Beachlands South

Streetscape Strategy

REV A

15th June 2026

1.1 Movement and Transport

A movement network that prioritises public and active modes of transport such as walking and cycling, shifting away from car-dependent transportation, making streets safer, quieter, healthier and more sustainable.

1.1.1 A Sustainable and Healthy Movement Network

Active transportation is the most healthy, affordable, environmentally-friendly, and inclusive form of transport. A sustainable and healthy movement network focusses on providing active and multi-modal transport choices that promote a healthy lifestyle and reduce car-dependent transport.

The vision is to create a network of slow-speed streets that will reduce the need for short vehicle journeys by prioritising safe and convenient walking and cycling connections to key amenities and public transport options.

Key objectives of the movement network are to create:

- Sustainable and convenient public transport options by establishing a new bus route and improving accessibility to the Pine Harbour ferry service.
- Streets as places for people, prioritising pedestrians and cyclists as primary users of the street network and creating attractive and safe, human-scaled streets.
- An efficient multi-modal network that integrates the needs and safety of users of all modes, including making streets inclusive and accessible.

In addition to the street network, the off-road walkways network of Beachlands South features:

- The Kahawairahi Coastal Pathway, a 3km shared pathway along the coastal edge extending south from Pine Harbour Marina towards Whitford.
- Well-defined east-west connections that form a link between existing and new neighbourhoods and the coastal edge.
- An extensive network of walkways, shared paths and cycleways that enable a convenient lifestyle within the development without car ownership.
- Wider network connections, including a potential bridge link across the Beachlands South Stream to the north of the site to Whawhaki Road, integrating the development into the existing community and enabling access to wider amenities and recreational opportunities.

Key Objectives

Sustainable and convenient public transport options

Streets as places for people

An efficient multi-modal network

Street Typologies

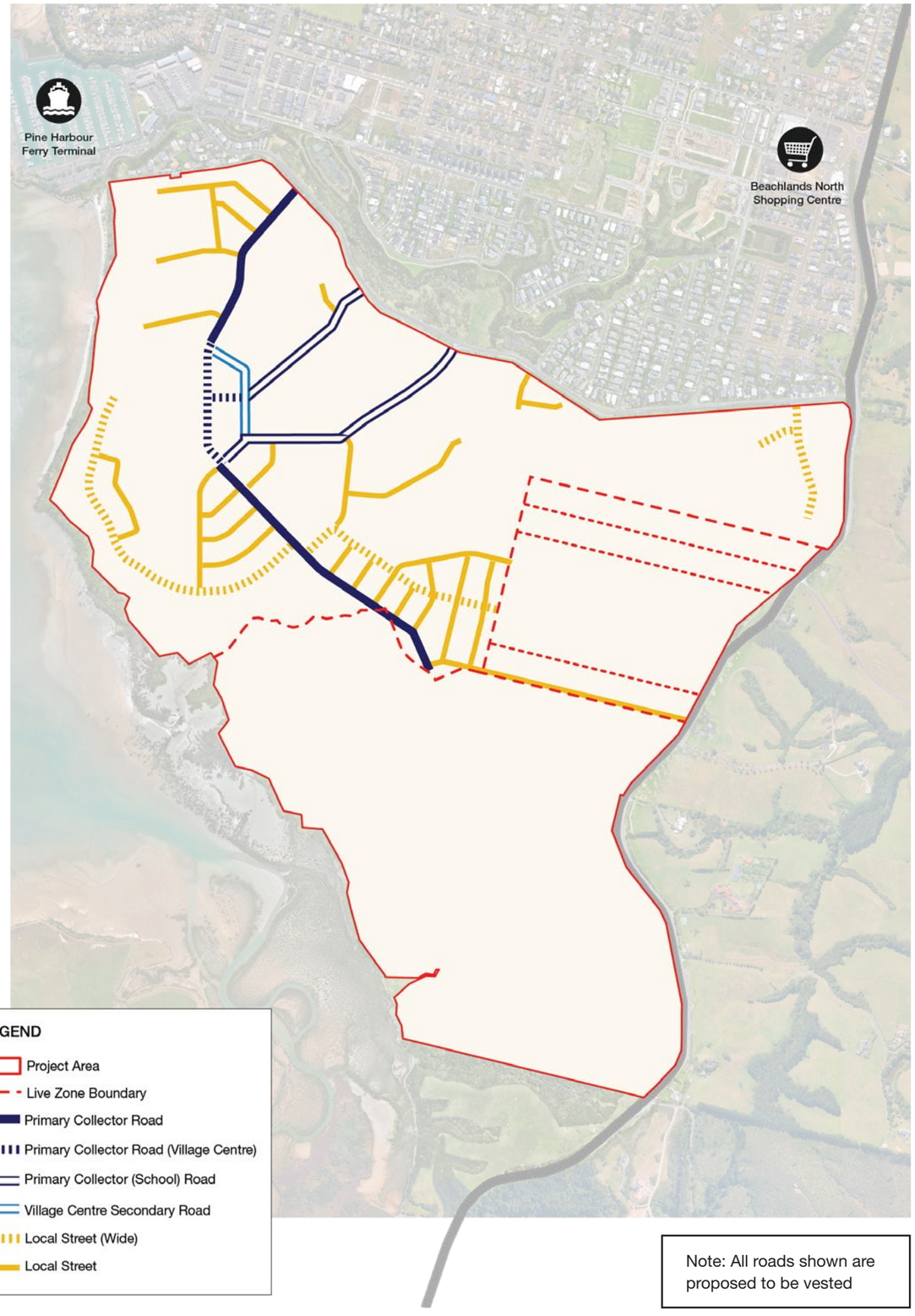
There are 9 street typologies that have been utilised across the Beachlands South movement network. The design of the street typologies has been considered to include:

- An abundance of multi-generational street trees and plantings for beauty, shade, food, carbon sequestration, biodiversity and stormwater treatment.
- Streetscape character that is distinctive to the Beachlands South coastal location and its cultural context.
- Streets that reinforce slow vehicle speeds.
- The use of JOALs to promote lower vehicle speeds and to minimise vehicle crossings on primary streets thus providing a more seamless cycle network with few interruptions.
- Street intersections and crossings that prioritise pedestrian and cycle movement, thus further reducing vehicle speeds and car dependency.
- A holistic approach to on-street car parking

