



*Franklin Paths and Trails Programme – Clarks
Beach Road (Clarks Beach to Waiau Pa School
Path)*

Final Project Feasibility Assessment Report

26 May 2026

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1. Introduction

Infrastructure Planning and Design (IPD) has been commissioned by Auckland Council (AC) to undertake a feasibility assessment and develop concept designs for a new pathway along Clarks Beach Road, aimed at improving connectivity between Clarks Beach and Waiau Pa School. This project forms part of the Franklin Paths and Trails Programme, a community-driven initiative focused on enhancing local connections, reducing reliance on vehicle travel, and supporting healthier, more active lifestyles.

Community feedback has highlighted the absence of a continuous pathway between Clarks Beach and Waiau Pa School, currently the only local school serving the Clarks Beach community, reinforcing the need for safe and accessible pedestrian infrastructure.

Following discussions with Auckland Council, community stakeholders and the Nakhle Group, two alignment options were developed:

- Option 1: Pathway on the northern side of Clarks Beach Road
- Option 2: Pathway on the southern side of Clarks Beach Road

This report presents the site background, stormwater considerations, assessment of both options, and a recommendation for the preferred alignment.

2. Background Information

2.1. Site Description

The study area comprises an approximately 3.2 km section of Clarks Beach Road, extending between No. 175 Clarks Beach Road and the McKenzie Road intersection. This corridor is located within the Clarks Beach and Waiau Pa area of the Franklin Local Board, as illustrated in Figure 1.

The northern side of the corridor is characterised primarily by a rural coastal environment, with pockets of mixed residential zoning at both the western and eastern extents. The southern side is predominantly zoned as mixed rural land under the Auckland Unitary Plan. Clarks Beach Road itself consists of a sealed carriageway approximately 7.4 m in width, providing one traffic lane in each direction.

Figure 1: Locality Plan (source: AC Geomaps)



2.2. Traffic Environment

Clarks Beach Road functions as a key local connector route between Clarks Beach and Waiau Pa, carrying a mix of residential, rural commercial, and school-related traffic. The posted speed limit along most of the corridor is 80 km/h, reflecting its rural context and the absence of urban roadside development for much of its length. Traffic volumes are moderate and are expected to increase over time as residential development continues at both ends of the corridor.

The corridor accommodates one traffic lane in each direction, with limited shoulder width and no existing pedestrian infrastructure. Vehicle operating speeds are generally consistent with the posted limit, contributing to a higher-risk environment for vulnerable road users. Heavy vehicles associated with rural activities are also present, particularly during peak agricultural periods, adding to the variability of traffic conditions.

The peak traffic flow along Clarks Beach Road cannot be confirmed as no traffic survey has been undertaken. However, based on typical commuter patterns, it is expected that eastbound movements dominate during the AM peak as motorists travel out of Clarks Beach, while westbound movements dominate during the PM peak as motorists return home.

Sight distances along the corridor are generally adequate; however, horizontal curves, roadside trees and vegetation, and changes in topography create localised visibility constraints. The lack of formal pedestrian crossing facilities and the rural speed environment currently limit safe pedestrian movement along and across the corridor, reinforcing the need for dedicated pathway infrastructure.

2.3. Road Characteristics

A summary of the road characteristics for this corridor, including the facilities for various users, is shown below in Table 1.

Table 1: Road characteristics

	Clarks Beach Road
Road Hierarchy ¹	Collector (Supporting)
Overweight / Over-dimension route ²	No / No
High Productivity Motor Vehicle (HPMV) Route ²	No
Bus Route ¹	School bus route but currently not a serviced bus route but New Route 379 will implement in 2026
Walking / Cycling Route ¹	Local (Supporting)
Personal Risk ³	Low
Collective Risk ³	Low-medium
ADT (% HCVs) ⁴	2,939 – 3,950 (4-8%)
Posted Speed Limit ³	80km/h (between No. 175 Clarks Beach Road and No. 7 Dell Road) and 50km/h (on both ends of the corridor outside the 80km/h extent)

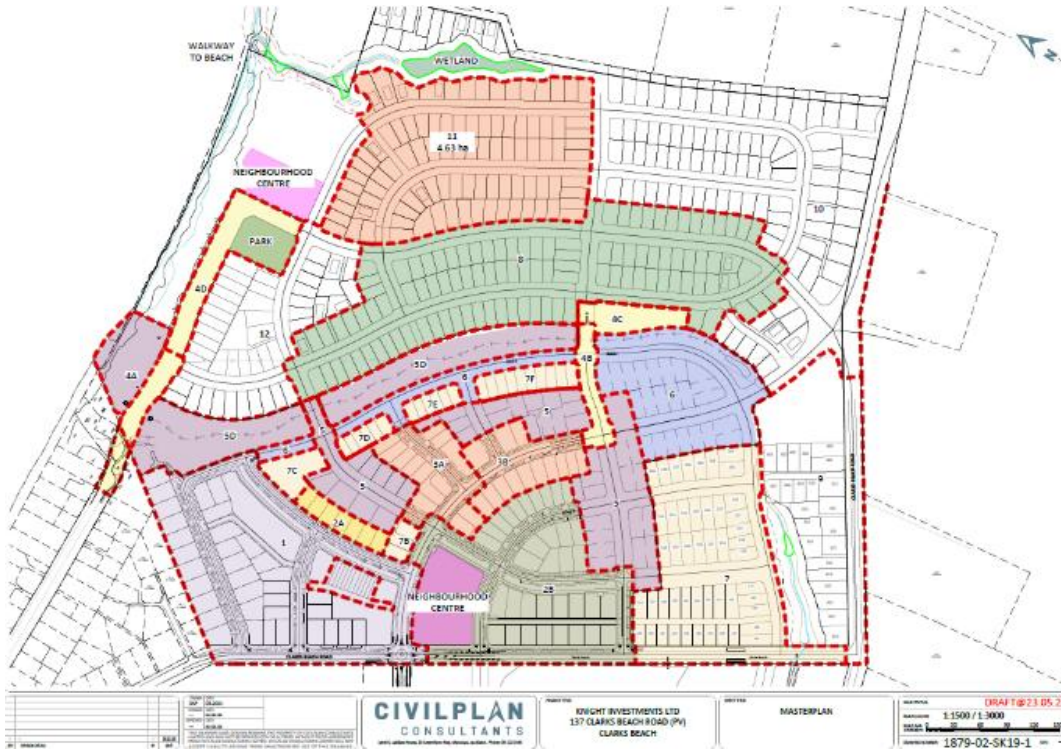
Sources:

1. AT Future Connect
2. AT Open GIS data
3. Megamaps
4. Mobile Roads

2.4. Future Strategic Development Plans

The Nakhle Group owns undeveloped land on the northern side of the western end of the study corridor, as illustrated in Figure 2. The land is intended for future stages of residential subdivision development. As this development progresses, it is anticipated that the main road connection out of Clarks Beach may be upgraded, potentially incorporating dedicated walking and cycling facilities as part of the wider road development works. These future upgrades may influence long-term connectivity and should be considered in the planning and design of the proposed pathway.

Figure 2: The Nakhle Group Development Masterplan



Furthermore, there is future potential for the Nakhle Group to develop the farm land, on the opposite side of Clarks Beach Road to the South. This is at an early planning stage and would be over the medium to longer term, depending on market conditions (5-20 year time frame).

3. Crash History

A crash data analysis was undertaken for the 2021-2025 period for the Clarks Beach Road corridor between No. 143 Clarks Beach Road and McKenzie Road using crash data obtained from the NZ Transport Agency Waka Kotahi (NZTA) Crash Analysis System (CAS) on 19th January 2026. Figure 3 below displays the locations for all the crashes over this period, while Table 2 and Table 3 further summarise crashes by type and year.

Figure 3: Crash collision diagram (Source: CAS)

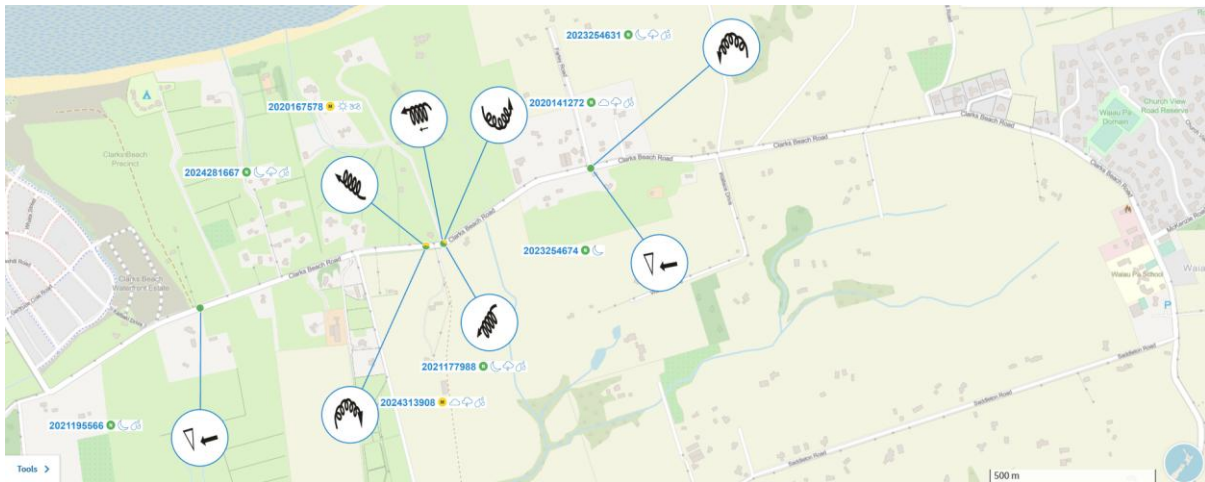


Table 2: Crash severity by year (Source: CAS)

Crash year	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Minor	0	1	0	0	1	0	2
Non-injury	1	2	0	2	1	0	6
Total	1	3	0	2	2	0	8

Table 3: Summary of crash types (Source: CAS)

Crash Type	No. of crashes	% of all crashes
Overtaking	1	12.50
Straight road lost control/head on	2	25.00
Bend – lost control/head on	3	37.50
Rear end/obstruction	2	25.00
Total	8	100%

3.1. Commentary

During the 2020-2024 period, there were eight recorded crashes, where the main crash types were loss of control/head on with five of the eight reported crashes. A summary of the key takeaways from the analysis of the crash data is detailed below:

- Five of the eight reported crashes occurred on the bend outside No. 233 and No. 239 Clarks Beach Road, indicating a potential crash trend at this location. Most of these incidents were loss-of-control crashes, with poor judgement and wet conditions identified as the primary contributing factors. The crashes involved vehicles travelling in both directions, and there are no clear patterns suggesting that drivers from one direction are more prone to losing control than the other.
- The most common crash factors were speed (three crashes), poor handling/poor judgement (two crashes), and alcohol (two crashes).

- Overall, the reported crashes along the corridor are not widely dispersed, with the majority concentrated at specific locations. None of the reported crashes involved pedestrians or cyclists, the primary users of the proposed pathway, and therefore no direct crash history impacts are anticipated for the new facility.

4. Feasibility Design Philosophy and Methodology

4.1. Problem Definition

The following feasibility design problem definitions have been developed in conjunction with Auckland Council:

- The existing informal pathway infrastructure along the studied section of Clarks Beach Road is incomplete and does not provide a continuous or safe pedestrian route.
- Vulnerable road users, including school children, are currently exposed to a high-speed traffic environment, particularly in the vicinity of the Waiau Pa commercial area.
- There is a need to identify a feasible, safe, and cost-effective pathway alignment that provides a reliable connection between Clarks Beach and Waiau Pa.

4.2. Assumptions

The following assumptions have been adopted for the purposes of this feasibility assessment:

- The proposed pathway will generally follow the existing road corridor and remain within Auckland Council / Auckland Transport owned road reserve.
- No significant land acquisition is anticipated; however, minor boundary adjustments or access modifications may be required and will be confirmed during detailed design.
- Existing underground and overhead utility services are assumed to remain in place, with any required relocations to be identified through detailed investigation in later design stages.
- Vegetation trimming and removal required to achieve pathway width and clearance is assumed to be feasible, subject to any resource consent or approval processes.
- Future residential development at the western end of the corridor planned by the Nakhle Group will support the new pathway by providing a connector pathway into Clarks Beach across their undeveloped subdivision area.
- Stormwater management requirements will be addressed through localised improvements within the existing corridor, with no major network upgrades assumed at this stage.

4.3. Methodology

The methodology adopted for this feasibility assessment comprises the following key steps:

- A review of existing site information, including aerial imagery, topographical survey data, zoning maps, and available transport network plans, to understand current conditions and constraints along the corridor.
- A review of topographical survey and property boundary survey data.
- A site walkover to observe existing pathway conditions, roadside environment, vegetation, utilities, and any physical constraints that may influence pathway alignment options.
- Development of two concept pathway alignment options in consultation with Auckland Council, reflecting both engineering feasibility and alignment with programme objectives.
- Assessment of each option against safety, connectivity, constructability, environmental impact, and cost considerations to determine relative advantages and disadvantages.
- Identification of key risks, constraints, and assumptions to inform future design stages and highlight areas requiring further investigation.
- Engagement with Auckland Council to confirm design expectations, clarify project priorities, and ensure alignment with wider strategic planning initiatives.

4.4. Design Standards

The feasibility design options have been developed in accordance with the instructions provided by Auckland Council and with reference to the following relevant design standards and guidelines:

- NZTA Traffic Control Devices (TCD) Manual – Sign and marking specifications applicable to pedestrian facilities and roadside treatments.
- Auckland Transport Transport Design Manual (TDM) – Section 2: Detailed technical requirements and standard engineering details for pedestrian infrastructure within the Auckland transport network.
- NZTA Pedestrian Network Guidance – Best-practice guidance for the planning and design of safe, accessible, and connected pedestrian networks.

5. Site Observations

Morning observations were undertaken between 8:00am and 9:00am at the Clarks Beach Road / McKenzie Road intersection, Waiau Pa Primary School, Commercial Centre, and Waiau Pa Hall. The purpose was to understand pedestrian, cyclist, and vehicle movements influencing the suitability and design of a future pathway.

5.1. Pedestrian and Cyclist Activity

Pedestrian activity was consistently high throughout the observation period, with students walking along Clarks Beach Road from the Clarks Beach direction and using the McKenzie Road crossing during peak times. Several students arrived by bicycle via both McKenzie Road and Clarks Beach Road, including some who crossed McKenzie Road away from the existing crossing point, indicating informal desire lines. School patrol operated from 8:25am to 8:45am, supporting elevated pedestrian volumes during the main drop-off window.

5.2. Vehicle Movements and Drop-off Behaviour

Traffic volumes increased sharply after 8:00am, with significant turning movements from Clarks Beach Road into McKenzie Road and periodic surges along Clarks Beach Road. A wide range of informal drop-off locations were used, including the Commercial Centre, service station, and Waiau Pa Hall, often combined with short-term parking or shopping. The Commercial Centre experienced particularly high activity, contributing to frequent vehicle movements across Clarks Beach Road. Minor unsafe behaviours were observed, including a vehicle parked facing the wrong direction on Clarks Beach Road.

5.3. Implications for Pathway Feasibility

The northern side of Clarks Beach Road is already used by students walking and cycling, reinforcing its suitability for a pathway connection. High vehicle turning activity at McKenzie Road and the Commercial Centre highlights the need for clear separation between active modes and vehicle conflict points. Informal crossing behaviour suggests that the existing crossing facility across McKenzie Road may require enhancement or relocation to better align with actual movement patterns. The dispersed nature of school drop-offs underscores the importance of providing safe, continuous pedestrian and cycling links between the Waiau Pa Primary School, Waiau Pa hall, Commercial Centre, and surrounding residential areas.

