

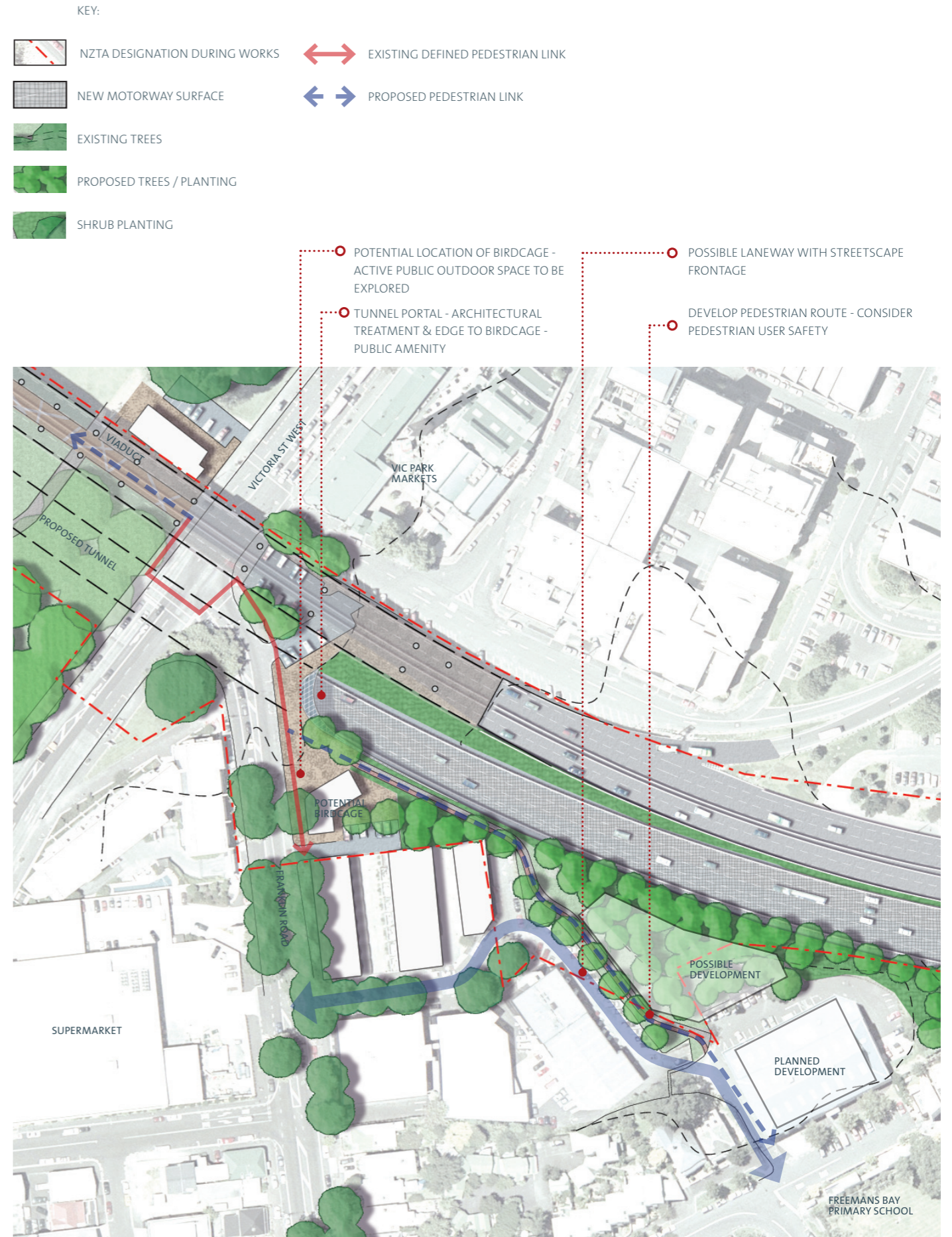
7.4 Birdcage Sector

The Birdcage Sector is situated at the southern extent of the VPT corridor. Of significance in this sector is the southern tunnel portal, the historic Birdcage Hotel, the Project's interface with the CMJ, and open space connections between Freeman's Bay and Victoria Street West. The carriageway of the motorway will be widened on the western side to accommodate additional traffic lanes and passage into the new tunnel.