Street Facility Indicators

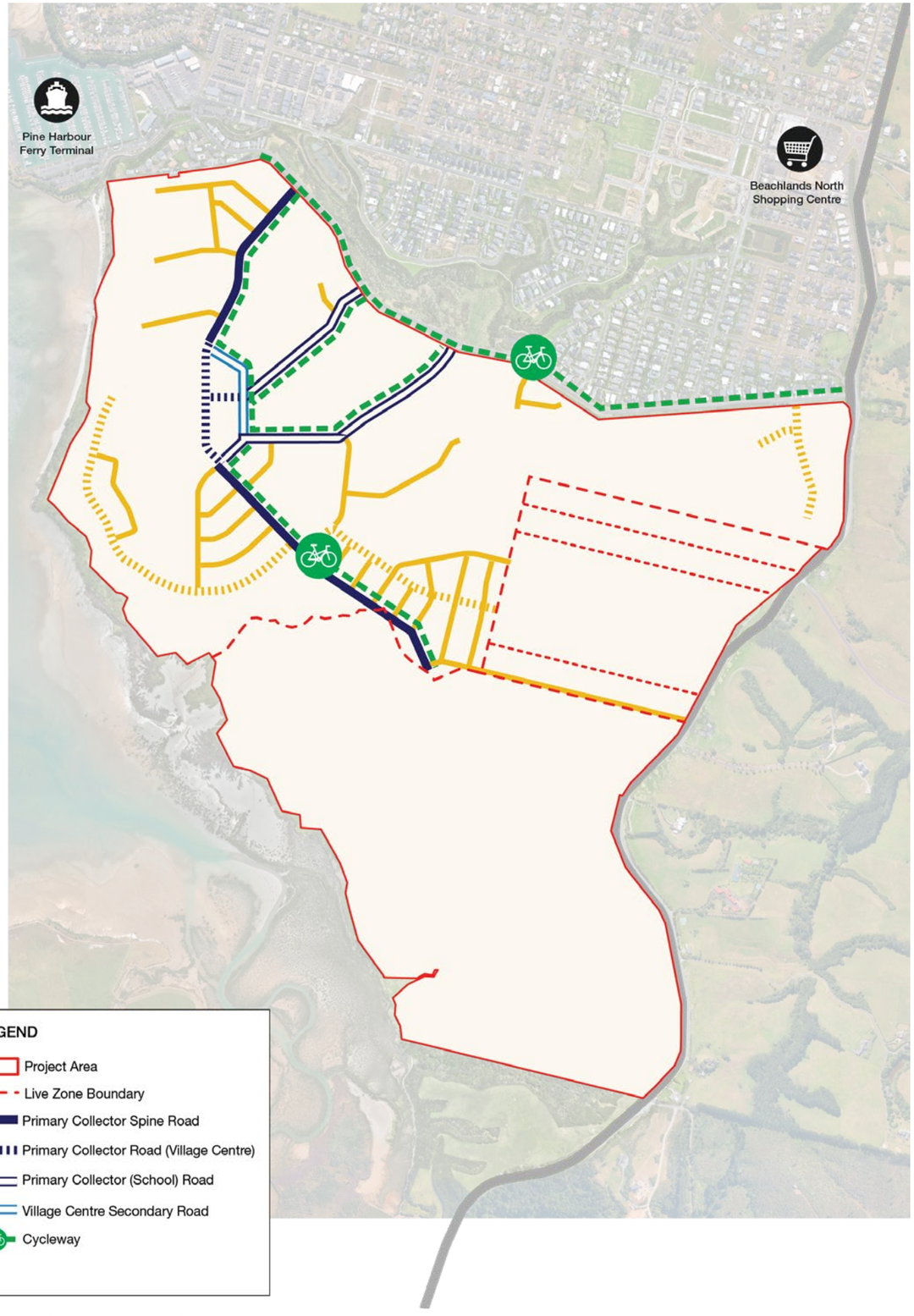
- Footpath
- Shared Path
- Cycleway
- Shared Carriageway (Sharrow)
- Bus Priority Lane
- Future Bus Lane