6. Preliminary Stormwater Assessment

A high-level stormwater assessment was undertaken to identify key considerations influencing the feasibility of the proposed pathway.

6.1. Existing Stormwater Environment

Stormwater along Clarks Beach Road is predominantly managed through roadside swales of varying depth located on both sides of the corridor.

A review of GIS data, supported by site observations, indicates that the northern swale is generally more suitable for accommodating the proposed pathway. Key factors include:

- The southern side is more low-lying and therefore more susceptible to ponding during rainfall events.
- The northern side typically provides greater corridor width, aided by the presence of an overhead power line reserve, which offers additional space for the pathway without requiring significant modification of the existing swale.

6.2. Stormwater Constraints

One notable stormwater constraint exists near No. 210 Clarks Beach Road (southern side), extending across the carriageway toward No. 205 Clarks Beach Road (northern side) as shown in Figure 4. This location represents a localised low point and is the only area along the proposed alignment where overland flow paths cross the road.

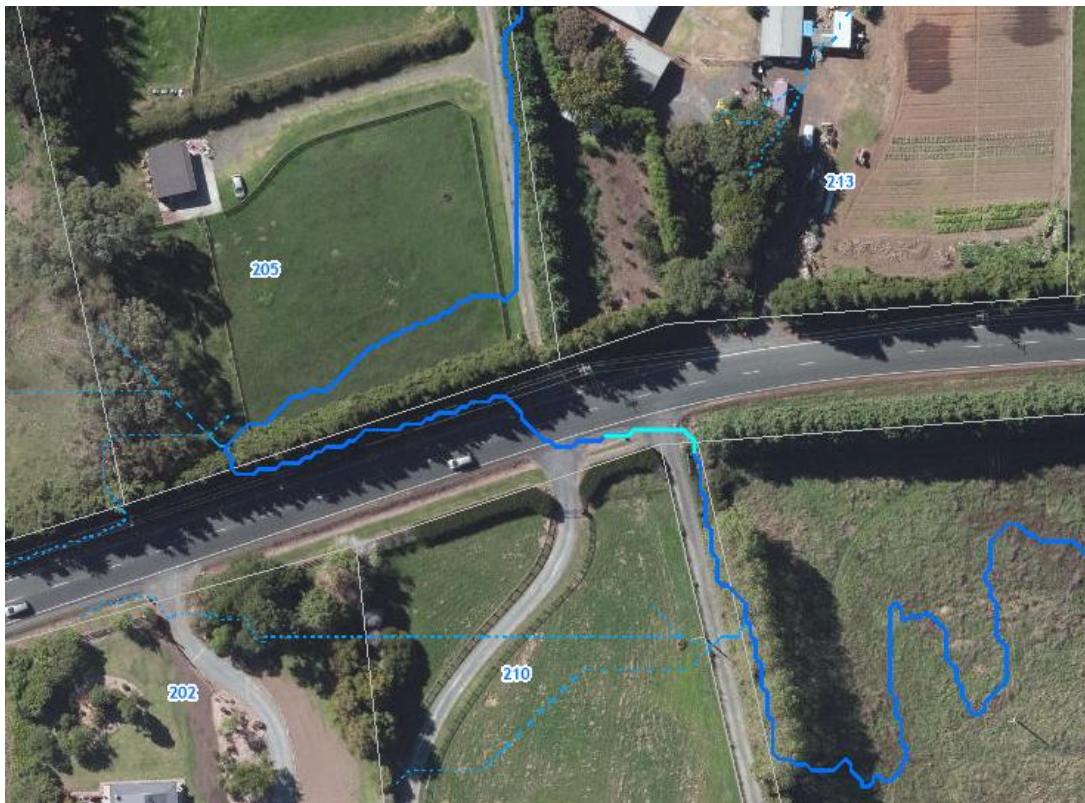
Key observations include:

- The overland flow path (OLFP) conveys runoff from south to north.
- GIS flood mapping identifies this area as prone to ponding during significant rainfall events.

To mitigate potential impacts and reduce construction complexity, it is recommended that:

- The existing culvert be assessed for adequacy, including its size, gradient, and capacity relative to the contributing catchment.
- Consideration be given to upgrading culvert wingwalls at both inlet and outlet.
- The northern swale fronting No. 205 Clarks Beach Road be improved to increase storage and conveyance capacity.

Figure 4: Overland Flow Path outside No. 205 and No. 210 Clarks Beach Road



6.3. Conclusions

Based on GIS information and site walkover imagery, the northern side of Clarks Beach Road is considered the more suitable alignment for the proposed pathway as it offers:

- Greater available width.
- Separation provided by the overhead power corridor.
- Fewer ponding-related constraints compared with the more low-lying southern side.

While further detailed design and hydraulic modelling will be required, particularly within the identified low-point area, these considerations are not expected to materially affect overall feasibility. Some swale upgrades will likely be necessary; however, the extent of works is anticipated to be less significant if the northern alignment is adopted.

7. Options Assessment

7.1. Option 1 – Pathway on Northern Side

Description of Option

Option 1 involves the construction of a new 1.8 m wide pathway along the northern side of Clarks Beach Road between No. 175 Clarks Beach Road and No. 1 Orepunga Way (Chainage 280-2600). The pathway connects directly to the existing footpath outside No. 2 Orepunga Way.

To enable the new pathway and ensure appropriate tie-ins along the corridor, the following works are proposed:

- Construction of retaining walls outside No. 115 and No. 271 Clarks Beach Road, No. 6 Dell Road, and No. 1 Orepunga Way, required due to steep embankments and/or existing swales.
- Tree and hedge trimming or removal outside No. 175, No. 187B, No. 195, No. 205, No. 213, No. 233, No. 287, No. 301, No. 311, No. 321, and No. 333 Clarks Beach Road to achieve the necessary pathway width and clearance.
- Installation of kerb and channel outside No. 287 and No. 295 Clarks Beach Road to enable the pathway to tie in adjacent to the existing seal edge.
- Modification and reinstatement of stormwater swales at various locations to integrate with the new pathway alignment.
- Relocation and reinstatement of stormwater pipes at vehicle crossings to suit the new pathway levels and alignment.
- Provision of uncontrolled pedestrian crossing facilities (pram crossings) across Farley Road, Dell Road, and Orepunga Way to connect with the new pathway.
- Construction of a kerb build-out with a 1.8 m wide concrete footpath outside the Waiau Pa Domain Recreation Reserve.
- Installation of a controlled pedestrian crossing (zebra crossing) across McKenzie Road.

Refer to Appendix A for the concept design drawings associated with this option.

Advantages and Disadvantages

Advantages

- The proposed northern side pathway provides a direct and continuous connection to the existing footpath network leading into Waiau Pa and serves the primary residential catchment within Clarks Beach.
- No pedestrian crossing facilities are required within or adjacent to the 80 km/h posted speed environment, eliminating the need for pedestrians to cross to the southern side of Clarks Beach Road. This significantly reduces pedestrian–vehicle conflict risk and improves overall safety for vulnerable users.

- An improved pedestrian crossing facility across McKenzie Road providing enhanced safety and connectivity to the Waiau Pa Primary School.
- Accessibility is improved through the inclusion of the missing footpath section in front of the Waiau Pa Domain Recreational Reserve, addressing recent community concerns about the existing network gap.
- The alignment is supported by the Nakhle Group's future development plans, which include a connecting pathway into Clarks Beach on the northern side of Clarks Beach Road.
- Reduced conflicts between vehicles and active modes within the Waiau Pa commercial/retail area, where turning movements and congestion are currently high, especially during peak periods.
- Utilisation of the existing concrete footpath between Orepunga Way and the Waiau Pa Town Centre provides a cost-effective solution

Disadvantages

- A localised pinch point exists at the existing power pole outside No. 7 Dell Road, where the available width narrows to approximately 1.3 m, potentially affecting user comfort and accessibility.

Constraints and Risks

- Three retaining wall locations are proposed to support the new pathway. These may conflict with underground utility services and may require resource / building consents depending on the final height and extent of the retaining structures.
- A significant number of trees, vegetation, and hedging are proposed to be trimmed or removed to achieve the required pathway width and clearance. This may trigger the need for resource consents or other approvals, creating potential programme and cost risks.
- A detailed utility investigation has not yet been undertaken. There is a risk that existing underground or overhead services may conflict with proposed works including retaining walls, stormwater swales, pipe reconstruction, and reinstatement - potentially resulting in design changes, additional costs, or construction delays.

7.2. Option 2 – Pathway on Southern Side

Description of Option

Option 2 involves the construction of a new 1.8 m wide pathway along the southern side of Clarks Beach Road for between No. 175 Clarks Beach Road to No. 468 Clarks Beach Road (Chainage 280–3260). The pathway would connect to the existing footpath at the southern end of the retail shops inside the Waiau Pa Town Centre.

To enable the new pathway and ensure appropriate tie-ins along the corridor, the following works are proposed.

- Construction of retaining walls outside No. 246, No. 276 and No. 428 Clarks Beach Road due to steep embankments and/or existing swales.
- Tree and hedge trimming or removal outside No. 194, No. 202, No. 210, No. 226, No. 246, No. 276, No. 292, No. 320, No. 360 and No. 428 Clarks Beach Road to achieve the required pathway width and clearance.
- Installation of kerb and channel outside No. 460, No. 466 and No. 468 Clarks Beach Road, and at the Wallace Road intersection to enable the pathway to tie in adjacent to the existing seal edge.
- Installation of shoulder widening with buffer road marking outside No. 338 Clarks Beach Road to enable the pathway tie in adjacent to dense tree line.
- Modification and reinstatement of stormwater swales at various locations to integrate with the new pathway alignment.

- Relocation and reinstatement of stormwater pipes at vehicle crossings to suit the new pathway levels and alignment.
- Provision of uncontrolled pedestrian crossing facilities (pram crossing) across Wallace Drive to connect with the southern side pathway.
- Provision of uncontrolled pedestrian crossing facilities (cut-throughs) across Clarks Beach Road outside No. 17 Clarks Beach Road and No. 2 Orepunga Way to facilitate transitions between the existing northern footpath and the proposed southern pathway sections.

Refer to Appendix A for the concept design drawings associated with this option.

Advantages and Disadvantages

Advantages

- The southern side section between No. 175 Clarks Beach Road and Orepunga Way provides opportunities to utilise wider berm areas at several locations, enabling improved pathway separation from the carriageway.
- The absence of power poles on the southern side minimises the creation of pinch points and reduces the need for localised alignment adjustments.

Disadvantages

- Pedestrians would be required to cross Clarks Beach Road, once outside No. 175 and potentially again near No. 2 Orepunga Way, to transition between pathway sections. These additional crossings introduce new pedestrian-vehicle conflict points within or adjacent to the 80 km/h environment.
- A greater number of residential properties are located on the northern side of Clarks Beach Road. Residents accessing the pathway would need to cross the road, mostly within an 80 km/h corridor, introducing additional safety risks.
- Multiple uncontrolled crossing points increase safety risks for vulnerable users, particularly school children travelling to and from Waiau Pa School.
- The option exposes pedestrians and cyclists to a high-risk environment outside the Waiau Pa commercial/retail area, where significant turning movements and conflicts occur during peak periods.
- The alignment provides a less direct route between Clarks Beach and Waiau Pa, reducing user convenience and overall level of service.
- The southern side is more low-lying and therefore more susceptible to ponding during heavy rainfall events.

Constraints and Risks

- Three retaining wall locations are proposed to support the new pathway. These may conflict with underground utility services and may require resource / building consents depending on the final height and extent of the retaining structures.
- A significant number of trees, vegetation, and hedging are proposed to be trimmed or removed to achieve the required pathway width and clearance. This may trigger the need for resource consents or other approvals, creating potential programme and cost risks.
- A detailed utility investigation has not yet been undertaken. There is a risk that existing underground or overhead services may conflict with proposed works including retaining walls, stormwater swales, pipe reconstruction, and reinstatement - potentially resulting in design changes, additional costs, or construction delays.

8. Preferred Option

Based on the options assessment, **Option 1 – Pathway on the Northern Side** is identified as the preferred option. This alignment provides the safest, most direct, and most intuitive connection between

Clarks Beach and Waiau Pa, including Waiau Pa Primary School. It aligns with the primary residential catchment on the northern side and avoids the need for pedestrians to cross Clarks Beach Road within the 80 km/h rural environment, significantly reducing pedestrian-vehicle conflict risk.

Option 1 also enables Council to leverage the existing footpath network within Waiau Pa and address community concerns regarding the McKenzie Road pedestrian crossing through the provision of an improved crossing facility. The alignment offers better access for the majority of Clarks Beach and Waiau Pa residents and avoids directing pedestrians and cyclists through the high-conflict commercial/retail area, where turning movements and congestion are elevated during peak periods.

While retaining structures, vegetation removal and stormwater modifications will be required, these challenges are manageable and are outweighed by the substantial safety, connectivity, and user-experience benefits. These constraints are also present, to varying degrees, in the alternative option, Option 2 – Pathway on the Southern Side.

Overall, Option 1 delivers the strongest outcome in terms of safety, network integration, community alignment, and long-term functionality, and is therefore recommended as the preferred option for progressing to scheme and detailed design.

9. High Level Cost Considerations

A high-level cost estimate for the two options has not yet been completed; however, based on the scope and nature of the works, the following comparative cost commentary has been prepared:

- Option 1 – Pathway on Northern Side: Expected to be moderately high in cost due to retaining wall requirements and stormwater modifications. However, overall costs are anticipated to be lower than Option 2 because the alignment can utilise the existing footpath between Orepunga Way and Waiau Pa Primary School, reducing the extent of new construction.
- Option 2 – Pathway on Southern Side: Expected to be high in cost due to retaining wall and stormwater modification requirements, combined with the longer length of new pathway needed between Orepunga Way and Waiau Pa Primary School. Additional pedestrian crossing facilities would also contribute to higher overall costs.

Based on the assessment to date, Option 1 is anticipated to offer better value for money, driven by simpler construction staging, reduced safety infrastructure requirements, and lower long-term maintenance implications. A more detailed cost estimate will be prepared once the concept design and scope of works are confirmed to support further evaluation and next steps.

10. Next Steps

Based on the findings of the feasibility assessment, it is recommended that Auckland Council endorses **Option 1 – Northern Side Pathway** as the preferred option for progression to the next design phase. This alignment provides the most direct and continuous connection between Clarks Beach and Waiau Pa School, minimises pedestrian-vehicle conflict by avoiding the need for crossings within or near the 80 km/h environment, and aligns strongly with the objectives of the Franklin Paths Programme.

