East Cape Consulting Limited

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Hastings 4122

Memorandum

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174-176 BROOKVALE ROAD – FAST TRACK APPLICATION TRANSPORT MEMORANDUM

1. INTRODUCTION

Vermont Street Partners No.4 Limited has engaged East Cape Consulting Ltd (ECC) to provide transportation advice and traffic assessment services for the master planning, consenting and design of Brookvale Green. The site is located at 174 & 176 Brookvale Road approximately 3.5km to the west of Havelock North's village centre in the Hawkes Bay. It comprises of a total area of 22.26 hectares on the eastern edge of Havelock North's urban residential boundary. Brookvale Green provides a unique opportunity to deliver a comprehensive residential community comprising of 189 – 215 new homes within a well-connected, high-quality and distinctive living environment.

The proposal is designed to create a defined rural/urban boundary while enhancing the site's natural ecological features. A defining characteristic of the site is the two stream corridors, one meandering through the centre and the other forming the northern boundary. These features are central to the design approach, providing a strong landscape framework that has shaped the layout of streets, lots, and open spaces. The streams contribute significantly to the site's visual amenity, support ecological values, and provide opportunities for walking, cycling, and passive recreation. Their integration into the development ensures a strong connection to the site's natural character, while the northern stream establishes a soft green edge that reinforces the relationship with the wider rural landscape.

The residential community of Brookvale Green is guided by a series of design principles focused on delivering a liveable, connected and green environment, with enhanced public spaces and diverse housing options. The development is structured around a central loop road that extends from Brookvale Road and runs through the heart of the site. This loop is supported by local streets and pedestrian and cycle connections to enable a legible grid structure. A variety of housing typologies and densities are proposed to meet the evolving and growing needs of the housing market, ensuring choice and flexibility for future residents. Together, these elements will support the creation of a diverse, visually interesting neighbourhood with a strong sense of place.

2. PURPOSE

This memo has been prepared to inform a Fast-track referral application for Brookvale Green. It provides a high-level summary of the site, surrounding transport environment, and expected transport effects based on conceptual development scenarios.

It is expected that a full Integrated Transportation Assessment (ITA) would be prepared at a later stage as part of the substantive fast track process.

3. SITE DESCRIPTION AND PROPOSAL

3.1 Location

The site comprises approximately 22.26 hectares (ha) of land on the southern side of Brookvale Road, on the eastern fringe of Havelock North. It was formerly occupied by Te Mata Mushrooms and is within the Plains Production Zone (PPZ) of the Hastings District Council (HDC) District Plan. The site location and existing land use context are shown as Figure 1 and Figure 2 below.

Figure 1 – Site Location (Base Map Source: Open Street Maps)

Figure 2 –Site Extent and Land Use Context (Source: Vermont Street Partners)

The area north of Brookvale Road and to the west of the site covered by the Brookvale Structure Plan (BSP). This Structure Plan, which guides the transition of the existing rural area to residential use with a supporting network of new roads and intersections, is shown as Figure 3. The site is located just to the right of the extent of the image.