1.1.2 Beachlands Road Network Plan

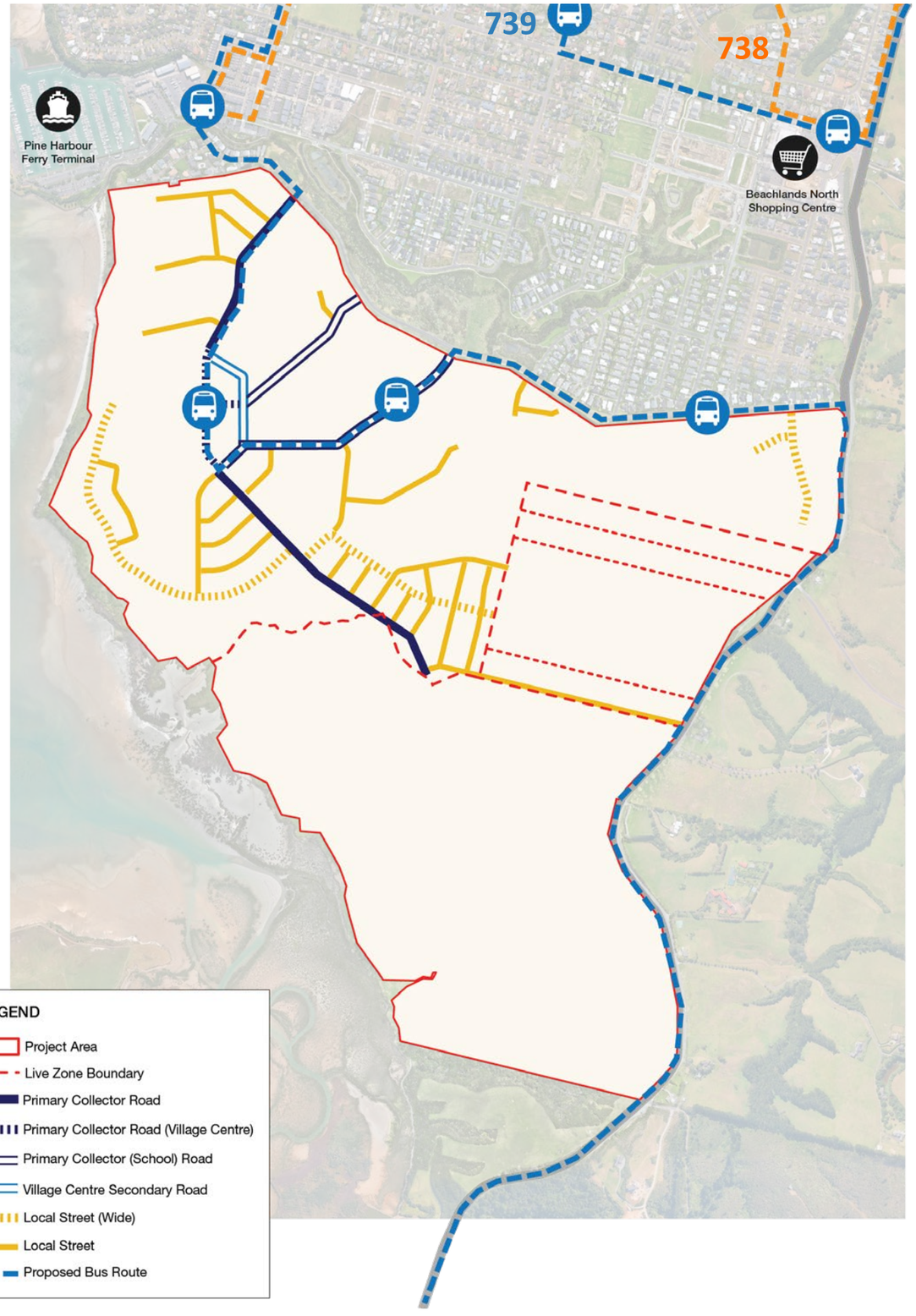


Note: All roads shown are proposed to be vested

1.1.3 **Dedicated Cycleways Along Road Corridor Plan**



1.1.4 **PT Route Plan**



1.1.5 **Primary Collector with Public Transport**

Constant road reserve: 23.0m

The primary collector ‘Spine Road’ delivers access to the whole precinct with a proposed bus route and a one-sided two-way separated cycleway. This road provides a consolidated access point into Beachlands South from Whitford-Maraetai Road and Jack Lachlan Drive.

Key features are as below:

- Primary movement corridor for vehicles, pedestrians and cyclists through whole of site
- People-focused with narrow carriageway widths and separated cycle and walking paths
- Generous planting each side of carriageway to provide habitat, biodiversity and passive stormwater treatment
- Planting strips accommodate indented bus infrastructure, lighting, seating and signage

	Total Road Reserve	Back Berm	Footpath	Dedicated Cycleway	Planting or Parking	Carriage-way	Carriage-way	Planting or Parking	Footpath	Back Berm
Proposed	23.0	1.0	2.0	3.4	3.35	3.5	3.5	3.25	2.0	1.0

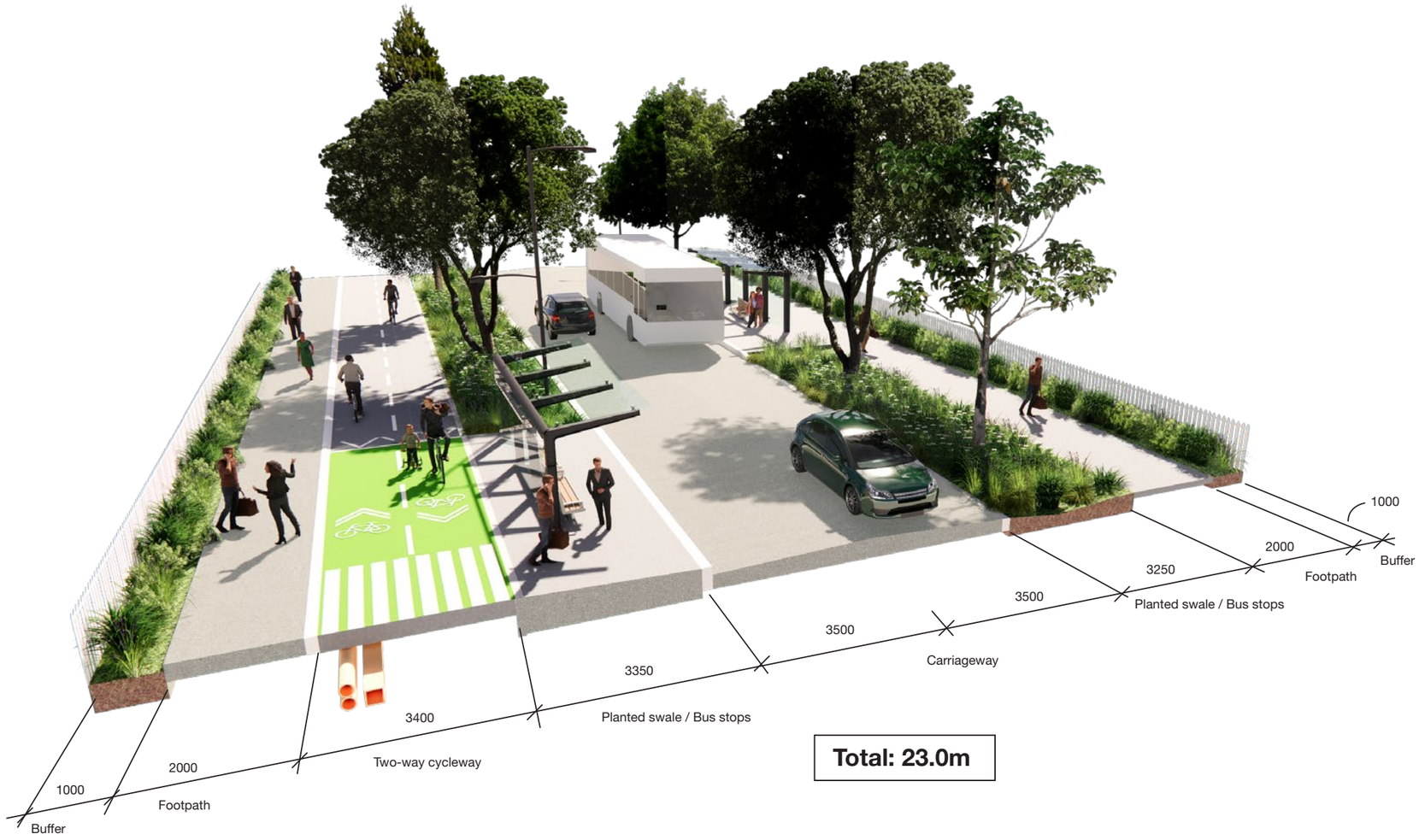
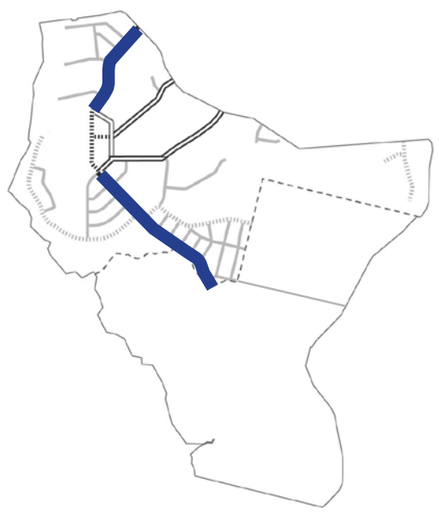


Figure 1. Street Cross-section: Primary Collector with Public Transport

Key Plan



1.1.6 **Primary Collector (Village Centre)**

Constant road reserve: 20.0m

At the Village Centre, the Spine Road enters a slow-speed zone that is demarcated by a change in the surface treatment and materials selection.

Cyclists are also encouraged to slow, emphasising the pedestrian priority in an area with high footfall and a variety of users, including children and elderly.

