

BOROUGH

B I R K
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Hind Street Urban Garden Village



Wirral Council and ION Developments are working together on exciting plans to transform brownfield land between Conway Street and Green Lane, Birkenhead into a new sustainable urban village.

The Proposals

In summary, the proposals include:

- Up to 1,600 new homes (including 10% affordable) with associated car and cycle parking at levels reflecting the highly accessible location
- Complementary uses such as shops, cafes/restaurants, healthcare, nursery services, offices, care services and hotel
- High quality public realm and new public open spaces, including Dock Branch South (new linear community park)
- A new primary school
- Multi-storey car park / mobility hub
- Mollington Link to Hind Street Active Travel route
- Removal of the Borough Road (A5227) and Queensway Tunnel flyovers and appropriate highway mitigation measures

The planning application will seek permission for the principle of the majority of the proposals above apart from Mollington Way Active Travel route, Dock Branch South, and removal of the Borough Road and Queensway Tunnel flyovers, which will be applied for in detail. Further information on the planning application is provided on a separate board.

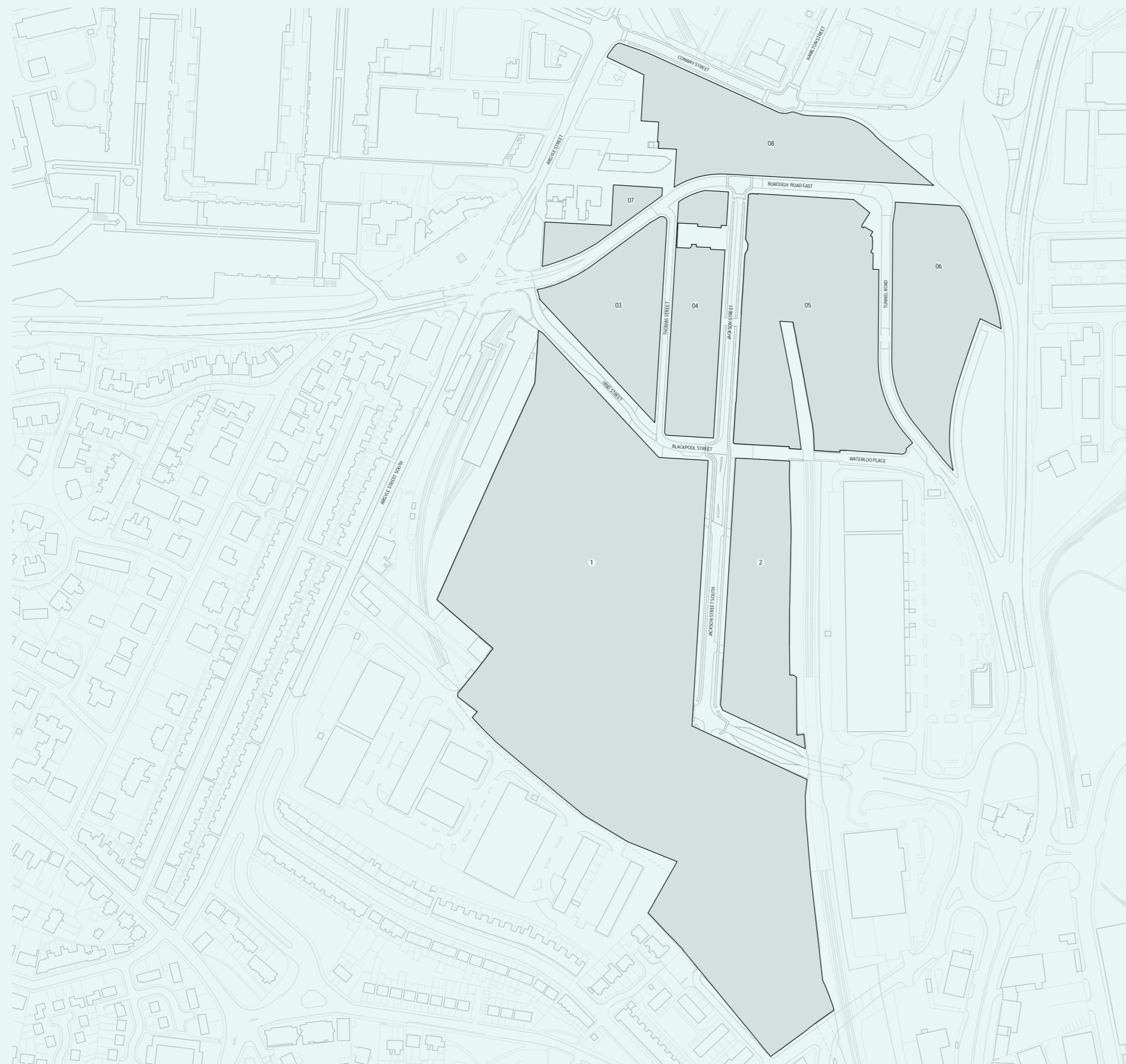
Before a planning application is submitted to Wirral Council, we would like to know what you think of the draft plans and the name Borough. Members of the team are here today to discuss the proposals with you and answer any questions. Please have your say by completing a feedback form and posting it in the box or you can also comment online at borough-birkenhead.co.uk.

If you would like the consultation materials or feedback form in a different format, please speak to a member of the team.

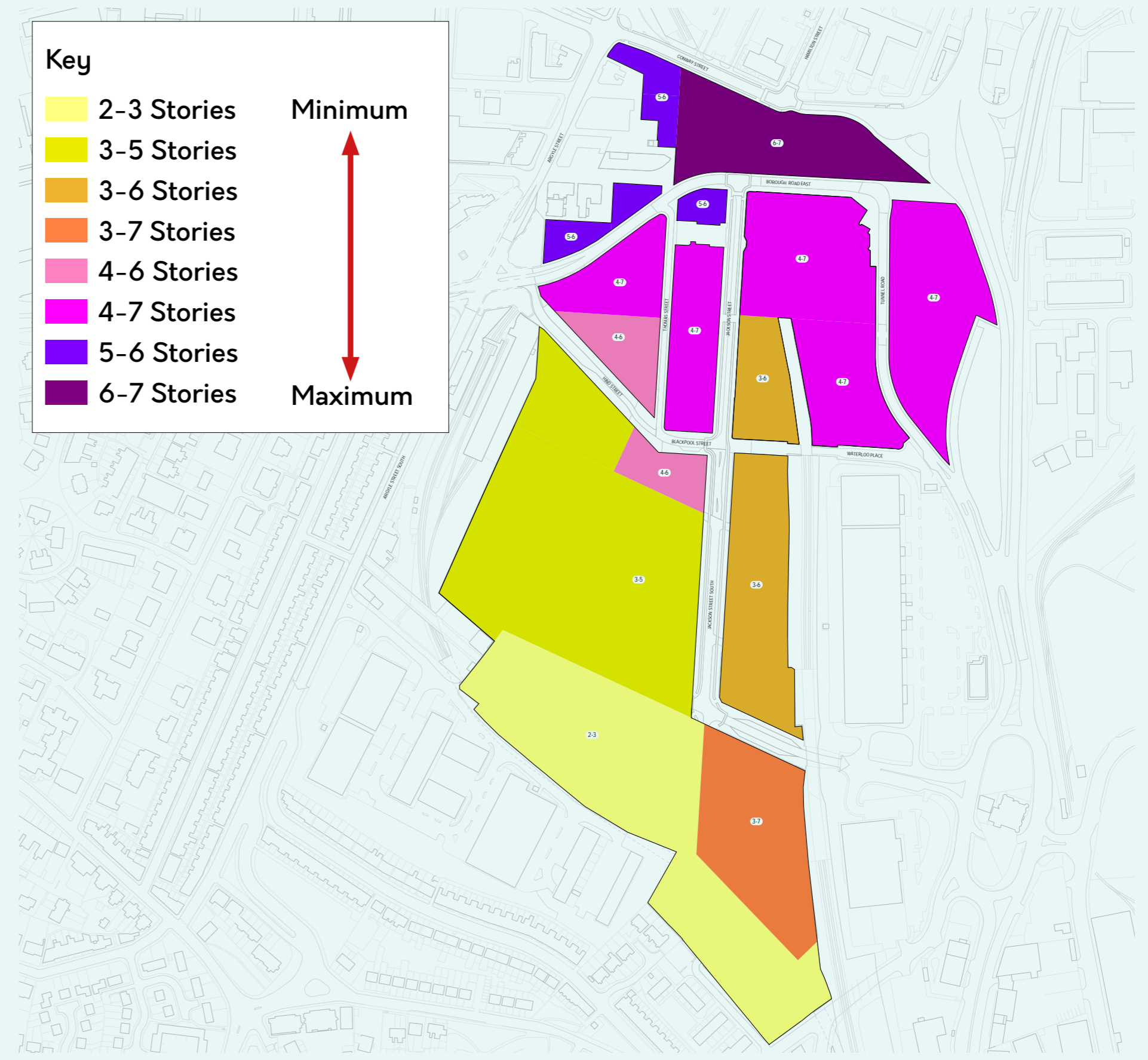
The Planning Application

The planning application will be seeking outline planning permission to establish the principles of the development and the key parameters such as the maximum number of new homes, commercial and other non-residential uses and maximum floorspace limits, maximum development heights and the extent of open space and public realm. The parameters are important because they set out the 'framework' that future detailed design of buildings and new open space will need to adhere to. When future reserved matters applications are prepared, there will be further opportunities for public consultation. The parameters are illustrated by the following parameter plans.

