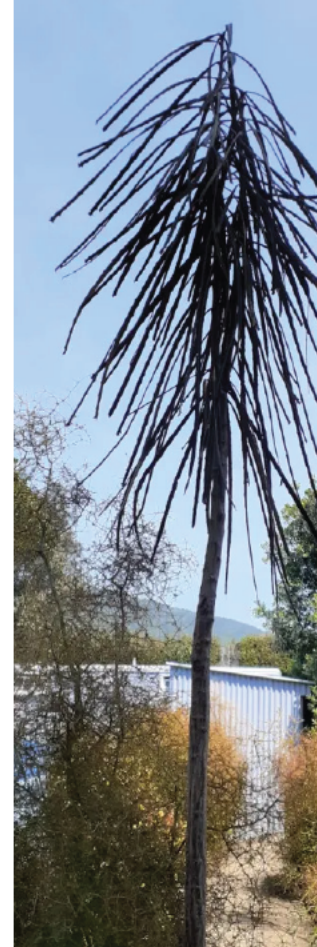
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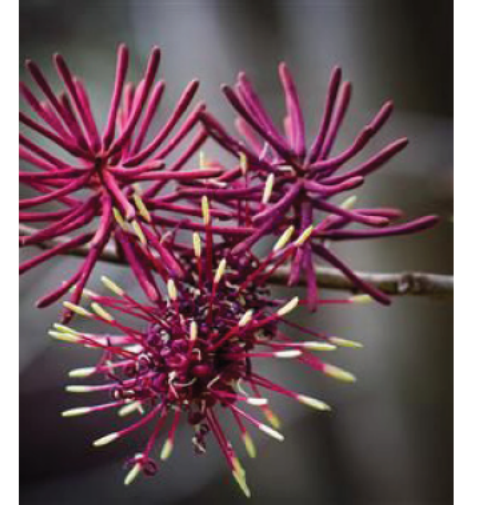
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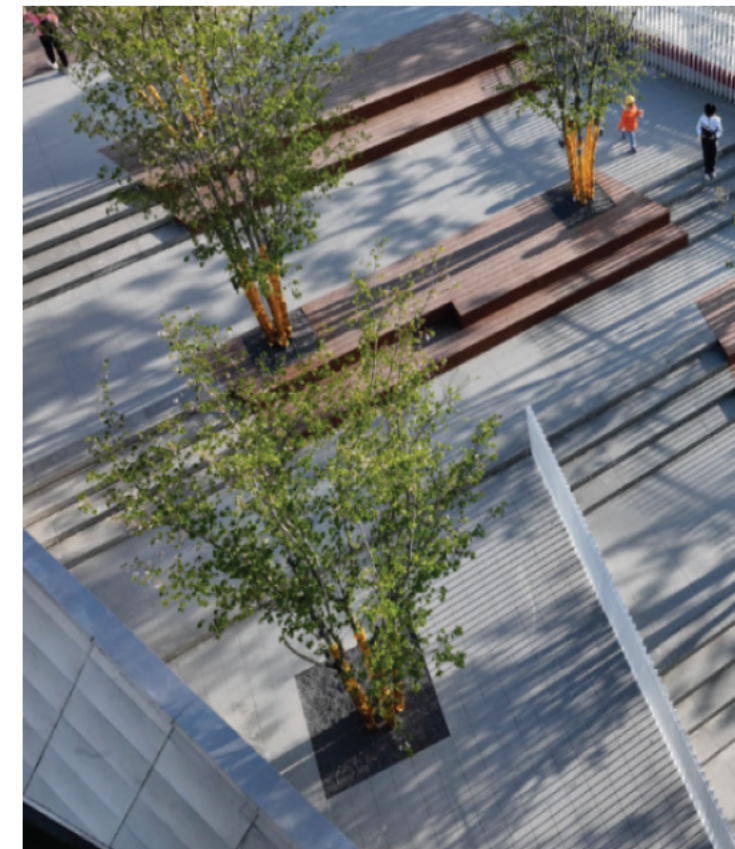
1. karaka tree
2. rewa rewa tree
3. titoki tree
4. lancewood tree
5. kowhai tree
6. rewa rewa tree flower
7. kowhai flower with tui
8. rain garden grasses
9. raupo/rain garden plant
10. integrated steps and seating
11. informal seating
12. paving pattern (etched concrete - Wellington Thorndon Quay example)



12



11



10



9

APPENDIX 1

OBSERVATIONS

CONNECTIVITY

LANDSCAPE / IDENTITY / CULTURE / CLIMATE

URBAN DEVELOPMENT

OBSERVATIONS

MORNING COMMUTE

The following observations were recorded between 7am and 8.30am on Wednesday 2nd April 2025. Weather was 16°, mist/fog clearing into blue skies once sun was fully risen. It was dark on arrival, sunrise was at 7.38am.

METHODOLOGY

I sat in one location for 5 minutes and recorded people’s movements through the station. I did this in four locations, recording both movements through the station and how people were arriving to the station. These locations are marked on the maps.

Station movements: Observed at both platforms - both at the western (city side) entrance and eastern (Waterloo shops) inside the station,

Arrival movements: Observed outside the station entrances at Oxford Street (western side) and Trafalgar Square (eastern side), to get a better understanding of where those not using the park and ride facilities were arriving from.

LIMITATIONS

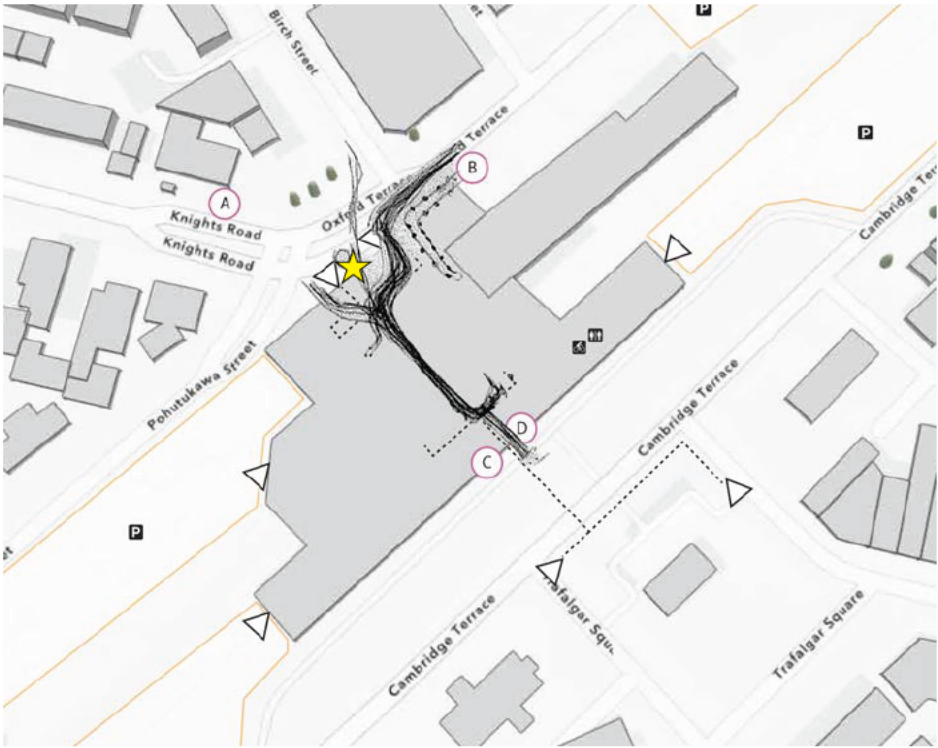
Due to the layout, it was not always clear to distinguish whether people were using the station for travel or as a east-west connection. Even observing movements from the underpass, the western side exits at the platform, so it cannot be determined whether users walking the entire length of the underpass are coming/goings the western platform or beyond.