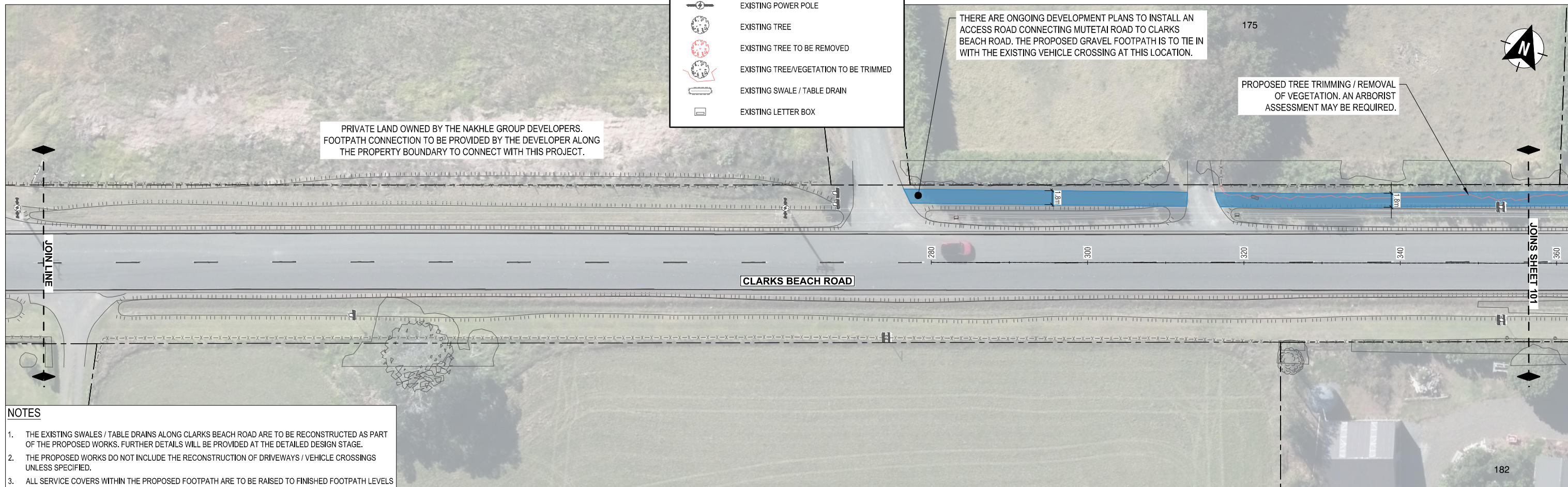
It is further recommended that the project proceeds to the scheme and detailed design phase, including:

- Refinement of the pathway alignment
- Confirmation of geotechnical, retaining wall, and stormwater requirements.
- Completion of detailed utility investigations.
- Development of crossing improvements at McKenzie Road.

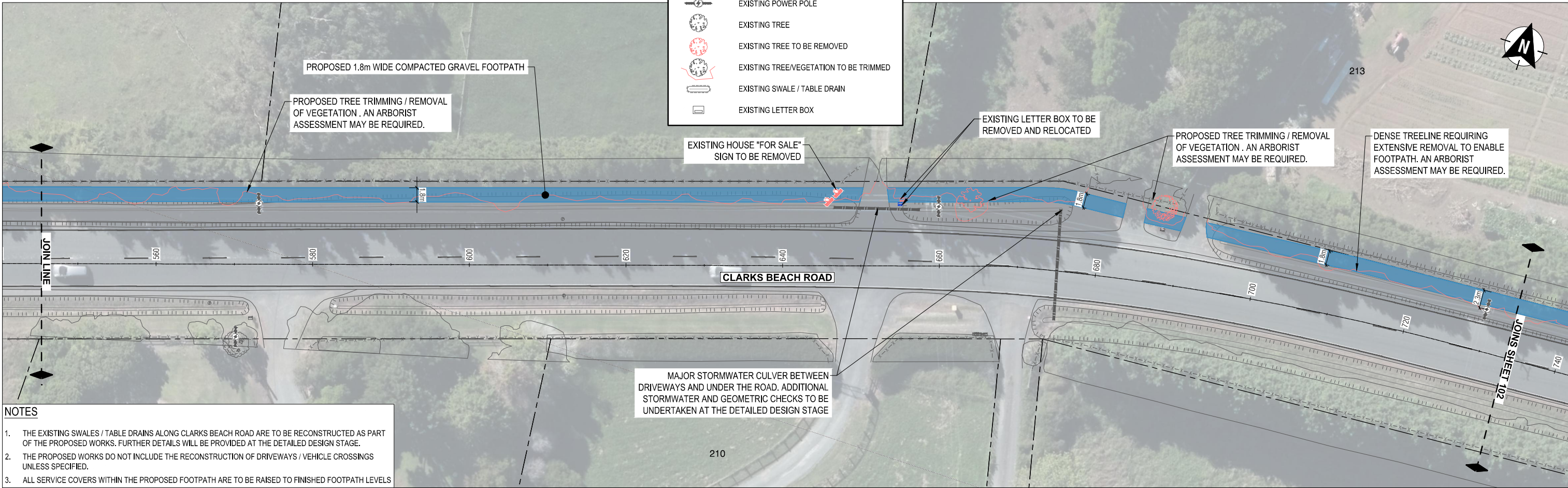
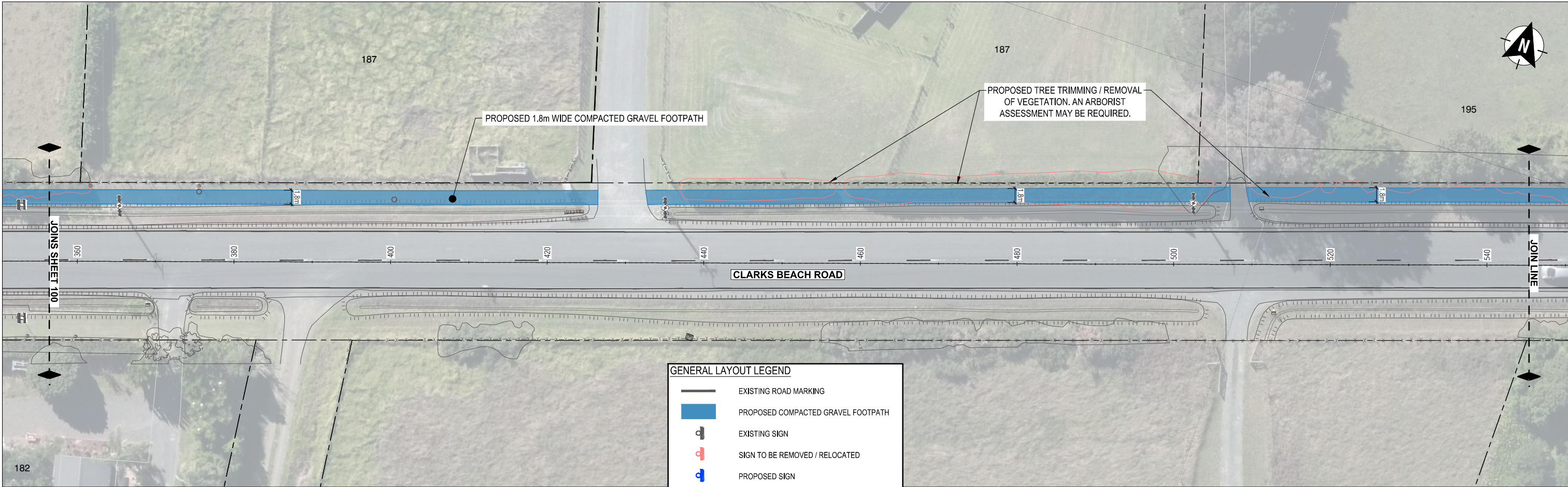
Continued engagement with key stakeholders including Waiau Pa School, local community and residents, and the Franklin Local Board is also recommended to validate assumptions, confirm local priorities, and ensure community expectations are appropriately reflected in the design.



APPENDIX A – CONCEPT DESIGN OPTIONS



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- NOTES**
- THE EXISTING SWALES / TABLE DRAINS ALONG CLARKS BEACH ROAD ARE TO BE RECONSTRUCTED AS PART OF THE PROPOSED WORKS. FURTHER DETAILS WILL BE PROVIDED AT THE DETAILED DESIGN STAGE.
 - THE PROPOSED WORKS DO NOT INCLUDE THE RECONSTRUCTION OF DRIVEWAYS / VEHICLE CROSSINGS UNLESS SPECIFIED.
 - ALL SERVICE COVERS WITHIN THE PROPOSED FOOTPATH ARE TO BE RAISED TO FINISHED FOOTPATH LEVELS



B		UPDATES FOLLOWING COMMUNITY ENGAGEMENT		NC	2026-03-18
A		ISSUE FOR CONCEPT DESIGN - OPTION 1		NC	2025-11-20
REV		REVISIONS		DRAWN	DATE
DRAWN	NC	DESIGNED	NC		
DRAWING CHECK	RL	DESIGN CHECK	RL		
APPROVED		Kester Rebello		18/3/2026	



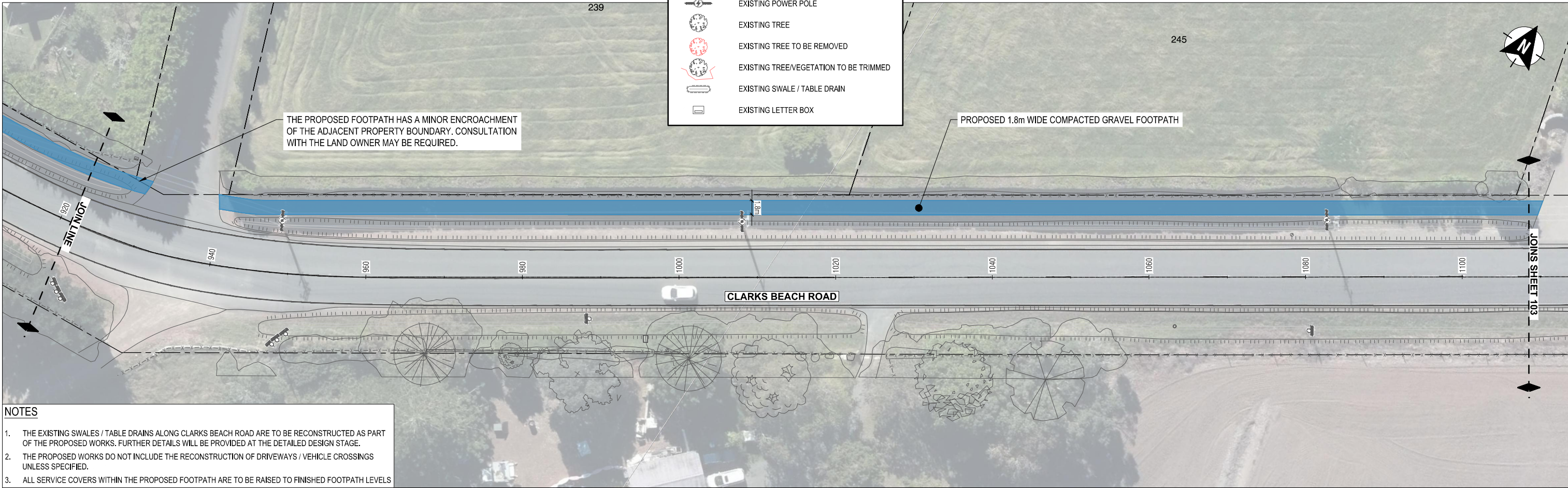
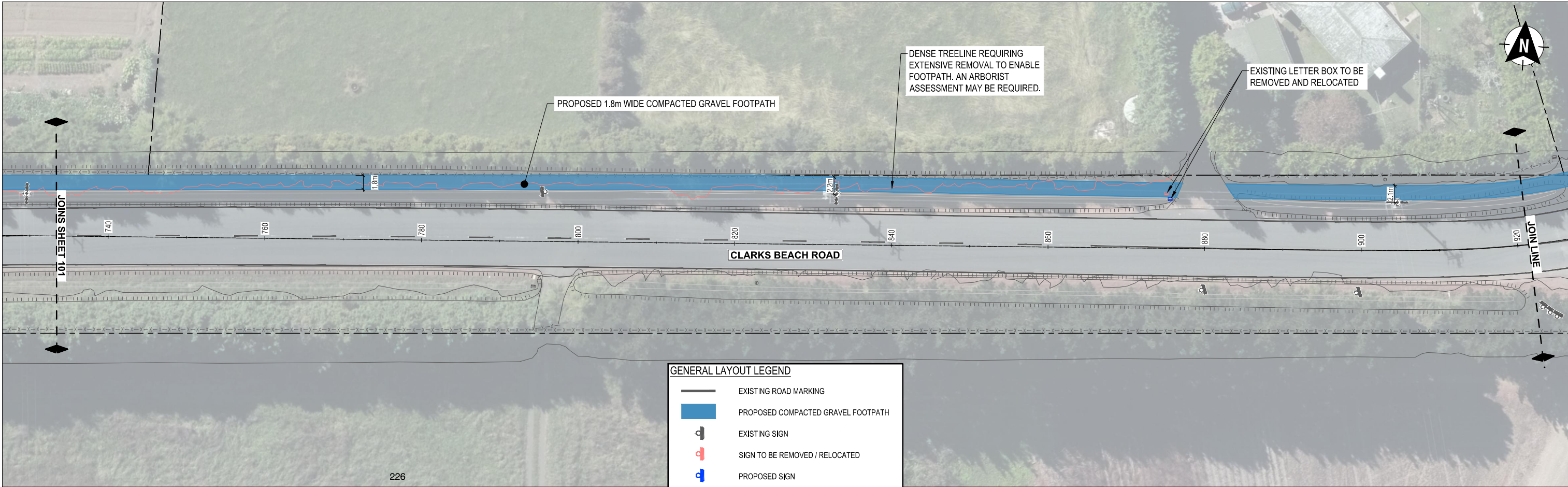
Client: AUCKLAND TRANSPORT
Project: CLARKS BEACH TO WAIU PA - NEW FOOTPATH FEASIBILITY
Drawing Title: OPTION 1 - GENERAL LAYOUT PLAN
SHEET 2 OF 9

Drawing Status: CONCEPT PLAN	
Drawing Date: 18/03/2026	
A1 Scale: 1:250	A3 Scale: 1:500
Drawing No. 2025-NZA041-101	
Revision: B	

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ORIGINAL SIZE A1

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- NOTES**
1. THE EXISTING SWALES / TABLE DRAINS ALONG CLARKS BEACH ROAD ARE TO BE RECONSTRUCTED AS PART OF THE PROPOSED WORKS. FURTHER DETAILS WILL BE PROVIDED AT THE DETAILED DESIGN STAGE.
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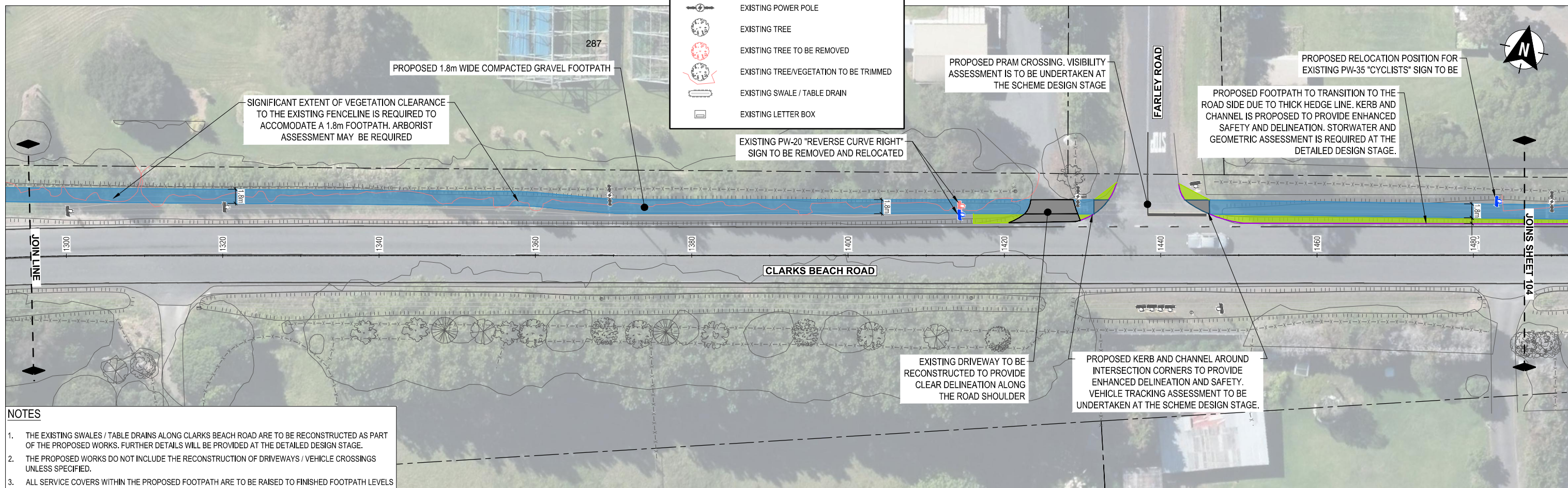


