



BIRKENHEAD COMMUNITY-LED NEIGHBOURHOOD PLAN

REVISION A

DOCUMENT CONTROL

REVISION	DATE	DESCRIPTION
DRAFT	4/09/17	DOCUMENT ISSUED FOR COMMUNITY REVIEW AND COMMENT
DRAFT	17/10/17	COMMUNITY FEEDBACK INCORPORATED, DOCUMENT RESTRUCTURED, MINOR CHANGES TO DOCUMENT TEXT AND IMAGES
FINAL DRAFT	26/11/17	MINOR CHANGES TO DOCUMENT TEXT AND IMAGES
A	12/02/18	APPENDIX C ADDED

ACKNOWLEDGMENTS

THE PROUD COMMUNITY OF BIRKENHEAD

with special input from the Birkenhead Neighbourhood Planning Working Group, local residents and the Birkenhead Residents Association (BRA):

Gillian Taylor, Chair, BRA

Keith Salmon, Secretary, BRA

Carol Hayward

Peter Hollenstein, Registered Architect, NZIA

Illia Ovsiiiko, Registered Architect, NZIA

Catherine Smith

Greig Buckley

Duncan Laidlaw

Mary Frankham

Melanie Kenrick

Nick Lawrence, BRA Committee member

Contact us:

<https://www.facebook.com/BirkenheadNeighbourhoodPlan>

email: birkenheadplanning@gmail.com

Layout by Illia Ovsiiiko

Photography by Phil Fogle

Artist impressions by Neil Coleman

Concept plans by Peter Hollenstein and Illia Ovsiiiko

Interactive dialogue software provided by Delib

Other photographs from local residents plus courtesy of Internet sources and their respective contributors: Google, Pinterest, Auckland Historic Places, What's Good In Your Neighbourhood, transpress nz, Story

Special acknowledgement to Ian McHardy, Tracy Walters (Ngati Whatua), Claire Balfour, Leonie Lander and the Kaipatiki Local Board.

Thanks also to other Birkenhead Residents Association Committee members in initiating and supporting the planning process: Julie Hart, Warwick Jones, Adrian Meys, Andrew Osborn, Helen Renwick.

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INTRODUCTION AND BACKGROUND

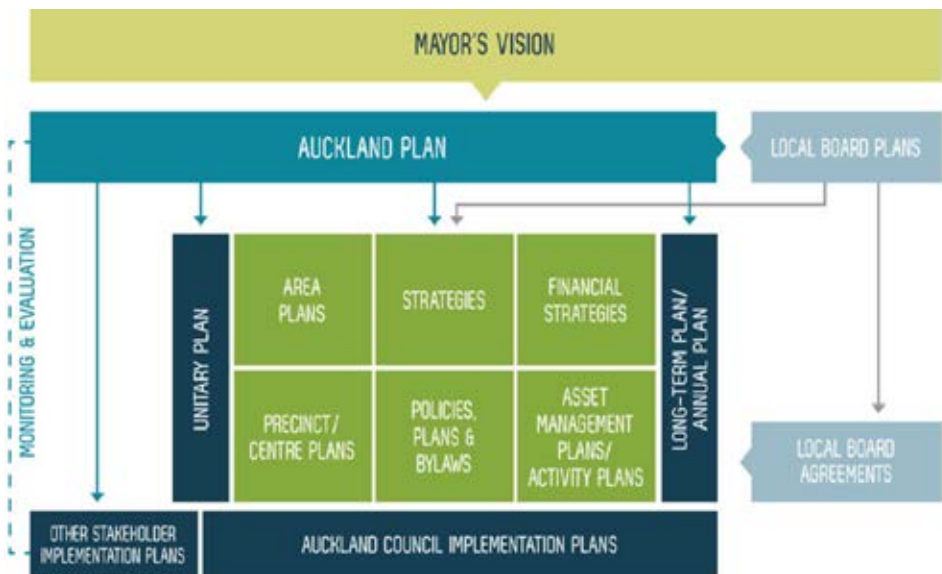
DOCUMENT AND PROCESS

Purpose:

- To create a community-led vision for the direction and development of the Birkenhead neighbourhood for 30 years, recognising there will be significant intensification.
- To develop principles and concepts based on community feedback as a focus for local discussion and idea generation
- To advocate for the communities aspirations with the Kaipatiki Local Board, Auckland Council, Auckland Transport, Panuku Development Auckland, community and business organisations, private landlords and developers and other stakeholders who create and manage our built environment
- To have Auckland Council politicians and officers prioritise our community's wishes in future reviews of spatial planning.

Scope includes:

- Birkenhead / Highbury Town Centre, Chelsea Refinery and surrounding reserve, Chatswood commercial area, War Memorial Park, Hinemoa St shops and cafes, Birkenhead Wharf and the surrounding residential areas, bush areas and coastline (see REFERENCE MAP).
- It considers streetscape, sunlight, heritage, built environment, pedestrian access, natural environment, coastline, facilities and public spaces.



Why a community-led Neighbourhood Plan?

Council reviews, in which this plan could be considered, might include the Auckland Plan (particularly refresh priorities for urban growth locations), the Long-term Plan (and budget allocations), any significant changes to Auckland Unitary Plan zoning, existing and draft local board plans, major infrastructure investments (e.g. transport) as well as any other market, government or other agency-driven opportunities.

In August, Auckland Council's planning committee approved Kaipatiki Local Board's recommendation to prioritise local and spatial planning for Sunnynook (year 1) and Glenfield (years 2 and 3). Panuku is already working on the Northcote redevelopment. Once the Highbury Corner street refresh is completed (in 2018) the council has no other plans in place for Birkenhead development.



- and planning since 2010 – area plans, structure plans, centre plans, local plans
- Spatial Priority Areas (LTP 2015-24)
- Panuku Development Auckland Unlock and Transform project locations
- Proposed three-year place-based spatial plans

Place-based spatial planning proposed three year programme

Year 1: 2017/18	Years 2 and 3
Mass Rapid Transit Spatial Planning Programme	Waikato and Great Barrier Planning Review
Albert-Eden Local Transformation Programme	Takapuna West (Barrys Point) Local Plan
Parnell Local Plan	Glenfield Centre Plan
Sunnynook Centre Plan	Mairangi Bay Centre Plan
Year 1: 2017/18 – Structure Plans	
Warkworth Structure Plan	Drury – Opaheke Structure Plan
Silverdale West – Dairy Flat (Business) Structure Plan	Pukekohe – Paerata Structure Plan

Therefore, any development is likely to be part of a privately-initiated structure plan where private landowners (such as NZ Retail Property Group who own the mall) prepare their own master plan and lodge private plan change requests to council.

The community seeks dialogue and consultation with politicians, planners and developers with the aim of implementing the key principles of this Neighbourhood Plan, as it is the community that formed the foundation of it, and it is the community that owns the identity of Birkenhead.

The concept of community-led planning has been applied successfully in other neighbourhoods, eg Milford, Howick and Coatesville in Auckland in recent years although in some cases while the plan has been adopted by the local board it has not been integrated into advice given to developers.

What we did

The Birkenhead Residents Association facilitated the establishment of a small group of motivated and skilled residents.

The team then:

- Engaged with the community, asking three “Keep / Stop / Start” questions: what do you like most about the area and want to retain? What do you like least about the area? What else would you like to see?
- Kicked off the community discussion with a facilitated workshop (March 2017), attended by approximately 70 people.
- Reached a further 800 - 900 people via door knocking, fliers, street interviews, email and social media.
- Held information-seeking discussions with the Kaipatiki Local Board, Birkenhead Town Centre Association, representatives from planning departments of Auckland Council, Auckland Transport, NZRPG and other community groups. Summarised key themes into the planning principles used in this plan.






This plan

The feedback from our community consultation was translated into topics and themes and then presented as a Draft Neighbourhood Plan, focusing on the strategic character rather than details and operational aspects.

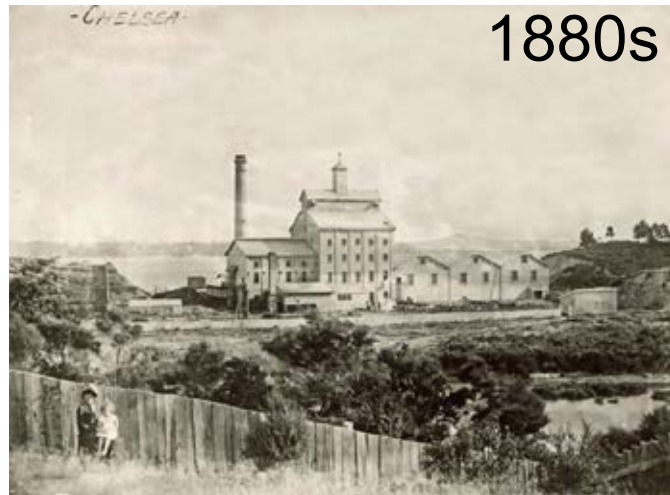
This plan does not go into details of property ownership but it is acknowledged that a key part of the town centre is obviously the mall, owned by NZRPG.

The illustrated Draft Neighbourhood Plan was presented to the community at a public forum and through the mailing list and networks from the 6th September 2017; it has also been discussed with other priority stakeholders. This stimulated further discussion and feedback which has been used to refine and finalise the plan.

A summary of all community feedback is in Appendix A

ASSET ID:	DESCRIPTION	TOPIC – COMMUNITY REQUEST FOR:	STAKEHOLDERS:
	Numerous existing public bush reserves/parks easily accessible to local residents and visitors	Retain and enhance bush reserves and parks, ensure active weed eradication and pollution controls; To seek opportunities to purchase land for additional parks, reserves and links to meet demand with increased population	AKL Council & Private Initiatives
	Traffic jams on Onewa Road, Hinemoa Street and Queen Street	Provide new ideas/trials and long term plans to improve people and goods flow in peak times.	AKL Transport
	Public transport routes incl. buses, ferries and other options, such as cycling	Increase frequency of ferry sailings particularly on weekends, and provide good bus connections; Speed up cycle lane network.	Ferry Operators & AKL Transport Operators
	Birkenhead Heritage Trail and Walks	Establish “Heritage Walk” from Birkenhead Wharf to Highbury and market it for tourism. Also create loop walk via Sky Path in the longer term. Connect with Nature Path (aka SeaPath) and other Kaipatiki Connections routes.	AKL Transport, ATEED & Private Initiatives
	Highbury Shopping and Business Precinct	Refer to page BNP Concepts for details.	Property Owners and Developers

BIRKENHEAD DEVELOPMENT



WHAT IS NEXT ?