Key features are as below:

- No road markings, flush carriageway and common surface materials to reinforce slow traffic speeds and prioritise pedestrians/cyclists
- Multiple mid-block crossings to safely connect both sides of the street
- People-focused street with wide pedestrian surfaces for movement, spill out and placemaking.
- Planting strips accomodate car and cycle parking, seating, signage and lighting
- Carriageway will accommodate buses

	Total Road Reserve	Back Berm	Footpath	Dedicated Cycleway	Planting or Parking	Carriage-way	Carriage-way	Planting or Parking	Footpath	Back Berm
Proposed	20.0	1.0	2.85		2.65	3.5	3.5	2.65	2.85	1.0

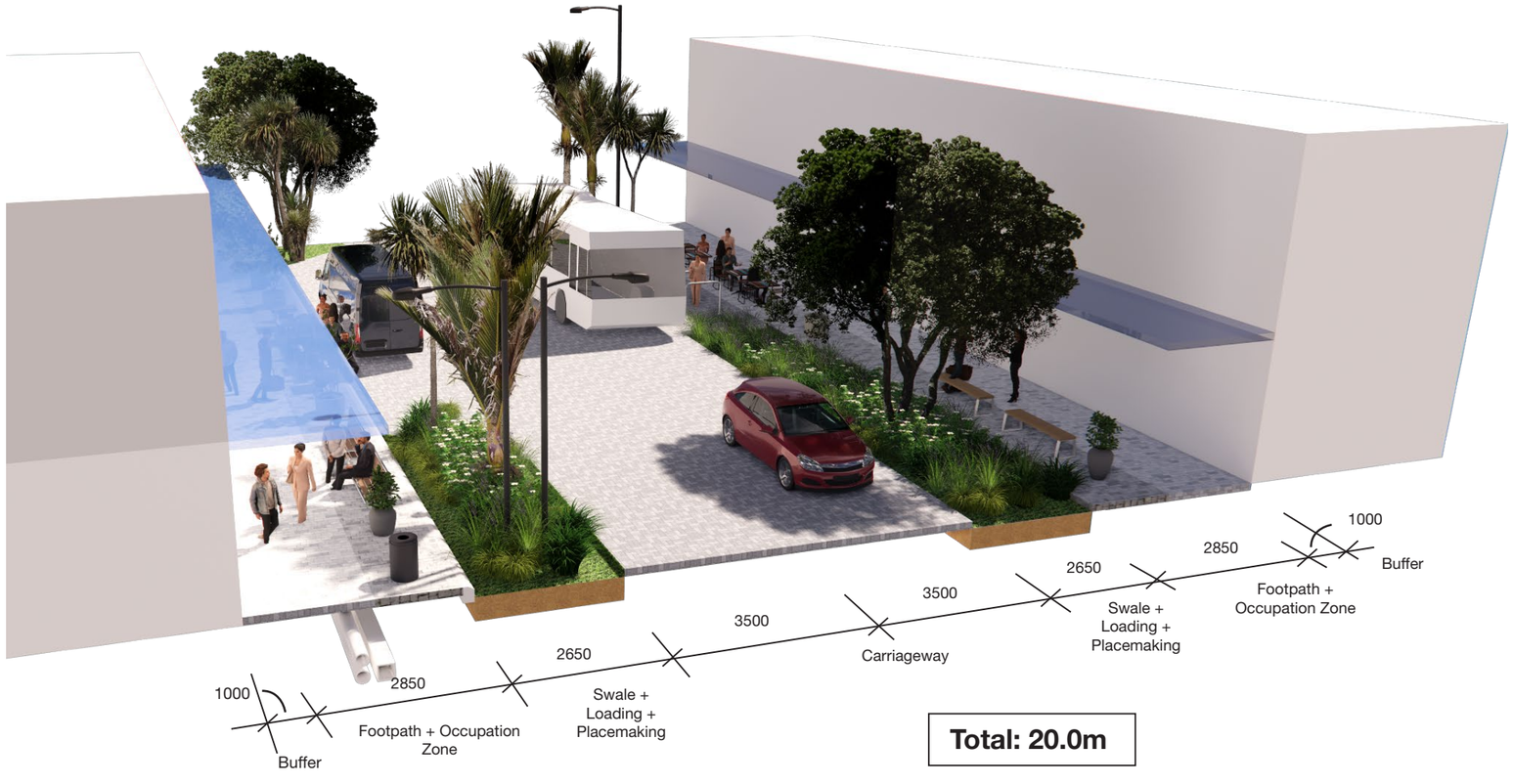
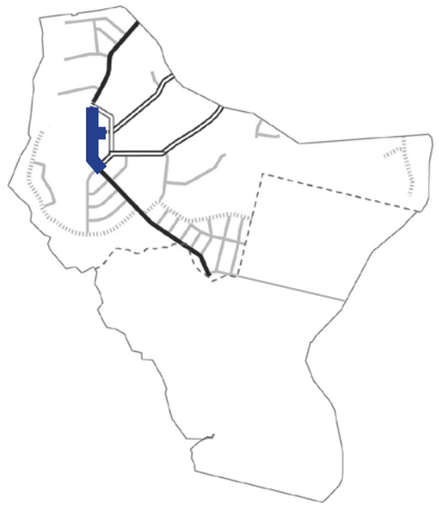


Figure 2. Street Cross-section: Primary Collector (Village Centre)

Key Plan



1.1.7 **Primary Collector (School)**

Constant road reserve: 23.0m

The School Zone primary collectors run either side to the north and south of the area reserved for a high school and primary school.

Wide footpaths provide for the heavy footfall at peak times with generous planted berms that create safe buffers between general traffic and cycleways. The width of the carriageway has been designed for flexibility to allow a school bus route to pass through.

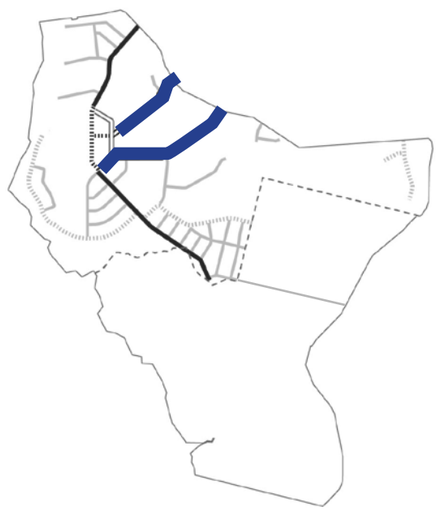
Key features are as below:

- A safe people focused street with two-way cycleway on the school side of street
- Signalised mid-block crossings between schools and residential areas
- A green tree lined street with rows of trees that are unique to each street
- Kerb-less carriageway with minimal road markings

	Total Road Reserve	Back Berm	Footpath	Dedicated Cycleway	Planting or Parking	Carriage-way	Carriage-way	Planting or Parking	Footpath	Back Berm
Proposed	23.0	1.0	2.3	3.4	3.25	3.5	3.5	3.25	1.8	1.0

Figure 3. Street Cross-section: Primary Collector (School Zone)

Key Plan



1.1.8 **Village Centre Secondary Road (Local Street)**

Constant road reserve: 21.7m

A similar design intent to the Village Centre primary collector, but as a upscaled local street, this road typology is designed as a slow-speed zone that prioritises pedestrian movement and safety.