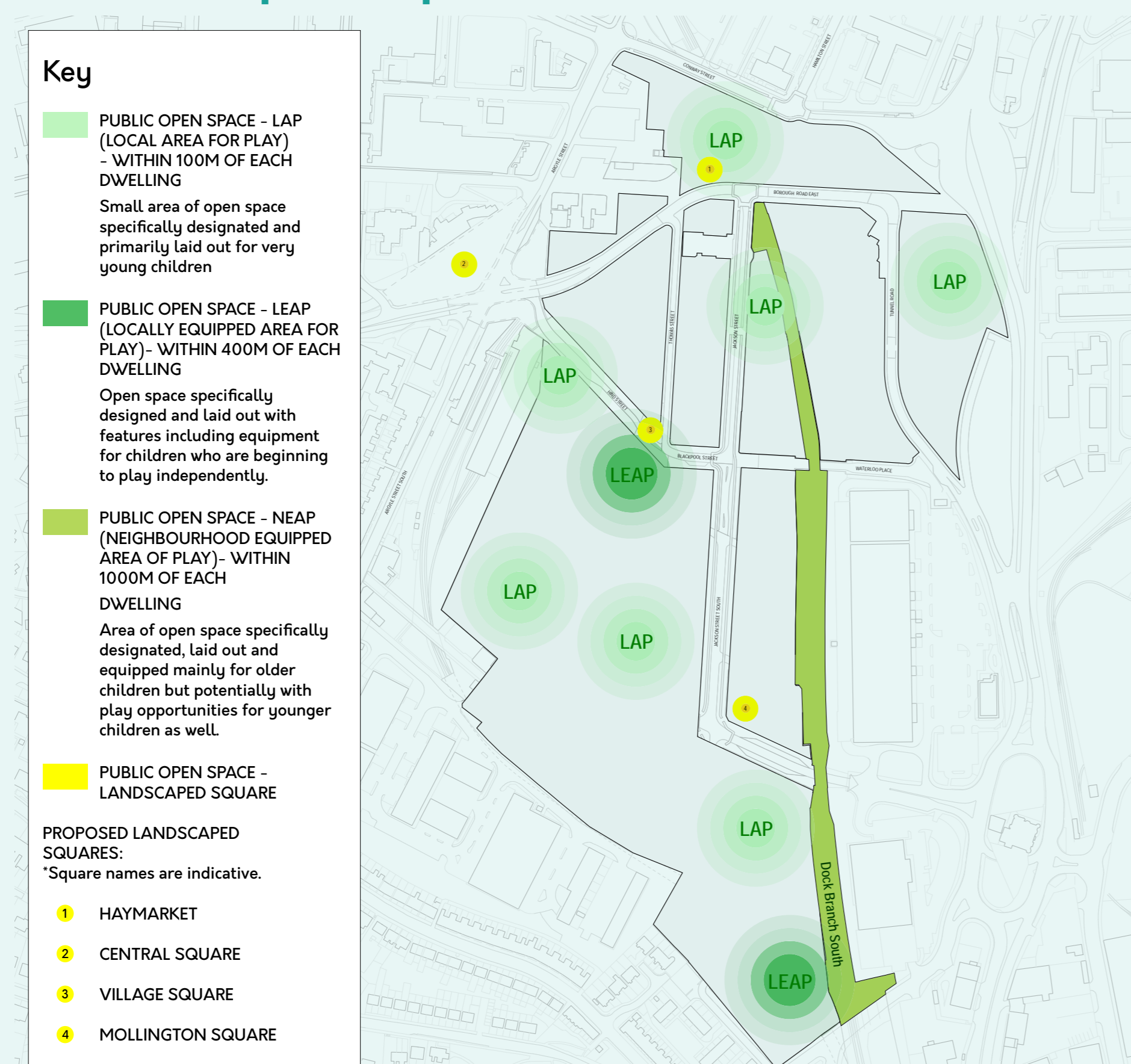
Uses & Horizontal Limits of Deviation



Vertical Limits of Deviation



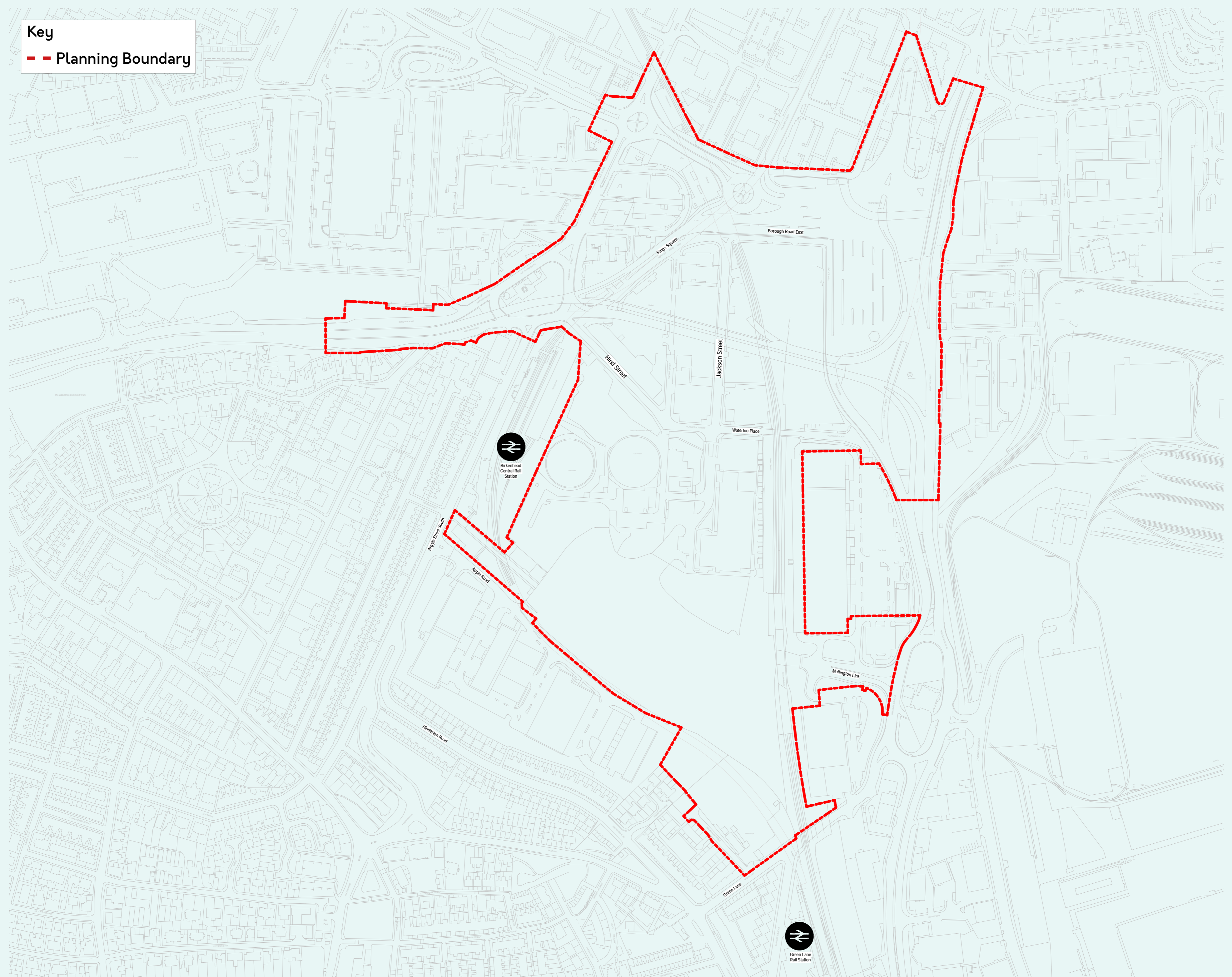
Public Open Spaces



Detailed planning permission will be sought for Mollington Way Active Travel route, Dock Branch South, site remediation works to clean up the site for redevelopment and removal of the Borough Road (A5227) and Queensway Tunnel flyovers.

The hybrid (outline and detailed elements) planning application is targeted for submission to Wirral Council as Local Planning Authority in Summer 2023.

Hind Street Urban Garden Village Masterplan Area



The Birkenhead 2040 Framework sets out the strategy for the transformational regeneration of Birkenhead. At the heart of the Framework are proposals to create family-friendly neighbourhoods with beautiful, green public spaces and parks and to re-connect the revitalised town centre to its existing communities and make the most of the town's iconic heritage and buildings.

Hind Street Urban Garden Village is one of the 9 new family friendly neighbourhoods identified by the Framework to have the greatest potential for development in the future due to its underutilised and vacant land assets, and the positive impact that the removal of the two flyovers that currently bisect the site will have in reconnecting this future community with Central Birkenhead.

The draft Wirral Local Plan 2021-2037 reinforces the importance of the Hind Street Urban Garden Village to the transformational regeneration of Birkenhead under Policy RA 5 Hind Street and St Werburgh's Regeneration Area. Policy RA 5 designates the Hind Street Urban Garden Village Masterplan Area (MPA-RA5.1) as a new exemplar low carbon urban garden village.

The 'Brief'

Policy RA 5 Hind Street and St Werburgh's Regeneration Area (draft Wirral Local Plan 2021-2037) designates the Hind Street Urban Garden Village as a new exemplar low carbon urban garden village and as such sets the 'brief' for the redevelopment of this area of Birkenhead. This 'brief' has informed the proposals that are presented for consultation, which include:

- Approximately 1,600 new homes
- High quality public realm, including Dock Branch South (new linear community park)
- Climate resilient landscaping, sustainable drainage and a public realm that reflects the area's coastal environment
- A new primary school
- The removal of the Borough Road (A5227) and Queensway Tunnel flyovers
- High quality, safe and convenient pedestrian and cycling routes
- Strong green design principles, promoting healthy living through a network of new open spaces and green infrastructure
- High quality routes to Birkenhead Central and Green Lane Merseyrail stations, along with Birkenhead town centre, Birkenhead Priory, the Mersey waterfront and Rock Retail Park
- Promoting the intensification of development around the two stations
- Supporting non-residential uses to the North of Hind Street, with uses such as Commercial, Business and Service uses (Land Use Class E), Local Community and Learning uses (Land Use Class F) and Hotels (Land Use Class C1).

The Vision

The vision is to transform an unloved and overlooked piece of industrial land in Birkenhead into an amazing new green urban village that with the removal of the flyovers will restitch the town together for the first time in 50 years. It will be a unique place to call home, framed in the grid iron plan of Birkenhead and capitalising on heritage and wider views. This will be a place focused on creating high quality contemporary family living, connected to the heart of the town centre, but with a feeling of being distinct and unique afforded by the natural low point in the town and historic boundaries to the railway.

This will be a place that is low carbon at its heart, with streets focused on people and cycles rather than cars. Two train stations, bus routes, and a clear strategy for new sustainable urban drainage and biodiverse rich landscaping will create a place that is truly sustainable and improves the lives of both new and existing residents alike.

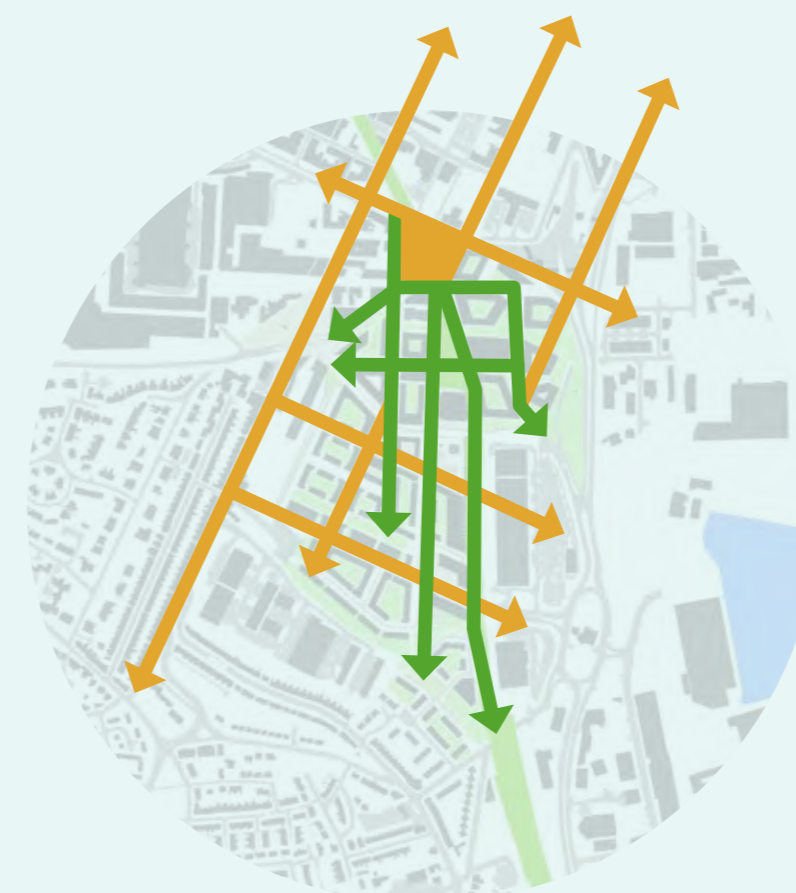


Design Principles

There are 14 key design principles that underpin the draft masterplan:



The Birkenhead Grid (The Laird Grid) – The key move within the scheme is to use the historic Birkenhead Laird Grid to form the streets and plots that form the masterplan grid.