CONTEXT - IDENTITY

The following pages provide an overview of Birkenhead's unique identity and reflect the communities' perspective on what people liked most about the neighbourhood.

They include: access to bush and beaches, a unique inner city rainforest, heritage and character, a vibrant village life and the benefit of living so close to the Waitemata Harbour for coastal walks and active recreation.

The location of the neighbourhood, with its high elevation, also offers some unique characteristics that are an important part of its identity.

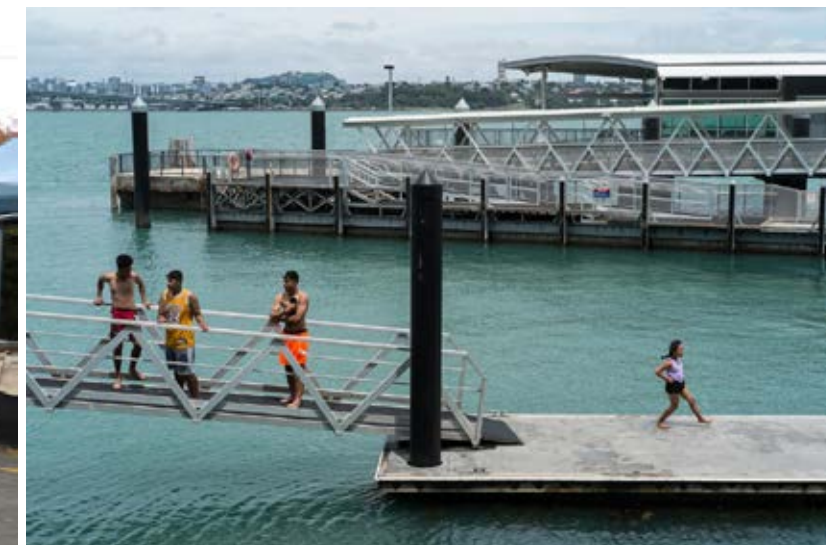
BUSH & BEACHES



PUBLIC SPACES



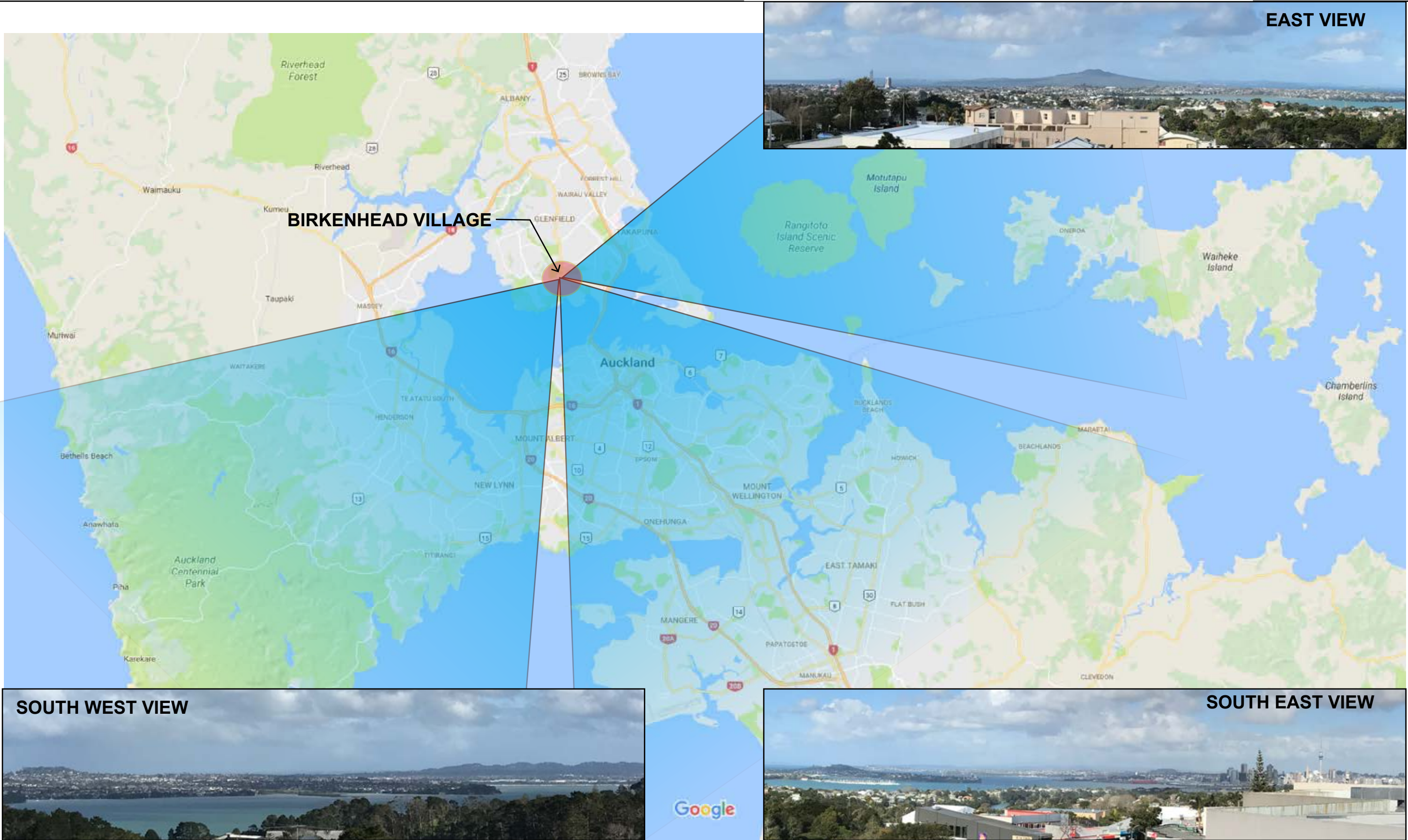
ACTIVITIES & LIFESTYLE



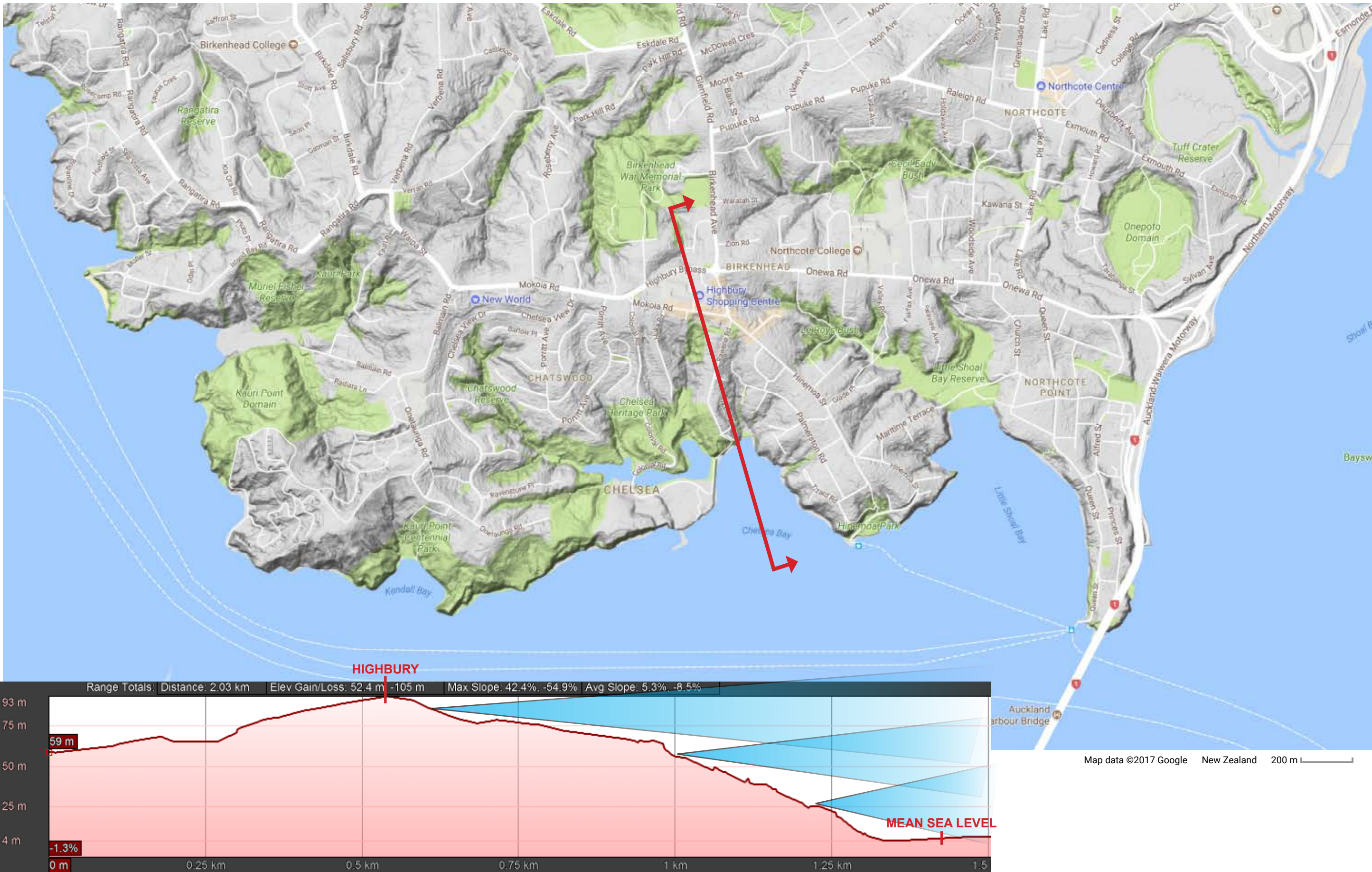
BUILT CHARACTER



UNIQUE LOCATION: VIEW SHAFTS



UNIQUE LOCATION: ELEVATION AND BUSH VALLEYS



TYPICAL ELEVATION PROFILE

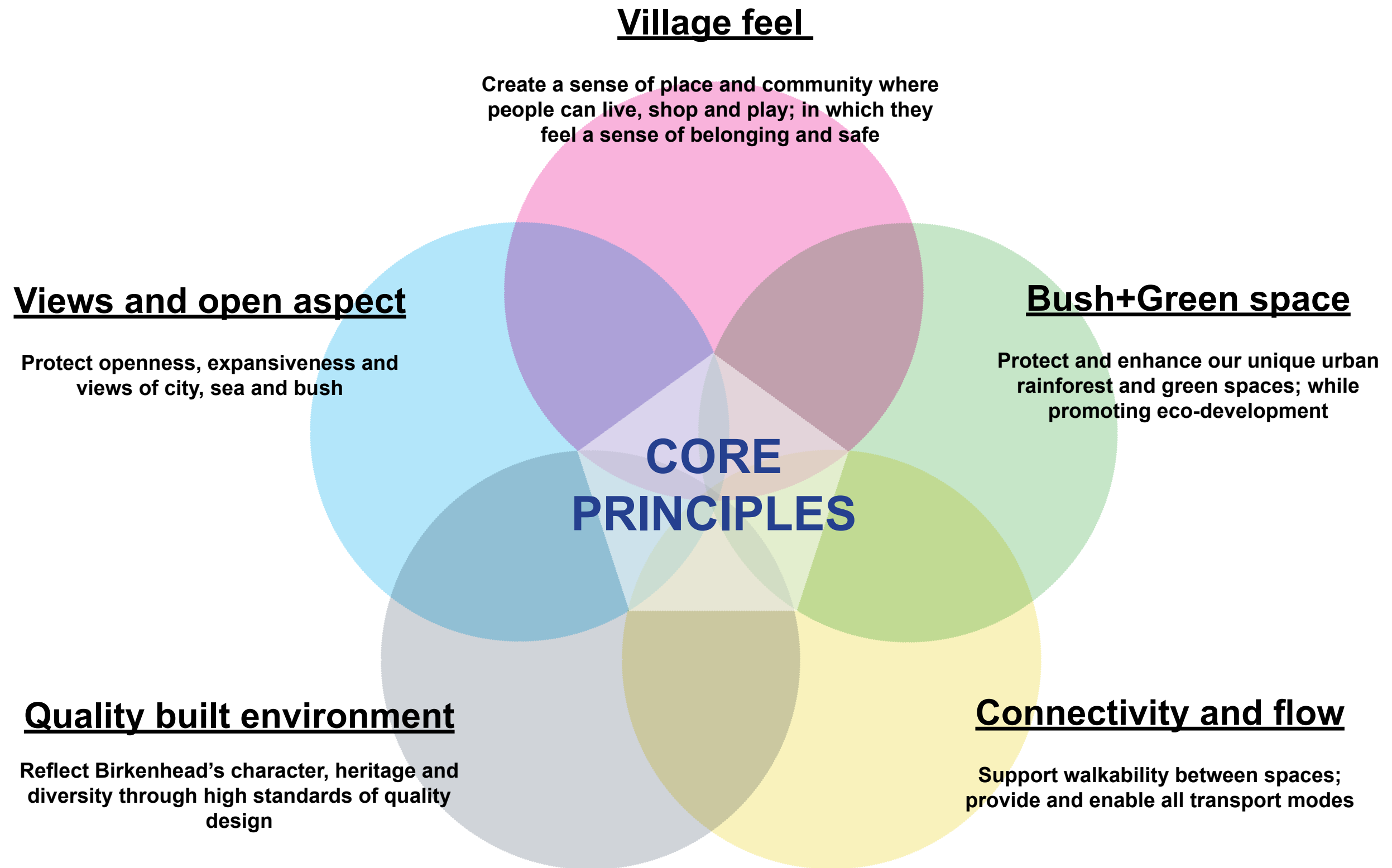
ASPIRATIONS

The community identified a number of core principles that would preserve Birkenhead’s unique identity and improve the neighbourhood as it evolves over the coming years. The following pages present the core messages from the community and aspirational photographs to provide ideas and talking points for future activities and development.

The principles in this section form the essence of the plan, as they define the outcomes that will be promoted with Auckland Council, developers and others.

COMMUNITY VISION

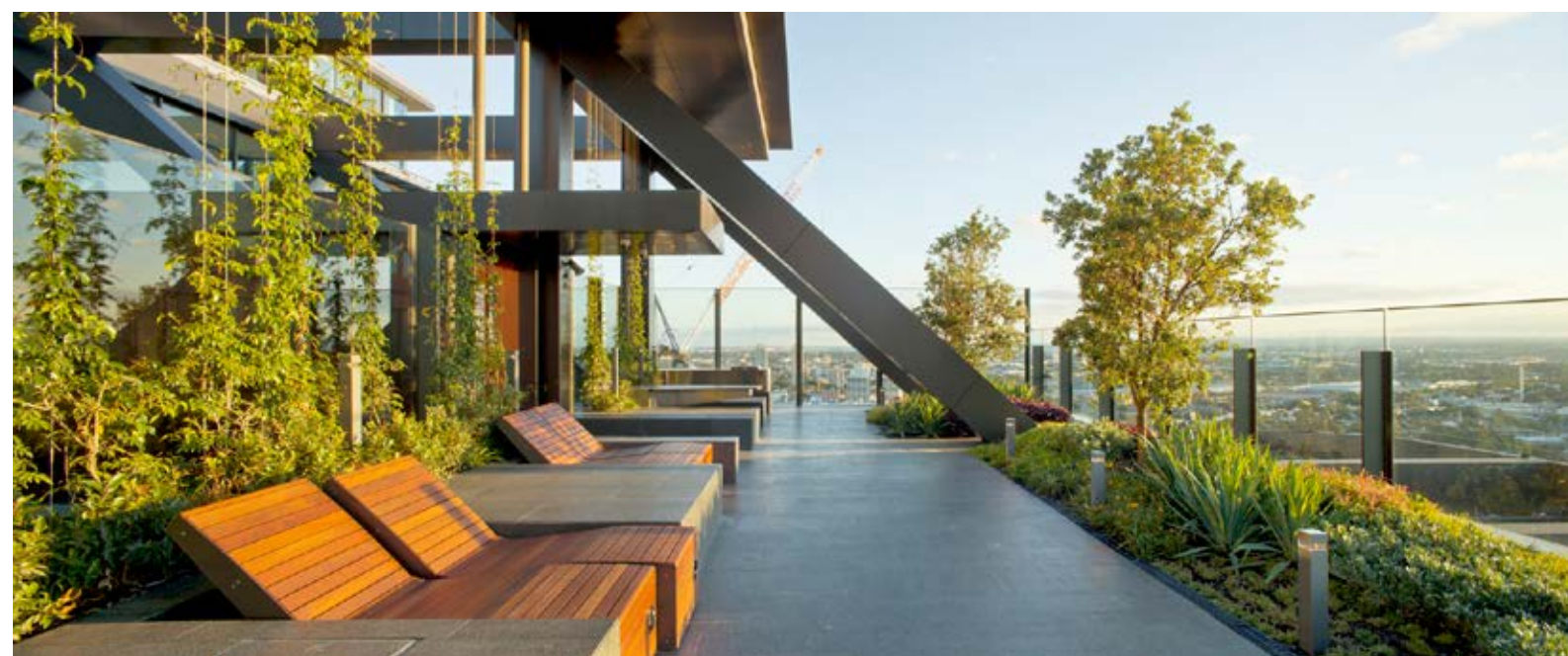
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Birkenhead is unique

close to city + extensive bush and parks + beaches +
expansive views + heritage and stories + diversity of public spaces

VIEWS AND OPEN ASPECT



COMMUNITY IS SEEKING TO:

- Protect the sense of openness and expansiveness.
- Create public places across Birkenhead to enjoy the views.
- Enhance and retain access to the great views that Birkenhead offers

VILLAGE FEEL



COMMUNITY IS SEEKING TO:

- A safe and friendly environment
- A village centre with a range of working, shopping and dining experiences
- Respect and celebrate the heritage, history and cultural diversity of the area
- Shared spaces for interaction e.g. seating, playgrounds, maker and performance spaces