Parallel parking spaces are tucked between planted build-outs to support local businesses with frequent resting areas and street furniture.

Key features are as below:

- Illustrative scenario showing opportunity for increased parking in the planting strip to support the businesses and employment in the Village Centre
- In line with the Village Centre primary collector: no road markings, flush carriageway and common surface materials to reinforce slow traffic speeds and prioritise pedestrians/ cyclists
- Multiple mid-block crossings to safely connect both sides of the street

	Total Road Reserve	Back Berm	Footpath	Dedicated Cycleway	Planting or Parking	Carriage-way	Carriage-way	Planting or Parking	Footpath	Back Berm
Proposed	21.7	1.0	1.8	3.6	3.2	3.0	3.0	2.7	2.4	1.0

Key Plan

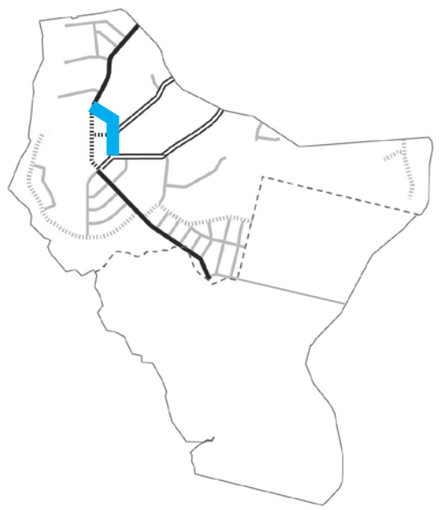


Figure 4. Street Cross-section: Village Centre Secondary Road

1.1.9 **Local Street (Wide)***

**Formerly Local-Collector Street*

Constant road reserve: 17.8m

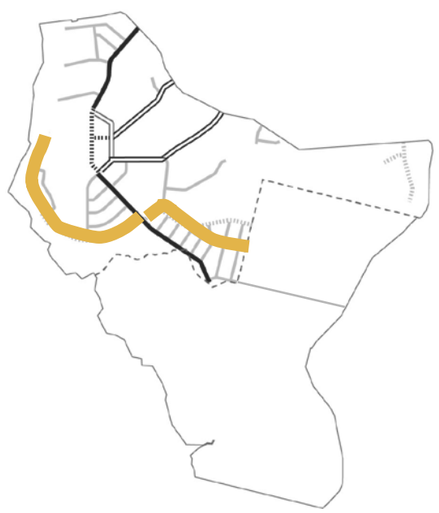
The Local Street (Wide) is a high order variation of the Local Street (on following page). It differs in the footpath width on one side, which is a shared cycle path, further extending the cycle network. This is particularly important to encourage young or inexperienced cyclists that are not yet confident to ride on the shared carriageway.

Key features are as below:

- Slow speed, residential street connecting home zones and housing clusters to collector routes.
- Shared cycle path on one side ensures cyclists have a safe connection to the primary movement routes.
- Footpath on alternate side provides a protected pedestrian environment.
- Narrow carriageways to encourage slow speeds.
- Potential for clusters of visitor parking in places.
- No road markings and kerb-less edges.

	Total Road Reserve	Back Berm	Footpath	Dedicated Cycleway	Planting or Parking	Carriage-way	Carriage-way	Planting or Parking	Footpath	Back Berm
Proposed	17.8	1.0	3.0		2.5	3.0	3.0	2.5	1.8	1.0