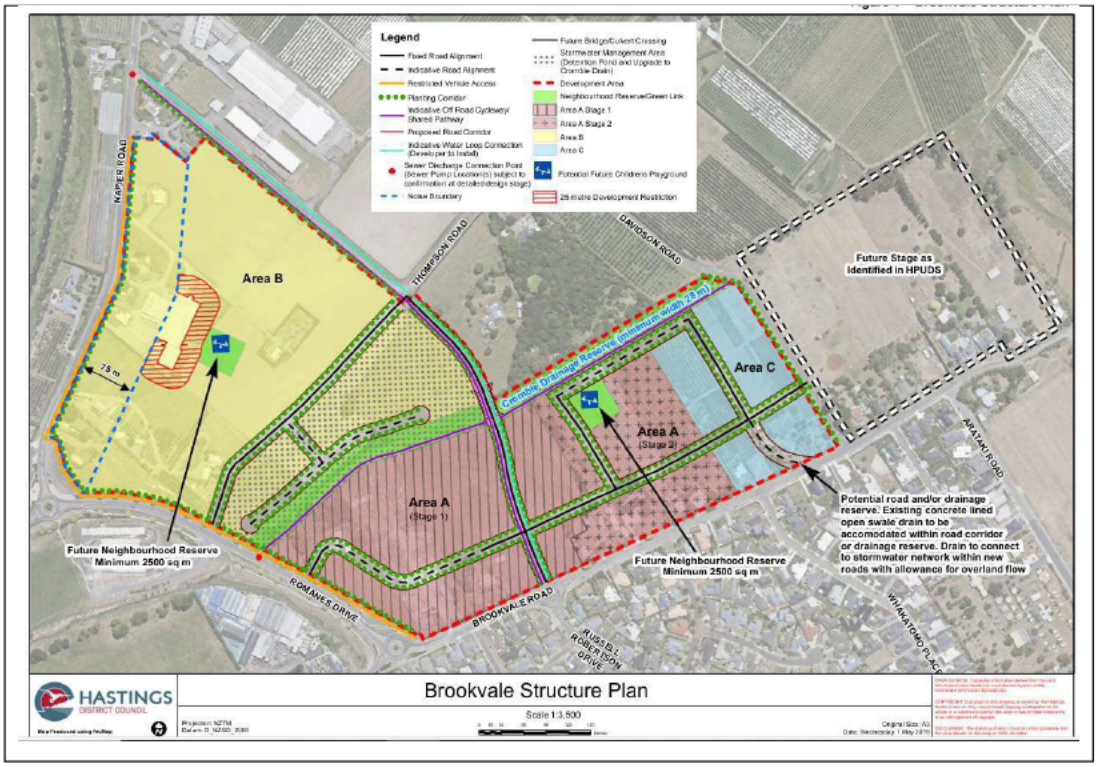

Figure 3 – Brookvale Structure Plan (Source: HDC)

3.2 Existing Transport Network

Brookvale Road is a secondary collector road in the HDC road hierarchy. It has a rural formation with 5.8–6.6m sealed width, swales and no footpaths. The cross-section changes to urban standard (on the southern side) west of Arataki Road. This urbanisation is expected to continue as the BSP area develops on the northern side.

The posted speed limit on Brookvale Road changes from 50 km/h to 100 km/h immediately east of the site. Brookvale Road currently carries 450 vehicles per day (vpd) near the site. This increases to 1,750 vpd west of Arataki Road and 2,325 vpd east of Romanes Drive.

The site has an existing vehicle access with adequate sight distances (140m west, 450m east) for the speed environment.

3.3 Development Proposal

A residential subdivision is proposed, delivering an estimated comprising 189 to 215 residential lots, depending on the final layout. The proposed road layout, shown below as Figure 4, has formed the basis of this assessment.