- Public art and creative activity
- Retain and enhance the village feel to provide a sense of belonging
- Create gateways and village welcome, e.g. top of Onewa, Birkenhead wharf

QUALITY BUILT ENVIRONMENT & URBAN DESIGN



COMMUNITY IS SEEKING TO:

- Ensure quality focus in design of built environment
- Encourage view-facing retail and public spaces in the village and others areas of the neighbourhood
- Integrate green focus in all development, eg green walls and rooves
- Residential development that respects the heritage and supports a range of lifestyle needs and caters for all ages and abilities
- Design for the topography and landscape to enhance the natural beauty and land forms
- Retention of light and sunlight, especially in winter; minimise shadowing effects of new development

GREEN SPACES



COMMUNITY IS SEEKING TO:

- Encourage green spaces – bush, park spaces, gardens, trees
- Introduce sculptural objects and feature viewing platforms
- Have streetscape/landscape reflect and enhance the existing natural environment
- Protect natural assets, eg bush, reserves, native biodiversity; promote pest-free, clean waterways, beaches and shorelines.
- Create community gardens, micro parks, trees
- Create seating (accessible) for people to enjoy green spaces and views

CONNECTIVITY AND FLOW



COMMUNITY IS SEEKING TO:

- Improved walking connections around the neighbourhood, linking sea, bush, residential and recreational areas, eg. added pathways, coastal walkways or boardwalks
- Enhance pedestrian links within and to the centre
- Improve footpaths (width, gradient etc) and road crossings for all users (walking, pushchairs, mobility scooters, etc)
- Slow and reduce traffic through areas of the neighbourhood, eg the town centre and some suburban streets
- Alternative location of bus stops to improve traffic in Birkenhead Centre
- Support increased cycling safety for all ages with slower traffic and improved infrastructure

SUMMARY OF BASE PRINCIPLES

VIEWS AND OPEN ASPECT

- Protect the sense of openness and expansiveness.
- Create public places across Birkenhead to enjoy the views.
- Enhance and retain access to the great views that Birkenhead offers.