Even observing from outside the station, it was not easy to know whether passengers had arrived from park and ride, particularly on the western side from the Greater Wellington car-park to the north.

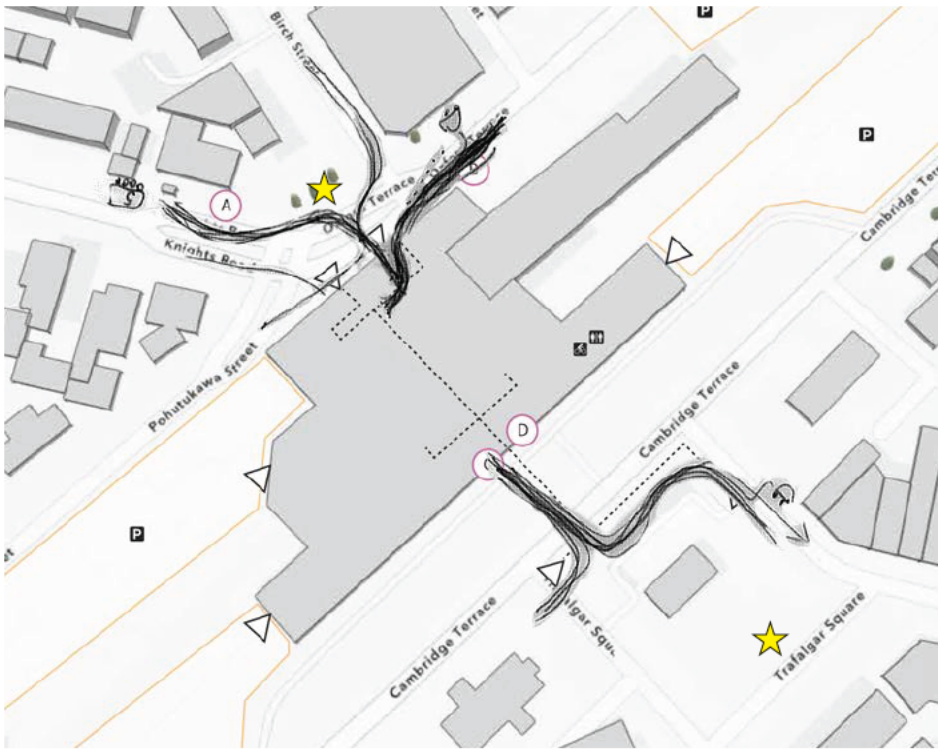
OBSERVATIONS	BASE MAP
★ OBSERVATION LOCATION	▽ STATION ENTRANCES
— PEOPLE MOVEMENT (SKETCH)	Ⓢ BUS STOPS
..... BIKE MOVEMENTS (SKETCH)	▭ PARK AND RIDE
	- - - UNDERPASS