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DRAWING CHECK		RL	DESIGN CHECK	RL	
APPROVED		Kester Rebello		18/3/2026	



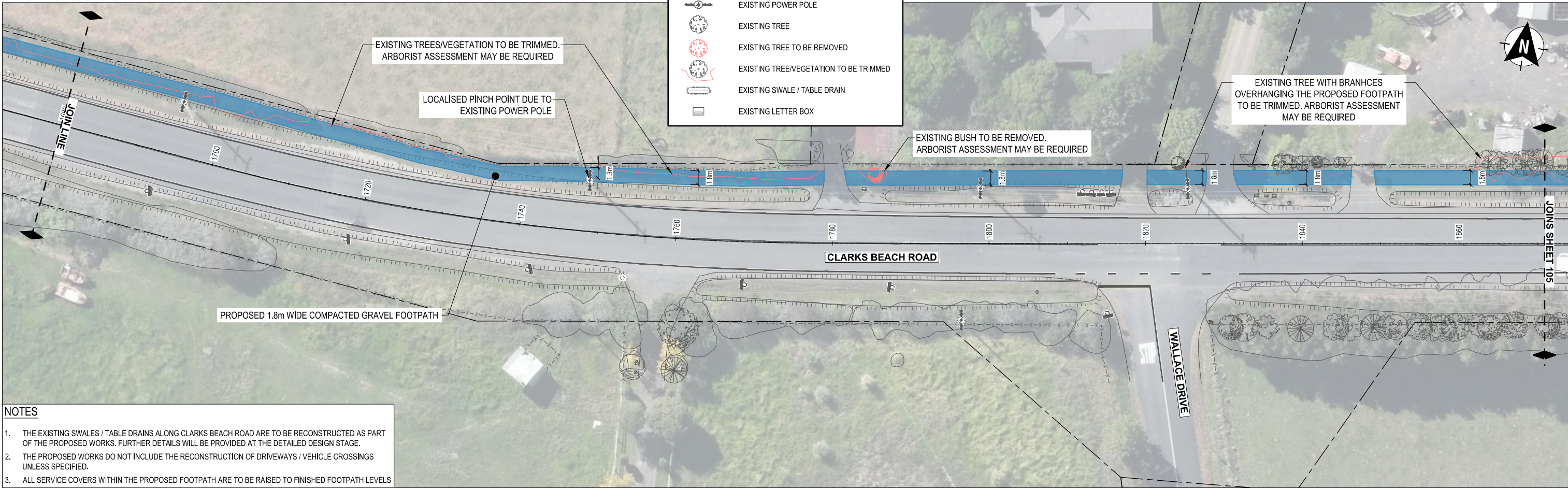
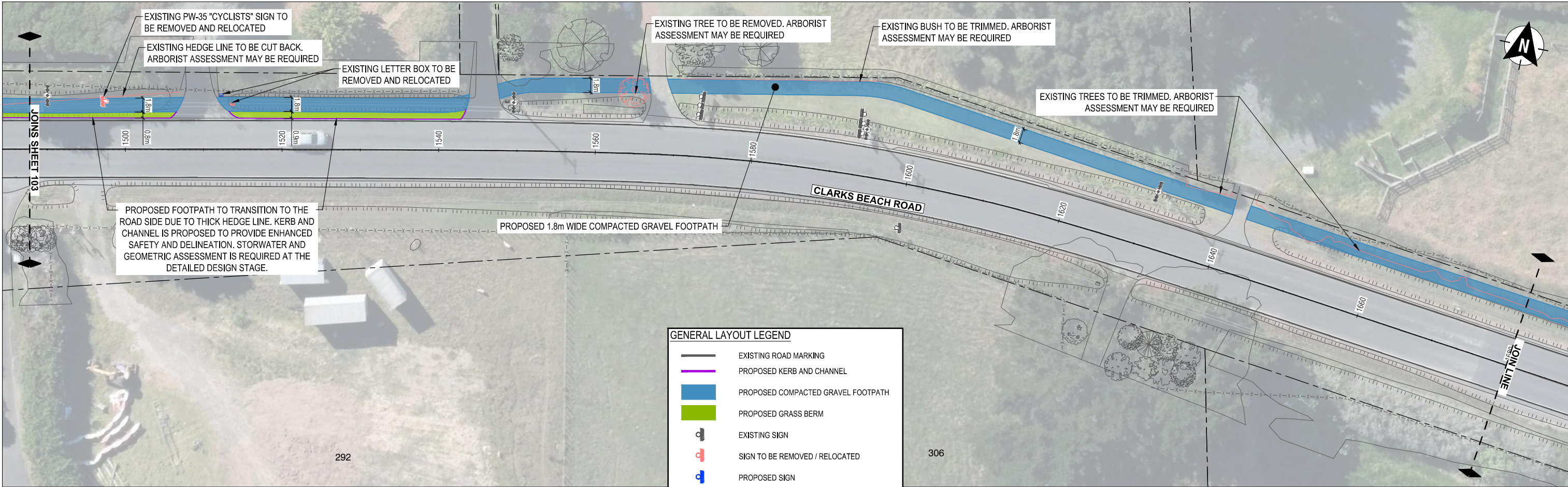
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SHEET 3 OF 9

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B	UPDATES FOLLOWING COMMUNITY ENGAGEMENT			NC 2026-03-1
A	ISSUE FOR CONCEPT DESIGN - OPTION 1			NC 2025-11-2
REV	REVISIONS			DRAWN DATE
DRAWN	NC	DESIGNED	NC	
DRAWING CHECK	RL	DESIGN CHECK	RL	
APPROVED	Kester Rebello			18/3/2026

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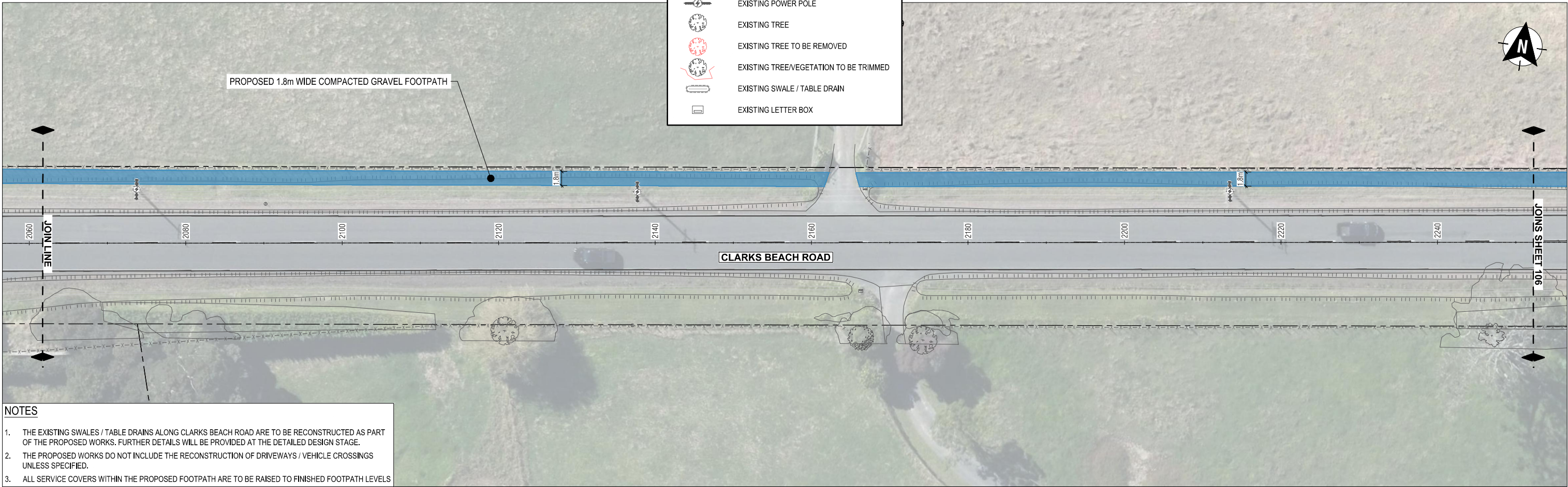
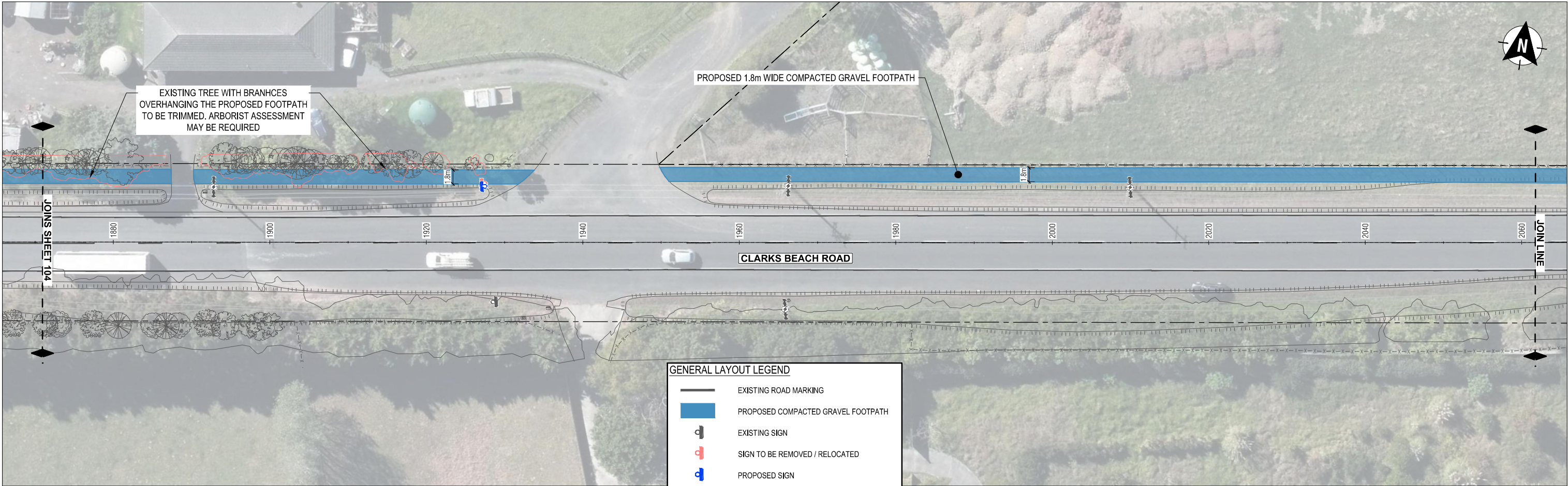
- NOTES**
- THE EXISTING SWALES / TABLE DRAINS ALONG CLARKS BEACH ROAD ARE TO BE RECONSTRUCTED AS PART OF THE PROPOSED WORKS. FURTHER DETAILS WILL BE PROVIDED AT THE DETAILED DESIGN STAGE.
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ORIGINAL SIZE A1



- NOTES
1. THE EXISTING SWALES / TABLE DRAINS ALONG CLARKS BEACH ROAD ARE TO BE RECONSTRUCTED AS PART OF THE PROPOSED WORKS. FURTHER DETAILS WILL BE PROVIDED AT THE DETAILED DESIGN STAGE.
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 3. ALL SERVICE COVERS WITHIN THE PROPOSED FOOTPATH ARE TO BE RAISED TO FINISHED FOOTPATH LEVELS

GENERAL LAYOUT LEGEND

- EXISTING ROAD MARKING
- PROPOSED COMPACTED GRAVEL FOOTPATH
- EXISTING SIGN
- SIGN TO BE REMOVED / RELOCATED
- PROPOSED SIGN
- EXISTING POWER POLE
- EXISTING TREE
- EXISTING TREE TO BE REMOVED
- EXISTING TREE/VEGETATION TO BE TRIMMED
- EXISTING SWALE / TABLE DRAIN
- EXISTING LETTER BOX



B	UPDATES FOLLOWING COMMUNITY ENGAGEMENT	NC	2026-03-18
A	ISSUE FOR CONCEPT DESIGN - OPTION 1	NC	2025-11-20
REV	REVISIONS		DRAWN DATE
DRAWN	NC	DESIGNED	NC
DRAWING CHECK	RL	DESIGN CHECK	RL
APPROVED	Kester Rebello		18/3/2026



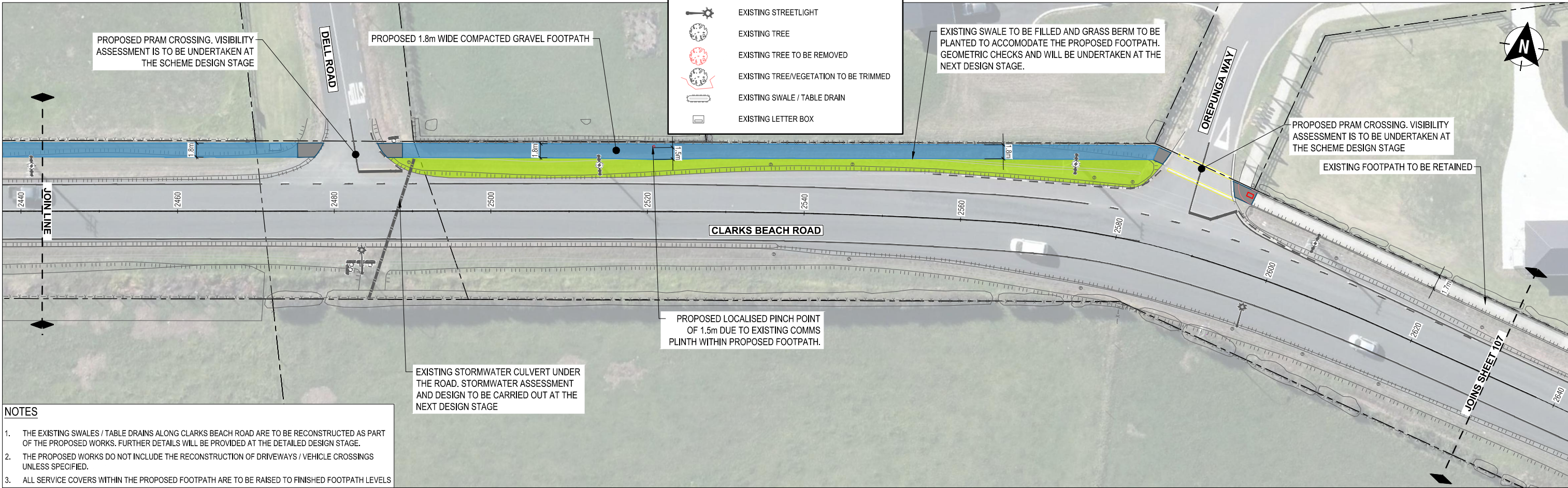
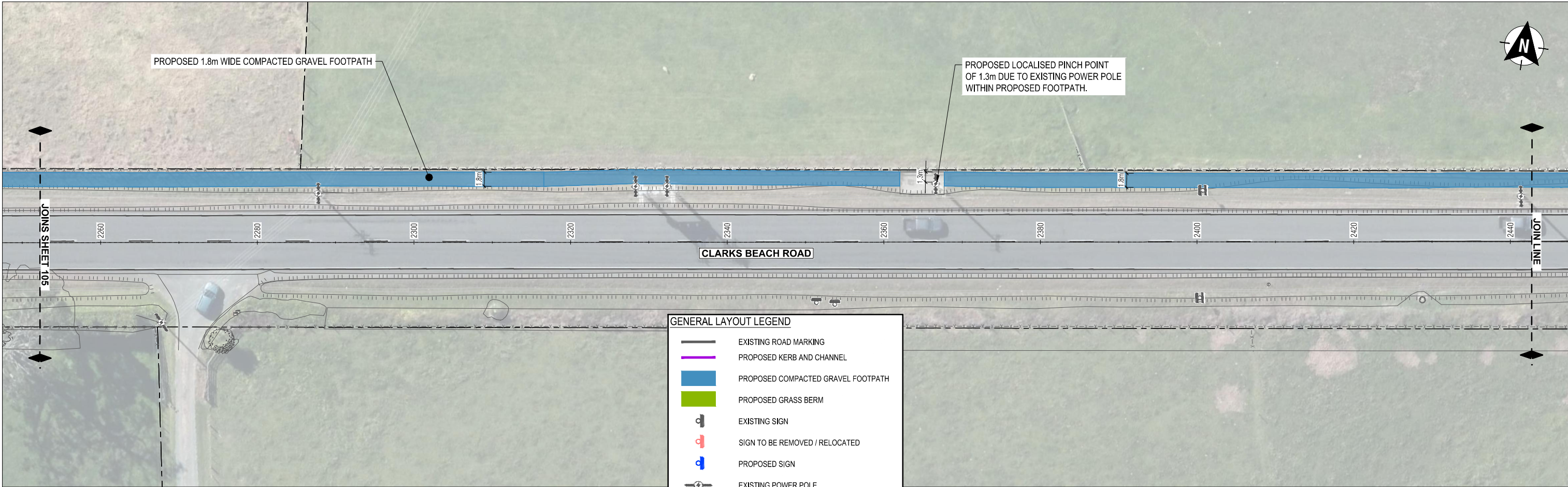
Client: AUCKLAND TRANSPORT
Project: CLARKS BEACH TO WAIU PA - NEW FOOTPATH FEASIBILITY
Drawing Title: OPTION 1 - GENERAL LAYOUT PLAN
SHEET 6 OF 9