“The mall has an amazing view but it’s lost by shops. In Sydney there is a mall with the food court with a view. It would be great to do that. Might help encourage better shops to come.”

VILLAGE FEEL

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“The lovely vibrant village atmosphere. Music and activities for festivals. I love the fairy lights at night in the village... It’s a beautiful place to live and it’s safe”

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GREEN SPACES

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“The preservation of the native plants and eradication of pests will bring in the birds, enabling us to enhance a unique environment so close to the city, making it better for them makes it better for residents and visitors, especially once the sky path goes on, helping local businesses with increased visitors and creating a more vibrant culture.”

CONNECTIVITY AND FLOW

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“From town centre to bridge, support for walking and cycling along the way (benches, water stops, signage, footpath improvements and road crossings).”

NEXT STEPS

- Finalise and release the Community-led Birkenhead Neighbourhood Plan. This will be communicated to all stakeholder groups and will be presented to the Kaipatiki Local Board to formally request their support in helping advocate for the principles.
- Assess and explore 'quick win' opportunities to reflect the community aspirations. These might include:
 - Enhanced playgrounds and sport amenities
 - Increased quality seating and lookout platforms around the neighbourhood for people to enjoy the views
 - Events and place making activity
- Get involved with current and planned local community and council initiatives to provide input and find solutions that fit the principles of the plan. For example, work with the council team planning development of the Birkenhead War Memorial Park; engage with the Hinemoa Park Placemaking group regarding a maritime gateway.
- Open and ongoing dialogue with key stakeholders and other interested community groups and organisations who can deliver the community aspirations, advocating for development to fulfill the core principles in this plan.
- Advocate for activities that support the implementation of the plan's principles in key planning processes such as the Long-term Plan, Auckland Plan refresh.
- Direct engagement in the centre and spatial plans for Birkenhead as/when these are included in the local board's plans.
- Support work on Birkenhead branding and positioning with an aim to unlock Birkenhead's potential and establish it as a destination and place to live.
- Develop concepts and principles for Residential and Built Character (ie Appendix C)

This plan will be reviewed every 3-5 years to ensure it remains relevant for the community.

Stakeholders include (but are not limited to): the Kaipatiki Local Board, Auckland Council, Auckland Transport, Birkenhead Town Centre Association (BTCA), private developers and landowners, such as NZRPG.

APPENDIX A: SUMMARY OF COMMUNITY FEEDBACK

Birkenhead is unique

Birkenhead has easy proximity to the city plus all of the services and amenities alongside its natural environment.

People love the character of the urban rainforest, coastal walks, sea and the heritage stories of the area. The area has a strong sense of history and connection to its past and the wonderful environment. This was felt important to ensure a healthy community, providing recreational space as well as having the pleasure of being surrounded by native flora and fauna.

“Being able to enjoy, walk and run through forested parks is a real privilege this close to the city”

Trees along urban streets were also highlighted as being an important part of the character:

“Trees lend a lot of character to the area and make it an attractive place. As we intensify our areas to cope with the incoming numbers of new homes, it’s even more important to retain trees and green spaces within the urban environment.”

It was also felt to be a friendly place with great people including lots of young families. Local residents were felt to be engaged and involved in the community which helped people to feel that the area was safe to walk around.

Village feel

People love the street-based small-scale shops and the variety of eating establishments. They felt that the streetscape including the fairy lights, planting and seating around the centre enhanced Birkenhead’s vibrant village feel. It was felt that the centre’s cultural

approach had developed a lot over the last few years and several people commented on the events and activities that took place.

“The lovely vibrant village atmosphere. Music and activities for festivals. I love the fairy lights at night in the village... It’s a beautiful place to live and its safe”

Birkenhead town centre was compared positively to Devonport which was felt to be all restaurants and Northcote which was felt to have a lack of variety of shops.

“Highbury has pretty good bones for that village feel; I say bones because it also has huge scope to improving on it. I think the mix of street shopping and a mall is desirable, it adds to the village feel and street appeal. So let’s not lose it but seek ways to enhance and build on it.”

It was felt that the sense of arrival at Highbury Village could be improved and that the Work and Income building at the corner of Onewa Rd and Birkenhead Ave / the KFC were not very attractive or welcoming in keeping with the sense of Birkenhead village.

“A new, modern, eye-catching, quality building and/or contemporary sculptural element will make Onewa Rd/ Birkenhead Ave corner remarkable and memorable”

It was also felt that a maritime gateway would be beneficial that could be a way of honouring the Polynesian heritage of the area, for example with a stone waka at Birkenhead wharf or Hinemoa Park and a gateway sign in English and Maori saying welcome to Maritime Birkenhead. There could then be a heritage trail from the wharf with outdoor art and sculpture telling the story of the area.

In addition, a quality restaurant on Birkenhead Wharf could attract people to the area as well as catering for ferry users.

Some people felt that there was a lack of public space for big events in Birkenhead and that more spaces for socialisation would be beneficial. Suggestions included activities in the mall, youth events and a live music event eg at Chelsea or the new outlook area.

“More events for people of all ages/families. We have the open air film screenings in the park. Why can’t we have music events (at Chelsea or Little Shoal Bay) in the summer eg jazz, country, opera - bring a picnic and a blanket, your friends).”

A bigger, better market would help to create a sense of community and boost the local economy

Several people felt that there could be more comfortable seating around the lookout or the library and that there was the potential to increase fun opportunities perhaps by adding concrete animals for children to play on.

Connectivity and flow

Walking and cycling

There was significant feedback that the connection between the town centre and the Birkenhead War Memorial Park could be improved for pedestrians as it currently feels cut off by the Highbury Bypass. In addition, it was suggested that an easy walking, all weather link be created between the Birkenhead War Memorial Park facilities and the Recreation Drive facilities.

Highbury Bypass was felt to be dangerous to pedestrians and particularly to children walking to and from the War Memorial Park as cars were often over the speed limit:

“Birkenhead needs to feel safe, and who would want to go there when they have to run a gauntlet every time they want to go to school, go shopping or head out for the evening.”

It was felt that there were a lot of uneven and cracked footpaths around Birkenhead and that the area needed to be made safer and more accessible for pedestrians including those with mobility issues or with prams. More crossings were requested on Onewa Road.

There was a suggestion that Birkenhead needed promenades around the neighbourhood (walkable loops) that would help to keep people healthier and would increase the sense of community connections. One example suggested was a boardwalk between the wharf and Chelsea Bay.

There were different suggestions to improve pedestrian access around the town centre such as:

- Occasional traffic free days (eg monthly) in the town centre eg from the Highbury roundabout to the other side of the mall which could be a home for the Birkenhead market, encouraging visitors to the town centre.
- A shared space to reduce traffic in the centre and encourage more pedestrians.
- Lower speeds in and around the centre
- One way traffic through parts of the centre

- Turning the roads into cobblestones to help slow the traffic down
- Allowing people to cross the road straight or cross-ways similar to the crossings on the city centre’s Queen Street

Those arguing for these kinds of ideas felt that there was too much traffic in the centre that reduced enjoyment and atmosphere and that it would encourage people to stay and shop. Those who had concerns focused on the need for alternative routes for traffic and that this might add to the congestion.

There was a suggestion that we should be planning for Birkenhead’s connection to Skypath:

“From town centre to bridge, support for walking and cycling along the way (benches, water stops, signage, footpath improvements and road crossings).”

In general, it was felt that cycling in Birkenhead was not very safe and that existing paths along Onewa Road were not fit for purpose. Recent upgrades to pavements and roads in the area were not felt to have considered cyclists’ needs.

Public Transport

The area was felt to have great public transport options and particularly the ferry service. However, it was felt that this could be enhanced with additional ferry times and better co-ordination between aspects of public transport eg ferries and buses or trains.

It was noted that there were a lack of weekend ferries and that the return journey via Bayswater made them impractical. During rush hour, it was suggested that ferries could be increased in line with the Devonport

ferry service which runs every 15 minutes. It was also felt that more frequent ferry service outside the morning and evening rush would be beneficial. It was also requested that there be heating at the ferry terminals and on board.

It was felt that increasing ferry services along with other public transport options would help to reduce traffic congestion along Onewa Road and would help to reduce the need for more parking in the Auckland city centre.

There were also comments that buses to and from Takapuna in the evening should be increased to encourage those wishing to attend events and activities in Takapuna who prefer not to drive. It was also suggested that there could be a regular bus service to Ponsonby for shopping and entertainment.

Other suggestions to improve public transport were to improve the interconnectivity, introduce a mass transit system like a train or electric buses.

Other forms of transport

There were mixed views about the T3 lane on Onewa Road with those in favour feeling that this helped public transport to work efficiently. Other suggestions were to let trucks or business vehicles use the T3 lane or to allow electric vehicles to use it. One person suggested that two lanes feeding onto the motorway travelling south would be beneficial to reduce congestion and the impact of people seeking alternative routes through Little Shoal Bay.

There were a number of comments about parking in the centre with some feeling that parking could be improved – particularly the carpark by the mall. Others questioned if more parking was really needed especially with improvements to public transport and new apartments in the centre.

A number of people highlighted problems with a lack of parking for visitors and park and ride commuters. Some people commented that side streets were getting full of parked cars and that new apartment blocks were going up with insufficient carparks which would add to this issue.