The major initiative is the relocation of the Birdcage Hotel to a new location potentially approximately 30-50 metres up Franklin Road, and the potential for a new connection to be established from Napier Lane to the northern end of Franklin Road.

Initiatives

- **Tunnel Portal:**
 - To have minimal visual impact;
 - Portal entrance to incorporate a sculptural form that accentuates the beginning of the 'journey' through the VPT corridor and departure from Auckland City. Consideration should also be given to it's future integration with the potential second tunnel;
 - Interior of the tunnel to include artwork, features or lighting to define the journey experience when moving through the tunnel. These elements are to be coherent with an overall design theme or motif that relates the tunnel with its surrounding landscape and cultural environment;
 - Above-ground recognition of the tunnel should be reflected in landscape treatments that balance the functional / performance requirements of Victoria Park.
- **Birdcage Hotel:**
 - Particular attention should be exhibited towards maintaining the same or similar relationships between the Birdcage Hotel building and the street (ie frontages, plaza, seating areas), building orientation, building placement, the use of materials such as masonry, ironwork and glass) in any refurbishment works to the building and its new site in the relocation process;
 - The Birdcage Hotel building has a great street presence. The character qualities of the building through its façade design and treatment combined with its particular commercial use assist with enlivening the surrounding outdoor spaces and sense of engagement with the street. These qualities should be adhered to in the relocation of the building;
 - Any parking or servicing requirements should be sited away from key frontage areas.
- **Pedestrian Lane:**
 - Potential pedestrian / cycling connection from Napier Lane along the alignment shown in the diagram opposite should be consistent with CPTED guidelines to ensure a safe and effective link is created in this location.