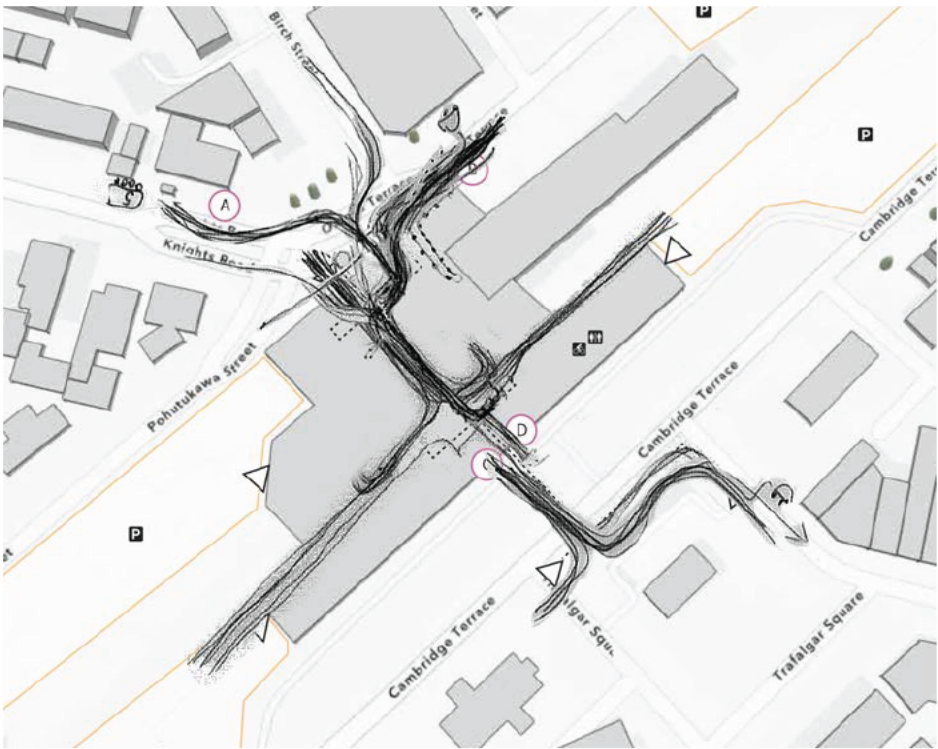
EASTERN ENTRANCE - 7.04AM - 7.09AM



WESTERN ENTRANCE - 7.15AM - 7.20AM



OXFORD ST - 7.53AM - 7.58AM / TRAFALGAR SQ - 8.00AM - 8.05AM



ALL OBSERVATIONS OVERLAID



GENERAL OBSERVATIONS - MORNING

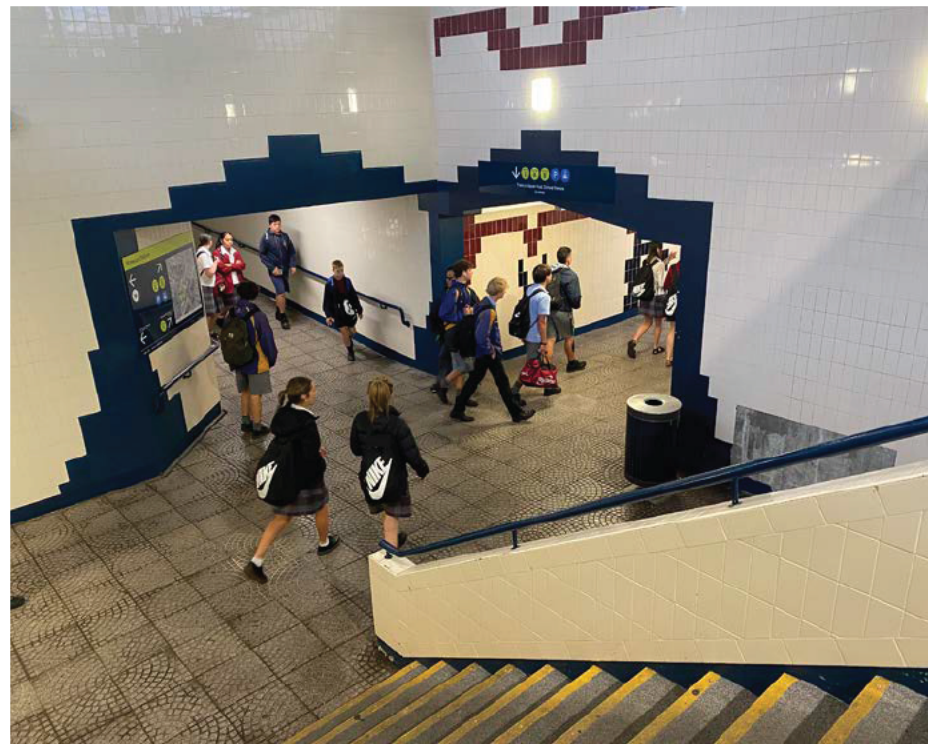
- Prior to 8am passengers were predominantly adults and heading into Wellington City
- Between 8-8.15am there was a surge in teenagers present. Many of them were arriving at the station.
- Most users going through the station underpass were primary aged-children. Many were on scooters.
- Trains arrived frequently enough that passengers trickle in, there is not a major influx before a train.
- 3 users used the station as part of their dog walk.
- While most underpass users used the stair cases, a large number used the ramps.
- Bus loads arriving to the station were small. I observed 3 buses arrive which had between 5-8 passengers transferring to the train.
- Passengers alighting from a bus at C were able to transfer immediately to a train (running) which arrived at the same time. This proximity worked well.
- Observed 3 cyclists arrive. Each parked their bike on the (northern) side they arrived, despite using the underpass to reach their train on the other side which had better cycle parking. Implying a preference of convenience for cycling parking to be close to the entrance points over the platform.
- Trafalgar Square car parks were used for drop-offs to avoid the busier road on the northern side, or going through the station drop off point.
- While not observing it the entire time, only observed 3 people get a coffee from the coffee shop.
- Urgency of passengers arriving at the same time as a train was split. About half would run for a train, and about half would walk and wait for the next one.



BUSY PLATFORM AS TRAIN ARRIVES. PEOPLE SPREAD OUT.



PASSENGER RUNNING FOR TRAIN (LOWER RIGHT), AND PASSENGER CHOOSING TO WALK (LOWER LEFT)



8.27AM - STATION FILLS WITH STUDENTS ARRIVING



8.30AM - SOME PARK & RIDE SPACES AVAILABLE IN GREATER WELLINGTON PARK

EVENING COMMUTE

The following observations were recorded between 5pm and 6.30pm on Thursday 3rd April 2025. Weather was 21°, and overcast.

METHODOLOGY

I sat in one location for 5 minutes

LIMITATIONS

Due to the layout, it was not always clear to distinguish whether people were using the station for travel or as a connection. As passengers exit the station, the viewpoint limited ability to see whether passengers (on the Oxford Terrace side in particular) were walking home or walking to the park and ride.

GENERAL OBSERVATIONS - EVENING

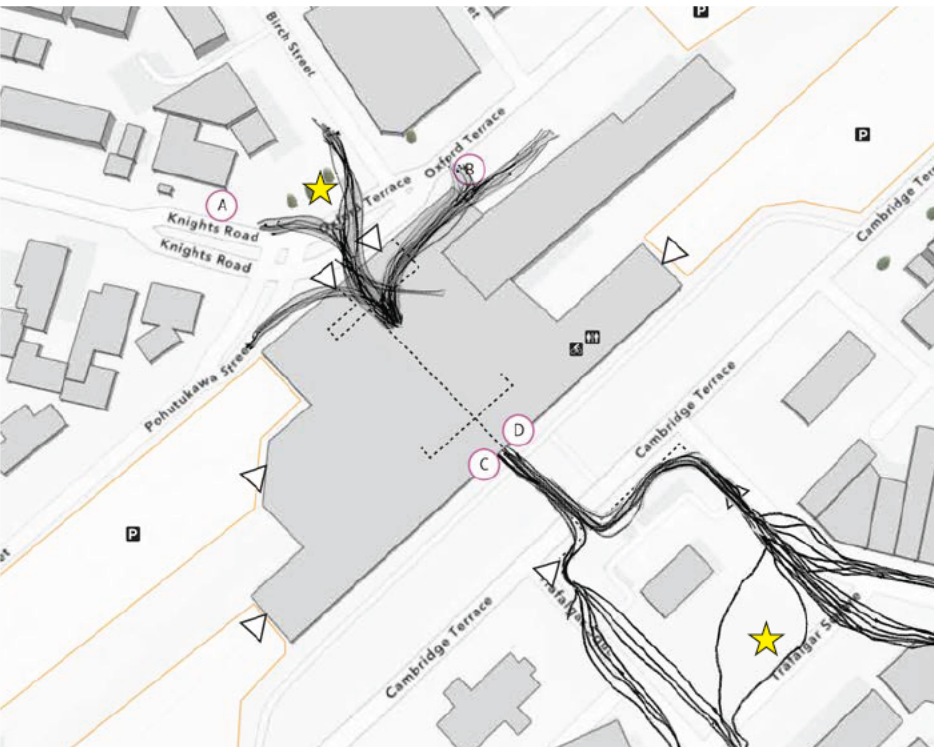
- Peak period is longer than morning peak (begins from 3pm), the 3pm period was not observed.
- A handful of people would arrive on foot prior to the arrival of the north-bound train to collect arrivals, some with children and / or dogs
- After the train arrives and passengers spill out, the train station empties immediately in all directions. This is the key difference in passenger movement patterns from the morning, which builds slowly then empties. Therefore the Station is emptier for longer in the evenings.
- Passengers leaving exited in all directions, on foot down the connecting streets, but predominantly to the car parks.
- No arriving passengers were observed going to the shops after arrival (eg. to takeaways or the dairy)
- Some passengers were picked up from Trafalgar Square.
- There were fewer than 10 observed passengers getting on the north-bound train, suggesting it is not well-used as a commuter connection from Hutt City. A similar number of departing passengers were travelling South.
- Very few numbers of high-school-aged children were seen in the evening peak. No primary school-aged were seen in this period.
- No cyclists arrived at, departed from or travelled through the station underpass at this time.
- A handful of passengers transferred to bus stops C and D. It was unclear whether any passengers used bus stops A and B.
- At the Trafalgar Square exit, people exit the underpass according to the direction they are heading (direct exit from the access is preferred, rather than using the stairs then crossing the Square). This provides limited activation through the park.