More traffic management was felt to be useful to counteract the traffic backing up on Hinemoa Street during the week and while efforts were made to manage traffic on Onewa Road during the week, it was suggested that this also needed to happen at weekends.

Others commented that there should be lower speeds on some streets within the area – particularly those that are not intended to be through-ways. This would also make them feel safer for pedestrians and cyclists. At present, there is no walking school bus from this direction due to these safety concerns.

One person suggested that an electric charge point for e-vehicles and car share was provided:

“Let’s provide some other alternatives besides public transport and private vehicles. Being known as a green hub is a great selling point and better for the environment.”

Bush + Green space

Birkenhead should become an Eco Birkenhead –

a sustainable town on the hilltop. There was also support for the proposal for Birkenhead to be predator free and to have more native planting to enhance the bird life. There was concern over erosion in Le Roys Bush that was destroying native fish habitat as well as native flora.

It was also felt that stands of native trees and bush should be protected from development and businesses:

“The preservation of the native plants and eradication of pests will bring in the birds, enabling us to enhance a unique environment so close to the city, making it better for them makes it better for residents and visitors, especially once the sky path goes on, helping local businesses with increased visitors and creating a more vibrant culture.”

Some people felt that there were inadequate playgrounds for children. It was suggested that the playground outside the library should be bigger and that it was only designed for very small children so a playground for bigger children would be beneficial. However, others commented that there were quite a few other options in the area eg Little Shoal Bay, Hinemoa Park, Onepoto Park and that there is also a lot of green space for sports and recreation.

Others felt that more pocket parks for older residents and small children to walk to would be good with better seating in the parks that includes something to lean back against and is more comfortable to sit on.

Several people commented that there was insufficient maintenance of the parks and reserves eg pathways.

Quality built environment

In keeping with the proposed Eco Birkenhead theme, there were suggestions that Birkenhead should have a focus on sustainable green buildings in new developments.

It was felt that there were a number of instances of poor quality urban design and architecture such as the Rawene Chambers and the Mall and that it was too easy for people to build inappropriate developments that are not in line with existing planning rules eg residential heritage:

“Need to respect the character – however we define it and have some cohesiveness of style. At present the style is mostly ‘heritage’ and we have heritage protection so these should be honoured.”

It was felt that good urban design would consider engagement with sea and bush views, be people-friendly size, sustainable and have plenty of sun and green space. There was a concern that new developments would cause overshadowing and reduce access to sunlight.

Some people requested well-designed apartments with communal gardens and spaces suitable for empty nesters so that people can downsize but stay in the area.

There was a concern that Birkenhead’s infrastructure would struggle to cope with increased intensification in the area eg more sewage overflows, traffic jams and frustration, power, internet and water services degradation. These issues were already felt to be leading to increased pollution in the streams and bush reserves and that the council was unable to respond quickly enough to manage these issues.

“Under the old North Shore Council I could see progress on waste and storm water upgrades happening, but since we’ve become part of the ‘super city’ I get the impression the money has gone elsewhere.”

It was also felt that landscaping and streetscaping could be improved with consistent tree typology and reduced visual pollution from power poles.

The consents process was felt to be long and complicated.

Birkenhead Town Centre

Shops

It was felt that while the shopping precinct had potential, there was a number of comments that the shopping area needed a bit of a spruce up. Specific issues mentioned were: too many empty and low quality shops, massage parlours and liquor shops close to the school, the poor presentation of some shops and internal looking shops - into the street not views.

“Get the landlords involved and target more individualized quality shops. Get rid of the cheap shops which change once a year ownership so that Birkenhead village will be a destination which we can be proud of.”

One suggestion was to ensure that all new or re-developed shop fronts have canopies over foot paths for the comfort of shoppers and pedestrians.

There were comments about the shops in Highbury having the potential to build apartments above them but wanting to ensure that public views were not

completely blocked by buildings. In addition, it was felt that some businesses could better enhance and exploit the views.

It was felt that more quality shops and healthy food options could be provided to complement the existing quality baker, fish shop, butchery and greengrocer. Some people suggested they would like to see a bigger, better market in Birkenhead and that this could be an excuse to close part of the town centre to traffic occasionally.

A decent family pub, similar to the quality of the Northcote Tavern, was felt to be missing. Laneway retail was another idea raised by community members.

Streetscape

There were a number of comments that improving the attractiveness of streetscape and pedestrian routes as well as the general walkability of the area would help local businesses.

“Walking up Hammond Place, past the rubbish strewn loading bays with no footpath, and into the dark underground carpark just to go to the mall is just unpleasant and also unsafe in places. If we want more people to go to Birkenhead Ave, we need for it to be pleasant, not like walking through back alleys, service areas and carparks. Just make Birkenhead a nice place to walk around and spend money in, as opposed to somewhere to drive by.”

There was a suggestion that there could be more planting in the centre and that it could be more sustainable rather than being replaced monthly. This would be in keeping with Birkenhead being an eco-village or one of the greenest suburbs.

Buses were felt to create some disconnection within the town centre and some suggested that they should be rerouted with a bus terminal along the bypass.

The mall

It was acknowledged that the mall was a big factor in the town centre’s future and that its present state was poor. It was suggested that the mall should be redeveloped to provide integration with the surrounding streets and town centre. There was concern that Birkenhead’s village feel might be lost if the new mall was too high and bulky.

There were a number of comments about the mall and its potential to incorporate a new public space that would make the most of the views instead of the current public spaces which blocks views by ugly buildings and roofs. There was disappointment that the mall was partly empty and that no investment was taking place while the plans for redevelopment were being considered.

“The mall has an amazing view but its lost by shops. In Sydney there is a mall with the food court with a view. It would be great to do that. Might help encourage better shops to come. Parking in the main street is hopeless but not sure how it can change.”

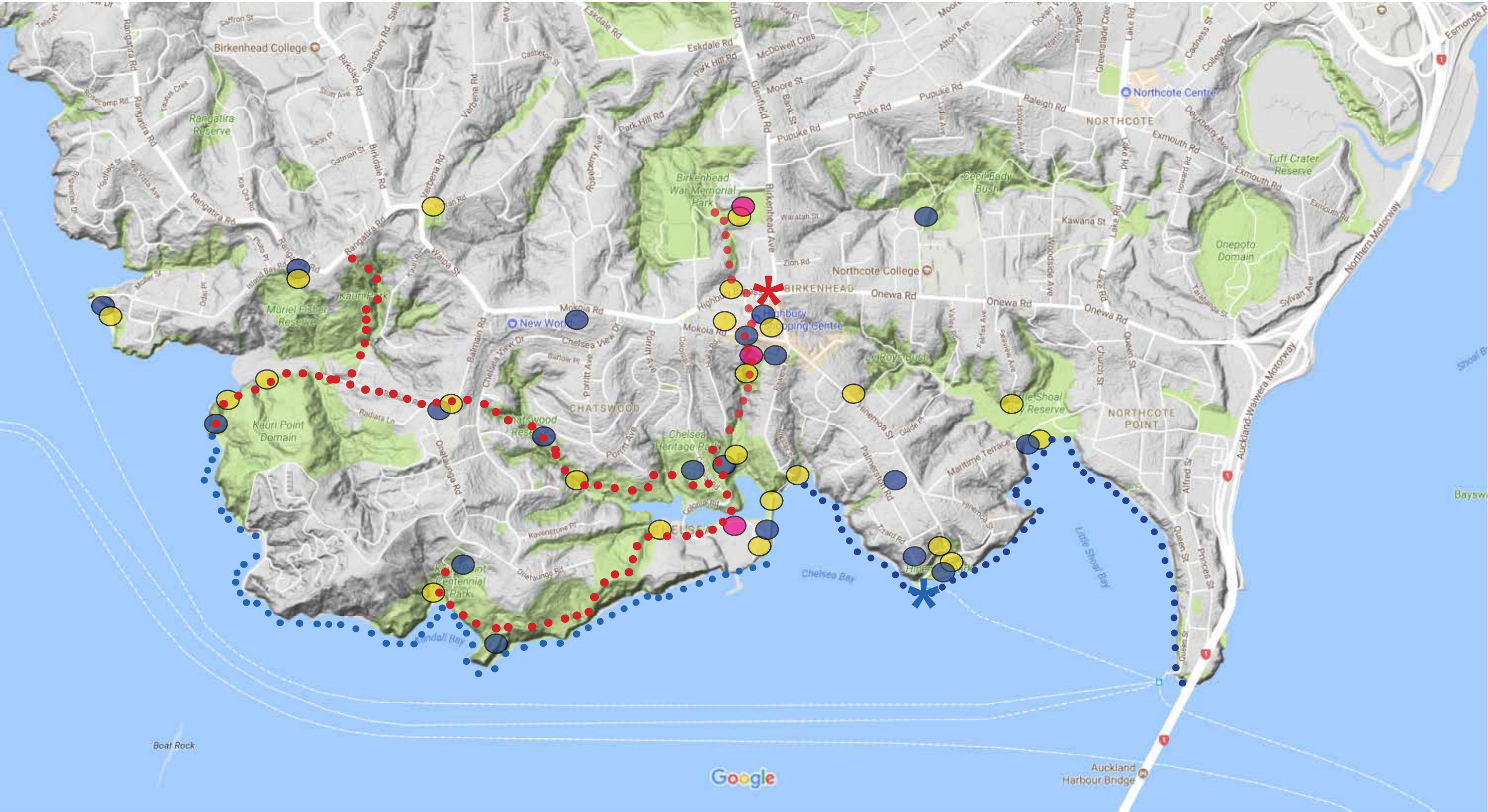
One person suggested that there could be a baby room within the mall. Another suggested that Highbury Mall should have a feature eg a fountain or small garden area.

APPENDIX B: CONNECTIVITY AND FLOW






The theme of walkability and ease of connection featured strongly in the feedback from the community and 'connectivity and flow' is one of the core principles of the plan.