Merging the Historical and the Industrial grids – The masterplan grid seeks to form a harmony between the historic 'Laird Grid' and the north / south streets that sit within the site. This is achieved by maintaining Jackson Street, Thomas Street and Dock Branch South (which are all on a north / south orientation) and intersecting them with a continuation of the 'Laird Grid' (which is approximately 65 degrees off north).



Sustainability at its heart – A New Green Grid – The masterplan opens up the site and provides a new green grid of walkable and cyclable pedestrian streets and parkland. This green grid connects both train stations together, along with reconnecting the town centre to the waterfront.



Creating a clear character hierarchy of streets and places – Through the creation of a clear hierarchy of streets and places the masterplan will develop a series of experiences for each street and square that will create their identity. The distinctiveness of each street will be formed by this clear hierarchy.



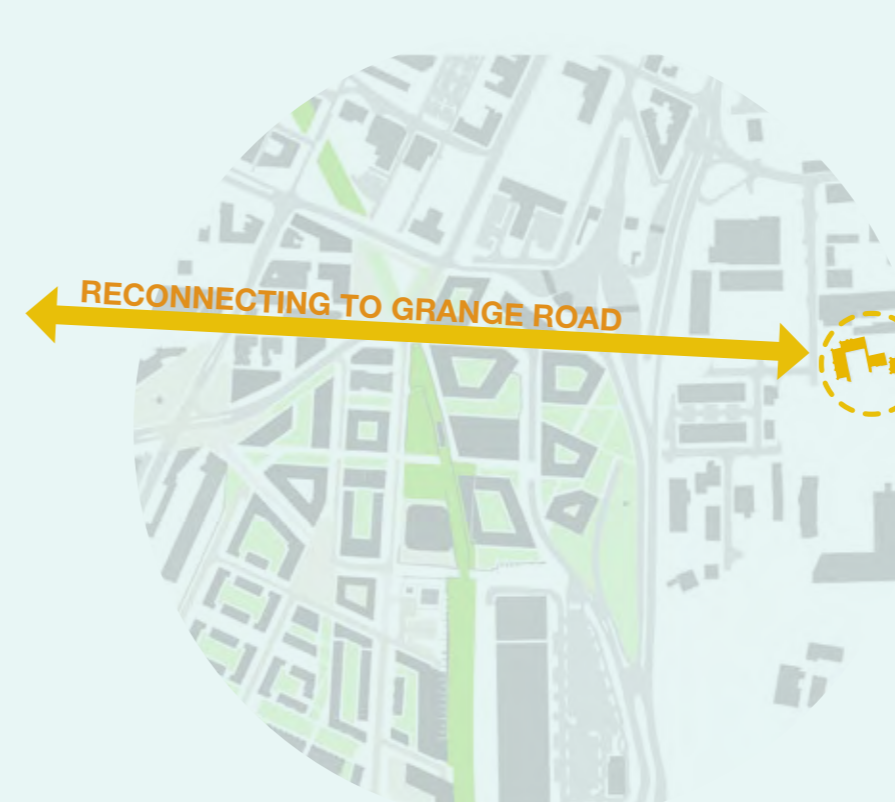
Connecting into Dock Branch South – The transformation of the disused high level railway into a walkable park provides the masterplan with a green spine. Which creates the perfect opportunity for both high level and low level connections into the park, and a North/South route through the scheme. Along with a linear park to serve the new residents and local community.



Restitching North & South back together – In order to stitch the North and South of the site back together the barrier that is created by the flyovers needs to be removed. This key move will transform the area and provide the North/ South permeability through the site, that is missing today.



Connecting into the Town Centre with the opportunity for a new context to Central Station – Birkenhead Central station has limited entrance space outside of the station. A key driver for the masterplan is to create a new public space that serves the station and acts as a gateway both into the site from West Birkenhead and into Birkenhead from people using Central Station. This is given greater public importance by the introduction of a new primary school that sits directly onto the square and serves the local community.



Reforming connections to the Priory – Historically Grange Road connected the town centre with the Priory. One of our key aims is to reconnect Grange Road with the Priory by creating a new pedestrian road from the town centre to the edge of Chester Road. This provides future opportunity to create a new footbridge or a super crossing down to the docks.



Capitalising on key views and vista – Through opening up streets, carefully sculpting buildings and reintroducing historic street patterns the masterplan will both protect existing view corridors, but will also provide new ones.



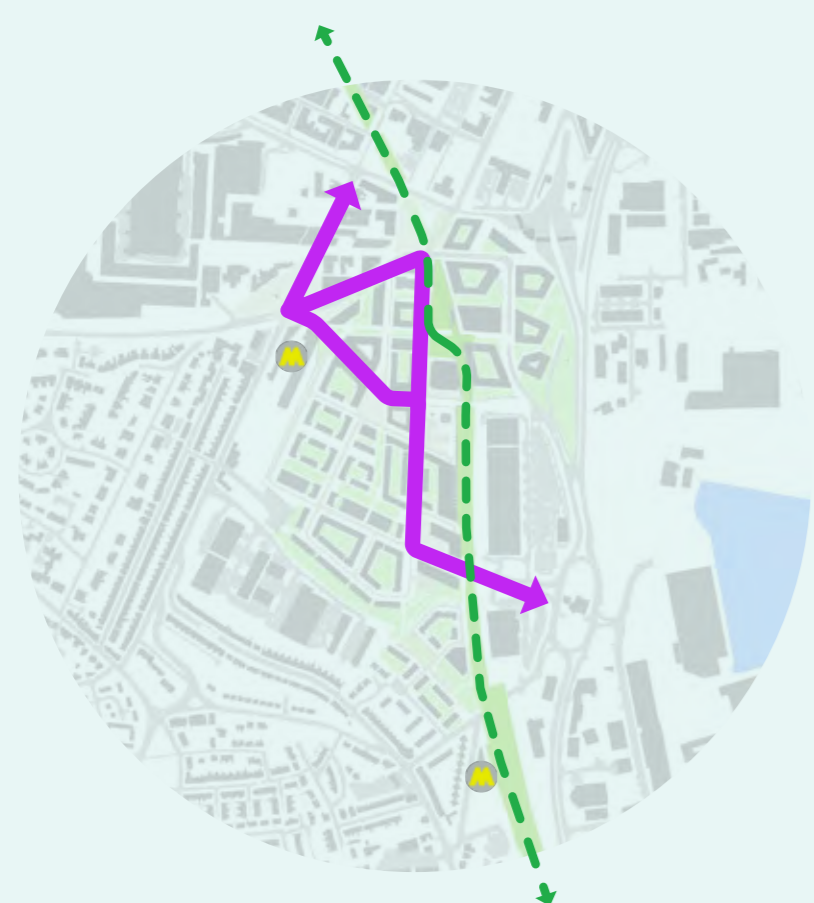
Creating new public spaces with clear identity and purpose – The creation of new key public spaces that form the gateways into the masterplan is a key driver for the scheme. Central, Haymarket and Mollington Square provide the key nodal points that form the main entrances into the site. The Village Square forms the heart of the site and the centre of the new Urban Village.



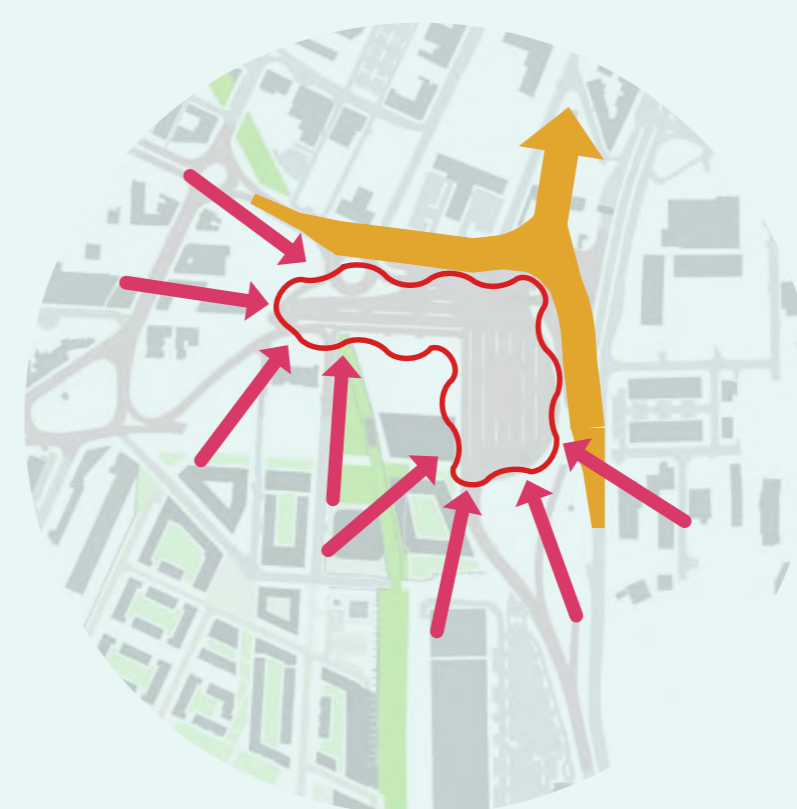
Connecting through to Green Lane with the opportunity for a new public park – Connecting the development with Green Lane station is key to the success of the sustainable transport aims of the scheme. A new public park has been created at the entrance to the site from Green Lane, which connects directly into Dock Branch South.



Creating distinct character areas – There are multiple zones and character spaces within the masterplan. However there are two key distinct character areas. The south of Hind Street is focused around an Urban Village made up of primarily family living residential accommodation. The north of Hind Street is focused around mixed use commercial and high density town centre living.



Designing for Green & Active Travel – Sustainable travel and public transport is a major consideration. The site is perfectly placed between Birkenhead Central and Green Lane Station. This allows the masterplan to respond by creating walkable and cycling routes to both stations. An active travel corridor is provided via Dock Branch South and the scheme has been developed to allow for a mass transit or regular bus routes, connecting West & East with a North / South route through the centre of the site.



Redesigning the Queensway Tunnel Plaza – The consolidation of the Queensway tunnel plaza is a key design driver for the redevelopment and opening up of the plots to the North East of the scheme. The reduction in space outside of the tunnel mouth provides the opportunity to reclaim new plots of land, along with simplifying the entrance and exit to the tunnel.