Drawing Status: **CONCEPT PLAN**
Drawing Date: 18/03/2026
A1 Scale: 1:250 A3 Scale: 1:500
0 10m
Drawing No. 2025-NZA041-105 Revision: **B**

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ORIGINAL SIZE A1

100mm
90
80
70
60
50
40
30
20
10
0

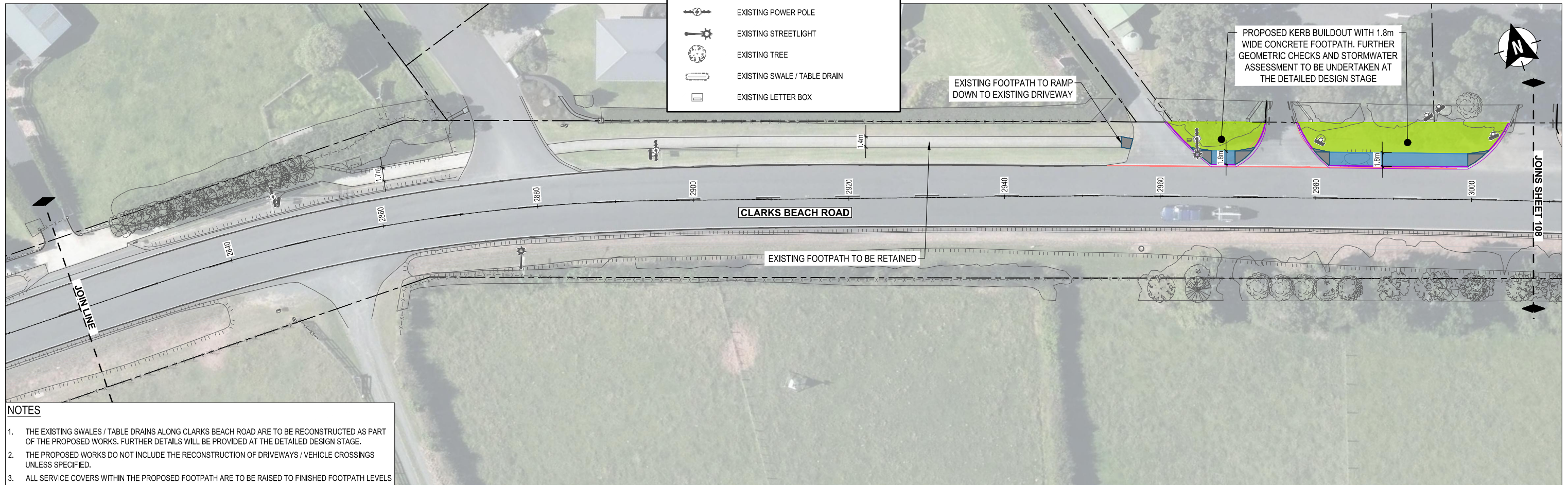


B		UPDATES FOLLOWING COMMUNITY ENGAGEMENT		NC	2026-03-18
A		ISSUE FOR CONCEPT DESIGN - OPTION 1		NC	2025-11-20
REV		REVISIONS		DRAWN	DATE
DRAWN		NC	DESIGNED	NC	
DRAWING CHECK		RL	DESIGN CHECK	RL	
APPROVED		Kester Rebello		18/3/2026	

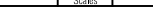


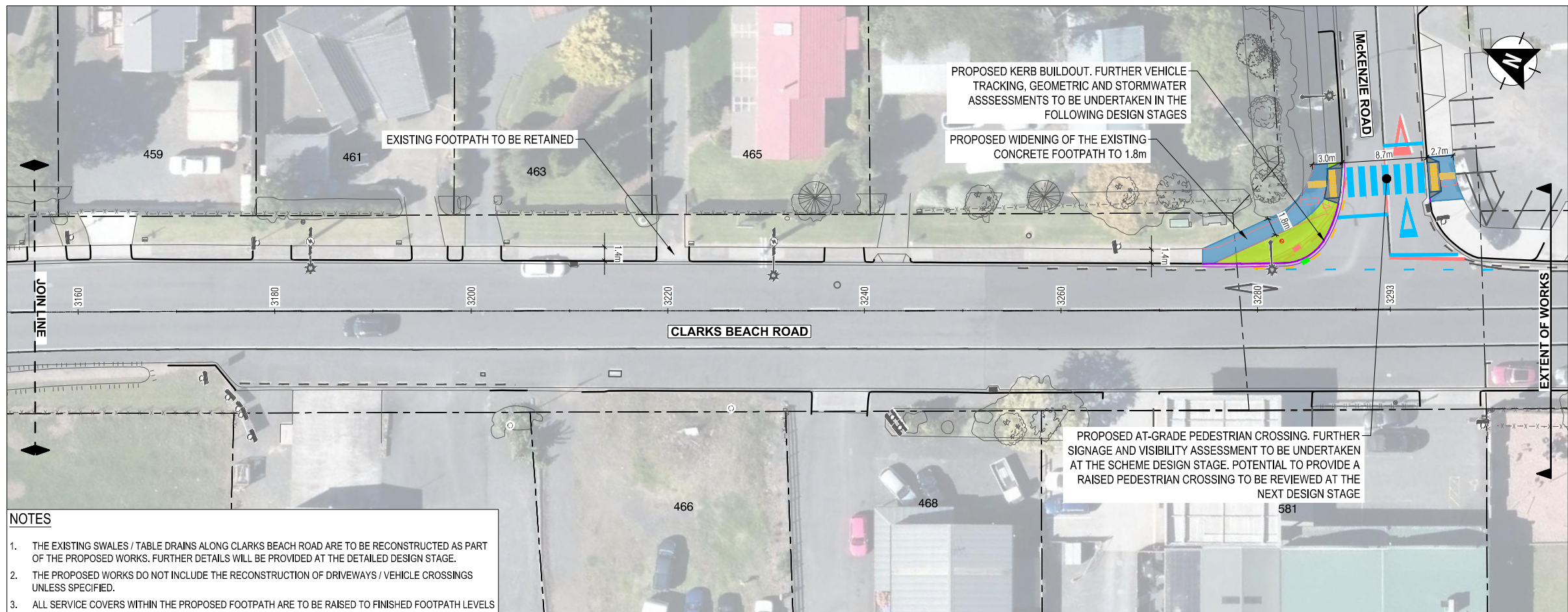
Client: AUCKLAND TRANSPORT
Project: CLARKS BEACH TO WAIU PA - NEW FOOTPATH FEASIBILITY
Drawing Title: OPTION 1 - GENERAL LAYOUT PLAN
SHEET 7 OF 9

Drawing Status: CONCEPT PLAN	
Drawing Date: 18/03/2026	
A1 Scale: 1:250	A3 Scale: 1:500
0 10m	
Drawing No. 2025-NZA041-106	
Revision B	



Auckland Council
Te Kaunihara o Tamaki Makaurau

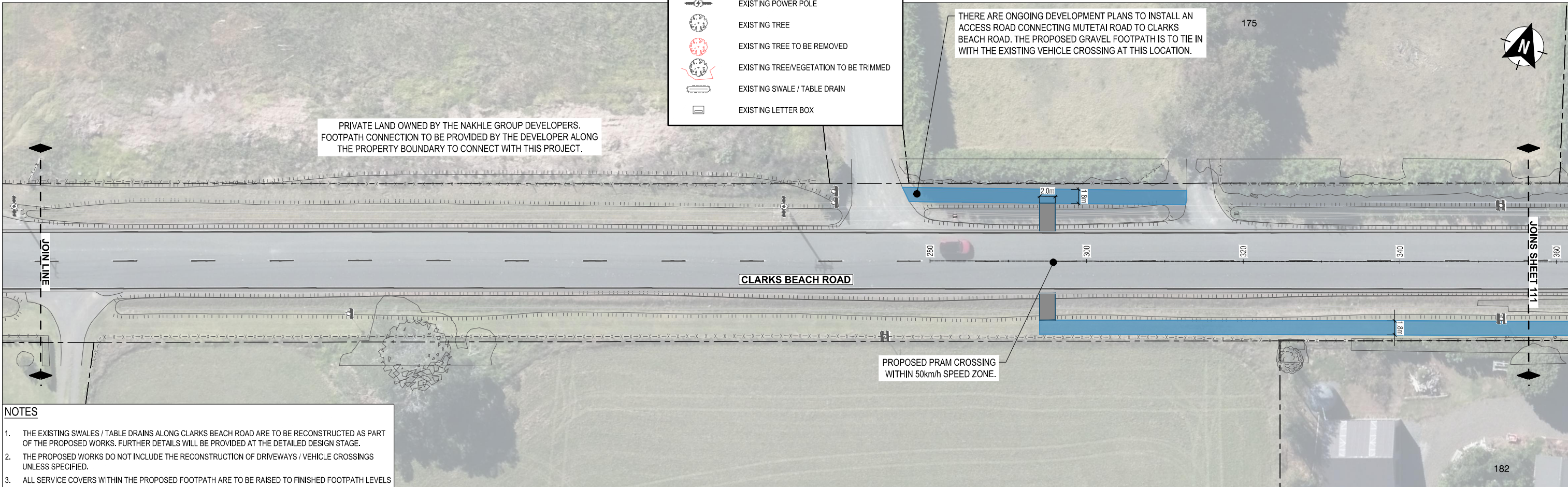
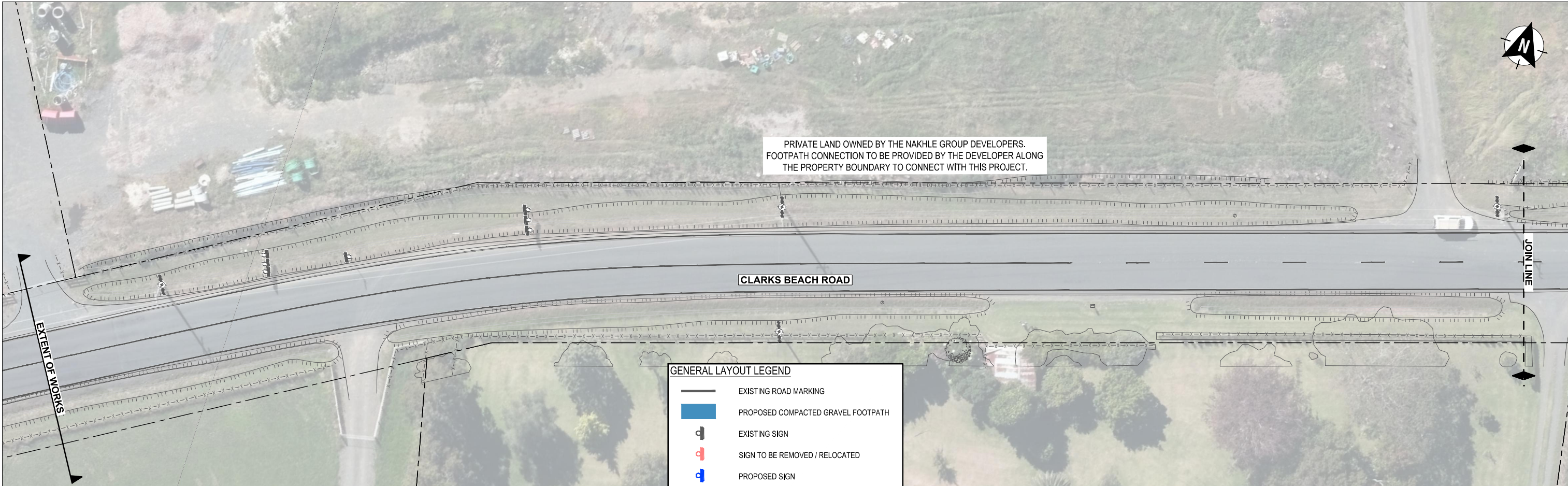
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Drawing Date:		18/03/2026	
A1 Scales	1:250	A3 Scales	1:500
			
Drawing No.			Revision
2025-NZA041-107			B



GENERAL LAYOUT LEGEND	
	EXISTING ROAD MARKING
	EXISTING ROAD MARKING TO BE REMOVED
	PROPOSED ROAD MARKING
	PROPOSED KERB AND CHANNEL
	PROPOSED COMPACTED GRAVEL FOOTPATH
	PROPOSED GRASS BERM
	EXISTING SIGN
	SIGN TO BE REMOVED / RELOCATED
	PROPOSED SIGN
	EXISTING POWER POLE
	EXISTING STREETLIGHT
	EXISTING TREE
	EXISTING TREE TO BE REMOVED
	EXISTING TREE/VEGETATION TO BE TRIMMED
	EXISTING SWALE / TABLE DRAIN
	EXISTING LETTER BOX

B	UPDATES FOLLOWING COMMUNITY ENGAGEMENT			NC	2026-03-1
A	ISSUE FOR CONCEPT DESIGN - OPTION 1			NC	2025-11-2
REV	REVISIONS			DRAWN	DATE
DRAWN	NC		DESIGNED	NC	
DRAWING CHECK	RL		DESIGN CHECK	RL	
APPROVED		Kester Rebello		18/3/2026	