The following page presents concepts about how this might be enhanced to stimulate discussion. It also addresses the character and community principles, by including ideas on public art, playgrounds and other community amenities.

WHERE WE WALK, RELAX & PLAY



MAP LEGEND - POTENTIAL PLACEMENT OF:

-  PUBLIC ART / PARK SCULPTURE
-  QUALITY SOCIAL SEATING / FEATURE VIEWING PLATFORM
-  PLAYGROUND
-  NEW / UPGRADED PATHS LINKING ATTRACTIONS
-  COASTAL WALKS

-  BIRKENHEAD CENTRE GATEWAY
-  MARITIME GATEWAY

Map data ©2017 Google New Zealand 200 m

The concepts shown on this page represent some possible interpretations of the Birkenhead Neighbourhood Plan principles. They are intended to stimulate thinking and discussion rather than to portray a definitive solution.

APPENDIX C: RESIDENTIAL AND BUILT CHARACTER

This appendix contains concepts and ideas to stimulate discussion and further exploration of some design principles for Birkenhead. They provide expert interpretation of the community feedback and are set out for consideration by home owners, developers and businesses.

Community

New development should contribute back to the community:

- Active street frontages, fine grain and tactile pedestrian experience
- Multiple typologies that suit demographics



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Sustainability

- Encourage sustainable development - at least home star rating 6
- Integrated solar panels to assist with domestic power consumption. Release excess of power back to grid. Promote net zero energy housing.
- Stormwater harvesting for domestic use and gardens,
- Water retention tanks to avoid erosion; use of swales
- Locally sourced and use of salvaged building materials.
- Minimise construction waste



“By recycling building materials after the building’s lifespan comes to an end, the impact of building waste on its environment is also reduced. This also contributes to a decline in the exploitation of natural resources for new materials, as well as saving money, as recycled materials are often cheaper than new.

Local sourcing, another aspect of sustainable design, reduces a building’s carbon footprint as it requires fewer fossil fuels to be used in the material’s transportation, thus using recycled materials from nearby demolition sites or landfills gives the design extra green points as well. There are plenty of sophisticated ways to recycle materials by turning them into something completely new and unexpected, for example:

Wood can be repurposed or “reclaimed” in many ways to be made part of a new structure. Wooden train rails, planks, floors or beams can be fit for repurposing and

their use depends on the quality and dimensions of the wood. Former structural wooden planks can be used as such again, and if in good condition, weathered wood can give a new building unique character. Old wooden floors can be repurposed as cladding; old beams and doors could be repurposed as staircase elements; and so on. If the wood doesn’t meet the dimensions, it can be mixed with other bits and pieces of wood to create compound structural or cladding materials, which in turn will contribute to the design’s aesthetical richness. Wood recycling doesn’t apply to built objects alone, as dead trees found on site can be repurposed and incorporated into the project as well.

Metal objects can also be used in their original shape - such as rusty metal facades - which provide a unique texture that is otherwise hard to achieve.

*Broken pieces of **concrete** can be turned into small pebbles, which can then be mixed into a batch of*

concrete as an aggregate, or used as gravel for foundations.

*Many **glass** objects can be repurposed as constructive materials in either their original shape or as a new element.*

Bricks, terracotta, and kindred materials can be easily reused either in their original form or mixed into something else. Old bricks can be used to form new structures, even if the material has experienced damage. Roof tiles can be given new life as facade claddings. If crushed finely, bricks can be turned into aggregate for concrete and created into new bricks again.”

To achieve best results consult your architect and local building material salvage operator for options available.

Built environment design principles

- Mix of old and new; respect for heritage and for the neighbouring context.
- Use of traditional materials eg weatherboards and timber joinery as well as recycled materials in contemporary design solutions;
- Use gable roofs in similar proportions to surrounding areas.
- Active landscaping - forecourts.
- Respect natural environment and build around established trees.



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APPENDIX D: BIRKENHEAD VILLAGE CENTRE CONCEPT PLANS

This appendix contains concepts and ideas to stimulate discussion and further exploration of what is possible for Birkenhead, particularly around the village centre.

They provide expert interpretation of the community feedback and extrapolation of how the community's aspirations might become real over time.

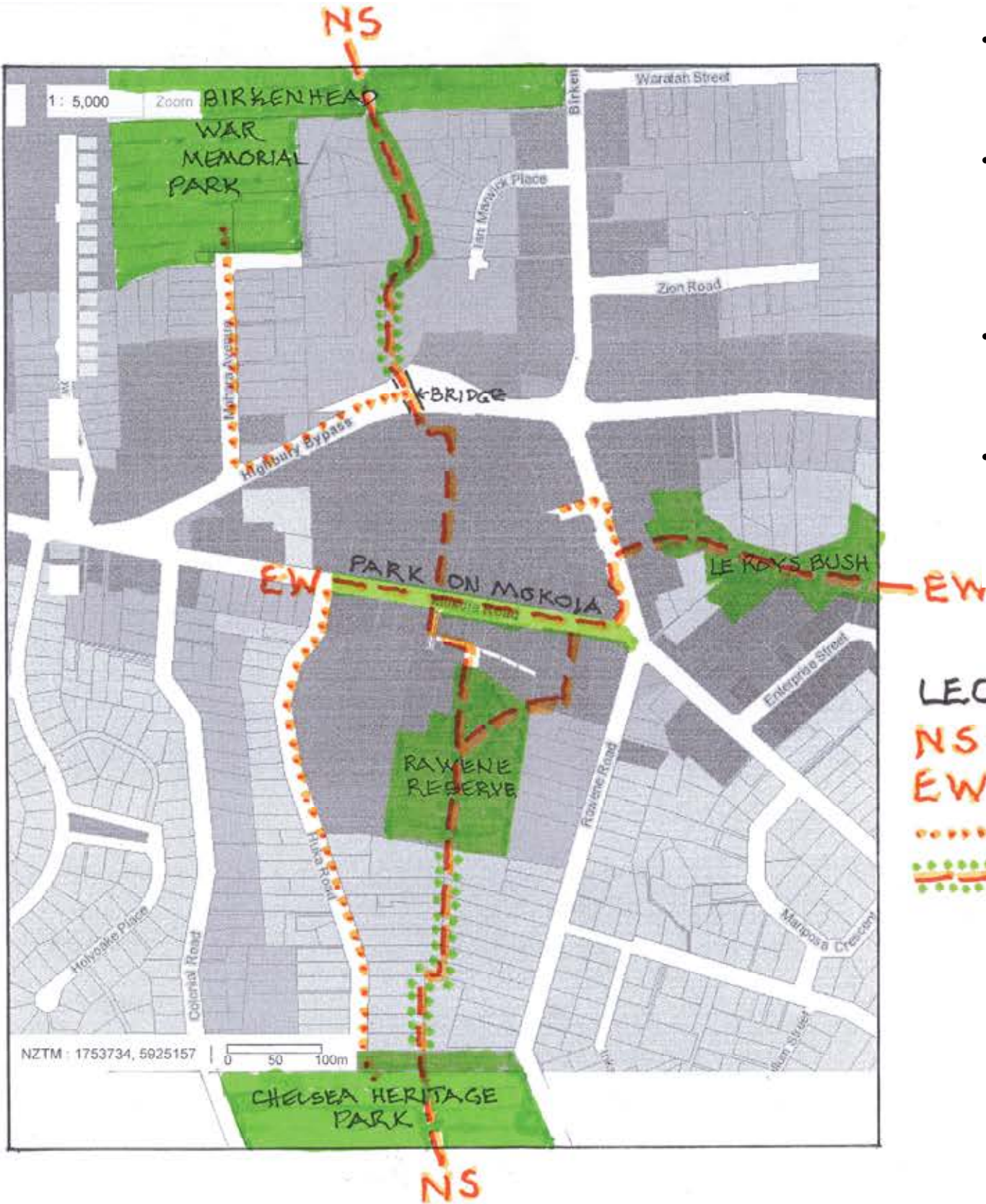
The following pages represent layers of a single vision for the village centre.

THE COMMUNITY SEEKS:

- Pedestrian links within the shopping precinct as well as within and between parks and reserves in the area as part of Kaipatiki Connections strategy
- Improve footpaths and road crossings for walkability, pushchairs, mobility scooters, etc (manage street furniture, pavement widths, pavement gradients) to encourage walking

POTENTIAL ACTIONS:

- Create different kinds of walking spaces, eg laneways and circuits (eg Hammond/Mall/Mokoia; Mokoia/Rawene/Hinemoa)
- Improve connection of the centre with bush, recreation centre, Enterprise St, wharf, Chelsea, Little Shoal Bay, Chelsea/Mokoia shops



- The Diagram shows a NS (North-South) axis pedestrian link and an EW (East-West) axis proposal along dashed red lines
- The North-South link leads from Birkenhead War Memorial Park across the new bridge over the Highbury Bypass Bus Interchange, through the Shopping Precinct down to Rawene Reserve to Chelsea Heritage Park
- This North-South link would require the land transfer of strips of land accommodating the pathway as shown dotted in green
- The East-West axis would offer full access through a new pedestrianised “PARK ON MOKOIA” and via a short walk across Birkenhead Ave to Le Roys Bush

LEGEND:

- NS : NORTH - SOUTH AXIS
- EW : EAST - WEST AXIS
- : EXIST. PEDESTRIAN LINKS
- : REQUIRES LAND STRIP TRANSFER

ENHANCED PEDESTRIAN LINKS - MAIN AXIS

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THE COMMUNITY

- Slow and red the town centre experience
- Alternative to improve traffic Centre
- Support increase slower traffic infrastructure

POTENTIAL ACTIONS

- Upgrade bus hub to cope with volumes, improve
- Retain and improve (potentially in park and ride)
- Develop safe encourage cycling
- Review traffic and options for around the centre

COMBINED DIAGRAM

The concepts shown on this page represent some of the Birkenhead Neighbourhood Plan principle stimulate thinking and discussion rather than to