EASTERN ENTRANCE - 5PM - 5.15PM



WESTERN ENTRANCE - 5PM - 5.15PM



OXFORD TCE - 5.30 - 5.45PM / TRAFALGAR SQ - 5.30 - 5.45PM

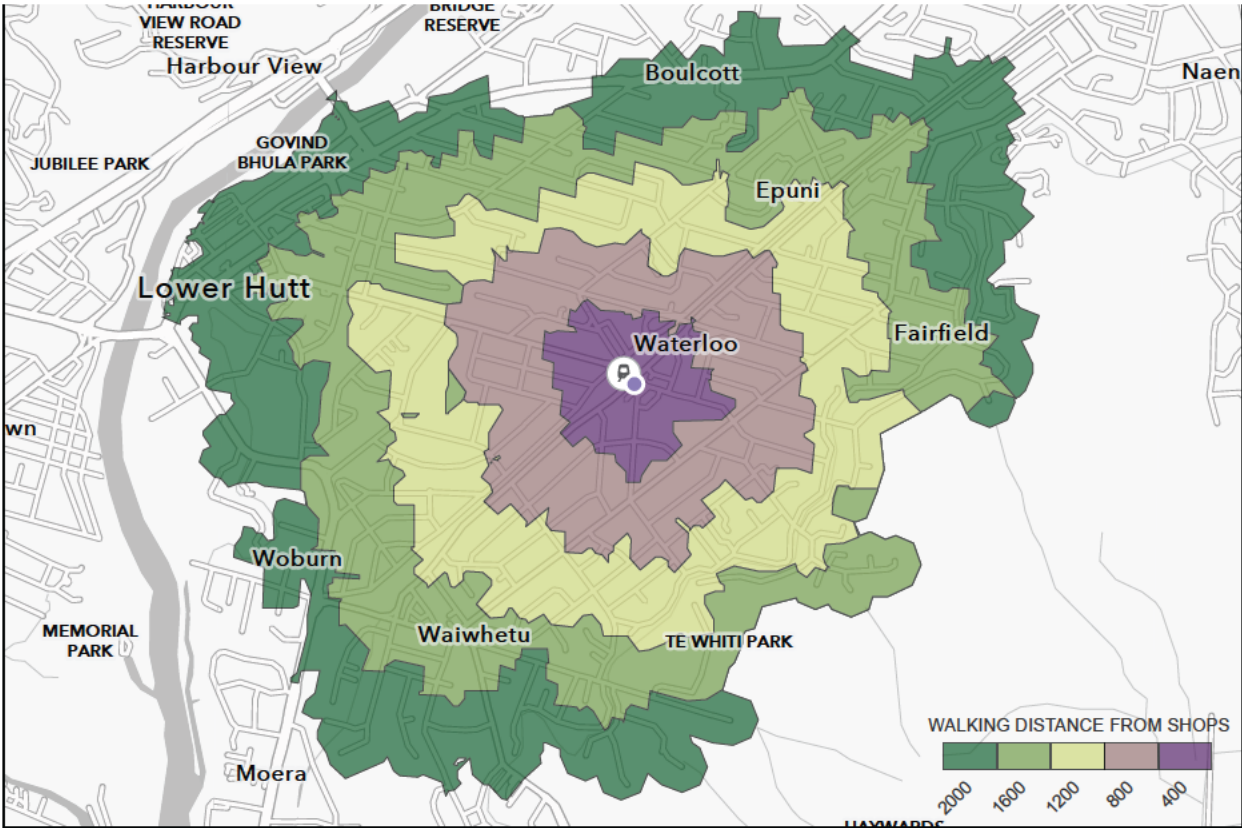


ALL OBSERVATIONS OVERLAID