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- NOTES**
1. THE EXISTING SWALES / TABLE DRAINS ALONG CLARKS BEACH ROAD ARE TO BE RECONSTRUCTED AS PART OF THE PROPOSED WORKS. FURTHER DETAILS WILL BE PROVIDED AT THE DETAILED DESIGN STAGE.
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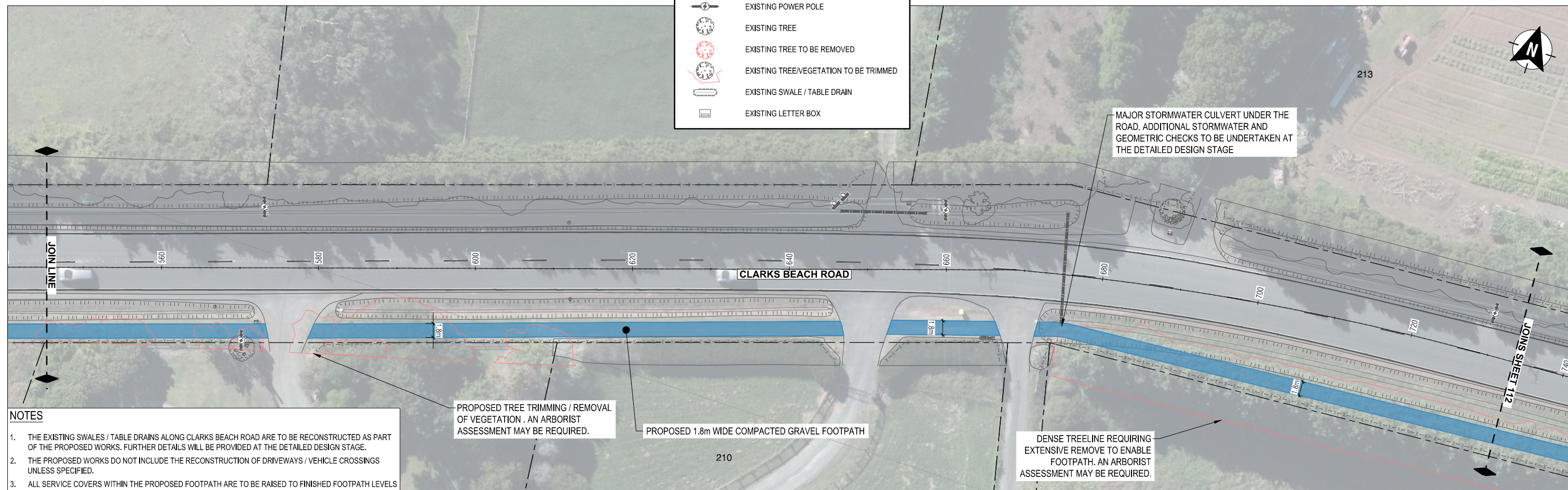


B		UPDATES FOLLOWING COMMUNITY ENGAGEMENT	
A		ISSUE FOR CONCEPT DESIGN - OPTION 2	
REV		REVISIONS	
DRAWN		DESIGNED	
DRAWING CHECK		DESIGN CHECK	
APPROVED		18/3/2026	



Client: AUCKLAND TRANSPORT
Project: CLARKS BEACH TO WAIU PA - NEW FOOTPATH FEASIBILITY
Drawing Title: OPTION 2 - GENERAL LAYOUT PLAN
SHEET 1 OF 9

Drawing Status:		CONCEPT PLAN	
Drawing Date:		18/03/2026	
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0 10m			
Drawing No. 2025-NZA041-110			Revision B



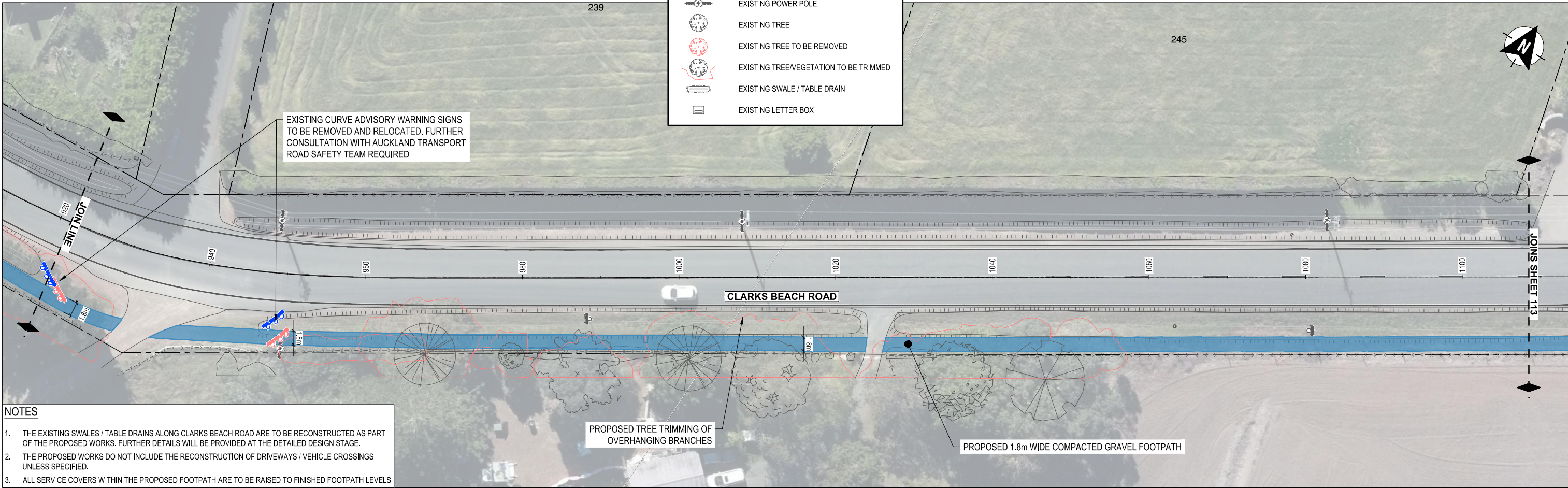
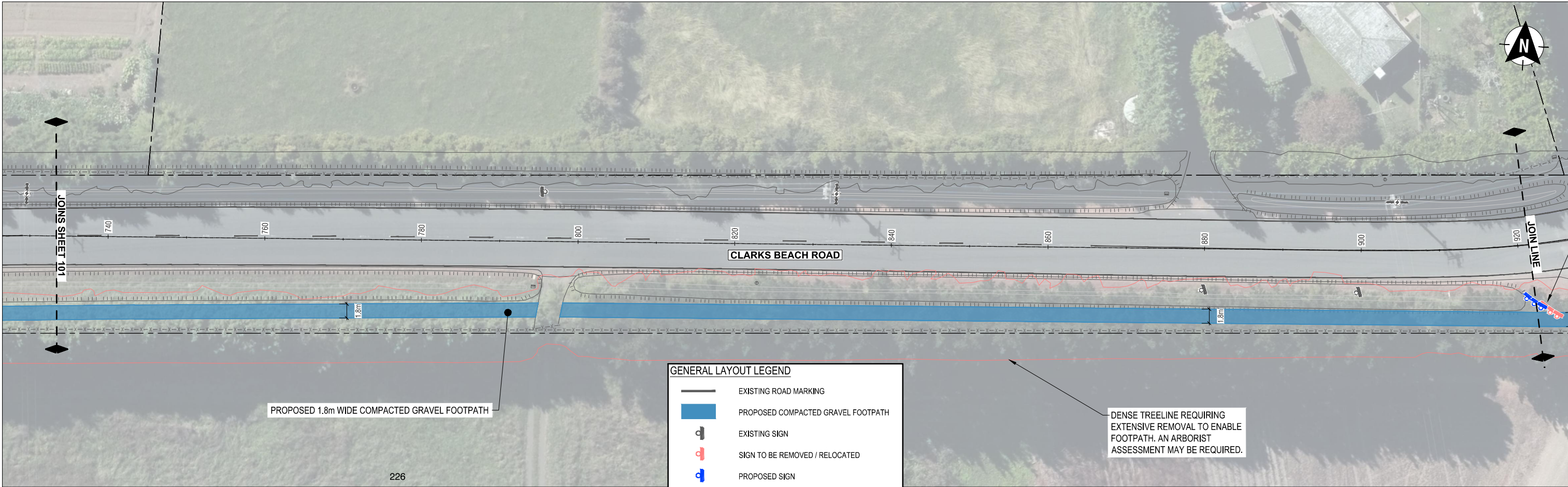
Auckland Council
Te Kaunihera o Tamaki Makaurau

Drawing Status: _____		CONCEPT PLAN	
Drawing Date: _____		18/03/2026	
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Drawing No. _____			Revision: _____
2025-NZA041-111			B

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ORIGINAL SIZE A1

100mm
90
80
70
60
50
40
30
20
10
0



- NOTES**
1. THE EXISTING SWALES / TABLE DRAINS ALONG CLARKS BEACH ROAD ARE TO BE RECONSTRUCTED AS PART OF THE PROPOSED WORKS. FURTHER DETAILS WILL BE PROVIDED AT THE DETAILED DESIGN STAGE.
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GENERAL LAYOUT LEGEND	
	EXISTING ROAD MARKING
	PROPOSED COMPACTED GRAVEL FOOTPATH
	EXISTING SIGN
	SIGN TO BE REMOVED / RELOCATED
	PROPOSED SIGN
	EXISTING POWER POLE
	EXISTING TREE
	EXISTING TREE TO BE REMOVED
	EXISTING TREE/VEGETATION TO BE TRIMMED
	EXISTING SWALE / TABLE DRAIN
	EXISTING LETTER BOX



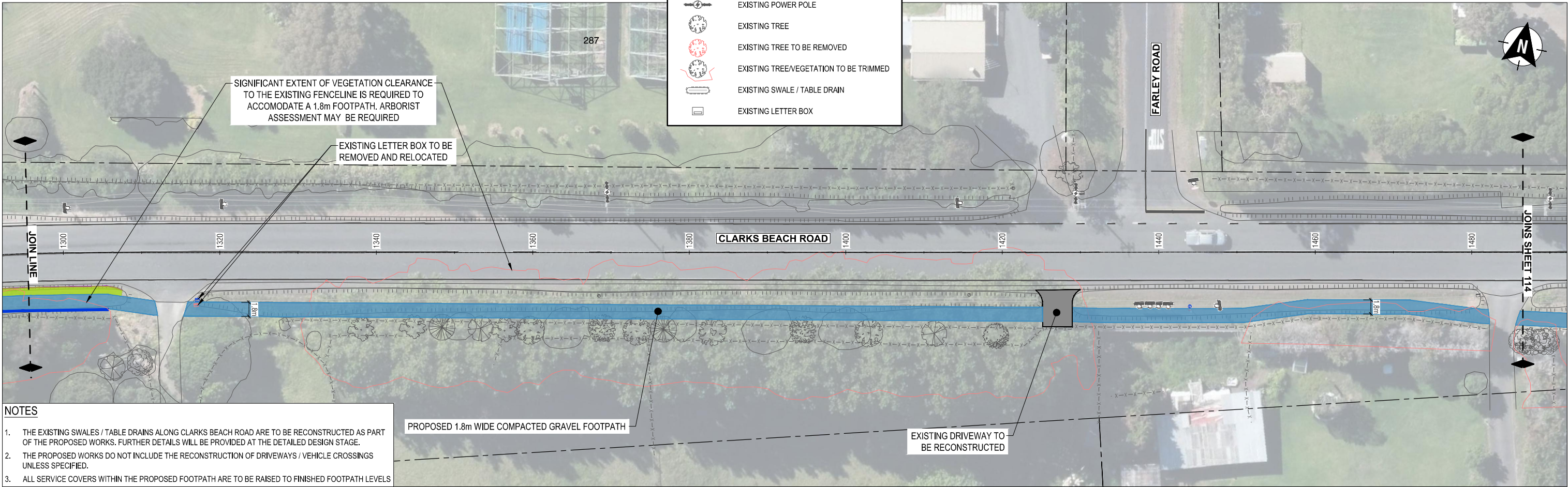
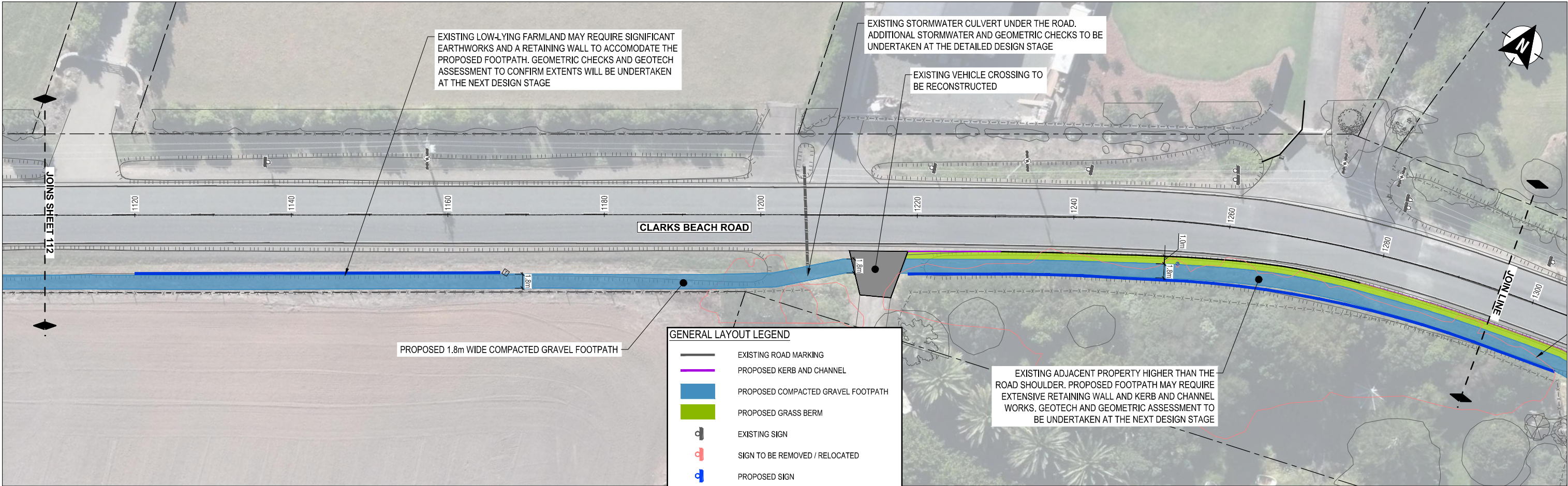
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A		ISSUE FOR CONCEPT DESIGN - OPTION 2		NC	2025-11-20
REV		REVISIONS		DRAWN	DATE
DRAWN		NC	DESIGNED	NC	
DRAWING CHECK		RL	DESIGN CHECK	RL	
APPROVED		Kester Rebello		18/3/2026	



Client: AUCKLAND TRANSPORT
Project: CLARKS BEACH TO WAIU PA - NEW FOOTPATH FEASIBILITY
Drawing Title: OPTION 2 - GENERAL LAYOUT PLAN
SHEET 3 OF 9

Drawing Status: CONCEPT PLAN	
Drawing Date: 18/03/2026	
A1 Scales: 1:250	A3 Scales: 1:500
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Drawing No. 2025-NZA041-112	
Revision: B	