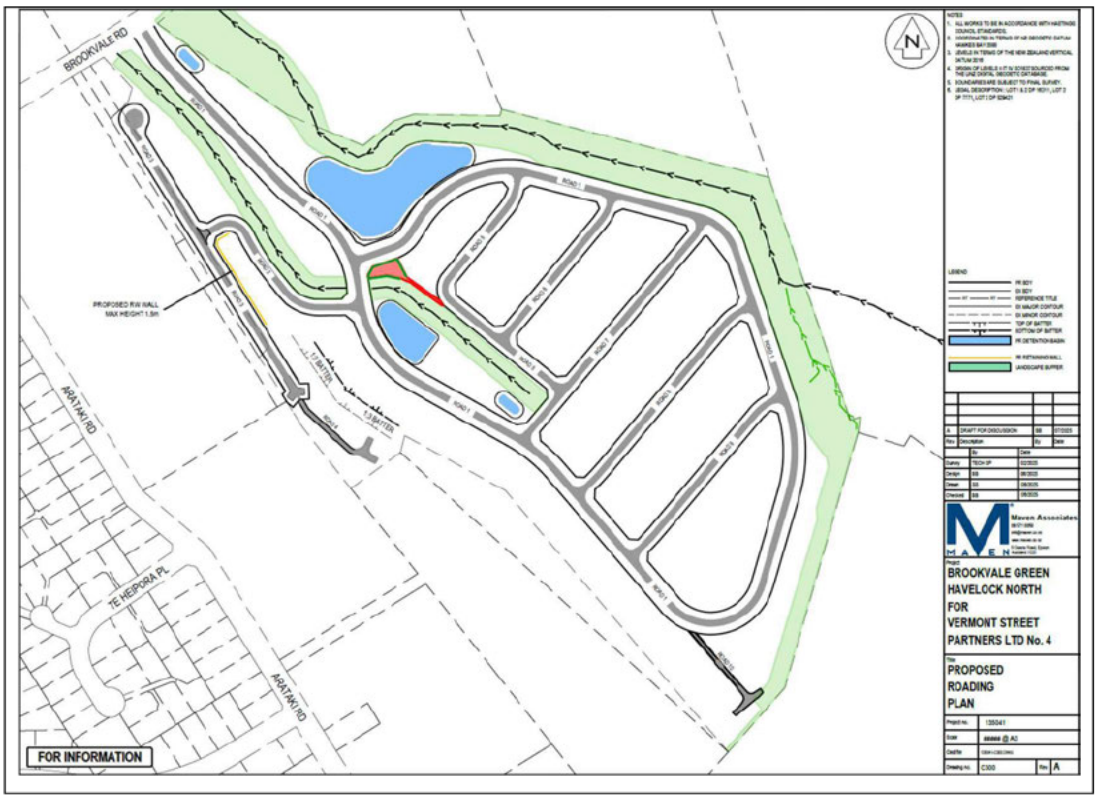

Figure 4 – Concept Masterplan Layout (Source: Maven)

4. HIGH-LEVEL TRANSPORTATION EFFECTS ASSESSMENT

4.1 Traffic Generation

Initial conceptual layouts proposed up to 332 residential lots. This number has conservatively been adopted for this trip generation assessment.

Based on the expected range of residential yields and trip rates that reflect the varying lot sizes, the subdivision is expected to generate up to 2,300 vpd (IN+OUT). Based on a review of Census travel patterns for the area, these trips are likely to be split approximately:

- 70% to/from the west, toward Romanes Drive and Havelock North; and
- 30% to/from the east, toward Thompson Road and the wider network.

Walking, cycling, and (eventually) public transport trips will also be generated. Future modal split will depend on provision for active and shared modes.

4.2 Network Connections

The existing site access on Brookvale Road is proposed to be upgraded to an urban standard priority-controlled T-intersection and will provide vehicle access to the subdivision.

The indicative form of the intended road network was shown earlier on Figure 4. It provides a single connection to Brookvale Road with a supporting network of internal roads that will provide access to individual lots and facilitate access and circulation for rubbish collection and emergency service vehicles.

The expected daily volume of 2,300 vpd on primary access aligns with HDC expectations for a secondary collector road. This would require a 20m wide road reserve. Other internal roads and accessways would be expected to comply with relevant HDC District Plan standards.

4.3 Network Capacity

A high-level assessment of link and intersection capacity indicates that additional trips can be accommodated by the existing and planned transport network.

Intersection modelling (using SIDRA) indicates that no changes are required at the Brookvale Road/Russell Robertson Drive roundabout or the Brookvale Road/Romanes Drive roundabout to accommodate the additional trips. This analysis included existing volumes, full development of the Brookvale Structure Plan, and the proposed subdivision trips.

These assessments can be further refined and considered in the full ITA.

5. WALKING, CYCLING AND PUBLIC TRANSPORT

5.1 Existing Walking, Cycling and Public Transport

Brookvale Road has a rural formation along the site frontage and there are no footpaths or formal cycling facilities. The footpath network begins to the west of Arataki Road, where there is a footpath on the southern side of Brookvale Road and the western side of Arataki Road.