• **Tree removal and treatment of areas alongside the alignment of the tunnel:**

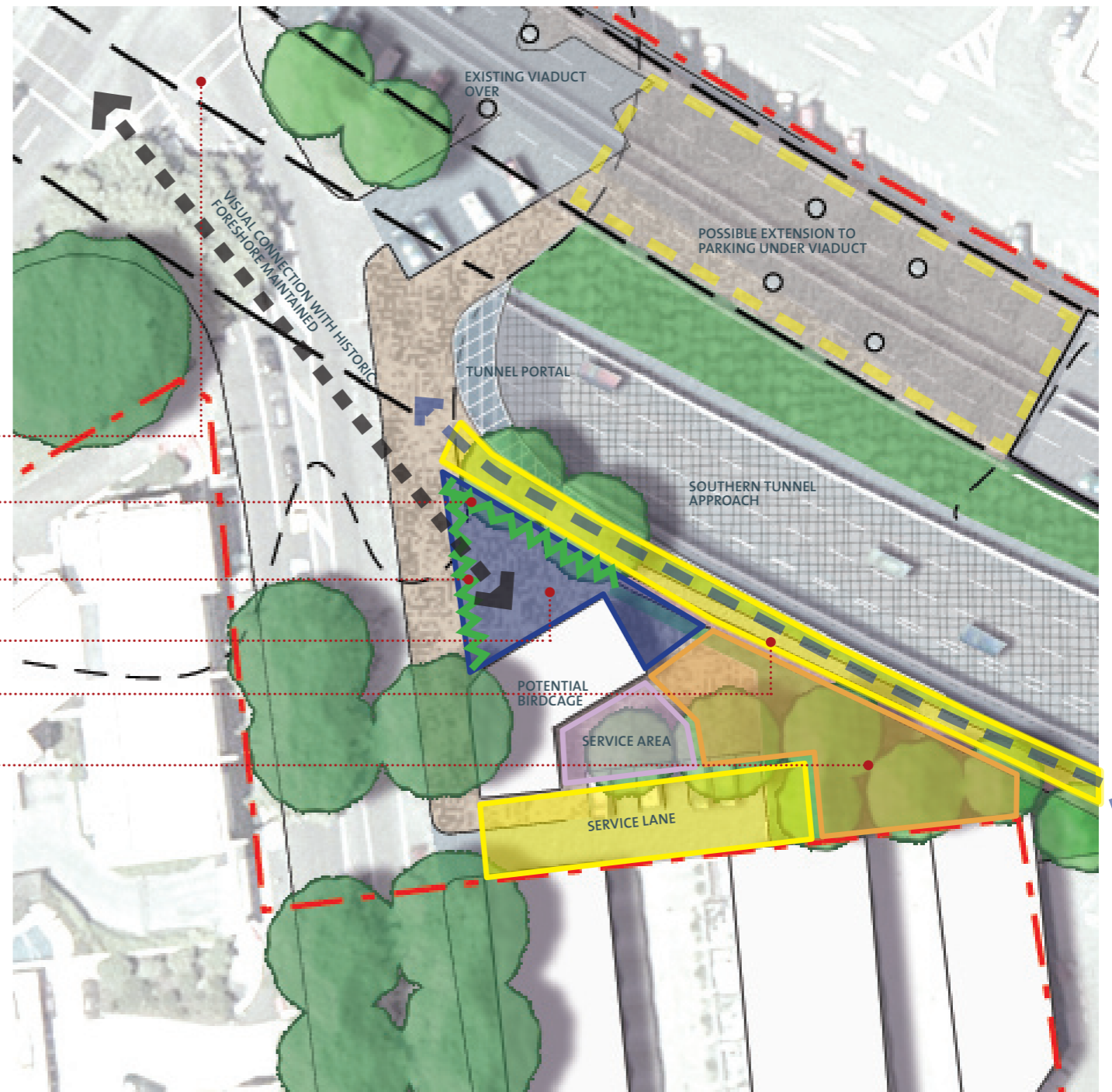
- To be carried out in accordance with conditions of the Designation;
- Opportunities for new plantings to replace or mitigate tree removals should be investigated in liaison with ACC. Tree species or plant types to be selected by a qualified arborist and / or landscape architect and should take into account, the function, definition of the intersection, relationship with surrounding buildings, features and planting as well as the potential for the future tunnelling of the south bound lanes on the Victoria Park Viaduct.

• **Integration with CMJ:**

- Urban and landscape design responses for VPT should show an understanding and cognizance of those implemented for CMJ. Pohutukawa, Karaka leaves, Ta moko, motifs are displayed on the concrete walls and barriers in this section of the motorway (CMJ). The integration of these themes with those proposed for VPT should be explored and considered in conjunction to aspects such as 'NZTAion through space' and the 'journey experience';
- Planting for VPT should be cognisant of the landscape treatment of CMJ;

• **Further Considerations:**

- Design responses and treatment of all designed project elements need to carefully consider scale, particularly in relation to the range of viewing audiences (whether motorist, cyclists, pedestrian or static/residential) in this environment.
- Increased pedestrian priority should be expressed in any redesign of the Victoria Street West and Franklin Road signalised pedestrian crossing, such as traffic calming measures to ensure improved pedestrian access across this area.



- IMPROVE PEDESTRIAN ACCESS, CONSIDER TRAFFIC CALMING MEASURES IN LIAISON WITH ACC
- PLANTING OR BOUNDARY TREATMENT ON MOTORWAY SIDE TO PART SCREEN MOTORWAY
- LOW PLANTING OR WALL ON FRANKLIN ROAD SIDE TO MAINTAIN VIEW OF BUILDING
- PAVED PUBLIC SPACE WITH SEATING
- 4M WIDE MAINTENANCE ACCESS LANE TO BE UTILISED AS PEDESTRIAN LINK
- POTENTIAL DEVELOPMENT / OPEN SPACE