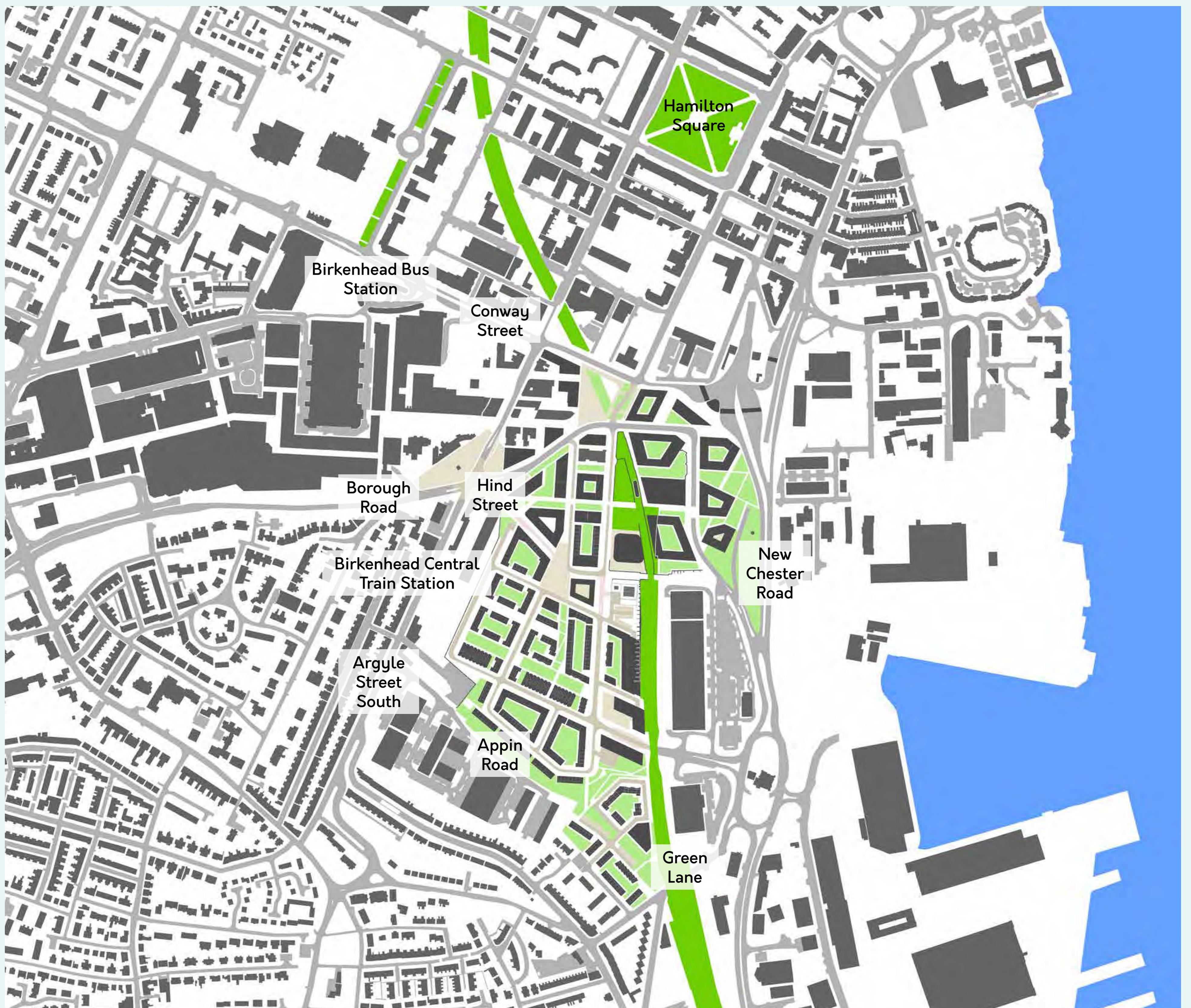
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Hind Street Urban Garden Village



Illustrative Masterplan



Borough North



Proposed view



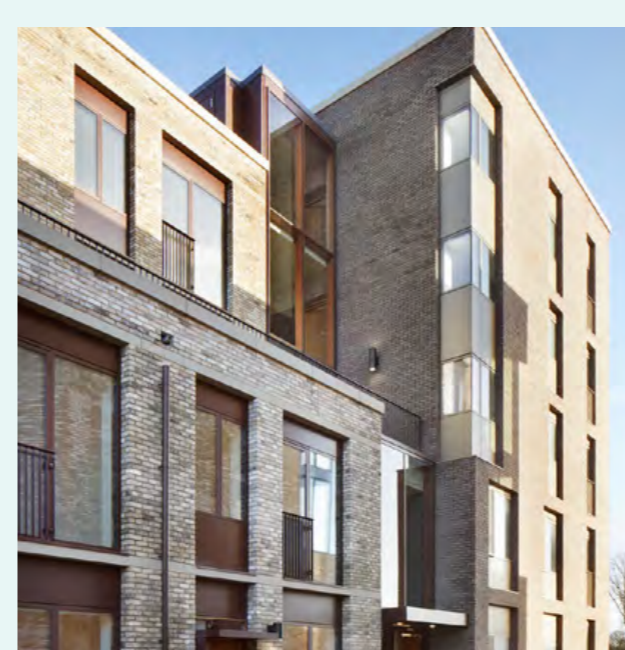
The character of this area is mostly mixed use development, with both commercial and town centre living. This area could include up to 20 high density houses between 2-3 storeys in height and 925 units within multiple apartments between 4-7 stories with ground floor commercial uses such as shops, restaurants or leisure and bars.

Other proposed uses and key spaces for this area include:

- A new primary school fronting onto Dock Branch South
- Hotel
- Work place
- Co-Living / Student Residential
- Health & fitness uses
- Community uses
- Nursery uses
- Birkenhead Car & Van Hire
- New Haymarket Public Space
- New Central Square
- Dock Branch South Linear Park



Precedents



Borough Central



South of Hind Street is split into three character areas:



Borough Central

Around 25 houses between 2-3 storeys in height and 75 units within multiple low to medium rise apartments buildings varying between 4-5 storeys in height are proposed. It is proposed that some apartments will have commercial ground floor uses, for example around the Village Square, such as shops, restaurants and bars.

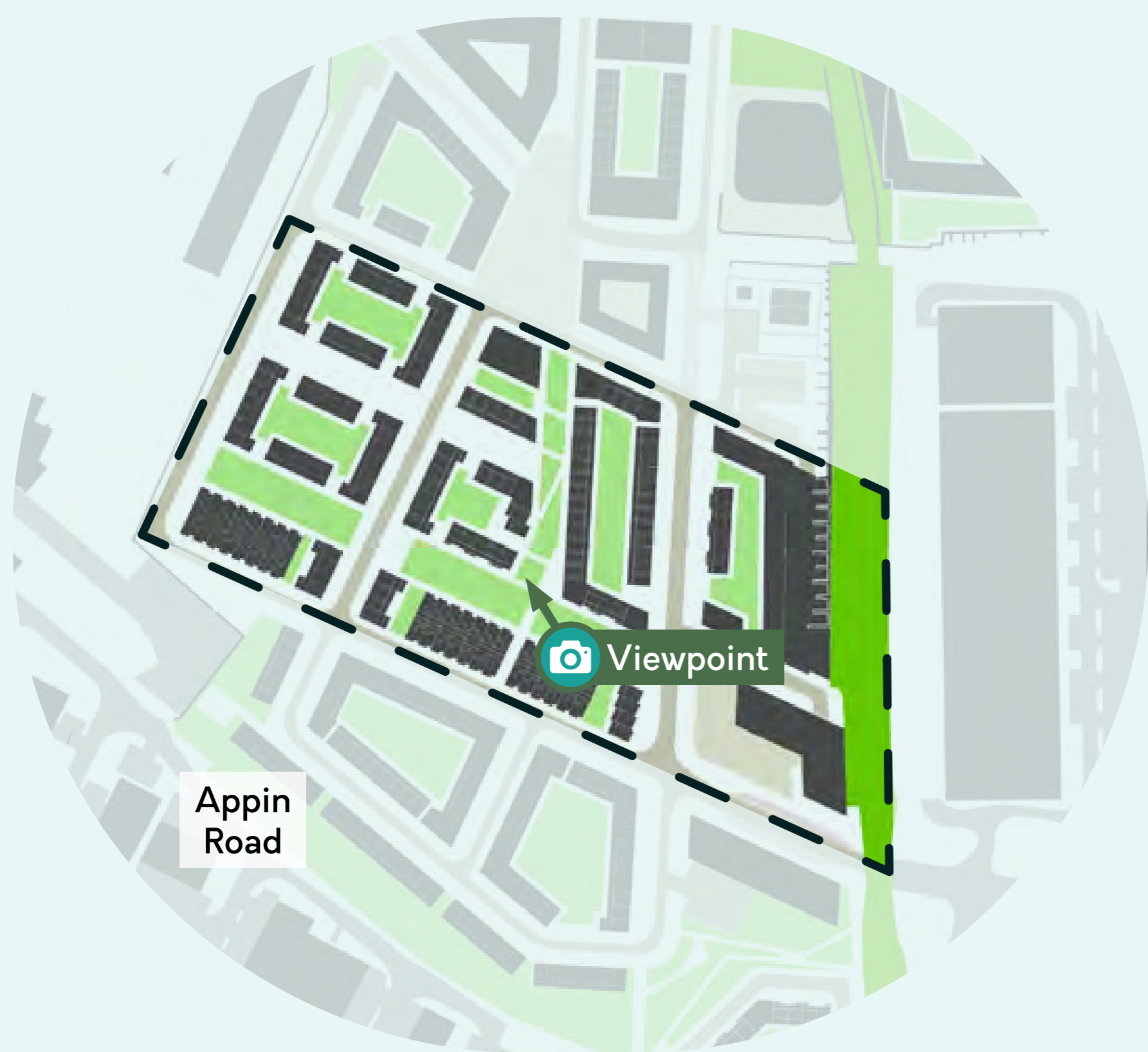
Other key uses and spaces in this area include:

- Dock Branch South
- Village Square
- Waterloo Place
- New Pressure Reduction Infrastructure (replacing existing gasworks on the site)
- New Primary Substation & Pumping Station

Precedents



Borough South



Mollington Vale

Around 160 houses and 80 units with multiple mid rise maisonette blocks between 4-5 storeys in height. Mostly residential development in this area with other key spaces including:

- Dock Branch South
- Mollington Place
- Play Space

Precedents



Borough South

Existing view



Proposed view



Mollington Green

Around 175 high density houses between 2-3 storeys in height and 140 units within multiple medium rise apartments, varying between 6-7 storeys in height. Mostly residential here with other key spaces including:

- Dock Branch South
- Argyle Place
- Green Lane
- Play Space

Precedents



Public Spaces

There are a number of public open spaces within the Urban Village proposals as illustrated within the diagram. However there are three key spaces that form the anchors to the masterplan:

Haymarket is the contemporary civic heart of Birkenhead, complementing Hamilton Square and providing the showpiece public space for the town. It will become an active meeting place and memorable destination for events, festivals and celebrations.

Central Square is the primary pedestrian gateway to Birkenhead from Central Station. A landmark plaza fronted with active ground floors and landscaped spaces will create a sense of arrival and a strong first impression for visitors. A continuous space that accommodates visitor flows and emphasises routes to the town's main shopping area and lead visitors onto other destinations.

Village Square is the green sponge at the heart of the neighbourhood. It is the place that sees the shift in character from urban centre to the north to soft, family living to the south. It will be a community destination that is activated with local amenities and spaces to dwell. Nature at its core, the square is where the community co-exists with nature and biodiversity, creating habitats for all. The square creates a sequence of routes and spaces, that are legible and inviting - tying into key walking and cycling routes across the plan.