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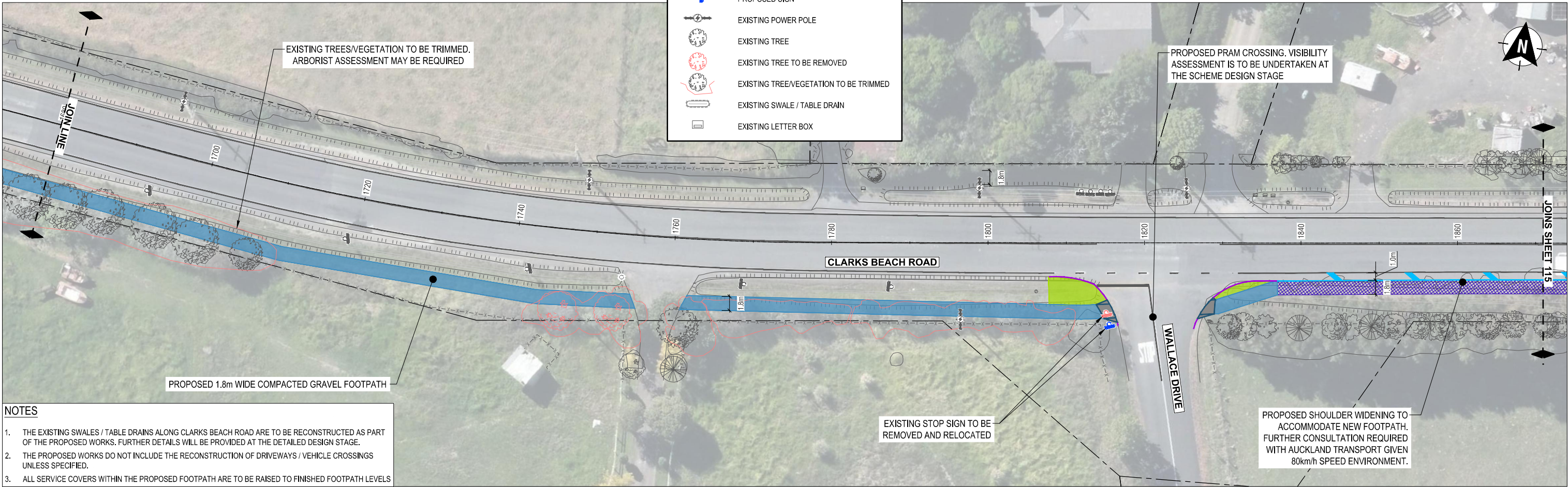
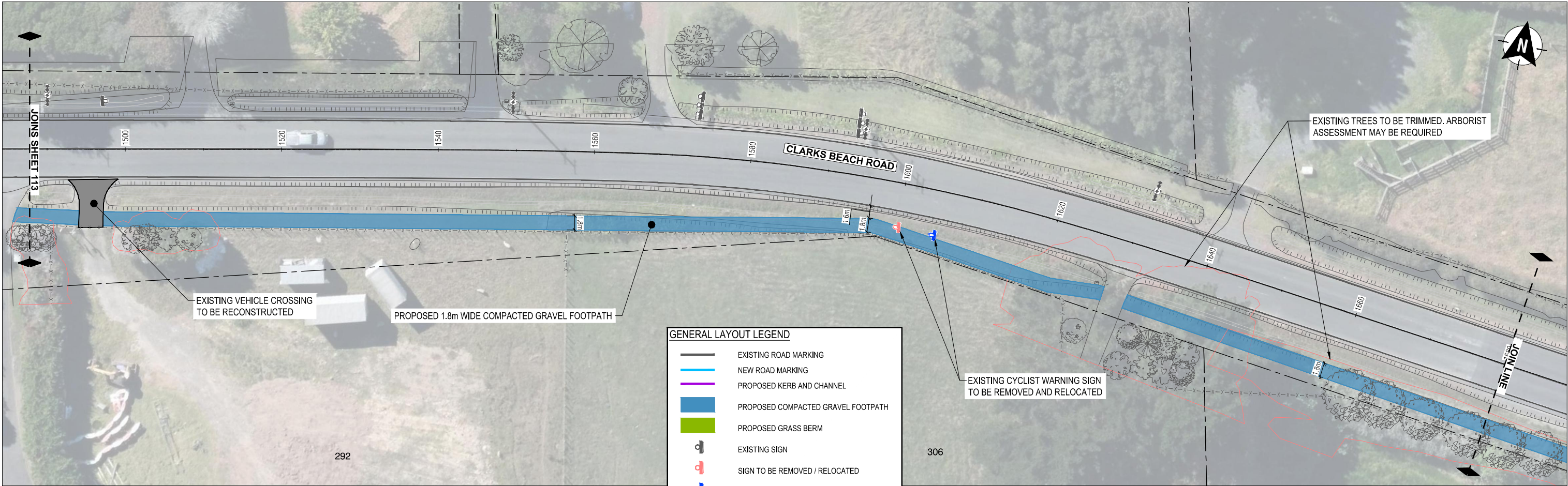
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A		ISSUE FOR CONCEPT DESIGN - OPTION 2		NC	2025-11-20
REV		REVISIONS		DRAWN	DATE
DRAWN	NC	DESIGNED	NC		
DRAWING CHECK	RL	DESIGN CHECK	RL		
APPROVED		Kester Rebello		18/3/2026	



Client: AUCKLAND TRANSPORT
Project: CLARKS BEACH TO WAIU PA - NEW FOOTPATH FEASIBILITY
Drawing Title: OPTION 2 - GENERAL LAYOUT PLAN
SHEET 4 OF 9

Drawing Status: CONCEPT PLAN	
Drawing Date: 18/03/2026	
A1 Scale: 1:250	A3 Scale: 1:500
Drawing No.: 2025-NZA041-113	
Revision: B	

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GENERAL LAYOUT LEGEND

- EXISTING ROAD MARKING
- NEW ROAD MARKING
- PROPOSED KERB AND CHANNEL
- PROPOSED COMPACTED GRAVEL FOOTPATH
- PROPOSED GRASS BERM
- EXISTING SIGN
- SIGN TO BE REMOVED / RELOCATED
- PROPOSED SIGN
- EXISTING POWER POLE
- EXISTING TREE
- EXISTING TREE TO BE REMOVED
- EXISTING TREE/VEGETATION TO BE TRIMMED
- EXISTING SWALE / TABLE DRAIN
- EXISTING LETTER BOX

- NOTES**
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B		UPDATES FOLLOWING COMMUNITY ENGAGEMENT		NC	2026-03-18
A		ISSUE FOR CONCEPT DESIGN - OPTION 2		NC	2025-11-20
REV		REVISIONS		DRAWN	DATE
DRAWN	NC	DESIGNED	NC		
DRAWING CHECK	RL	DESIGN CHECK	RL		
APPROVED		Kester Rebello		18/3/2026	



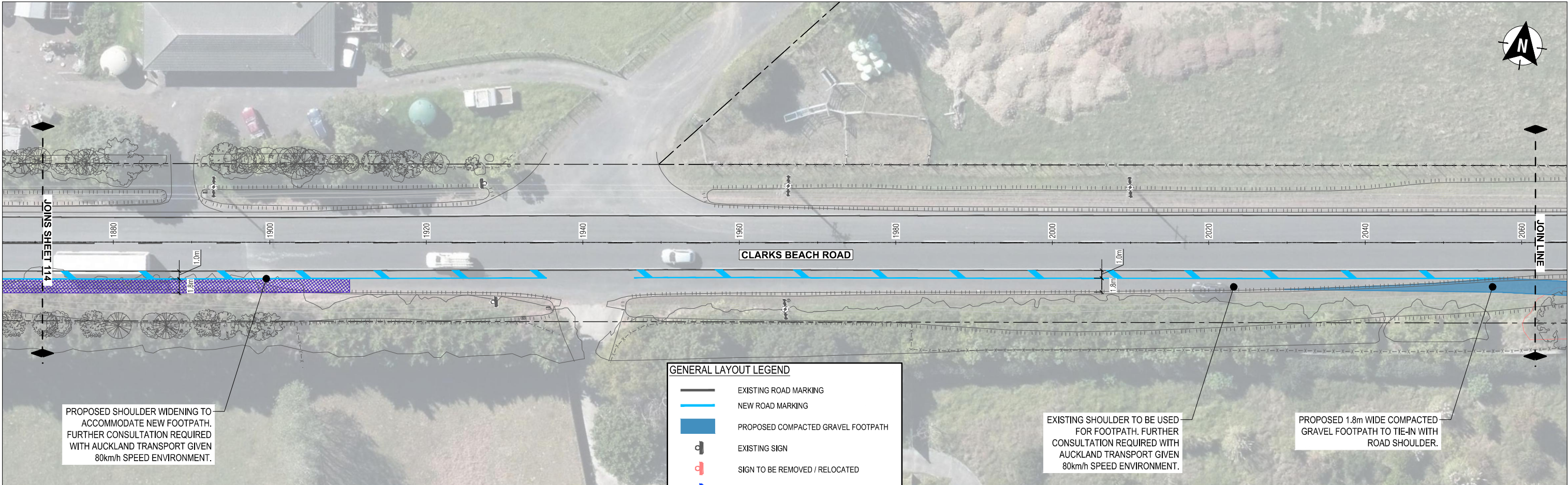
Client: AUCKLAND TRANSPORT
Project: CLARKS BEACH TO WAIU PA - NEW FOOTPATH FEASIBILITY
Drawing Title: OPTION 2 - GENERAL LAYOUT PLAN
SHEET 5 OF 9

Drawing Status: **CONCEPT PLAN**
Drawing Date: 18/03/2026
A1 Scales: 1:250 A3 Scales: 1:500
Drawing No.: 2025-NZA041-114 Revision: **B**

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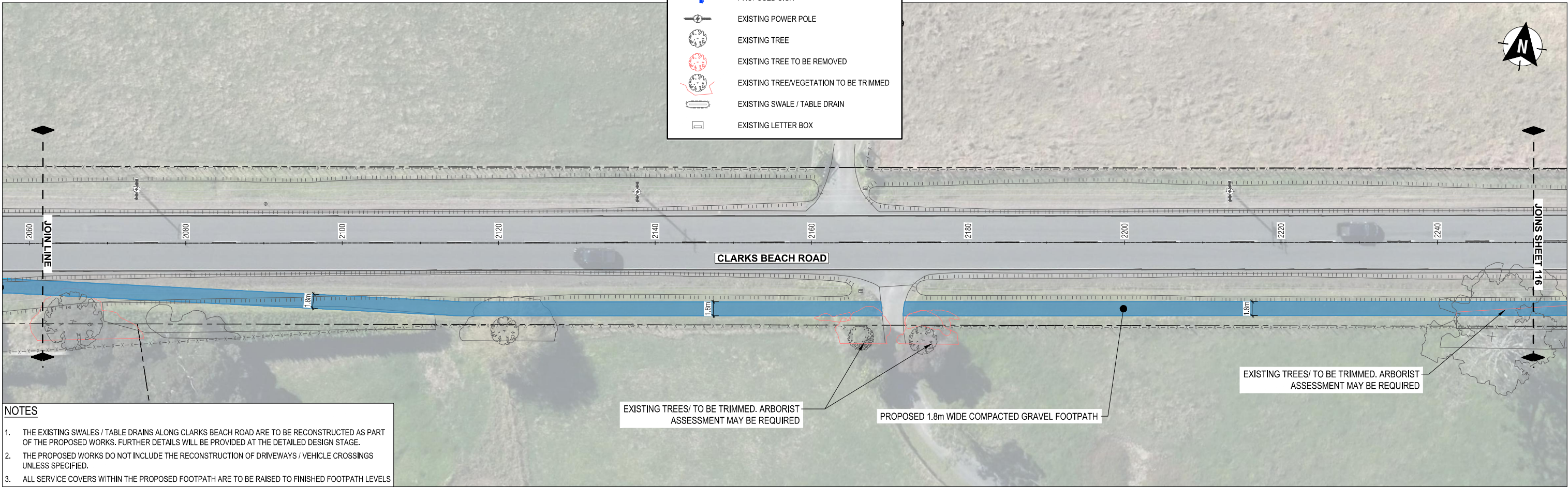
ORIGINAL SIZE A1

100mm
90
80
70
60
50
40
30
20
10
0



GENERAL LAYOUT LEGEND

- EXISTING ROAD MARKING
- NEW ROAD MARKING
- PROPOSED COMPACTED GRAVEL FOOTPATH
- EXISTING SIGN
- SIGN TO BE REMOVED / RELOCATED
- PROPOSED SIGN
- EXISTING POWER POLE
- EXISTING TREE
- EXISTING TREE TO BE REMOVED
- EXISTING TREE/VEGETATION TO BE TRIMMED
- EXISTING SWALE / TABLE DRAIN
- EXISTING LETTER BOX



- NOTES**
- THE EXISTING SWALES / TABLE DRAINS ALONG CLARKS BEACH ROAD ARE TO BE RECONSTRUCTED AS PART OF THE PROPOSED WORKS. FURTHER DETAILS WILL BE PROVIDED AT THE DETAILED DESIGN STAGE.
 - THE PROPOSED WORKS DO NOT INCLUDE THE RECONSTRUCTION OF DRIVEWAYS / VEHICLE CROSSINGS UNLESS SPECIFIED.
 - ALL SERVICE COVERS WITHIN THE PROPOSED FOOTPATH ARE TO BE RAISED TO FINISHED FOOTPATH LEVELS

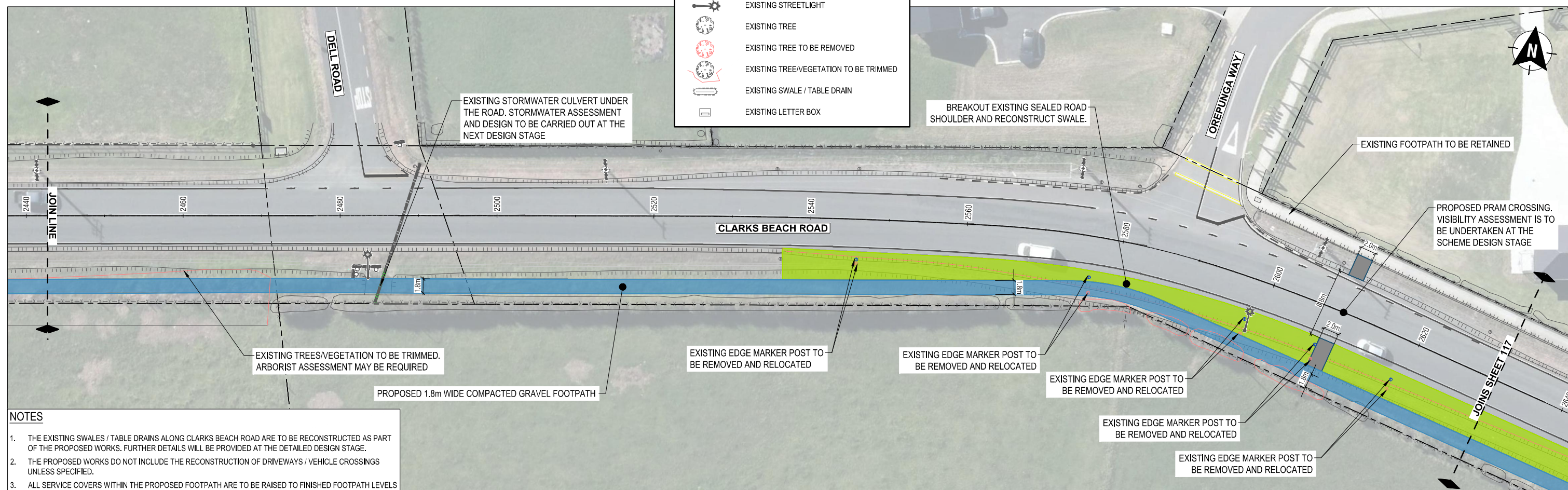
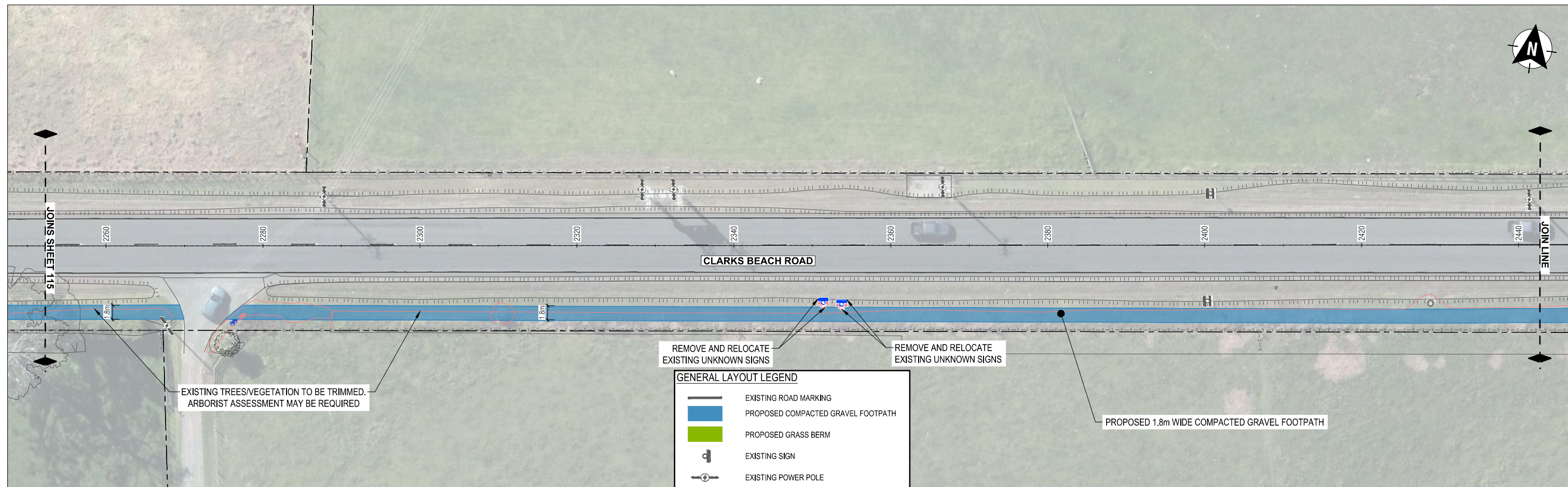