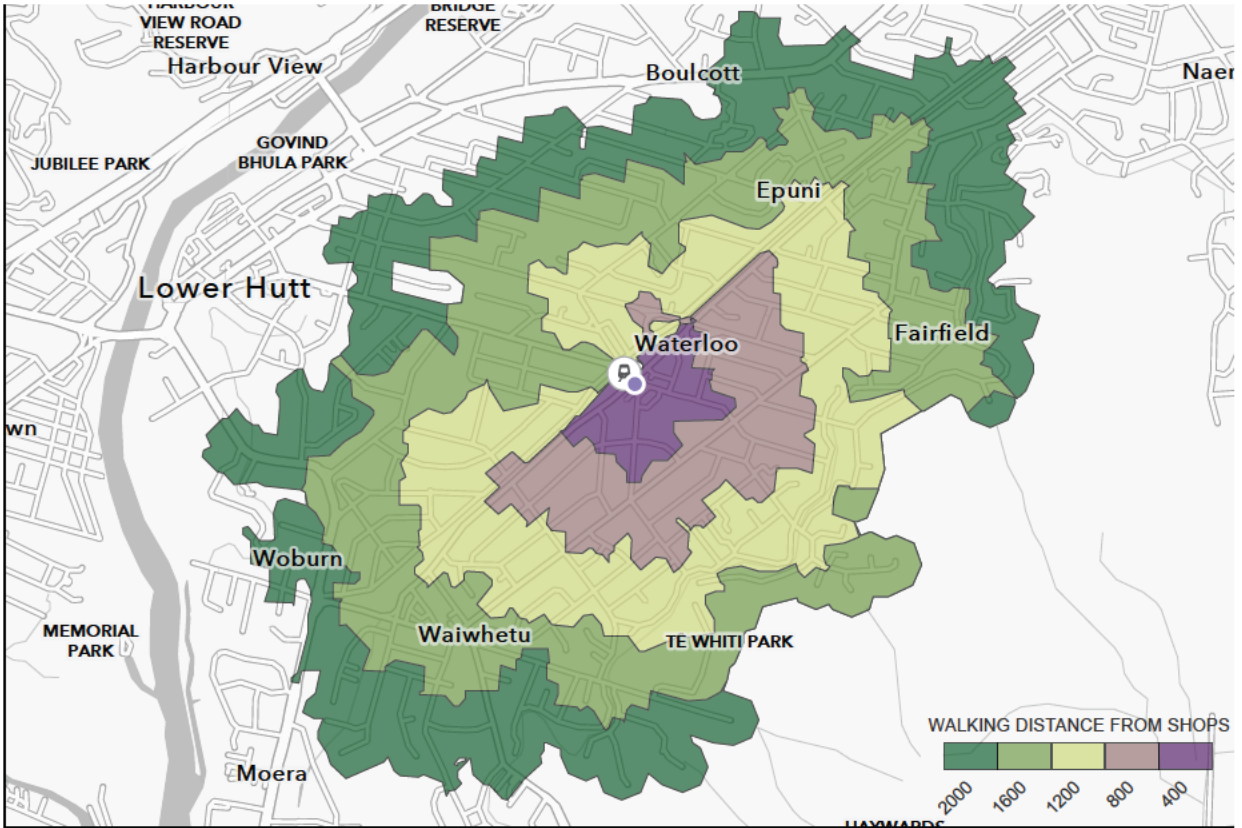


CONNECTIVITY

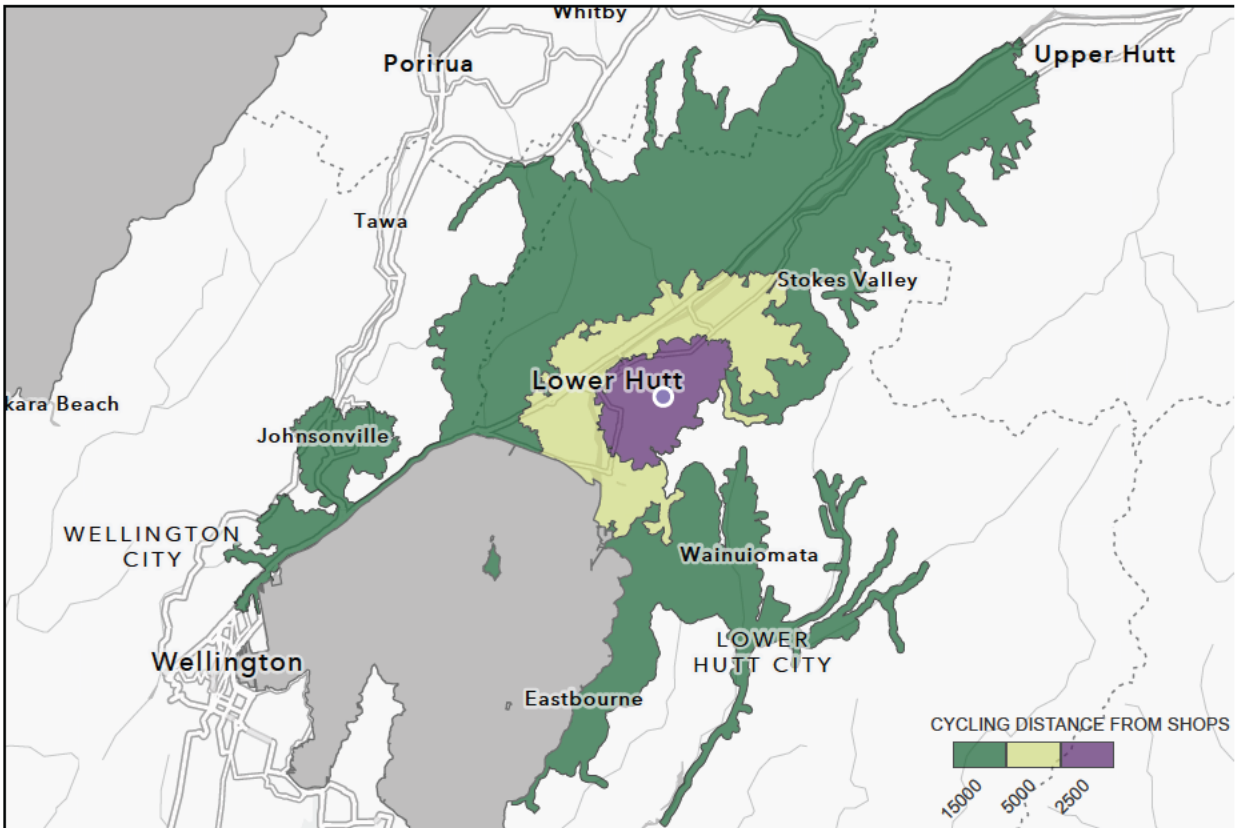
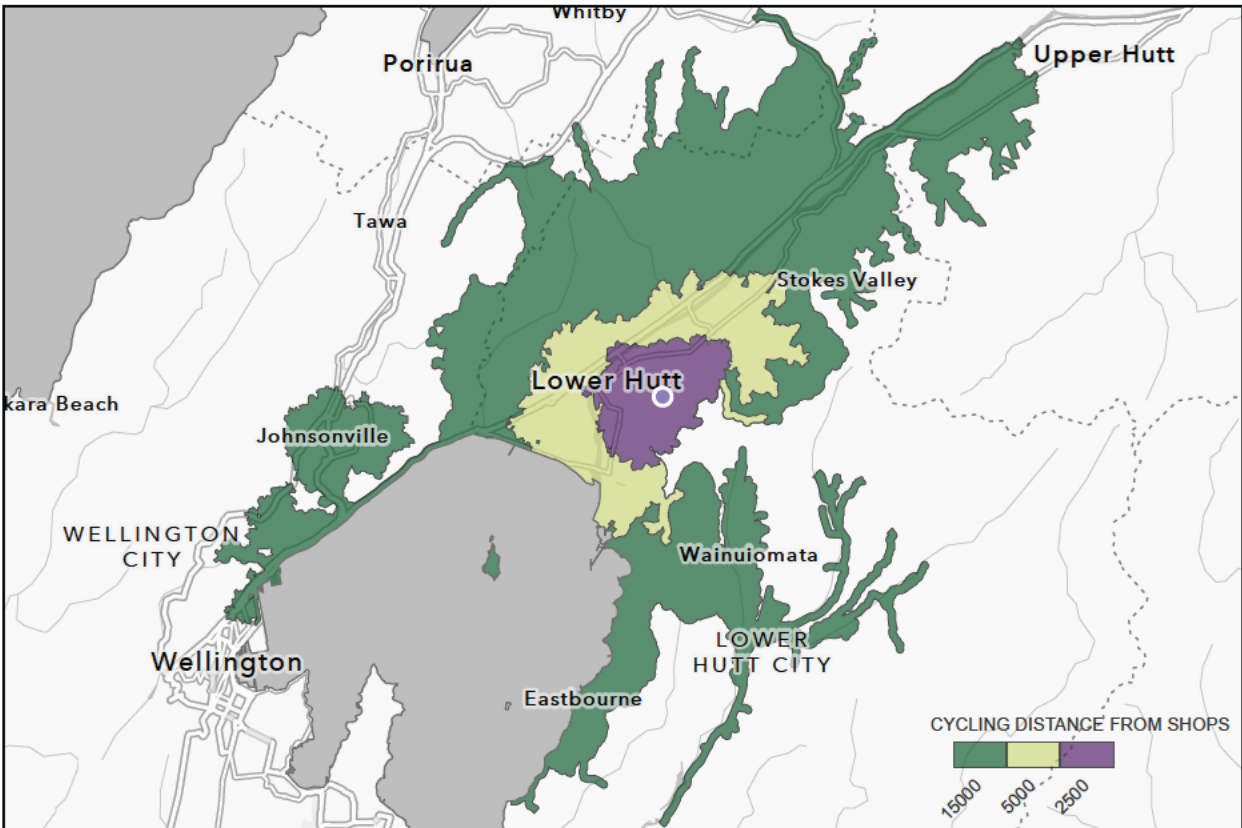
WALKING AND CYCLING ACCESS TO THE WATERLOO SHOPS