- **Pedestrianise Mokoia Road between Huka Rd. and Rawene Rd.**
- **Enhance people's experience & safety: one way traffic & move buses**
- **Re-pave all roadland, delete kerbs & define parking with bollards etc.**
- **Introduce extensive tree and shrub planting**
- **Slow down vehicular traffic by all the above incl. a meandering carriageway**
- **Scope for 40 additional car parks**

- **Slow and reduce traffic through the town centre to improve walking experience**
- **Alternative location of bus stops to improve traffic in Birkenhead Centre**
- **Support increase cycling with slower traffic and improved infrastructure**

- Upgrade bus interchange/transport hub to cope with increased volumes, improve street amenity
- Retain and improve car parks (potentially including commuter park and ride)
- Develop safe facilities to encourage cycling
- Review traffic /road placements and options for getting into and around the centre

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MOKOIA ROAD SUN INFLUX

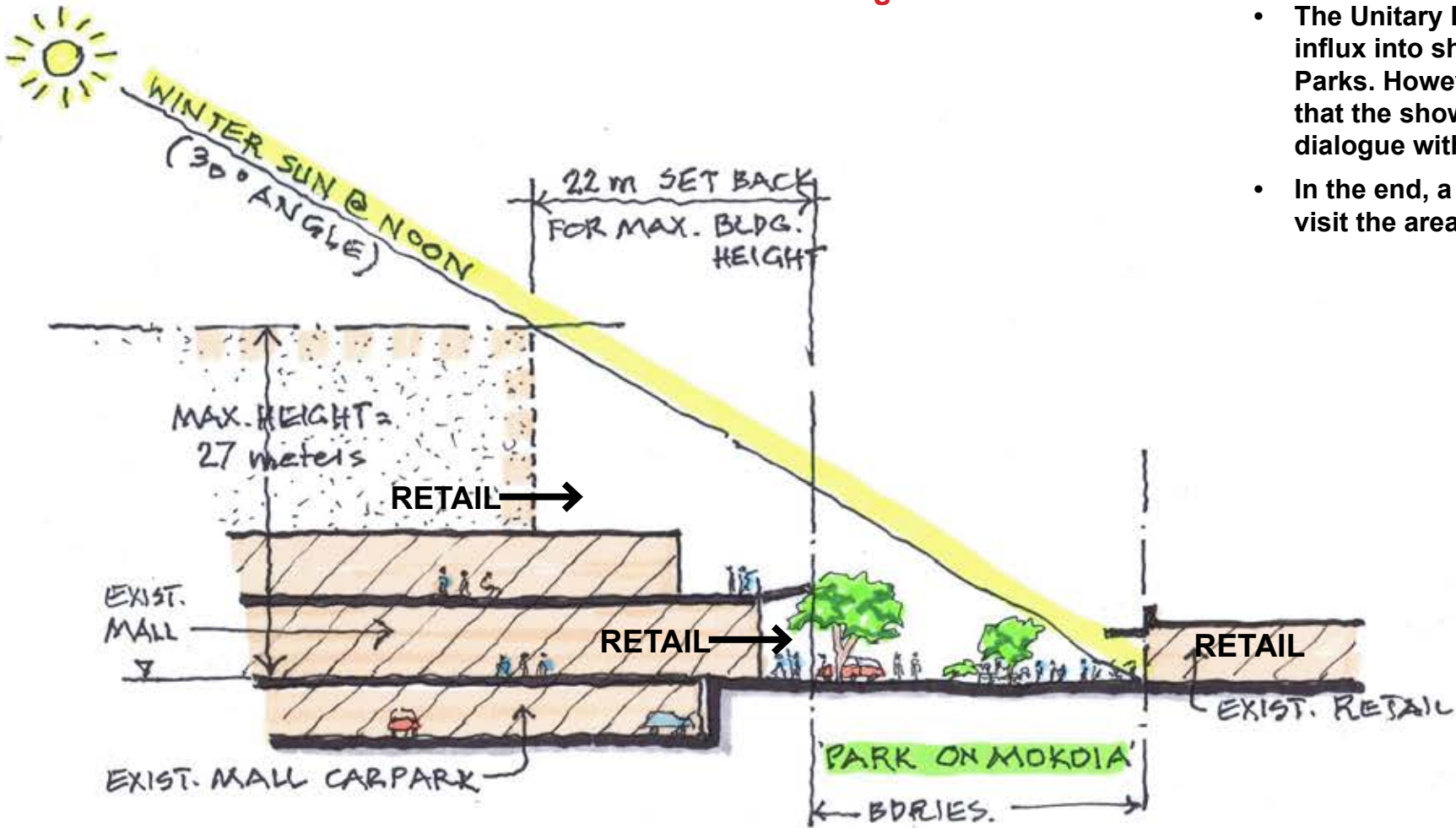
THE COMMUNITY SEEKS:

- Retention of light and sunlight, especially in winter, into the shopping street Mokoia Road.

POTENTIAL ACTIONS:

- Apply reasonable building setback to avoid overshadowing

- Mokoia Road is oriented in an East – West direction, thus it is desirable that the full south face of it is well served with winter sun.
- The diagram shows the 30 degree winter sun angle at noon taken from the ground along the south boundary of “PARK ON MOKOIA”.
- This would produce an approx. 22 meter setback for a max. height building on the northern side of the shopping street as shown.
- The Unitary Plan does not address any sun influx into shopping streets or Public Plazas/ Parks. However, the community is confident that the shown sun criteria can be achieved in dialogue with developers.
- In the end, a happy customer is more likely to visit the area and do business there.



SECTION: MALL ENTRY - MOKOIA ROAD

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MOKOIA ROAD VIEW LOOKING EAST FROM HIGBURY SQUARE



MOKOIA RD / BIRKENHEAD AVE CORNER VIEW LOOKING NORTH-EAST FROM HINEMOA STREET

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LANDMARK, PARKING & SQUARE

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B - COMMUTER PARKING

- A carparking building could house over 200 car and cycle parks (with e-plugs) for commuters.
- It could be located on the school playing field with the replacement field on its roof top level with the school grounds. No significant earth works will be required.
- It could have vehicle access/exit from the Mall carpark & exit only on the west side onto the Highbury Bypass. Pedestrian access also from the new Bypass bridge, lift and stairs.

THE COMMUNITY SEEKS:

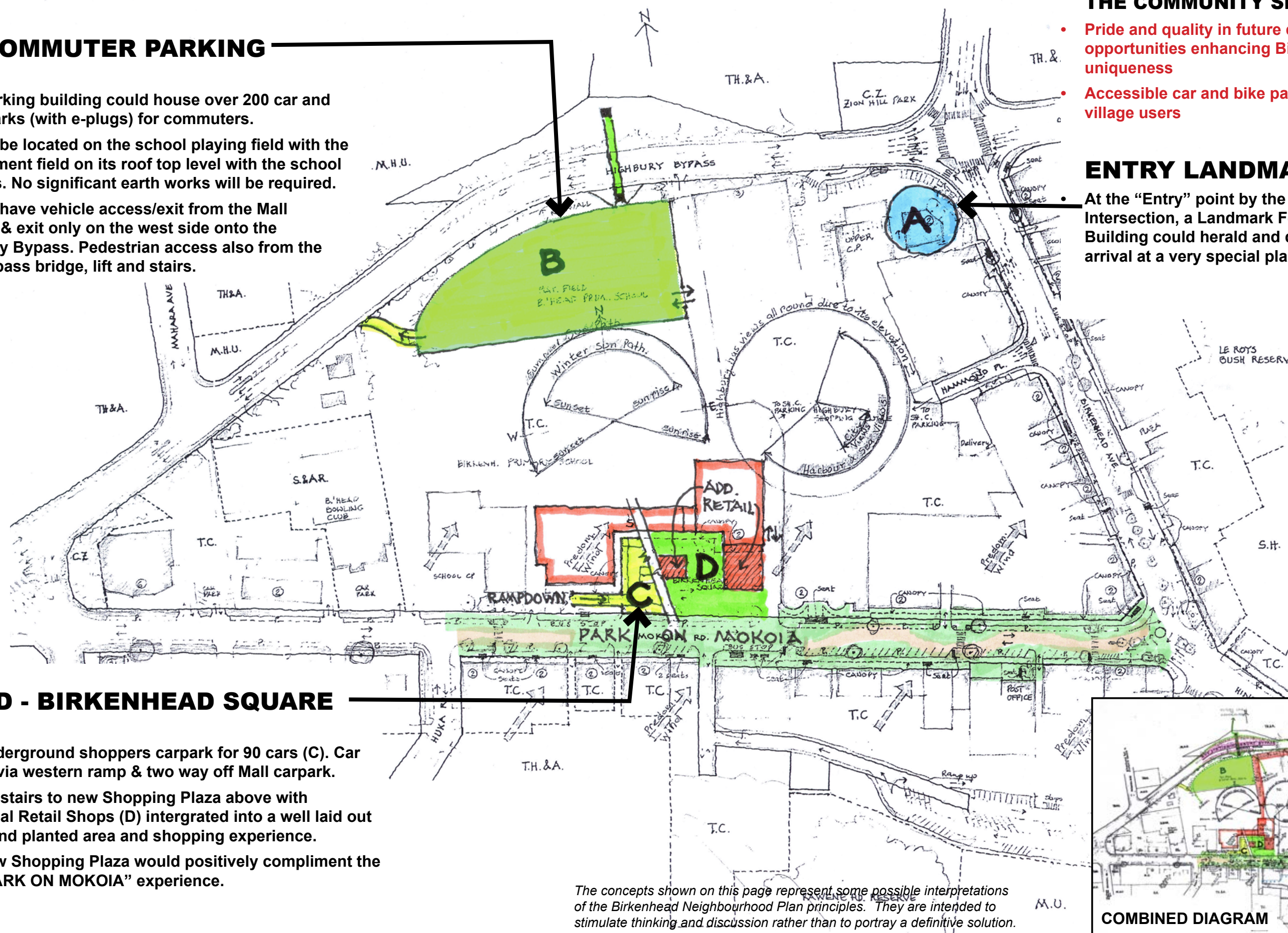
- Pride and quality in future development opportunities enhancing Birkenhead's uniqueness
- Accessible car and bike parking for all village users

ENTRY LANDMARK A

- At the "Entry" point by the Onewa Road Intersection, a Landmark Feature or Building could herald and display the arrival at a very special place.