Key Plan



1.1.10 **Local Street (Wide Industrial)**

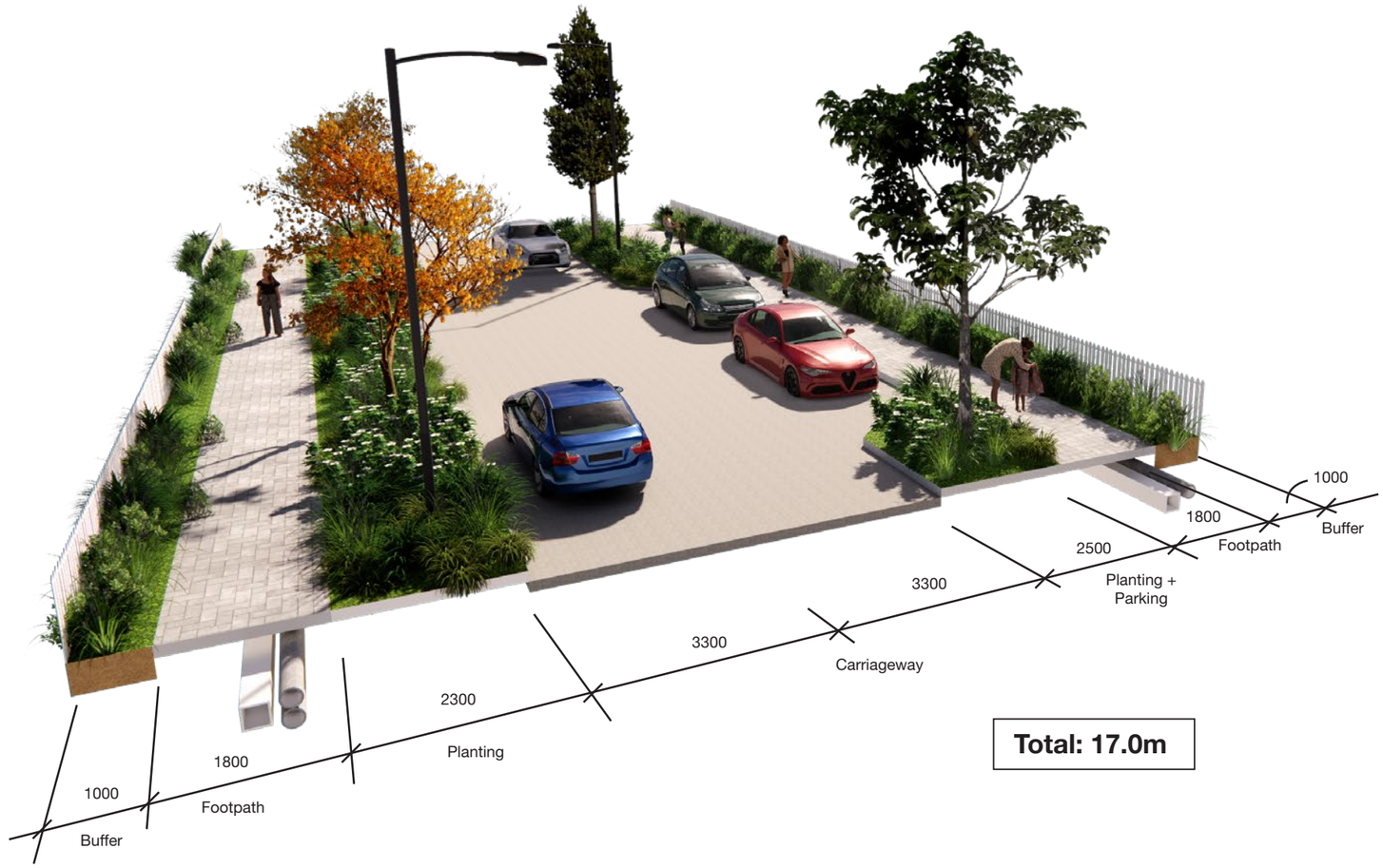
Constant road reserve: 17.0m

A variation to the Local Street, this typology applies in the industrial zone where there will be less pedestrians and greater accommodations for vehicles.

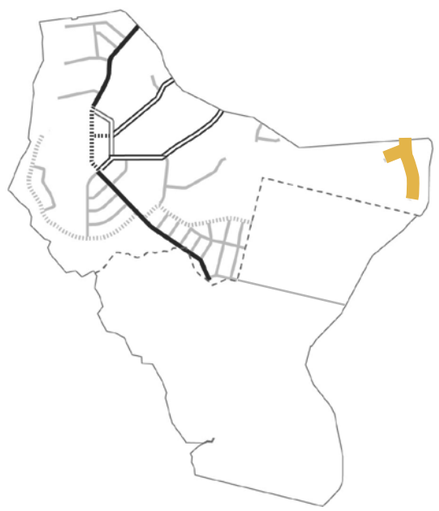
Key features are as below:

- Slow speed street connecting the industrial zone to collector routes.
- Footpath on either side to provide a protected pedestrian environment.
- Wider carriageways to accommodate larger vehicles.
- Potential for clusters of visitor parking in places.
- Kerb and minimal road markings.

	Total Road Reserve	Back Berm	Footpath	Dedicated Cycleway	Planting or Parking	Carriage-way	Carriage-way	Planting or Parking	Footpath	Back Berm
Proposed	17.0	1.0	1.8		2.3	3.3	3.3	2.5	1.8	1.0



Key Plan



1.1.11 **Local Street**

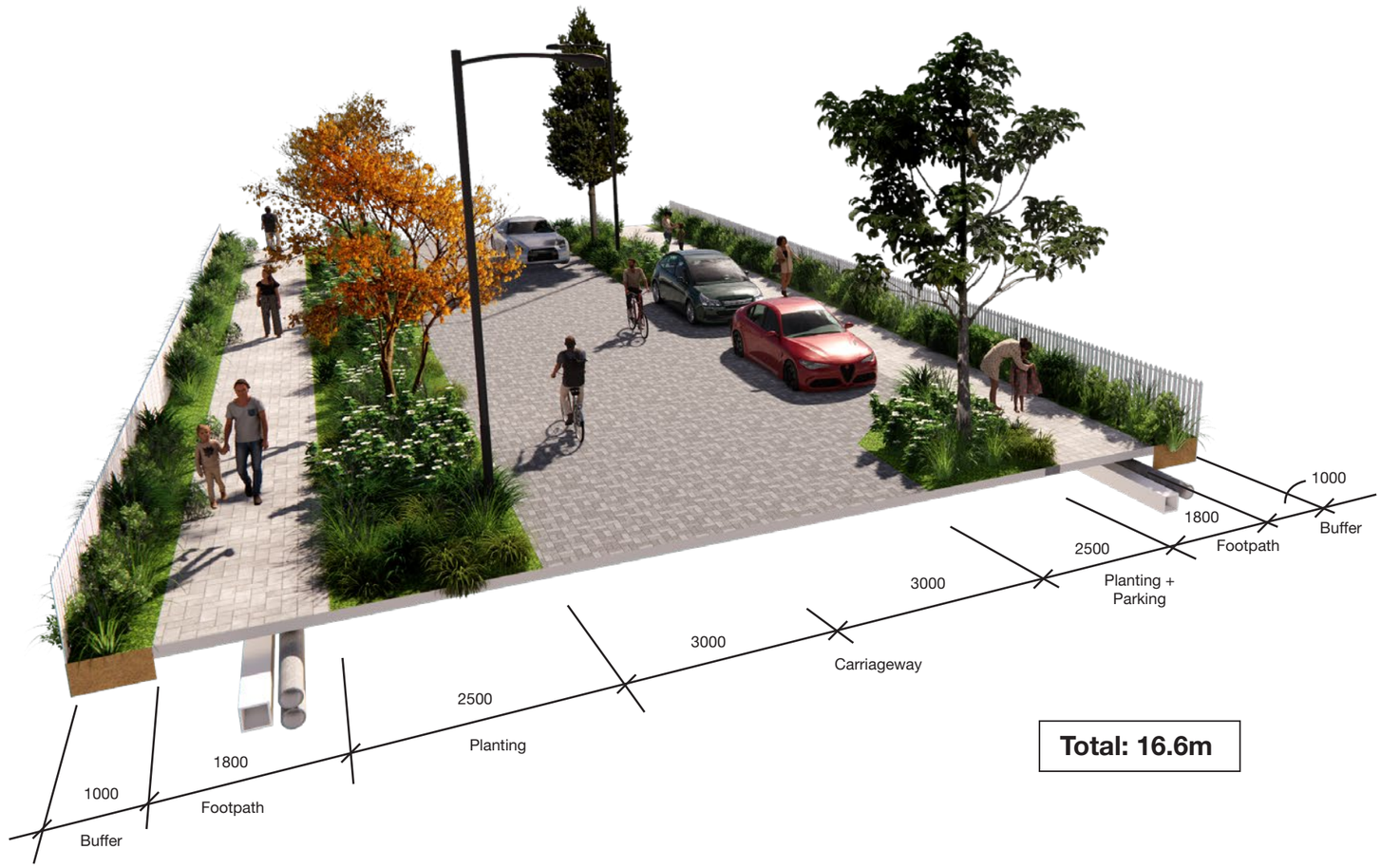
Constant road reserve: 16.6m

The Local Street is a low order residential street that connects home zones to secondary and collector roads. It is a slow-speed street environment with a shared carriageway and footpaths on either side of the street protected by planted berms.