Haymarket Square Plan



Haymarket Square Sketch



Haymarket



Central Square



Village Square

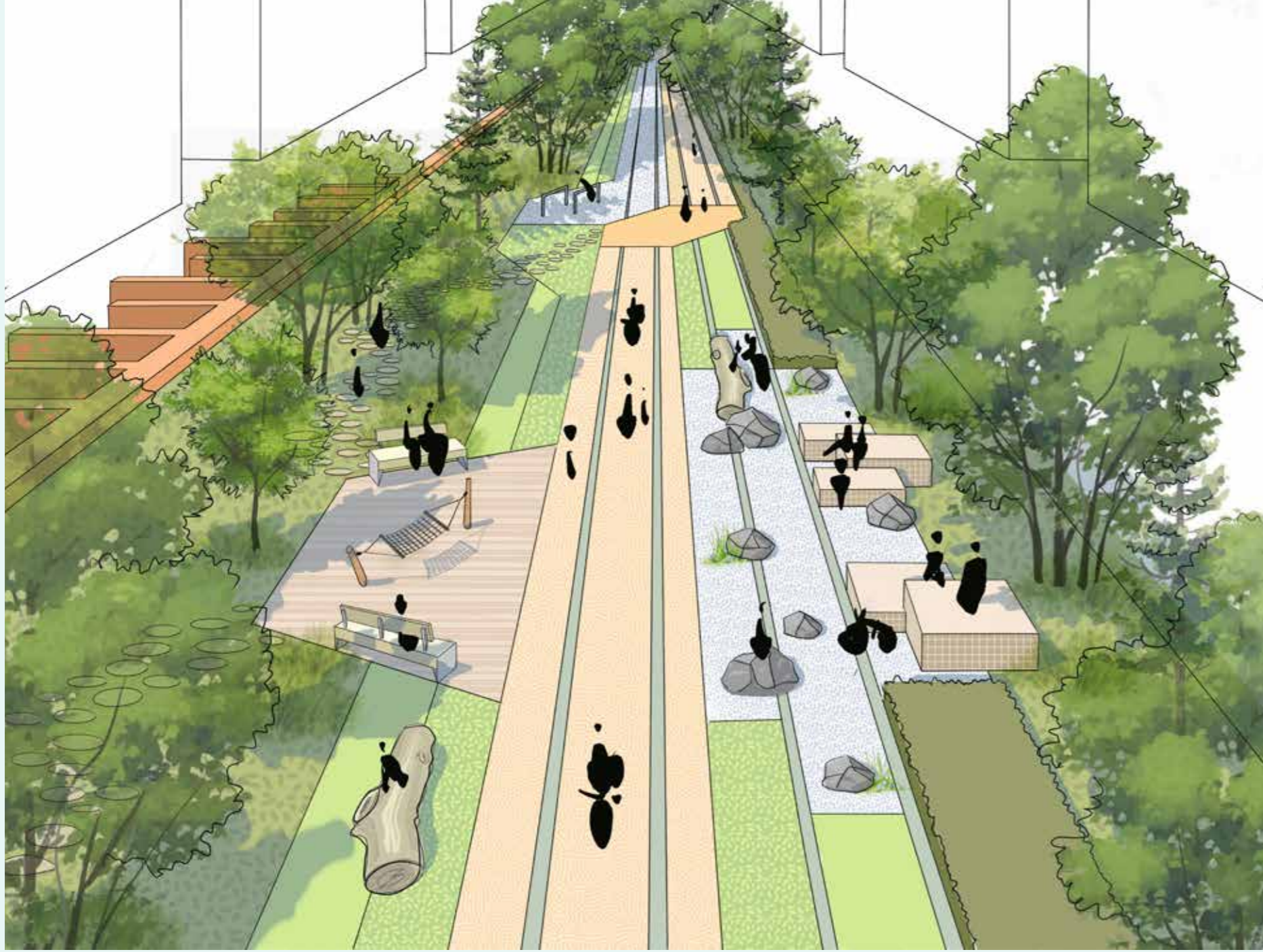
Illustrative Landscape Plan



Landscape Plan - Dock Branch South

Dock Branch South

A new active travel corridor creating a green spine connecting through the development with safe pedestrian and cycle routes.



Highways & Transport

Strategic Transport Context

The Birkenhead 2040 Framework sets out Wirral Council's agenda to deliver transformational change across the Birkenhead urban area. The 2040 Framework confirms that the success of this transformational urban change is the removal, alleviation, or reallocation of major infrastructure that severs and creates barriers between places and communities across the area. This includes simplifying the "concrete collar" of infrastructure that currently surrounds the town centre, its rail stations and tunnel plazas.

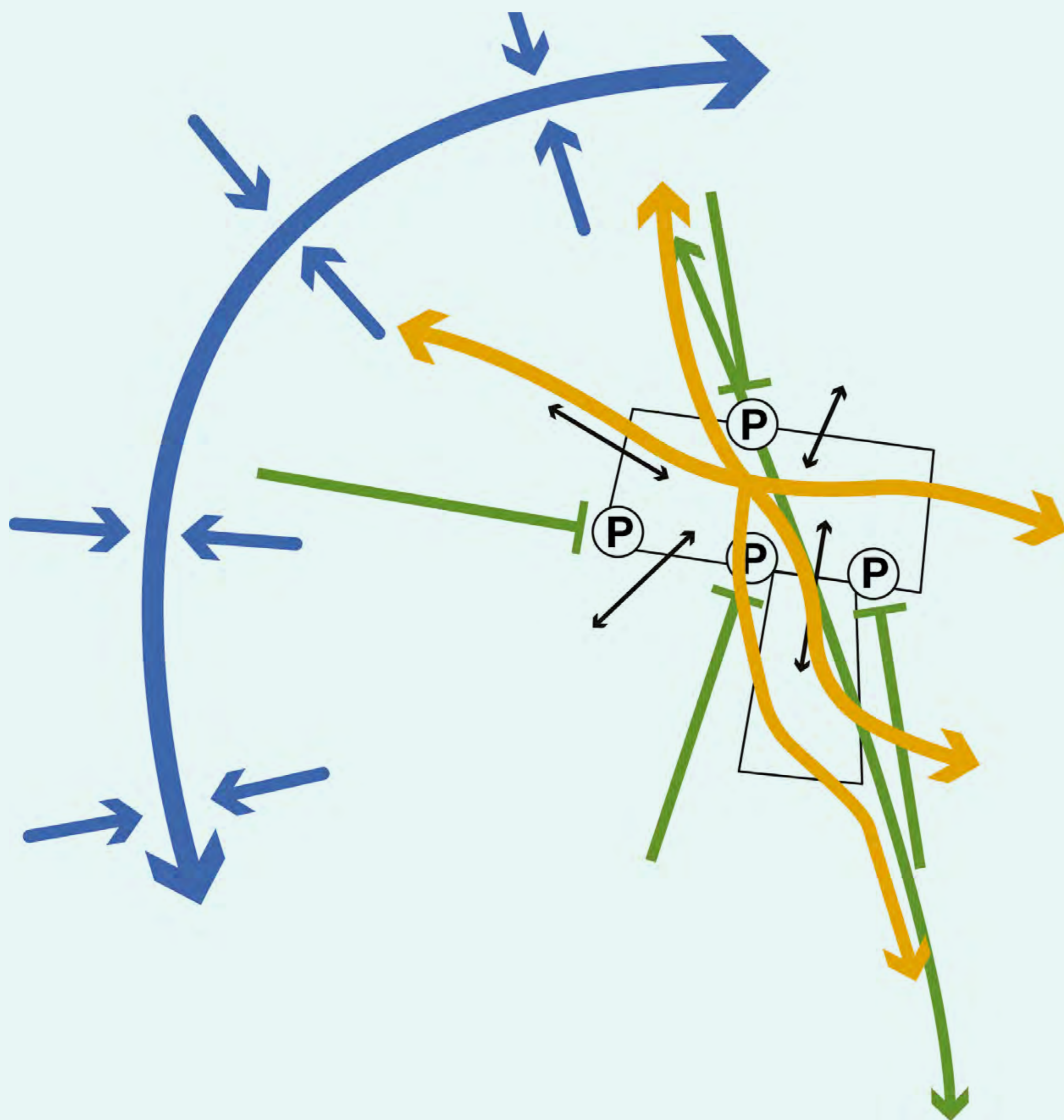
Removal of the flyovers

Currently Borough Road (A5227) and Queensway Tunnel flyovers split the Urban Village and create a barrier to movement between the north and south of the site, severing the town centre from its residential neighbourhoods to the south. The Birkenhead 2040 Framework says the flyovers have:

"long created a visual blight and physical severance to the core of Birkenhead. The Framework advocates the removal of the flyovers as paramount to the wider regeneration framework, including realising aspirations for Birkenhead Central, Central Station and Hind Street Urban Village. Indeed, without removal of the flyovers and addressing the extent of associated land including marshalling land, tollbooths, over-engineered roads and roundabouts, it will be impossible to properly connect Birkenhead's communities in the future."

The flyover removal is recognised in draft policy RA 5 Hind Street and St Werburgh's Regeneration Area of the new Local Plan which requires that plans for the Urban Village incorporate proposals for a new highway network to accommodate changes arising from the removal of the Borough Road (A5227) and Queensway Tunnel flyovers.

The planning application will seek permission for the removal of the flyovers which if granted will be followed by a Highways Stopping Order prior to the flyovers being removed. The planning application will set out proposals for the phased removal of the flyovers and replacement highway network to accommodate changes as a result.