C & D - BIRKENHEAD SQUARE

- New underground shoppers carpark for 90 cars (C). Car access via western ramp & two way off Mall carpark.
- Lift and stairs to new Shopping Plaza above with additional Retail Shops (D) integrated into a well laid out paved and planted area and shopping experience.
- This new Shopping Plaza would positively compliment the new "PARK ON MOKOIA" experience.



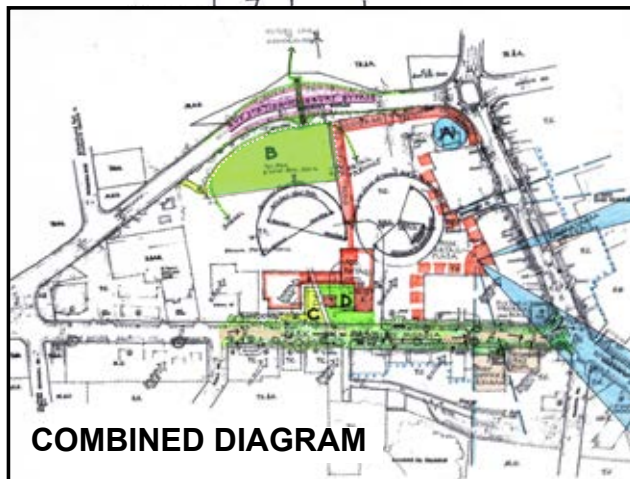
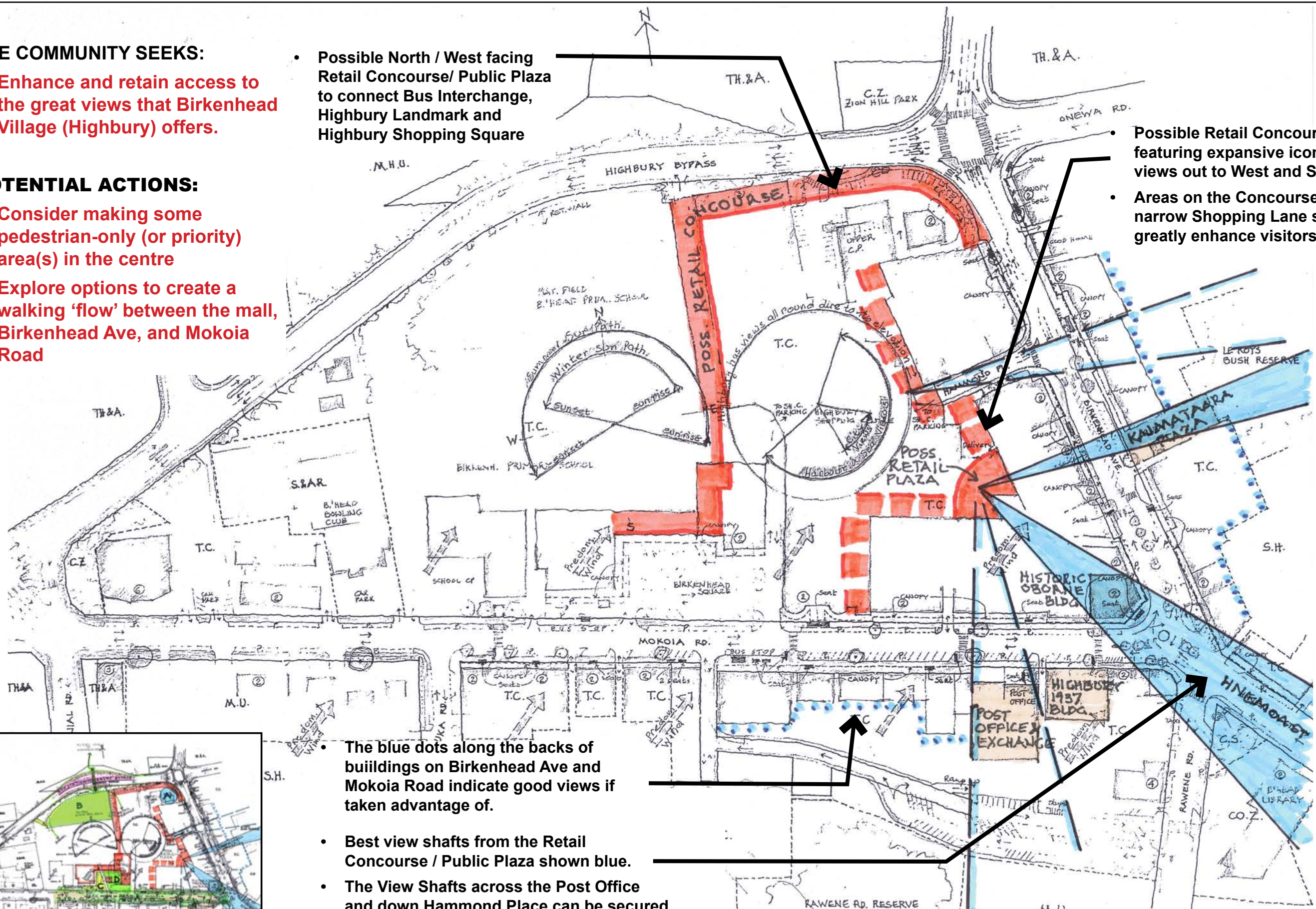
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COMBINED DIAGRAM

- **Consider making some pedestrian-only (or priority) area(s) in the centre**
- **Explore options to create a walking 'flow' between the mall, Birkenhead Ave, and Mokoia Road**

- Possible North / West facing Retail Concourse/ Public Plaza to connect Bus Interchange, Highbury Landmark and Highbury Shopping Square

- **Possible Retail Concourse / Public Plaza featuring expansive iconic Birkenhead views out to West and South.**
- **Areas on the Concourse with alternating narrow Shopping Lane spaces can greatly enhance visitors experience.**



COMBINED DIAGRAM

- The blue dots along the backs of buildings on Birkenhead Ave and Mokoia Road indicate good views if taken advantage of.
- Best view shafts from the Retail Concourse / Public Plaza shown blue.
- The View Shafts across the Post Office and down Hammond Place can be secured with other property owners goodwill.

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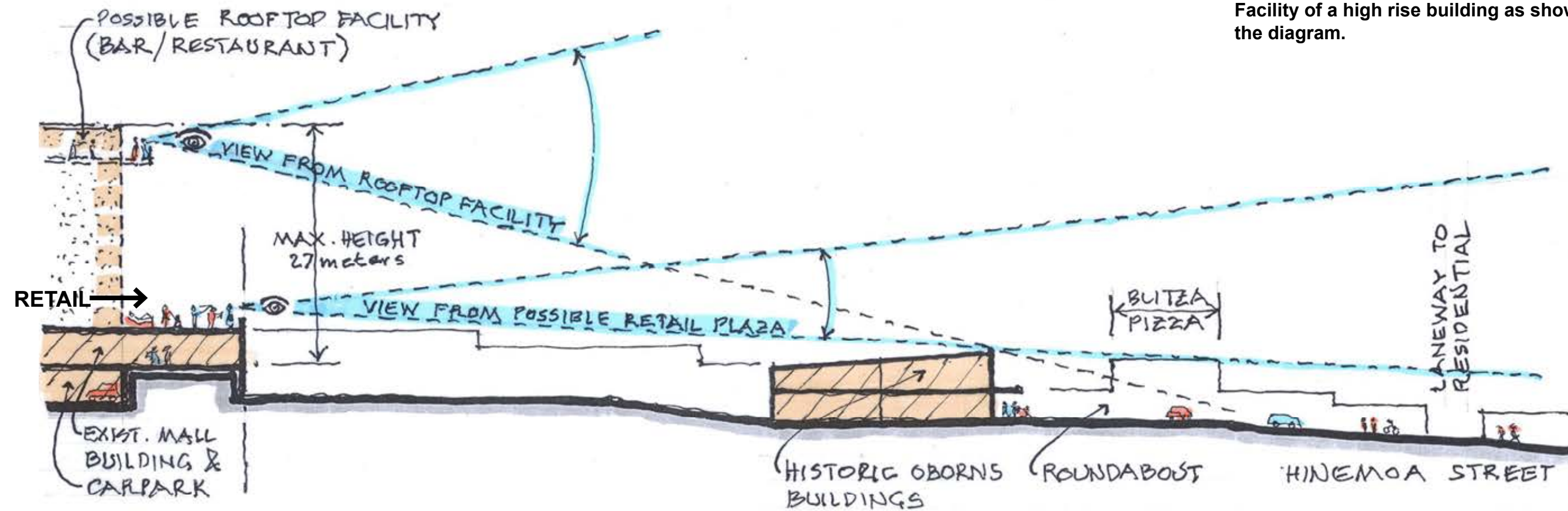
THE COMMUNITY SEEK:

- Opportunities to retain the great views that Birkenhead Village (Highbury) offers.

POTENTIAL ACTIONS:

- Consider building bulk height and mass to protect public space views and lookouts.
- Provide a variety of public spaces to celebrate views.

- The views are particularly plentiful from the Mall Building because it occupies a large area of land at a high elevation.
- The Layout of the Diagram shows the view context of the Mall Building in relation to and down Hinemoa Street.
- The alignment shown facilitates a great view from a possible Retail / Public Plaza of the Mall Property in a south-east direction across the harbour to the CBD.
- The higher the Retail Plaza is located the better and more expansive the views. The Sketch Layout shows it at one storey above the existing Mall Level.
- Best uninterrupted 360 degree views would be obtained from a possible Roof Top Facility of a high rise building as shown on the diagram.



SECTION: MALL - HINEMOA STREET

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