B		UPDATES FOLLOWING COMMUNITY ENGAGEMENT		NC	2026-03-18
A		ISSUE FOR CONCEPT DESIGN - OPTION 2		NC	2025-11-20
REV		REVISIONS		DRAWN	DATE
DRAWN	NC	DESIGNED	NC		
DRAWING CHECK	RL	DESIGN CHECK	RL		
APPROVED		Kester Rebello		18/3/2026	



Client: AUCKLAND TRANSPORT
Project: CLARKS BEACH TO WAIU PA - NEW FOOTPATH FEASIBILITY
Drawing Title: OPTION 2 - GENERAL LAYOUT PLAN
SHEET 6 OF 9

Drawing Status: **CONCEPT PLAN**
Drawing Date: 18/03/2026
A1 Scale: 1:250 A3 Scale: 1:500
Drawing No.: 2025-NZA041-115 Revision: **B**



B	UPDATES FOLLOWING COMMUNITY ENGAGEMENT			NC	2026-03-31
A	ISSUE FOR CONCEPT DESIGN - OPTION 2			NC	2025-11-2
REV	REVISIONS			DRAWN	DATE
DRAWN	NC	DESIGNED	NC		
DRAWING CHECK	RL	DESIGN CHECK	RL		
APPROVED	Kester Rebello				18/3/2026



Client: AUCKLAND TRANSPORT
Project: CLARKS BEACH TO WAIU PA - NEW FOOTPATH FEASIBILITY
Drawing title: OPTION 2 - GENERAL LAYOUT PLAN
SHEET 7 OF 9

Drawing Status: _____

Drawing Date: _____

CONCEPT PLAN

18/03/2026

A1 Scales	1:250	A3 Scales	1:500
--	-------	--	-------



Drawing No. _____

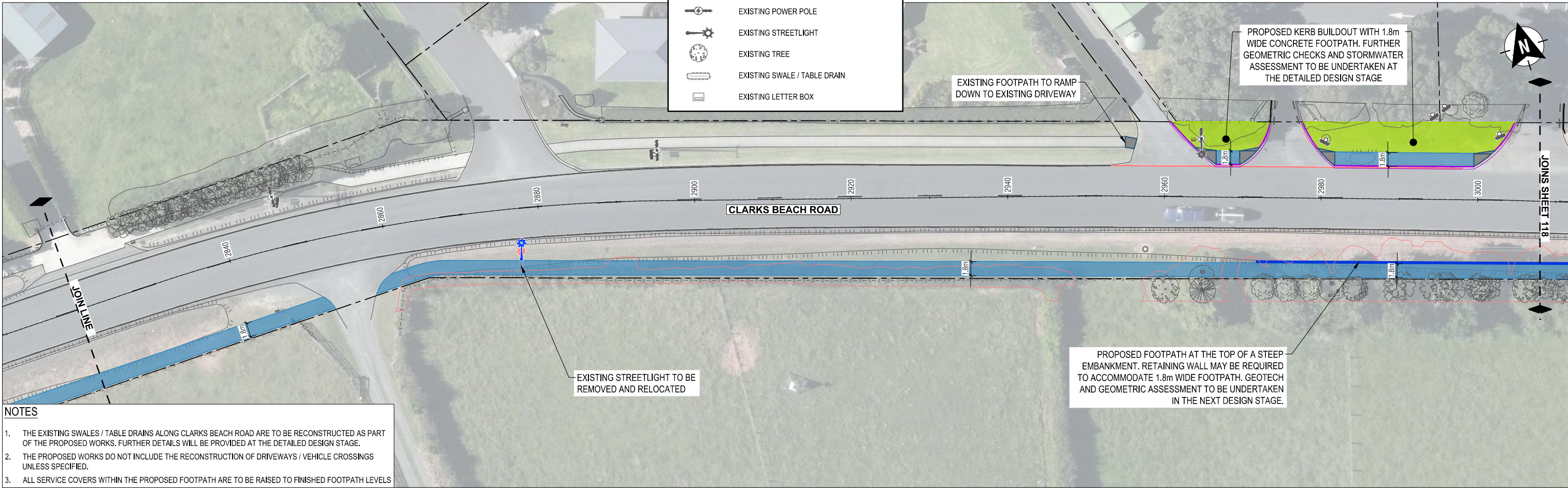
2025-NZA041-116

Revision: B

C:\Users\IPD\OneDrive\IPD - Projects - General - IPD Projects\2025\2025-NZA041 - Clarks Beach Rd Footpath\02 - CAD\2025-NZA041-117.dwg

ORIGINAL SIZE A1

100mm
90
80
70
60
50
40
30
20
10
0



- NOTES**
1. THE EXISTING SWALES / TABLE DRAINS ALONG CLARKS BEACH ROAD ARE TO BE RECONSTRUCTED AS PART OF THE PROPOSED WORKS. FURTHER DETAILS WILL BE PROVIDED AT THE DETAILED DESIGN STAGE.
 2. THE PROPOSED WORKS DO NOT INCLUDE THE RECONSTRUCTION OF DRIVEWAYS / VEHICLE CROSSINGS UNLESS SPECIFIED.
 3. ALL SERVICE COVERS WITHIN THE PROPOSED FOOTPATH ARE TO BE RAISED TO FINISHED FOOTPATH LEVELS

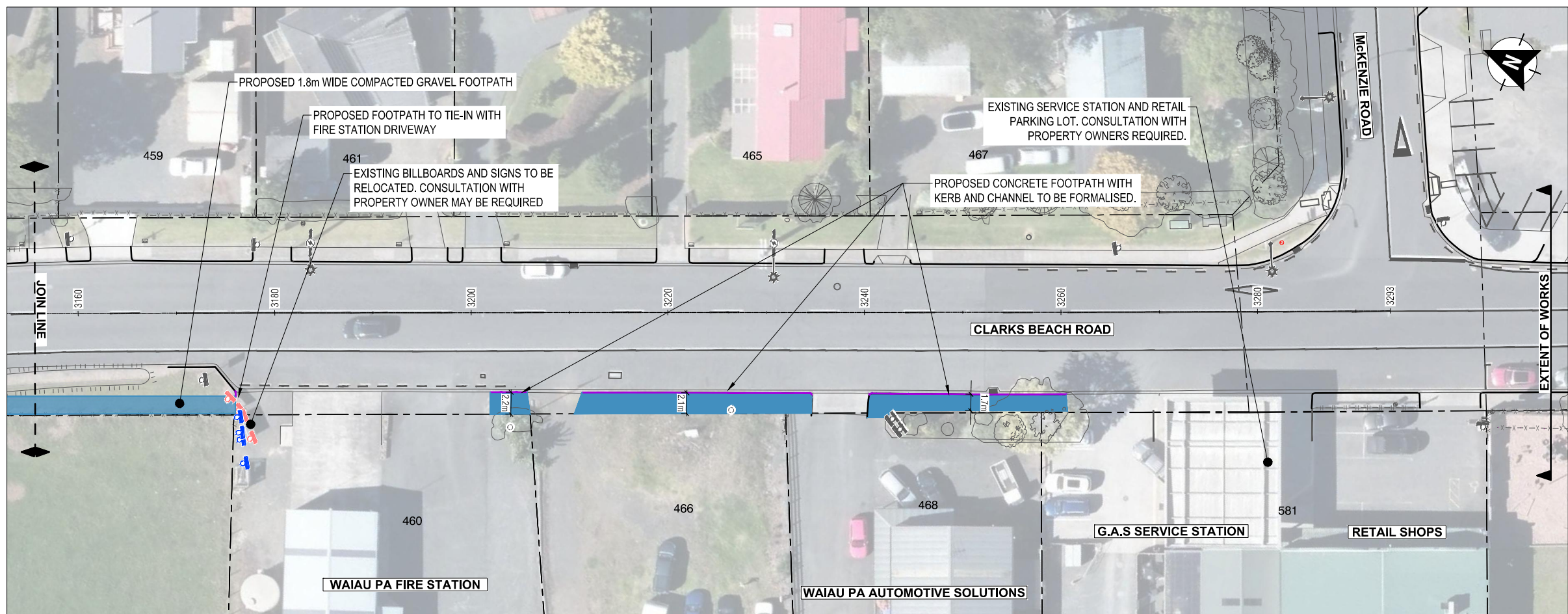
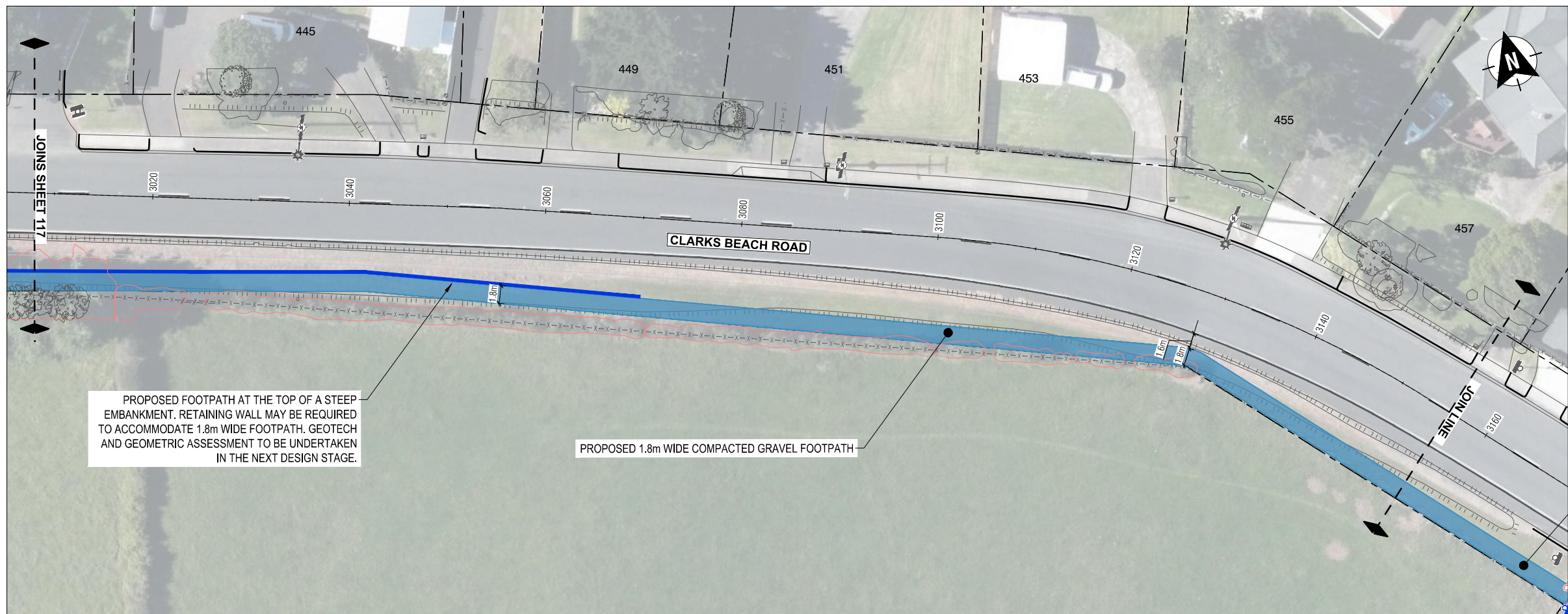


B		UPDATES FOLLOWING COMMUNITY ENGAGEMENT		NC	2026-03-18
A		ISSUE FOR CONCEPT DESIGN - OPTION 2		NC	2025-11-20
REV		REVISIONS		DRAWN	DATE
DRAWN	NC	DESIGNED	NC		
DRAWING CHECK	RL	DESIGN CHECK	RL		
APPROVED		Kester Rebello		18/3/2026	



Client: AUCKLAND TRANSPORT
Project: CLARKS BEACH TO WAIU PA - NEW FOOTPATH FEASIBILITY
Drawing Title: OPTION 2 - GENERAL LAYOUT PLAN
SHEET 8 OF 9

Drawing Status: CONCEPT PLAN	
Drawing Date: 18/03/2026	
A1 Scale	1:250
A3 Scale	1:500
0 10m	
Drawing No. 2025-NZA041-117	
Revision B	



GENERAL LAYOUT LEGEND	
	EXISTING ROAD MARKING
	EXISTING ROAD MARKING TO BE REMOVED
	PROPOSED ROAD MARKING
	PROPOSED KERB AND CHANNEL
	PROPOSED COMPACTED GRAVEL FOOTPATH
	PROPOSED GRASS BERM
	EXISTING SIGN
	SIGN TO BE REMOVED / RELOCATED
	PROPOSED SIGN
	EXISTING POWER POLE
	EXISTING STREETLIGHT
	EXISTING TREE
	EXISTING TREE TO BE REMOVED
	EXISTING TREE/VEGETATION TO BE TRIMMED
	EXISTING SWALE / TABLE DRAIN
	EXISTING LETTER BOX

NOTES

1. THE EXISTING SWALES / TABLE DRAINS ALONG CLARKS BEACH ROAD ARE TO BE RECONSTRUCTED AS PART OF THE PROPOSED WORKS. FURTHER DETAILS WILL BE PROVIDED AT THE DETAILED DESIGN STAGE.
2. THE PROPOSED WORKS DO NOT INCLUDE THE RECONSTRUCTION OF DRIVEWAYS / VEHICLE CROSSINGS UNLESS SPECIFIED.
3. ALL SERVICE COVERS WITHIN THE PROPOSED FOOTPATH ARE TO BE RAISED TO FINISHED FOOTPATH LEVELS



B	UPDATES FOLLOWING COMMUNITY ENGAGEMENT			NC	2026-03-18
A	ISSUE FOR CONCEPT DESIGN - OPTION 2			NC	2025-11-20
REV	REVISIONS			DRAWN	DATE
DRAWN	NC		DESIGNED	NC	
DRAWING CHECK	RL		DESIGN CHECK	RL	
APPROVED			Kester Rebello	18/3/2026	



Client: AUCKLAND TRANSPORT
Project: CLARKS BEACH TO WAIU PA - NEW FOOTPATH FEASIBILITY
Drawing Title: OPTION 2 - GENERAL LAYOUT PLAN
SHEET 9 OF 9

Drawing Status:		CONCEPT PLAN	
Drawing Date:		18/03/2026	
A1 Scales	1:250	A3 Scales	1:500
			
Drawing No.			Revision
2025-NZA041-118			B