Footpaths are generally provided on both sides of roads in the wider area, where the land use is urban. The footpath network is expected to extend as the surrounding area transitions from rural to urban.

The nearest public transport stops are on Te Mata Road approximately 2km from the site. These provide access to the 21 (Hastings-Havelock North) service. The 11N/H service (Havelock North to Napier Commuter) also runs from central Havelock North, some 3km from the site.

5.2 Proposed Facilities

It is expected that roads within the new subdivision would have footpaths on both sides. Paths could also be provided through open space and reserve areas.

To integrate the subdivision with the BSP and the established areas of Havelock North, a footpath is recommended to be provided on (at least) the southern side of Brookvale Road between the site access and Arataki Road.

Additional walking and cycling connections to the west and south have also been considered and are indicated on the concept plans (Figure 4). The subdivision design can futureproof these opportunities however their delivery will be subject to agreement with the relevant landowners on those boundaries.

While public transport is limited in the area currently, future bus access along Brookvale Road or into the northern part of the subdivision could be viable. As residential development continues in the area, the cumulative catchment population may support more frequent and direct public transport services. Future public transport integration should be discussed with HDC and Hawke's Bay Regional Council (HBRC) as part of subdivision design.

Generally, there has been a move away from providing services that seek to achieve wide geographic coverage (circulating through every subdivision on a circuitous and not very frequent basis) in favour of routes that are more direct and can run more frequently[1]. This site is around 500m deep (from Brookvale Road) which means that a future bus service along Brookvale Road, or entering just the northern part of the subdivision, could be an appropriate outcome.

6. PROPOSED TRANSPORT MITIGATIONS

The following transport mitigations are anticipated to mitigate the effects of the proposal and integrate it with the surrounding transport network. The design elements of these mitigations are expected to be developed further in the ITA:

- A new urban standard T-intersection on Brookvale Road;
- An internal transport network that complies with the relevant HDC road and private accessway standards for numbers of lots served;
- Urbanisation of the southern side of Brookvale Road, including a footpath, from the site access to Arataki Road; and

[1] Draft Regional Public Transport Plan 2025-2035, Hawke's Bay Regional Council, Strategy 1.

- Consultation with HDC and HBRC about future public transport integration.

7. INDICATIVE FURTHER ASSESSMENT REQUIRED

Following on from this high-level assessment, further analysis and assessment is expected in the following areas:

- Traffic Modelling, including:
    - Refinement of capacity analyses including link capacity and SIDRA intersection modelling.
- Road and Intersection Design, including:
    - Swept path analyses to confirm that the relevant design vehicles can move through roads and intersections with appropriate lane discipline.
    - Sight distance and spacing checks on the internal network.
    - Development of the design of the new intersection on Brookvale Road, including review of the existing speed limit on Brookvale Road and potential relocation further east (in consultation with HDC).
- Integration Opportunities, including:
    - Consultation with surrounding landowners to explore additional network connections through privately owned land (specifically to the west). Note: this connection is not required to provide safe and efficient access to the proposed residential development but provides for and enables future connectivity.
- Preparation of a full ITA, generally expected to cover[2]:
    - Background;
    - Existing land data;
    - Existing transport data;
    - Committed environmental changes;
    - Existing travel characteristics;
    - Proposal details;
    - Predicted travel data;
    - Appraisal of transport effects;
    - Avoiding or mitigating actions;

[2] Content list is based on guidance in New Zealand Transport Agency Research Report 422.

- Compliance with policy other frameworks;
- Discussion and conclusions;
- Recommendations.

8. CONCLUSION

Based on the current concept plans and available information, there are no known transport-related constraints that would preclude the proposed subdivision from proceeding through the fast track referral process.

Further assessment is expected to be undertaken as part of a full Integrated Transport Assessment. At this stage of the project however no significant constraints have been identified that would preclude the subdivision occurring.

We trust this assessment meets the project team's requirements at this stage of the project. Please do not hesitate to contact us if you require further information.

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