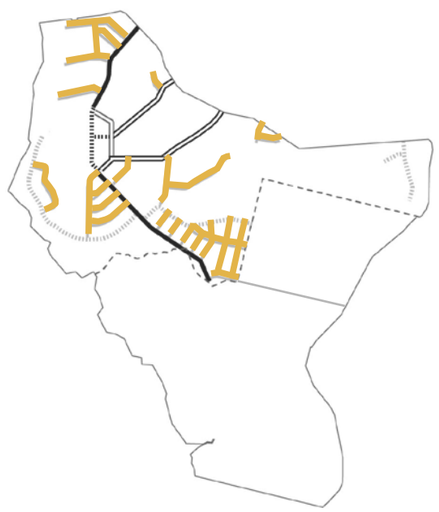
Key features are as below:

- Slow speed, residential street connecting home zones and housing clusters to collector routes (where the street is short and does not warrant a collector/ local hybrid).
- Narrow carriageways to encourage slow speeds.
- Protected footpath either side.
- No road markings and kerb-less edges

	Total Road Reserve	Back Berm	Footpath	Dedicated Cycleway	Planting or Parking	Carriage-way	Carriage-way	Planting or Parking	Footpath	Back Berm
Proposed	16.6	1.0	1.8		2.5	3.0	3.0	2.5	1.8	1.0



Key Plan



1.1.12 **Joals (Previously Home-zones)**

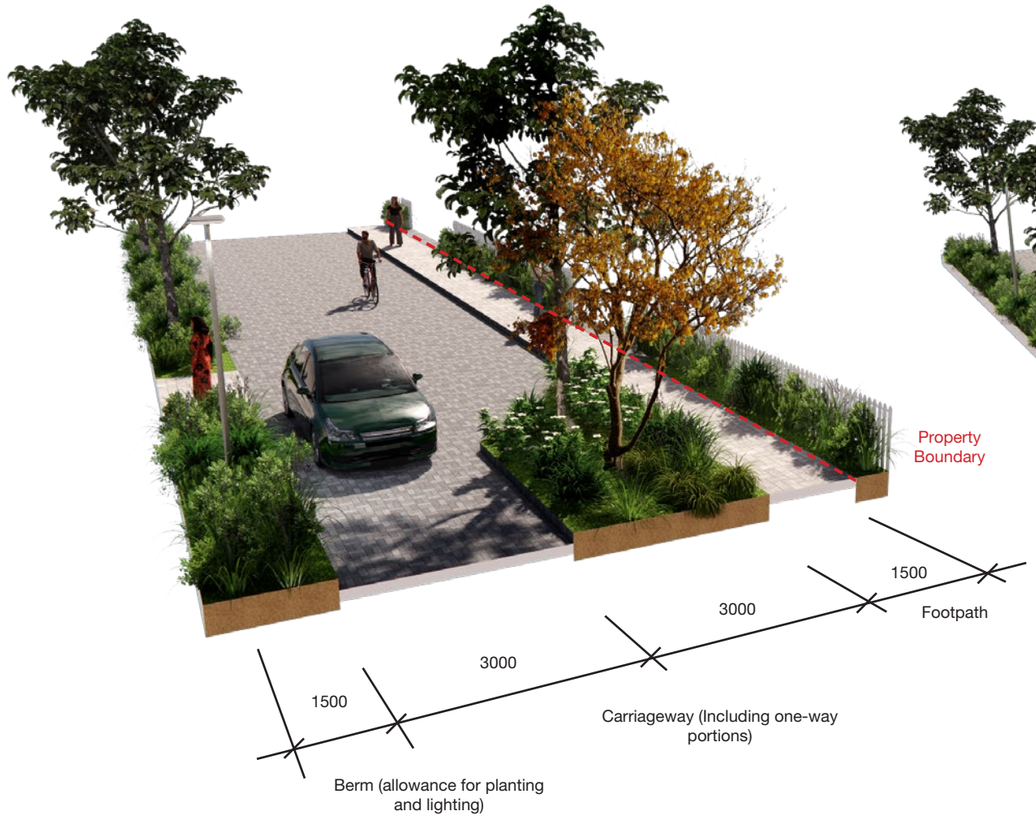
Joals provide rear-access to residential units and are encouraged to avoid an excessive number of vehicle crossings on primary streets. Joals should be well overlooked and natural servellience is strongly encouraged to create a safe and attractive network of laneways that create small, intimate comunities where neighbours can easily get to know each other. All Joals will be privately owned.

Key features are as below:

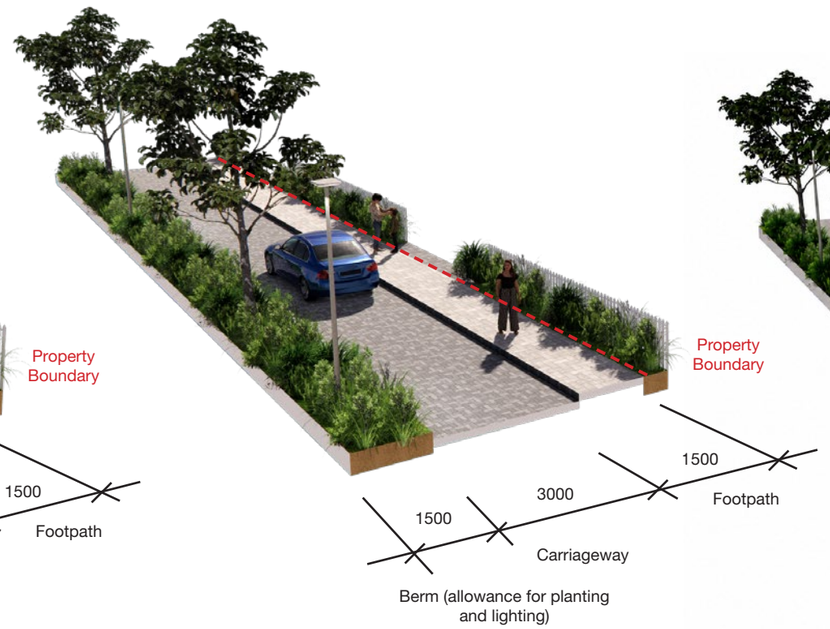
- Provide a safe space for children to play
- Provide regular connection points to the adjacent public open space and walking network
- Design for slow speeds, with opportunities for planting and water-retention devices.