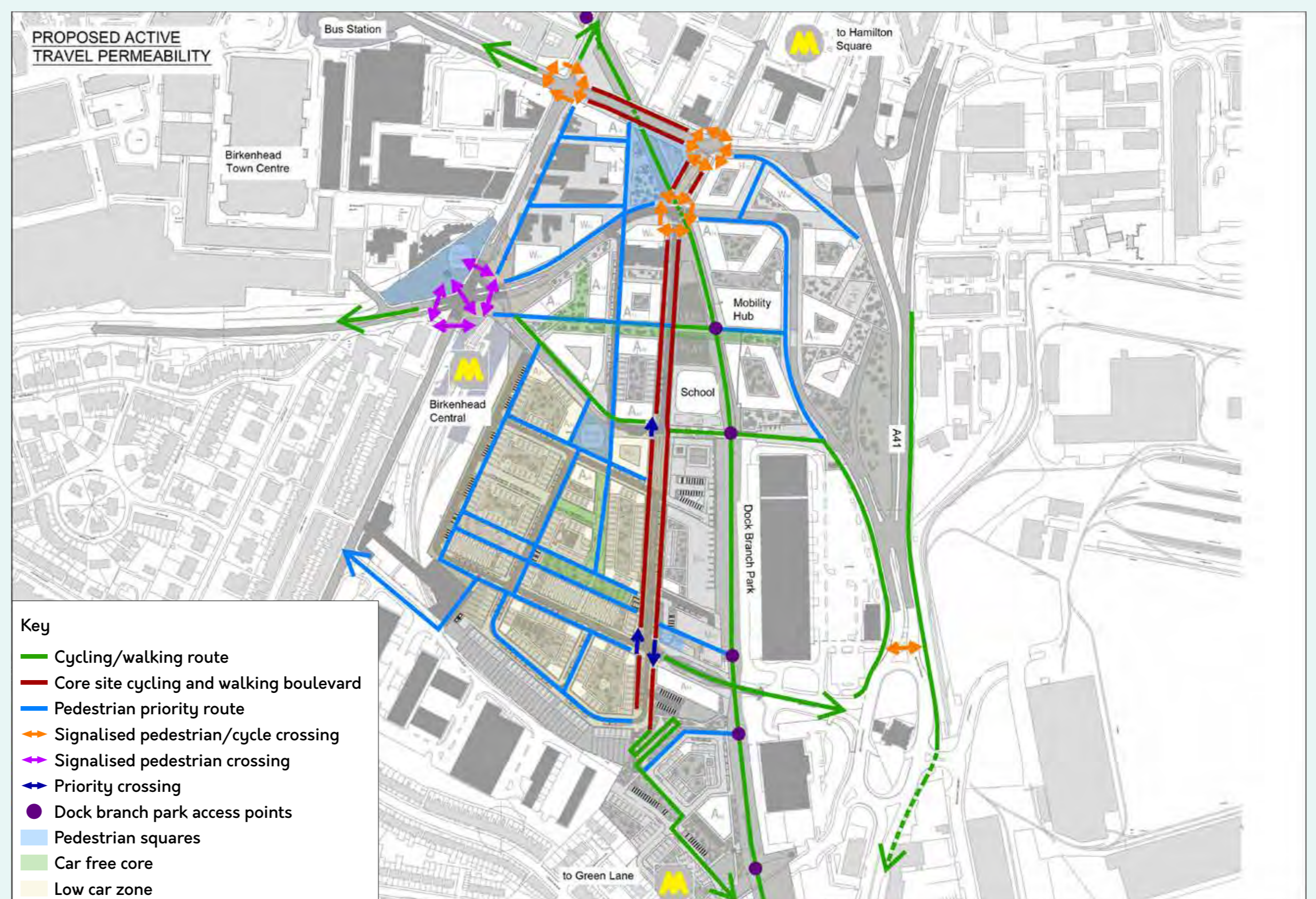
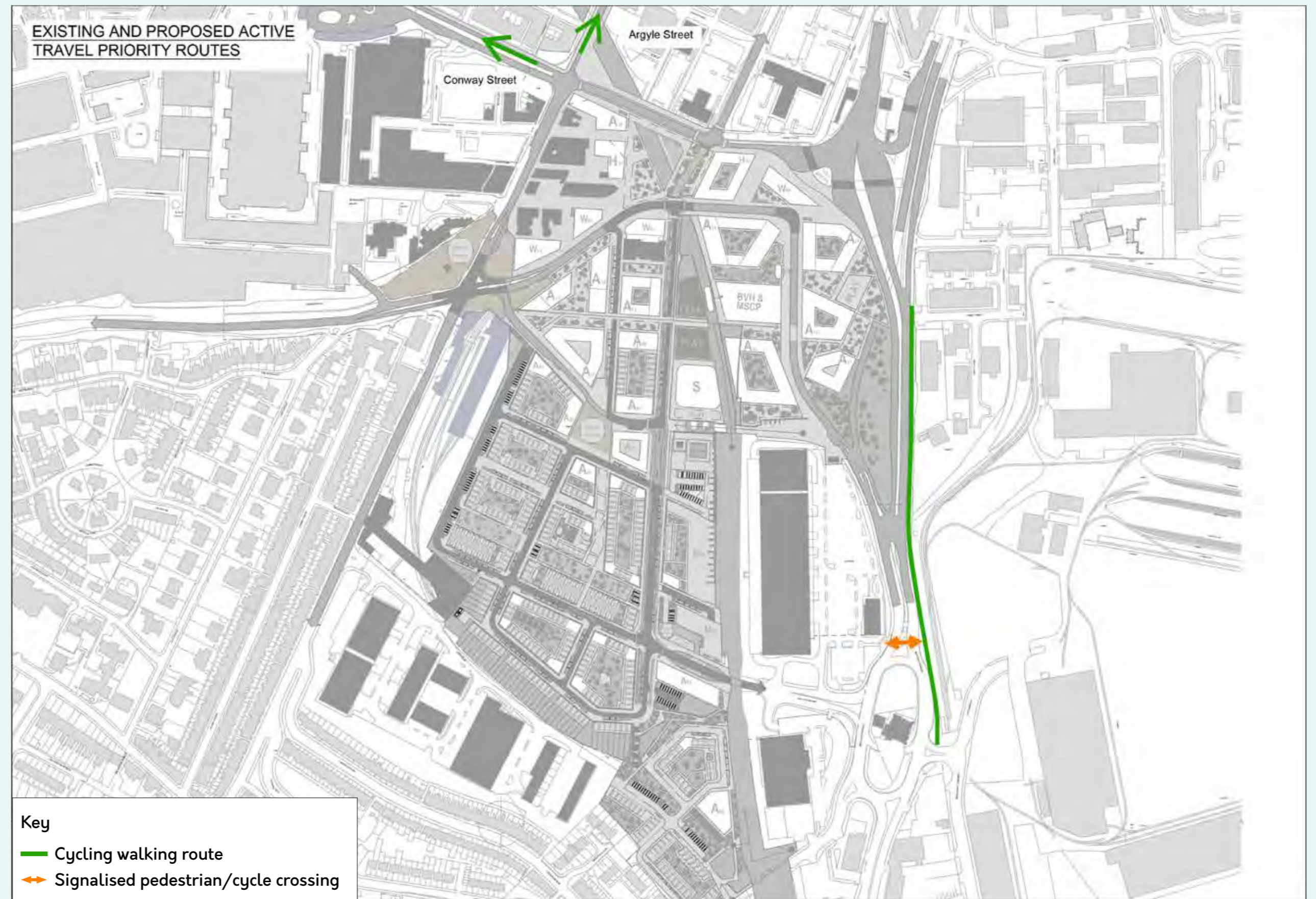
Highways & Transport

Walking and Cycling

There is already a comprehensive series of non-car routes that run to and through the town centre. However, these are not well used because they have become so inter-woven with the over-engineered roads referred to in the Birkenhead 2040 Framework. Removing these barriers and discouraging drivers who don't need to drive across Birkenhead town centre will encourage walkers and cyclists to use these existing non-car routes.

Plans for the Dock Branch (North and South) will create a new cross-town pedestrian and walking corridor along a former railway line, connecting regeneration areas with the town centre, railway stations and the Wirral Waters development to the north.

The Urban Village proposals also provide new walking and cycling routes, improved public realm and wayfinding. This will help establish a strong hierarchy of streets and spaces that prioritise pedestrians and cyclists and provide them with links between the new development plots, the rail stations, and the wider Birkenhead town centre.



Highways & Transport

Public Transport

The new urban village is exceptionally well served by public transport. It sits between Birkenhead Central and Green Lane Merseyrail stations, with fast, frequent services to Liverpool, Chester and Ellesmere Port and onward connections across Merseyside, the North West and the rest of the country. Liverpool is just five minutes away by train. Birkenhead bus station, with services across Wirral and to Liverpool, is also just a few minutes' walk away, and buses on nearby Argyle Street South, Hinderton Road and New Chester Road offer direct routes to Arrowe Park, Clatterbridge, New Brighton, Liverpool, Eastham, Cheshire Oaks and Chester.

The illustrative masterplan for the new urban village shows new bus stops to support new bus routes connecting the urban village and the town centre to the north with Mollington Link in the south. The new Mollington Link to Hind Street route will also accommodate bus services currently using the flyovers. These stops could also be served by Wirral Council's proposed new mass transit system, with a route connecting Wirral Waters, the town centre and the village. Improvements to the public realm outside Birkenhead Central will create an enhanced sense of arrival at one of the key stations serving the town centre.

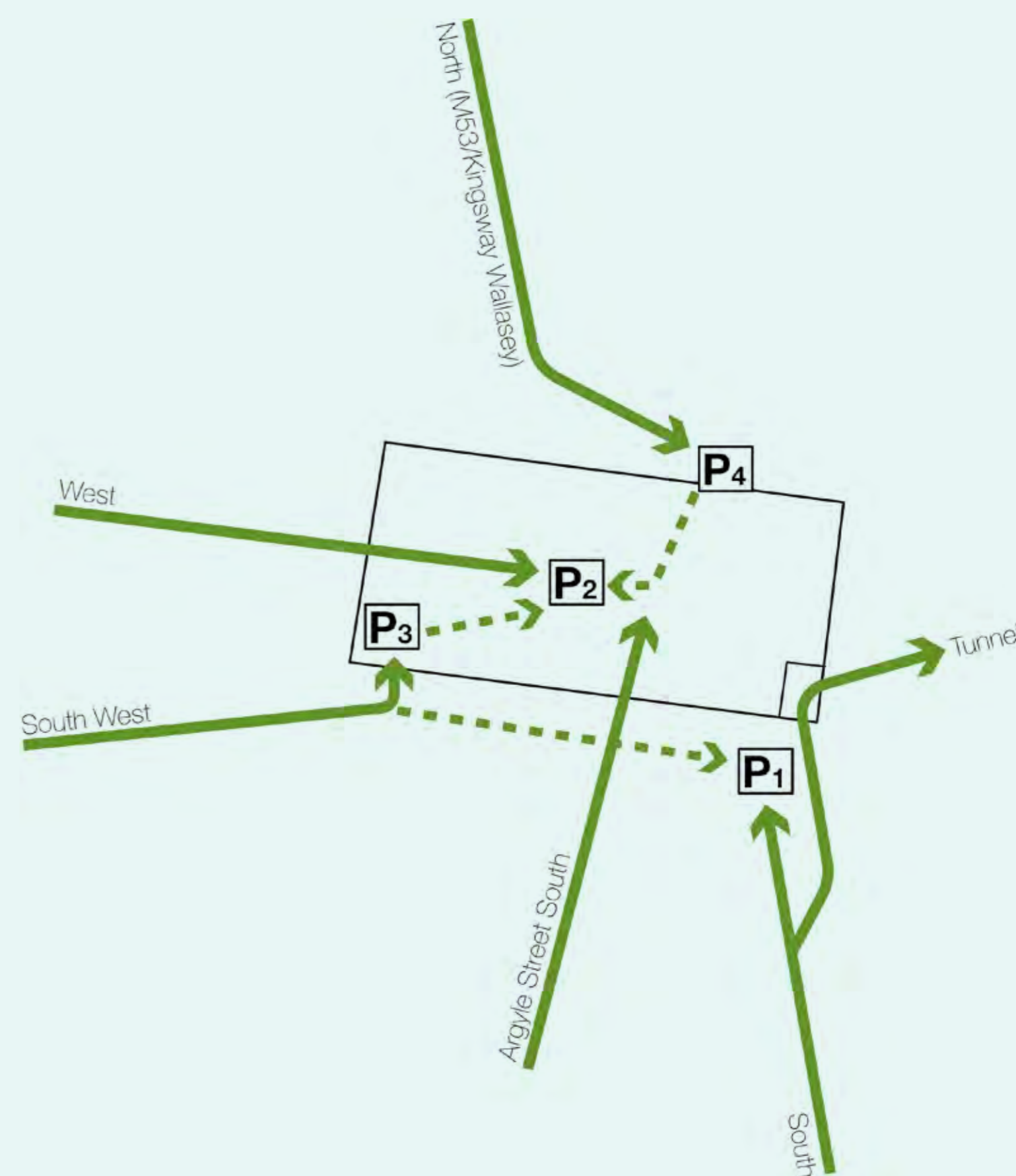
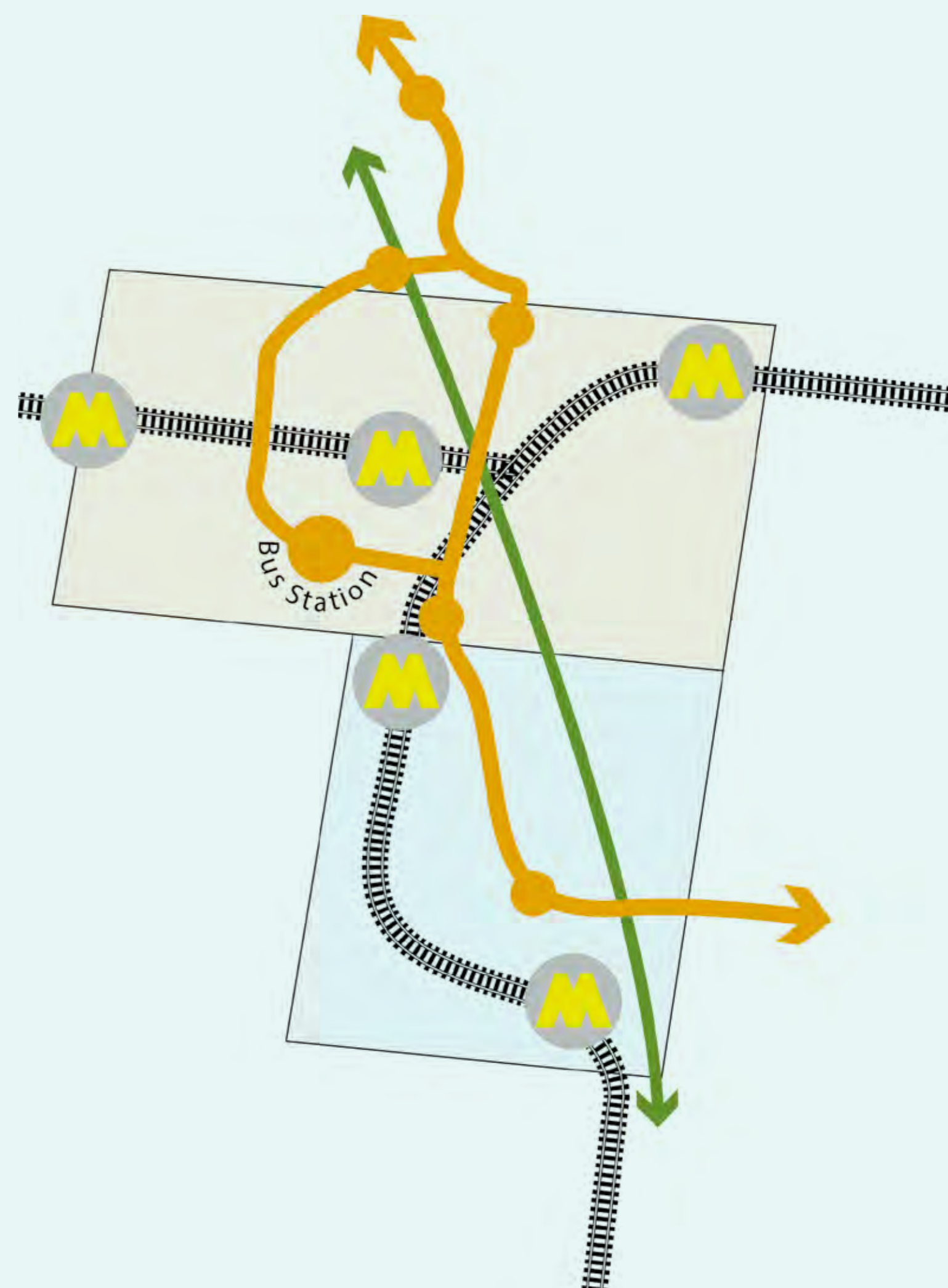
Car Movements

