

17 November 2025

Jo Sunde  
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Building B, Level 1  
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**AUCKLAND 1023**

Via email: [jo.sunde@woods.co.nz](mailto:jo.sunde@woods.co.nz)

Dear Jo,

## **ARATAKI PROJECT FAST-TRACK SUBSTANTIVE APPLICATION: RESPONSE TO HASTINGS DISTRICT COUNCIL COMMENTS**

As requested, we have provided our response to the transport-related comments relating to the Arataki Project Fast-Track Substantive Application, as received in a letter from Hastings District Council (HDC) on 13 November 2025 (RMA20250243#0046).

HDC's comment is copied below in *italics*, with the corresponding response provided below.

### **1 TRANSPORTATION MATTERS**

*This advice has been prepared by Bruce Conaghan, Transportation Policy & Planning Manager. Bruce has reviewed the substantive application in relation to Transport Matters and is generally satisfied with the proposal.*

*Comments made in regard to matter 1 outlined in appendix 5 of minute 2:*

*Bruce would agree that the Integrated Transport Assessment does not provide comment on the use of Meissner Road or the potential impacts of the development on Meissner Road. In the context of the access to the schools, there is certainly easy pedestrian and cycle access in the area from the development via Meissner Road, and via a walkway at the end of the Te Heipora Place to the schools.*

*It could be expected that there would be an increase in traffic using Meissner Road at school times with the development. Given the AADT on Meissner Road and the extent of the development, the potential increase in traffic using Meissner Road is unlikely to create any issues on both Meissner Road and at the Meissner Road / Russell Robertson Drive roundabout. The challenge is to determine the potential traffic volumes where the purpose is school related.*

*It may be appropriate that the applicant be asked to provide an assessment of the question raised by the panel with that provided as an addendum to their ITA.*

## Flow response

Meissner Road is classified as an Access Road in the Hastings District Plan, intended to accommodate up to 1,000 vehicles per day. It is formed as a standard two-lane urban street with footpaths and on-street parking on both sides. The road connects to Arataki Road via a T-intersection and terminates at the Meissner Road / Fairview Place / Russell Robertson Drive roundabout. Current AADT on Meissner Road is low, at around 470 vehicles per day<sup>1</sup>.

The Arataki Project is well connected to nearby schools, particularly for walking and cycling. As outlined in the Integrated Transport Assessment, Te Mata Primary, Havelock North Intermediate, and Havelock North High School are all located within a 20-minute walk or 4-minute cycle ride of the project area. The surrounding road network, including Meissner Road, the walkway of Fairview Place and the walkway at the end of Te Heipora Place that provides direct, safe, and convenient active-mode routes to each school.

Vehicle access to the schools is also straightforward

- ◆ Havelock North High School is accessed via Te Mata Road, with on-site parking suitable for pick-ups and drop-offs
- ◆ Te Mata Primary and Havelock North Intermediate are accessed via Nimon Street, each providing on-site parking areas for visitor and drop-off activity.

While some school-related drop-offs could occur via Meissner Road, this is expected to be a low volume of trips. Using Meissner Road for drop-offs would only shorten the total travel distance by approximately 460 metres, with students still required to walk another 500 metres or more to reach their respective school buildings. In practice, parents are likely to drop students directly at the schools' on-site parking areas, and children walking or cycling are likely to do so entirely from within the Arataki Project, given its strong and safe active-mode connections.

In relation to potential school-related traffic generation on Meissner Road

- ◆ Stats NZ data indicates that up to 60% of households in Havelock North have children, translating to a maximum of around 87 school-related trips (based on the overall trip generation of 146 vehicles per peak hour for the Arataki Project) originating from the Arataki Project<sup>2</sup>. We note that many of these trips would be linked (ie happen anyway) because parents are on their way to work.
- ◆ Environmental Health Intelligence NZ reports that about 42% of children regularly walk or cycle to school, reducing potential school drop-off trips to around 50 vehicle trips<sup>3</sup>
- ◆ It is highly unlikely that all 50 school drop-off trips by vehicle would use Meissner Road; most would use the established vehicle access points at each school.

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<sup>1</sup> As outlined in our ITA

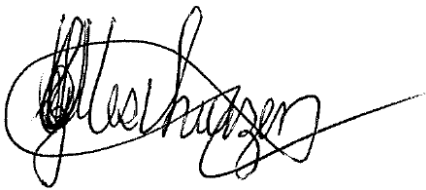
<sup>2</sup> <https://tools.summaries.stats.govt.nz/places/SA2/havelock-north-central#1075>

<sup>3</sup> <https://www.ehinz.ac.nz/indicators/transport/active-transport-to-and-from-school/>

Even under an extreme and unrealistic scenario in which all school drop-off and pick up trips used Meissner Road, the increase would equate to a 20% rise in daily traffic, from 470 to approximately 570 vehicles per day. This remains well within the Access Road classification threshold of 1,000 vehicles per day and would not generate operational or safety issues.

Overall, the Arataki Project has excellent active-mode connectivity to nearby schools, and any additional school-related vehicle traffic using Meissner Road will be limited, manageable, and well within the capacity and intended function of the road.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Gerhard van der Westhuizen', with a long horizontal flourish extending to the right.

Gerhard van der Westhuizen  
PRINCIPAL TRANSPORTATION ENGINEER

Reference: \\flownz.local\Shares\Projects\CDLL\002 Arataki Road Fast Track\4.0 Reporting\Panel response\L1A251117 - Response Final.docx