JOALs have been designed to meet relevant PC79 requirements, which include:

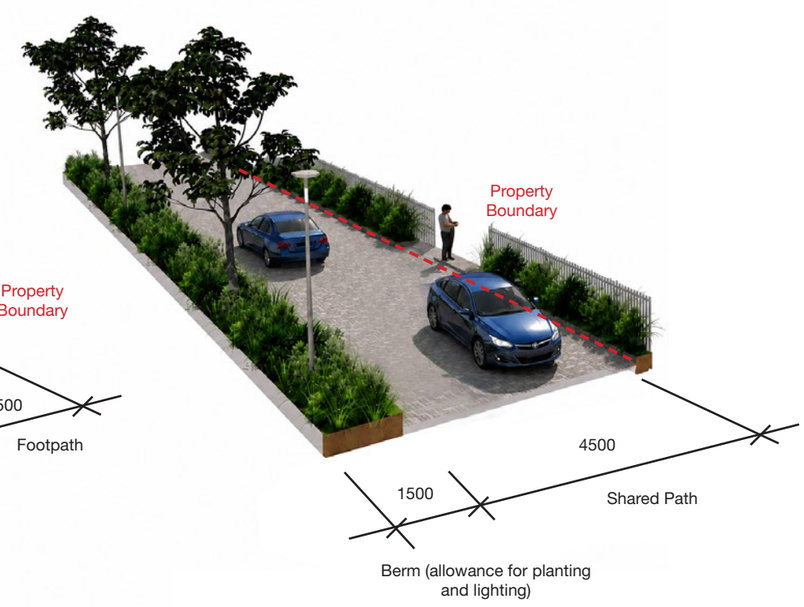
- Pedestrian access must be vertically separated from trafficable areas with a minimum of 1.4m width for 6-19 dwellings
- Where the pedestrian access serves 4-5 dwellings, the access may be 1m and within the carriageway
- Speed management measures required every 30m e.g. raised table or change in surfacing
- Mountable kerb required for driveway crossings



Typical Two-Way Road Reserve: 9.0m



Typical One-Way Road Reserve: 6.0m



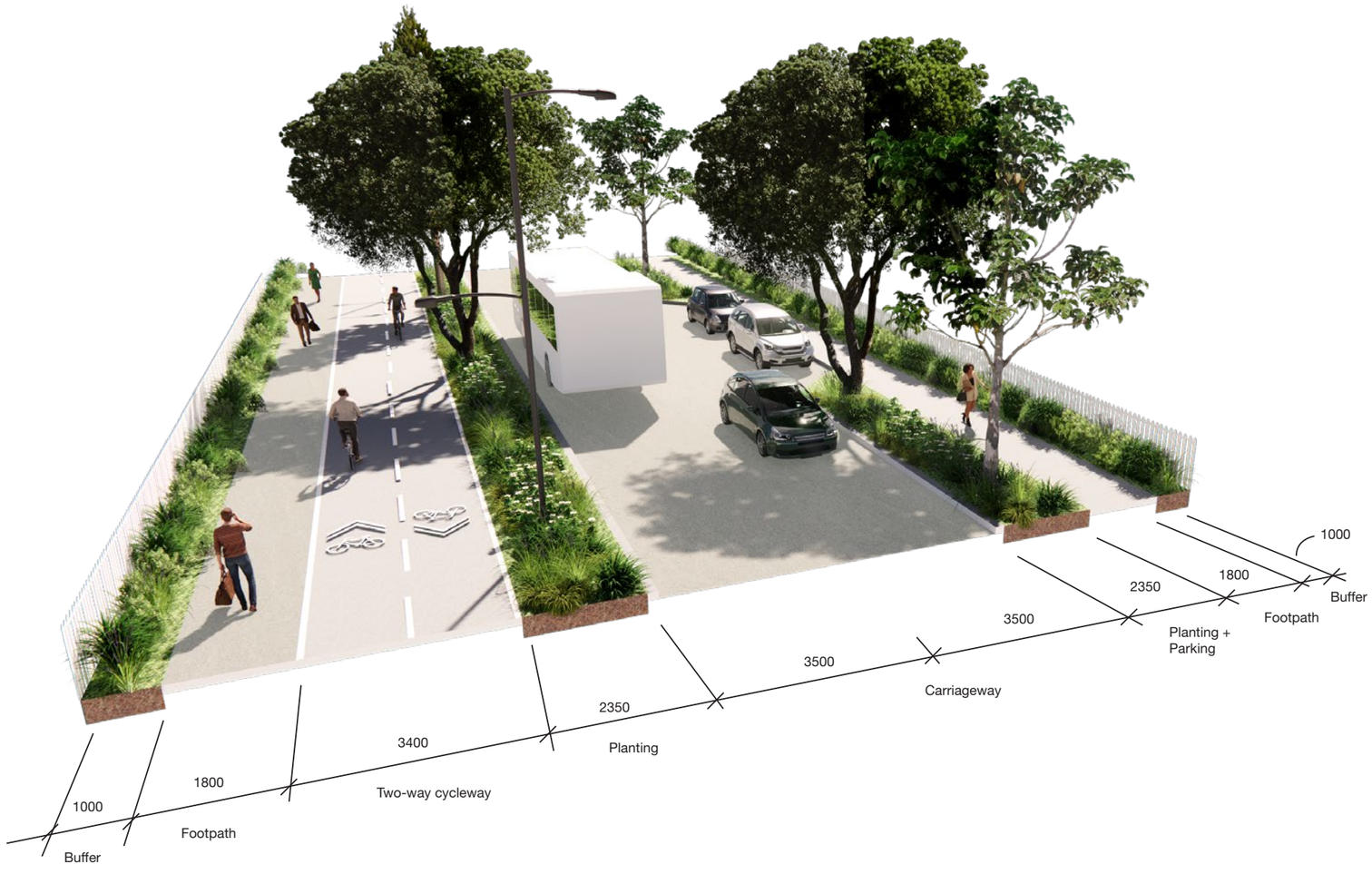
Typical One-Way Road Reserve (Shared Path): 6.0m*

*Shared path JOAL to be used where JOAL is serving less than 6 lots

1.1.13 **Jack Lachlan Drive**

Existing road reserve: 20.0m

Proposed road: 20.7m



Proposed Road Total: 20.7m

1.1.14 **Tree Planting Strategy**

A consistent approach to tree planting in the streetscape should be implemented to ensure a 30% tree canopy coverage across the overall site in combination with the proposed reserves, parks and private properties. Given the high possibility that street tree opportunities will become even more constrained as the project develops, some guidance has been developed below to promote a responsive approach to the design of streets. For instance:

- Placing trees where much-needed shade is required over footpaths, the village centre and around bus stops
- Clusters of narrow columnar trees where they can generate mass with their canopies
- A mixture of columnar and spreading trees to provide a mixture of shade and avoid clashes with canopies
- Responding to the scale of adjacent buildings, and gaps such as vehicle crossings and surface car parks
- Placing trees on private property where space doesn't allow within the road corridor

Where possible trees should be used in assocation with other green infrastructure such as planter beds or rain gardens. Tree selection and arrangement should contribute to the legibility of major roads, side streets and the village centre through visual diversity. Refer to the Open Space Strategy document for further information.

Tree Key

- Tall, spreading street trees where possible
- Feature trees at nodes and strategic locations
- Tall, narrow street trees in confined spaces
- Private tree contribution, along street edges

Refer to Open Space Strategy for planting palettes and overall vegetation strategy