The urban village proposals have been designed using a “decide and provide” approach when it comes to private car use rather than the traditional “predict and provide” approach, with the aim of achieving lower dependency on the private car. As well as using strategic routes to redirect through traffic away to the M53 corridor a critical element of the town centre thinking needs to be to remove the ability for unnecessary through traffic within the core of the town centre. The ‘Laird Grid’ lends itself to permeability and at present providing multiple route options across it makes it too easy to travel through by cars, at the expense of public transport and active modes. In simple terms motorised through movement is currently being prioritised over more active travel modes and placemaking. Those driving to the town centre along historic radial corridors can help reduce their impact by using ‘interceptor car parks’ at their first point of arrival, as shown in the following diagram.

High-quality walking and cycling routes from these interceptor points will make the onward journey to the final destination simple, more practical and enjoyable. The illustrative masterplan designs in this approach by using traffic signals and road crossing points located on pedestrian desire lines to create high-quality walking routes into the town centre.

Car Parking

Of course some people will still choose to or have to travel by car, however the provision for parking within the proposed development is deliberately below the council's maximum standards, to encourage the shift to more sustainable journeys, and to suit the lifestyles of people who will choose to live in the Urban Village. Accessible parking has been carefully considered and is provided at key locations across the urban village to ensure all elements of the proposals are within close proximity of these. Limited on-street and undercroft parking will be provided for the new homes, and residents will be able to use the multi-storey car park, which will act as a traffic interceptor by stopping vehicles entering the town centre for parking purposes. This multi-storey car park will also provide parking capacity for the non-residential uses of the masterplan, including workplace, retail and leisure. The multi storey car park will also serve as a “mobility hub” combining the car park with sustainable transport options like car hire, car club, cycle hire, EV charging facilities and exploring options for parcel delivery or pick up.



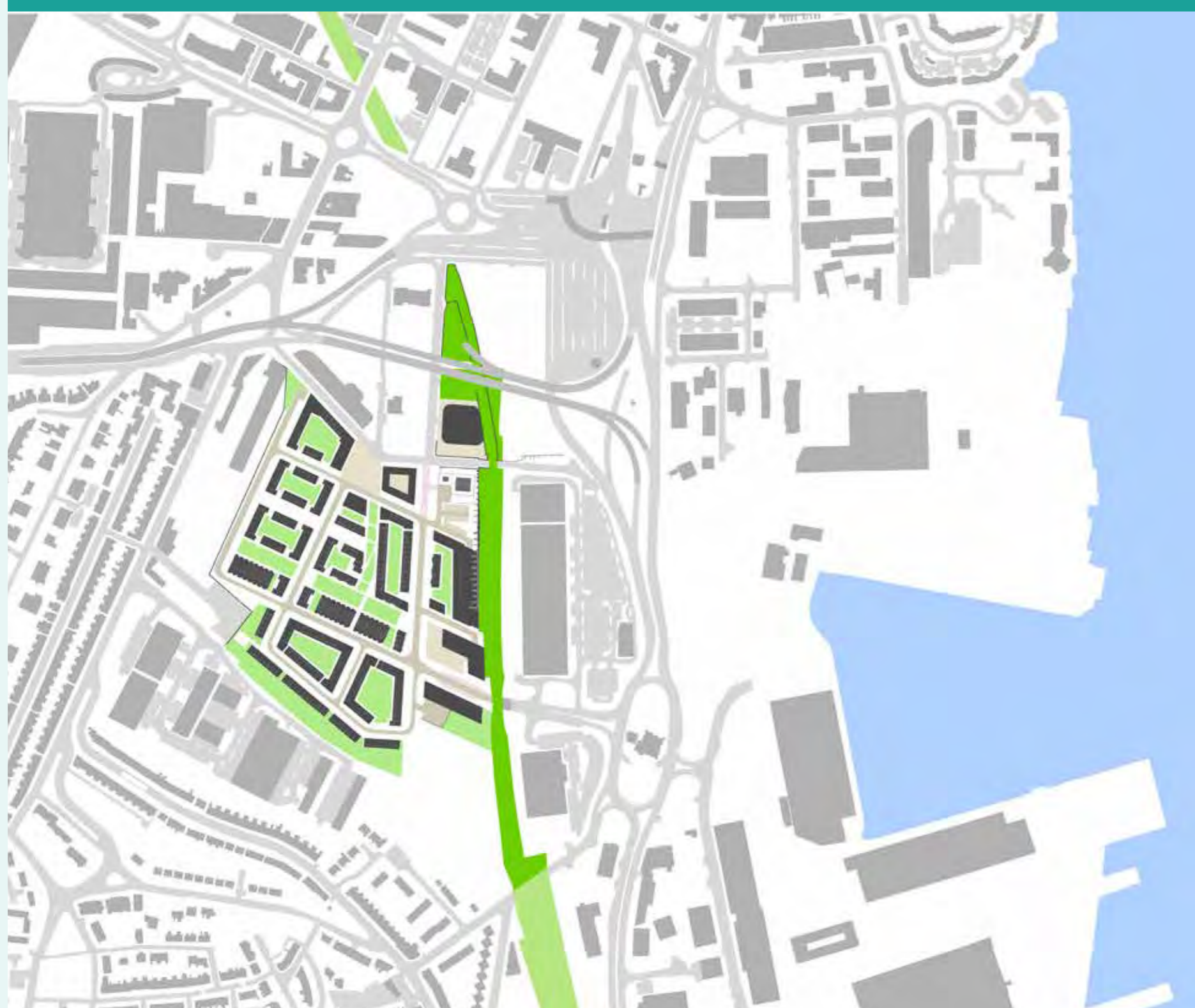
Phasing & Timescales

Following this consultation and when we have analysed all feedback, we will submit a formal planning application to Wirral Council's Planning Department.

A summary of the proposed phasing of the Urban Village is set out below, subject to planning approvals, delivery of the development will be phased. The whole development could take between 10-15 years to complete.

- **Enabling works** – New road connecting Mollington Way and Hind Street is constructed, with a bus gate so that only buses can travel through to Hind Street. The site currently accommodates essential gas infrastructure that serves the wider Birkenhead area. This Pressure Reduction Infrastructure (PRI) needs to be relocated to a new site on Waterloo Place. Once the new modern equipment is in place the existing PRI will be decommissioned and demolished.
- **Phase A** – Delivery of approximately 530 apartments and houses and preparation for Phase B construction (demolition of some existing buildings)
- **Phase B** – Around 125 new homes (apartments and houses) constructed, commencement of phased flyover demolition and associated highway mitigation work. Preparation for Phase C.
- **Phase C** – Approximately 335 new homes, mostly apartments constructed and the introduction of an east/west route. Reconfiguration of the tunnel plaza and toll booths and the roads linking to the tunnel
- **Phase D & E** – Final approximately 590 apartments constructed providing the remaining link that stitches Hind Street back to the town centre, as well as Hamilton and Conway Street.