WITH ACCESS THROUGH WATERLOO STATION

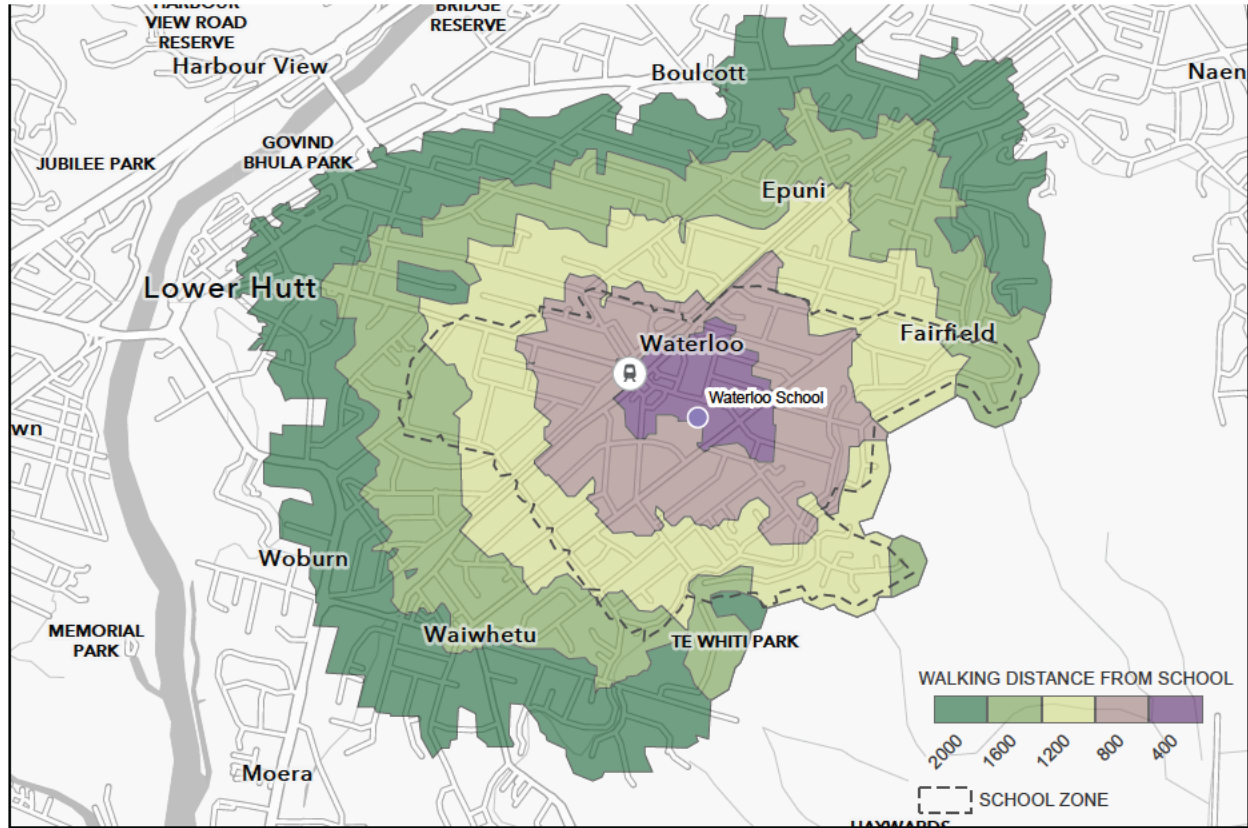


WITHOUT ACCESS THROUGH WATERLOO STATION

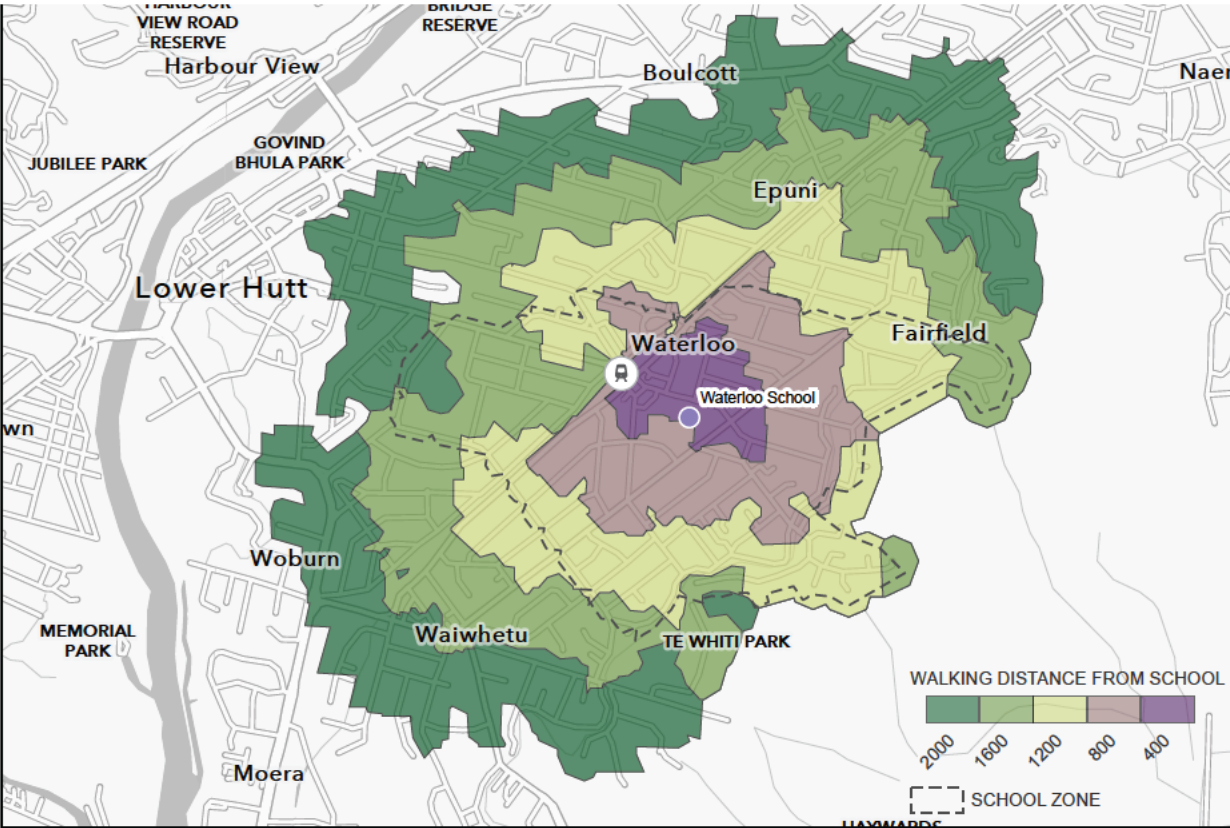


- 0-5 minutes
- 5-10 minutes
- 10-15 minutes
- 15-20 minutes
- 20-25 minutes

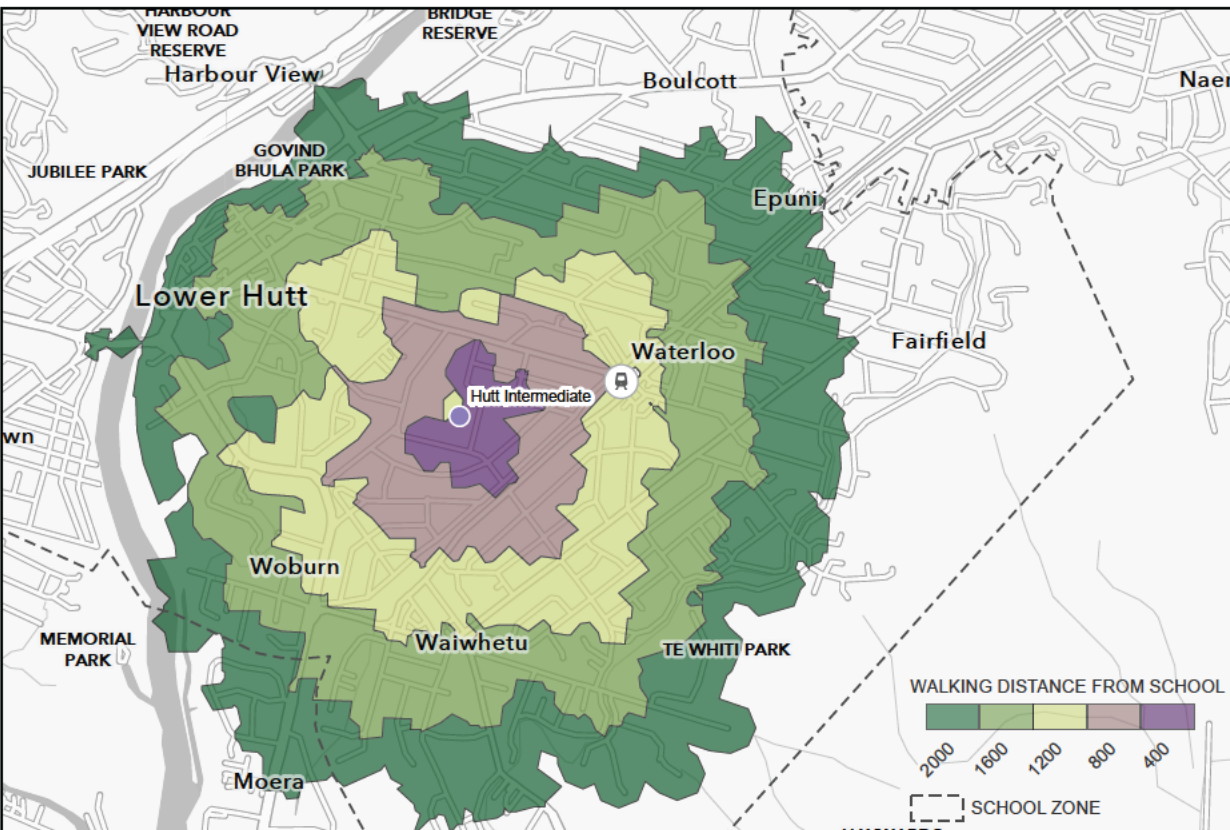
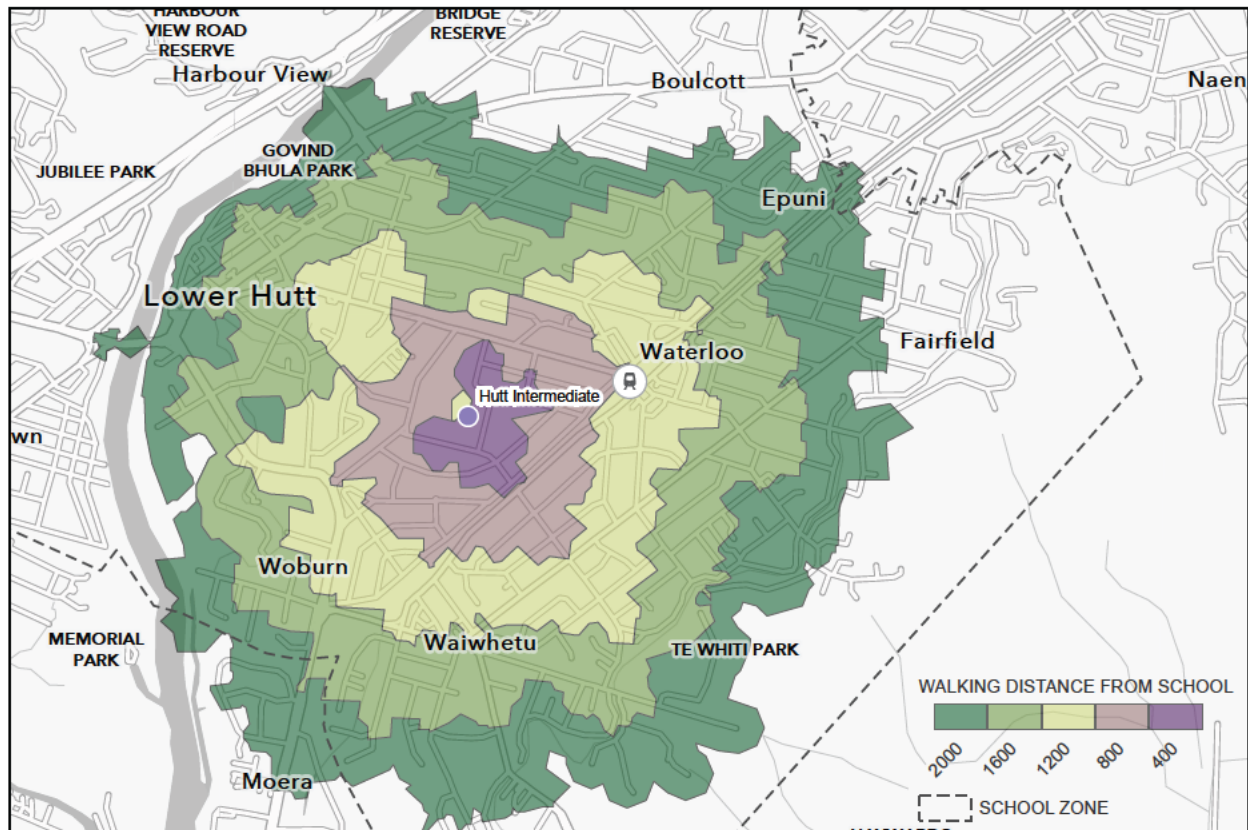
WALKING ACCESS TO SCHOOLS AND RELATIONSHIP TO SCHOOL ZONES



WITH ACCESS THROUGH WATERLOO STATION



WITHOUT ACCESS THROUGH WATERLOO STATION



- 0-5 minutes
- 5-10 minutes
- 10-15 minutes
- 15-20 minutes
- 20-25 minutes

CYCLING



WATERLOO TO CITY CENTRE - EAST WEST LINK - PROPOSED AND PUT ON HOLD AND FUNDING FOR FUTURE AS PART OF 2024-2027 LTP.



SHELTERED AND SEMI-SECURE BICYCLE PARKING PROVIDED ON THE EASTERN SIDE OF THE PLATFORM

CYCLING CONDITIONS

- There is a well-used protected cycleway to the north of Waterloo Station but cycling is likely not an attractive option to access the station due to poor east-west access to Hutt City Centre, and south from the station.
- A standard Metlink two-level bicycle park is provided on the eastern side of the platform. It is poor visibility as it is tucked between the bathrooms and the kiosk so may be under-utilised due to security risk.



- Protected Cycle Lane
- Quiet Route (no infrastructure)
- Future East-West Cycleway (2024-2027 LTP)

- Future plans to provide an east-west cycle lane on Knights Road (funded in LTP) would improve safe cycling options to the Station.
- The Waterloo overbridge over the train tracks is a hostile road environment so many cyclists making the east-west connection prefer to use the underpass.