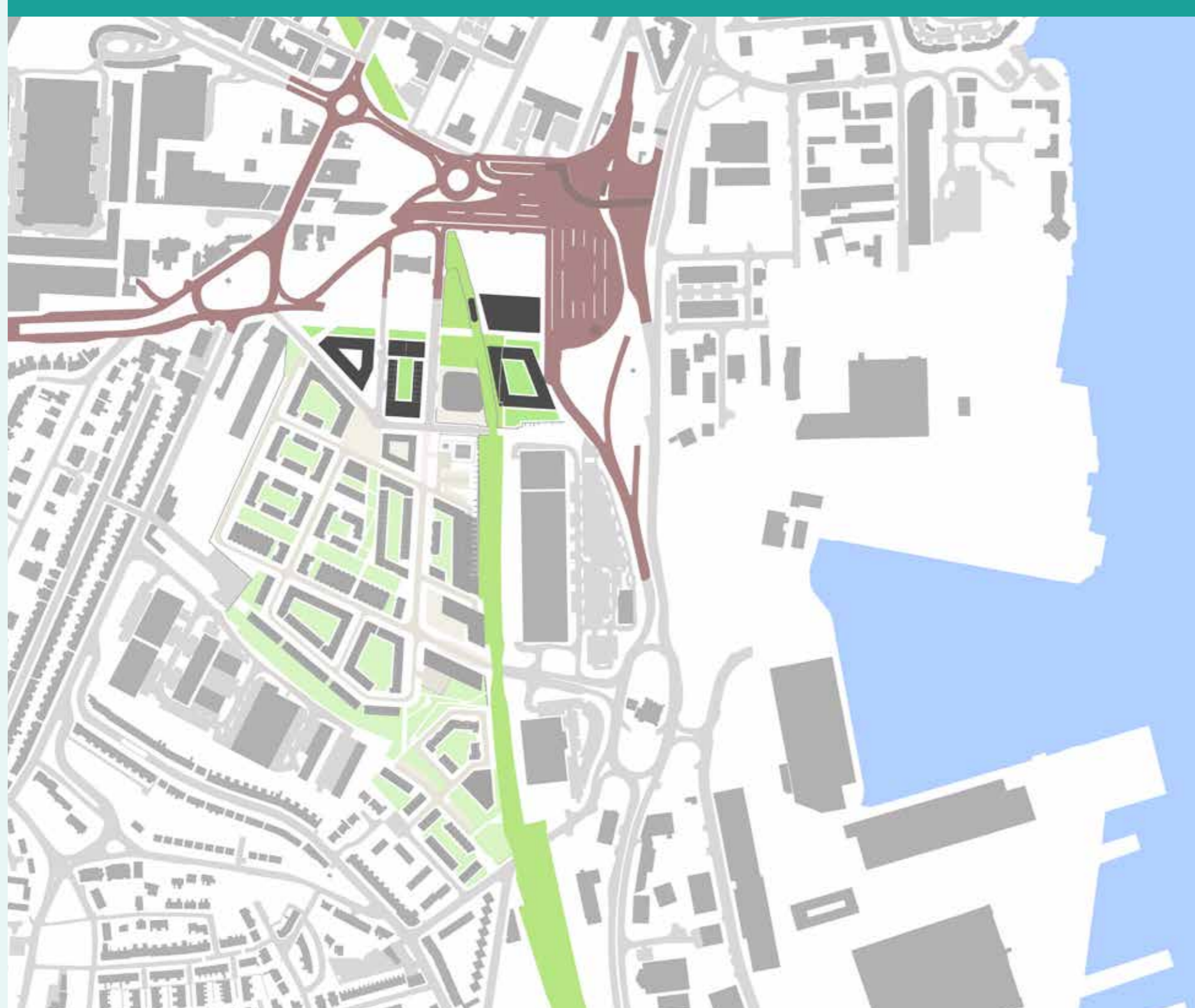
Phase A



Phase B



Phase C



Phase D & E



Proposed view

Existing view



Key benefits

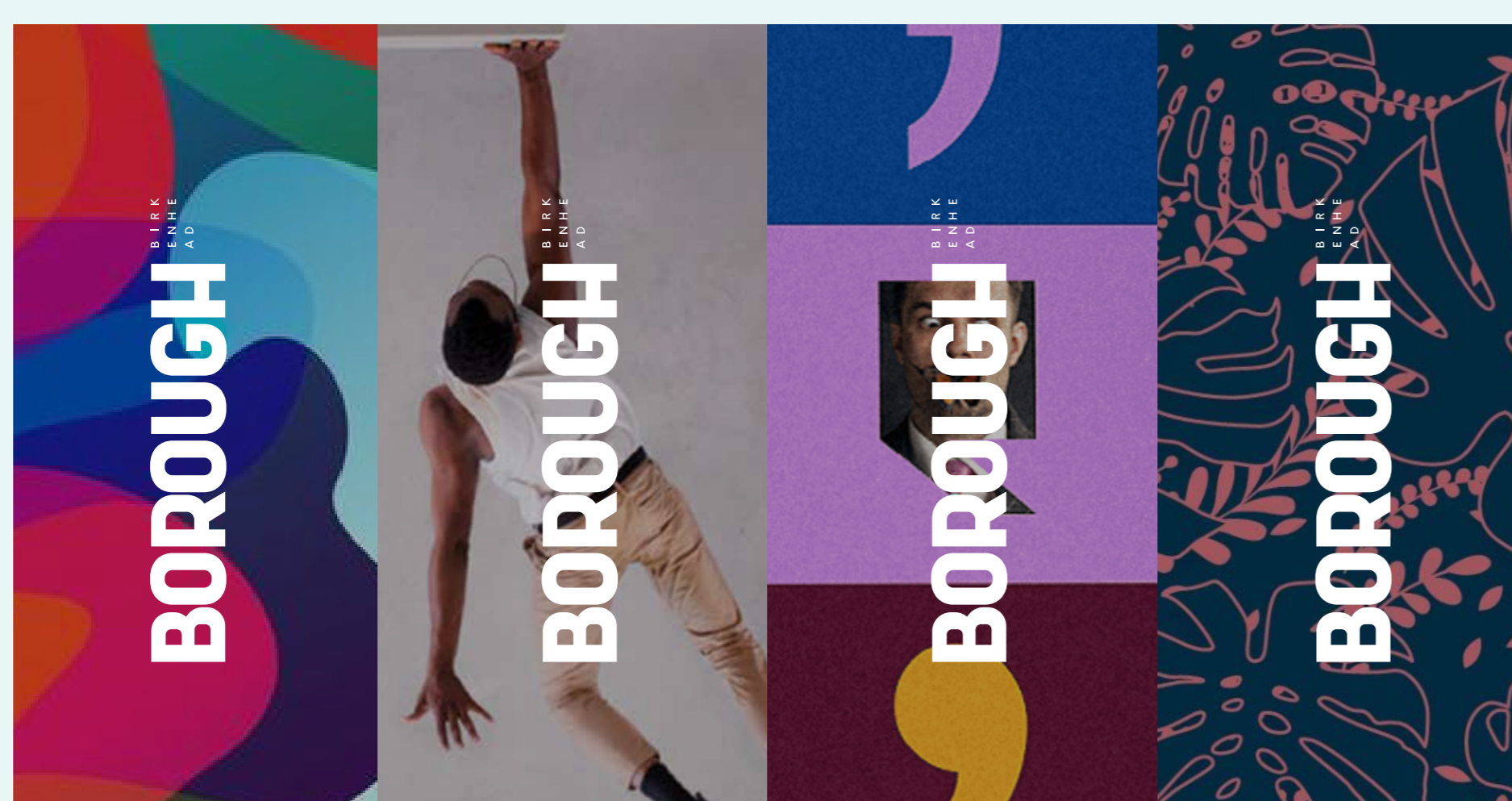
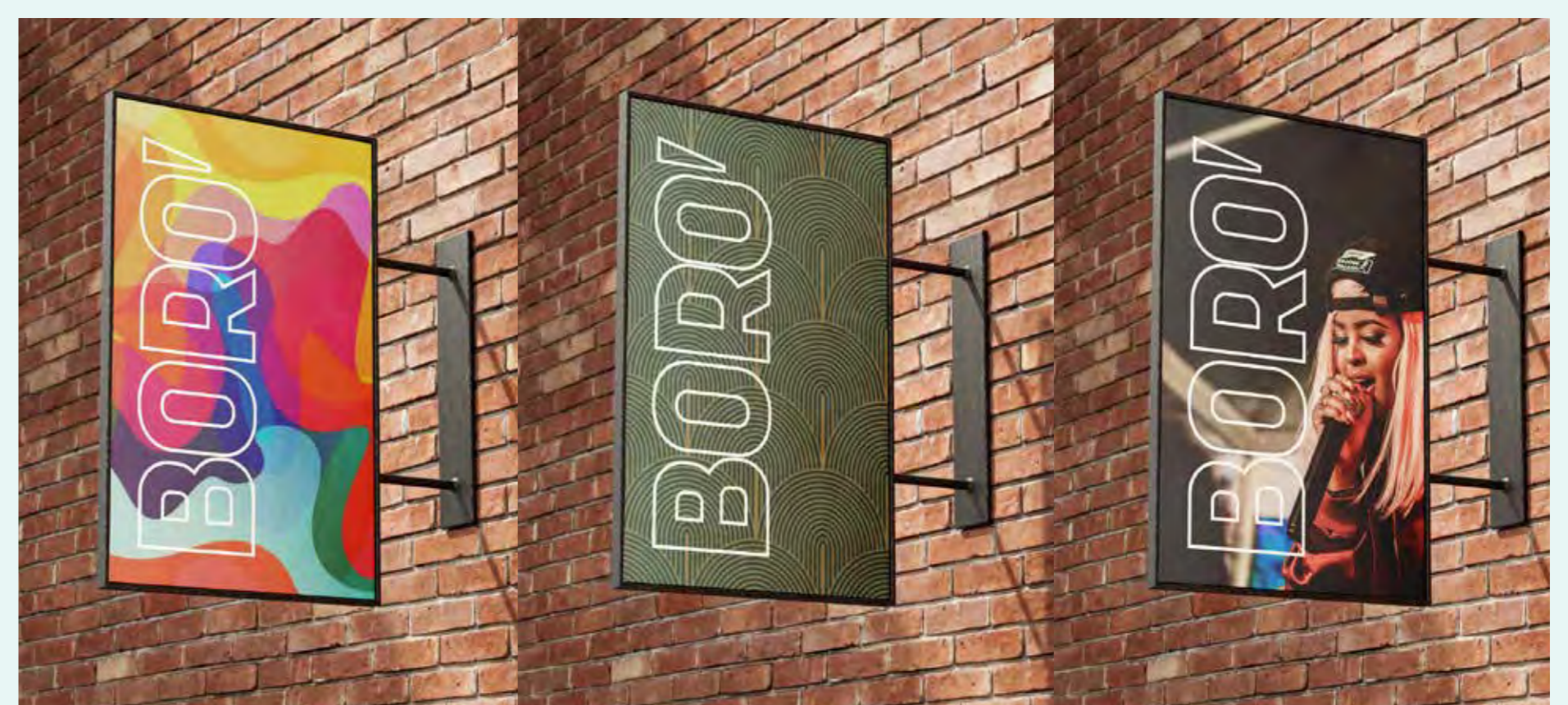
The vision for this vibrant new community will bring various benefits to the area. These include:

- Regenerate this large brownfield site back into use
- Create a vibrant new urban village
- Create much needed new homes, including affordable properties that will assist in diversifying the housing type and tenure within central Birkenhead
- Providing accessible homes which can be lived in by people of all ages and physical abilities
- Improving the efficiency of homes to combat fuel poverty whilst also reducing carbon emissions
- Create a number of new jobs across a range of industries and sectors, bringing new, resilient employment along with potential upskilling opportunities for local people
- Stich the site back into the Town Centre
- Create new public realm including a new public square and park for everyone to enjoy
- Act as a catalyst for further investment and improvements
- High quality design, including specific character areas
- Pedestrian, cycling and accessible routes throughout the site to promote active transport
- Sustainable features and a focus on wellbeing and health, including food growing areas and spaces for social interaction
- New commercial space, to reinforce and complement the positive change taking place in the Town Centre
- Local investment during the construction phase, leading to more jobs and opportunities for the local supply chain.

Name of the Hind Street Urban Garden Village – Have your say!

An initial branding concept has been created for the Hind Street Urban Garden Village, called 'Borough'. The colours, design and name have incorporated the aspirations for this exciting regeneration project which will transform an unloved and overlooked space into a green urban village.

We are open minded about the name and branding and want to know the views and suggestions of the community at this early stage. Please take the opportunity to review our initial branding concept and suggest any improvements. There is a question on our feedback form so please have your say and help inform this emerging brand!



We're filling in a blank space on the map, making a new place in the heart of Birkenhead.