DRIVING

<u>Petone</u>	448 parks	Fare zone 4
<u>Ava</u>	limited on-street parking	Fare zone 4
<u>Woburn</u>	159 parks	Fare zone 4
<u>Waterloo</u>	788 parks	Fare zone 4
<u>Epuni</u>	limited on-street parking	Fare zone 5
<u>Naenae</u>	24 parks	Fare zone 5
<u>Wingate</u>	limited on-street parking	Fare zone 5
<u>Taita</u>	120 parks	Fare zone 5
<u>Pomare</u>	77 parks	Fare zone 5



DRIVING CONDITIONS

- Waterloo has the most available park and ride car parks on the Hutt Valley line.
- Waterloo is the first Zone 4 station to the north
- Parking is provided up to (and on) the platform and drop off zones next to the platform
- Road conditions are hostile particularly on the eastern side (Cambridge Terrace) with busy, wide urban connectors feeding the station

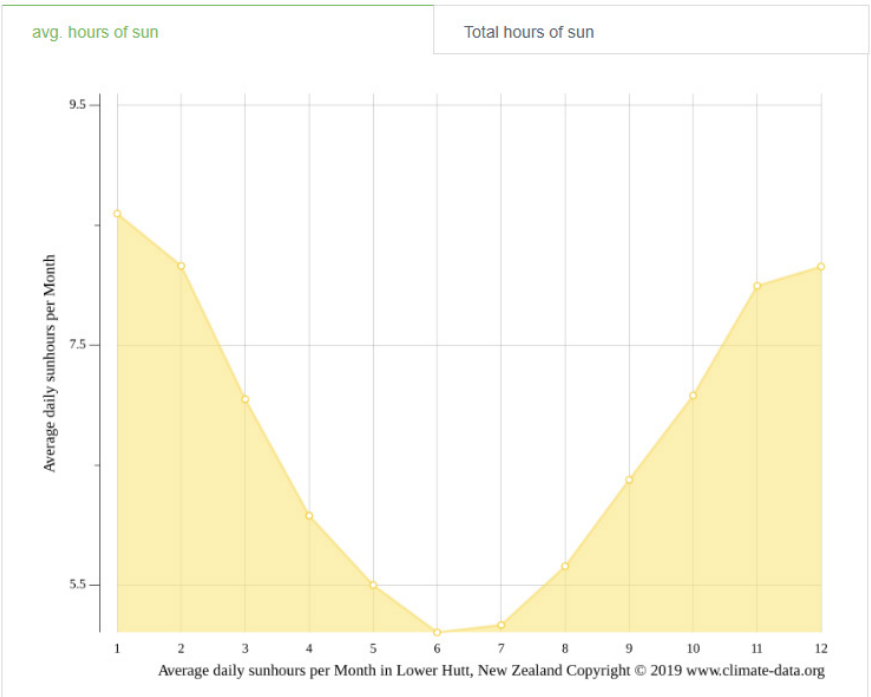


- Driving is the easiest and safest way to access Waterloo Station, encouraging driver travel even from close distances
- Commuters who may live walkable distances to stations further north are encouraged to drive to Waterloo for cheaper zone fares, especially as parking is free
- It is easier to access the eastern side of the station by car

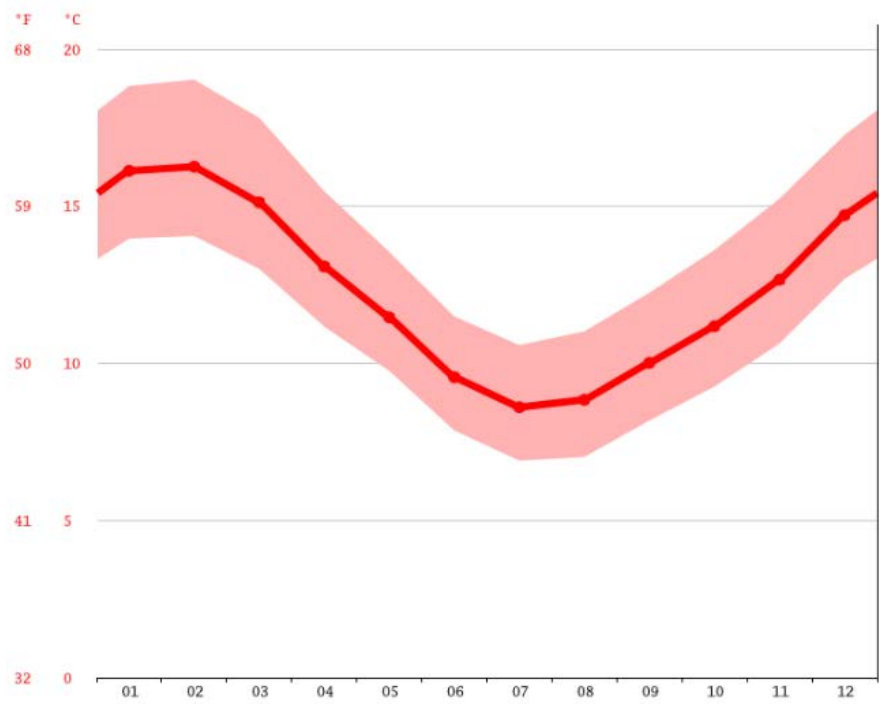
- Urban Connectors
- Activity Streets
- Local Streets

LANDSCAPE / IDENTITY / CULTURE / CLIMATE

- There are significant values of Te Awa Kairangi for mana whenua – mana whenua will need to guide this narrative.
- River plain – braided river, flowing water – key theme in landscape identity – and remnants in places – braids/islands of large swamp podocarp trees – kahikatea, tōtara with raupō and vines.
- Flood risks and urbanisation – bridges and stopbanks are part of today’s landscape – along and across movements.
- Hutt Valley was established as a garden city. This design was incorporated within the urbanisation of the area in building model worker dwellings, but has lost its identity over time with increased hardscape and loss of vegetation. This is a colonial concept that while not a contemporary aspiration, has created a need for greening of the area.
- Formal park spaces and centre space are provided by Trafalgar Square on Cambridge Street side. Oxford Terrace there is a more abrupt transition between Station and Street.
- There is a clearer centre identity on east side – Plunket rooms, trees, play, space formed by built edges. A strong sense of community scale that has no relationship to the Station frontage.
- The Station sits in the middle of the valley with views to hills (regional parks). Has potential to provide a strong sense of place that is not maximised with outlook opportunities from the station. There is no sense of arrival on the platforms.
- There are strong climatic influences due to the surrounding hills, including low sunshine hours in winter. Station could provide better comfort for waiting in cold temperatures.
- Station orientation: north/east–south/west – morning sun on east side – evening sun on west side.
- Canopy overhead prevents sunlight access, although height aids light penetration – large light wells to underpass are positive.



AVERAGE TEMPERATURE BY MONTH LOWER HUTT



VIEWS OUT TO HILLS (EAST FROM CAMBRIDGE STREET) NOT VISIBLE FROM INSIDE STATION. LIMITED SENSE OF PLACE.



STATION RECEIVES GREAT SUNLIGHT IN SUMMER. STATION DOES NOT PROVIDE OPPORTUNITY TO ENJOY SUNSHINE, NOR WELCOMING SPACES TO SEEK SHADE.

URBAN DEVELOPMENT

- The built form surrounding Waterloo Station is changing. Planning rules allow for the predominantly detached-residential dwellings to be replaced with multiple dwellings on one site, up to 22m (where meeting other standards such as height in relation to boundary).
- Developments are predominantly taking place in the form of multi-unit terraced houses, with some apartments.
- Many of these homes have either no carpark or fewer than one carpark per dwelling. This is both increasing the density of the population around Waterloo Station but also encouraging people to move around in different ways other than private vehicle, as on-road car parking becomes more strained.
- The Waterloo Station land parcel takes up most of the land zoned Suburban Mixed Use (46% of the entire zone).
- The area of Suburban Mixed Use Zone services a large area of High Density Residential, as this develops to increased density, the Mixed Use Zone will need to offer a greater variety of services, retail and hospitality. Outside of the Waterloo Station land, there is very limited land to develop.

