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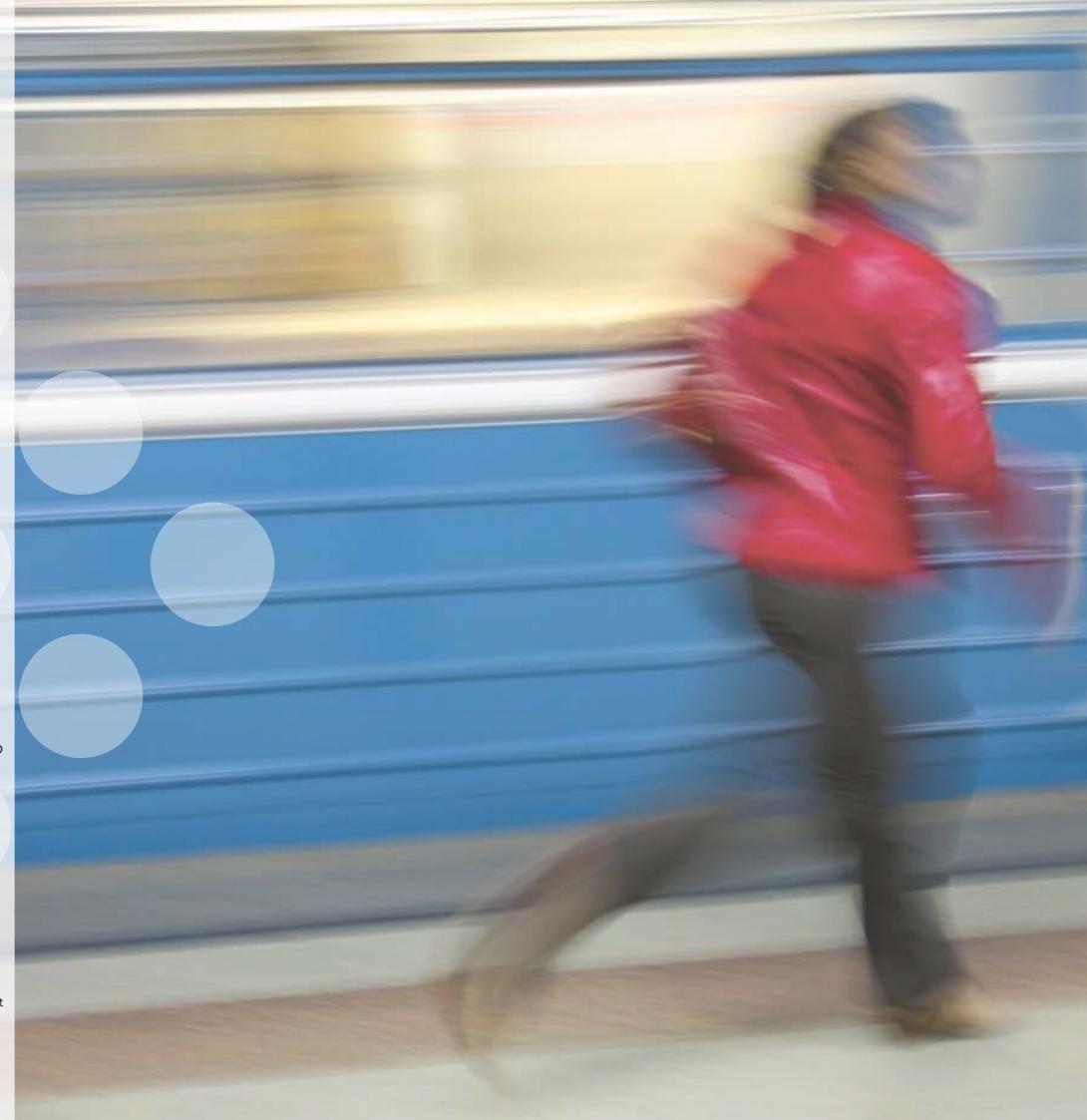
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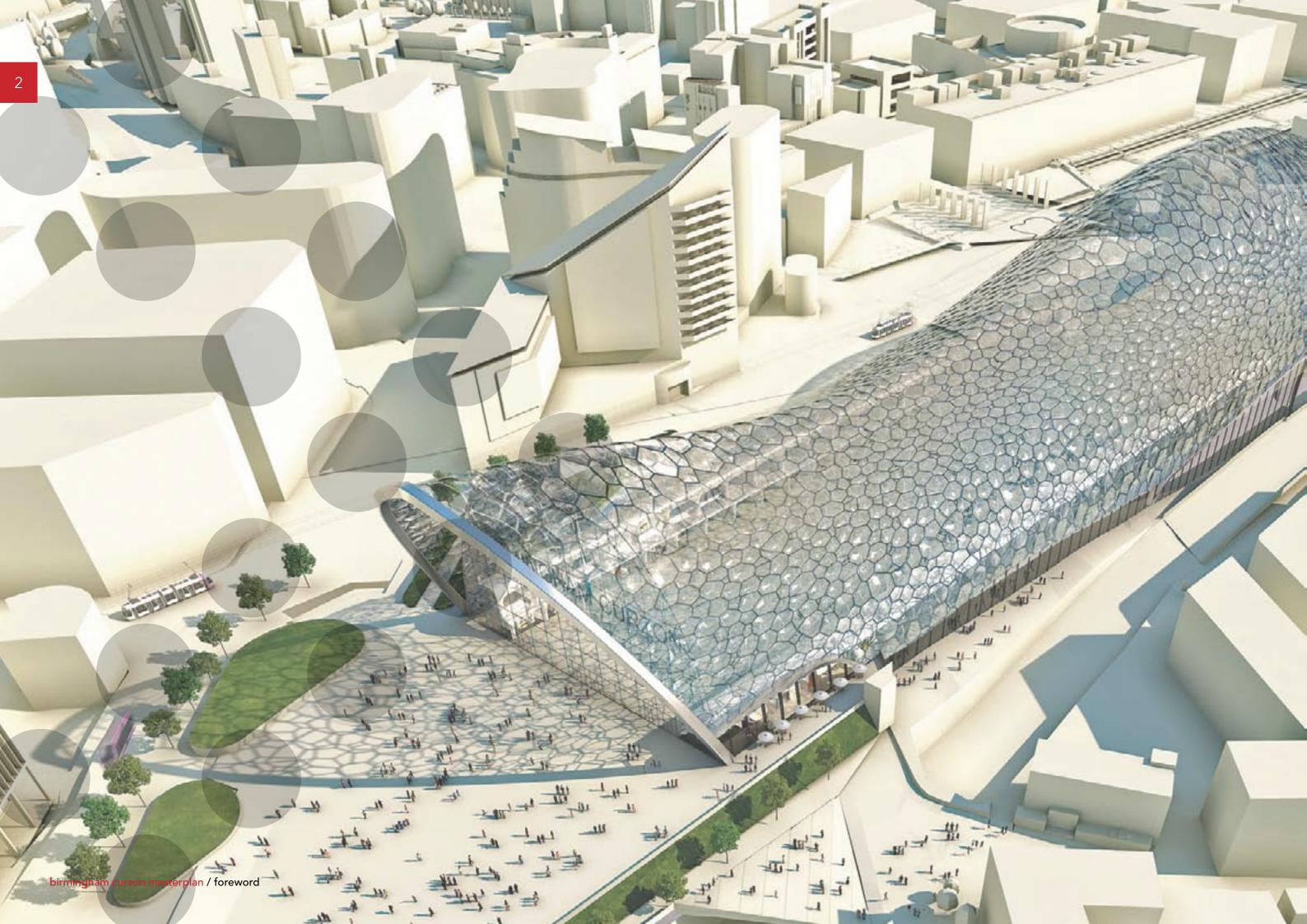
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## **Foreword**

## Birmingham is HS2 ready

The arrival of HS2 to Birmingham will provide a catalyst for regeneration and growth unparalleled in recent times. A completely new international station will place the City at a gateway to both the UK and European high-speed rail network.

Birmingham is ready to capitalise on the opportunities that HS2 will bring; with our Big City Plan's vision of a growing City Centre and a wide range of investment and development opportunities.

Through the Birmingham Curzon Masterplan we are establishing the City's aims to create a world-class station that is wired into our unique offer - the location, enterprise and skills, people and spirit of Birmingham.

This Masterplan maximises the regeneration and development potential of HS2 in the City Centre, in particular the Eastside, Digbeth and eastern side of the City Centre Core. These areas alone can provide:

- **\*** 14,000 (net) jobs.
- 🇴 600,000sq.m employment space.
- 2,000 new homes.
- 🔅 £1.3bn economic uplift.

HS2 holds the key to unlocking the potential - we are ready to maximise the benefits.

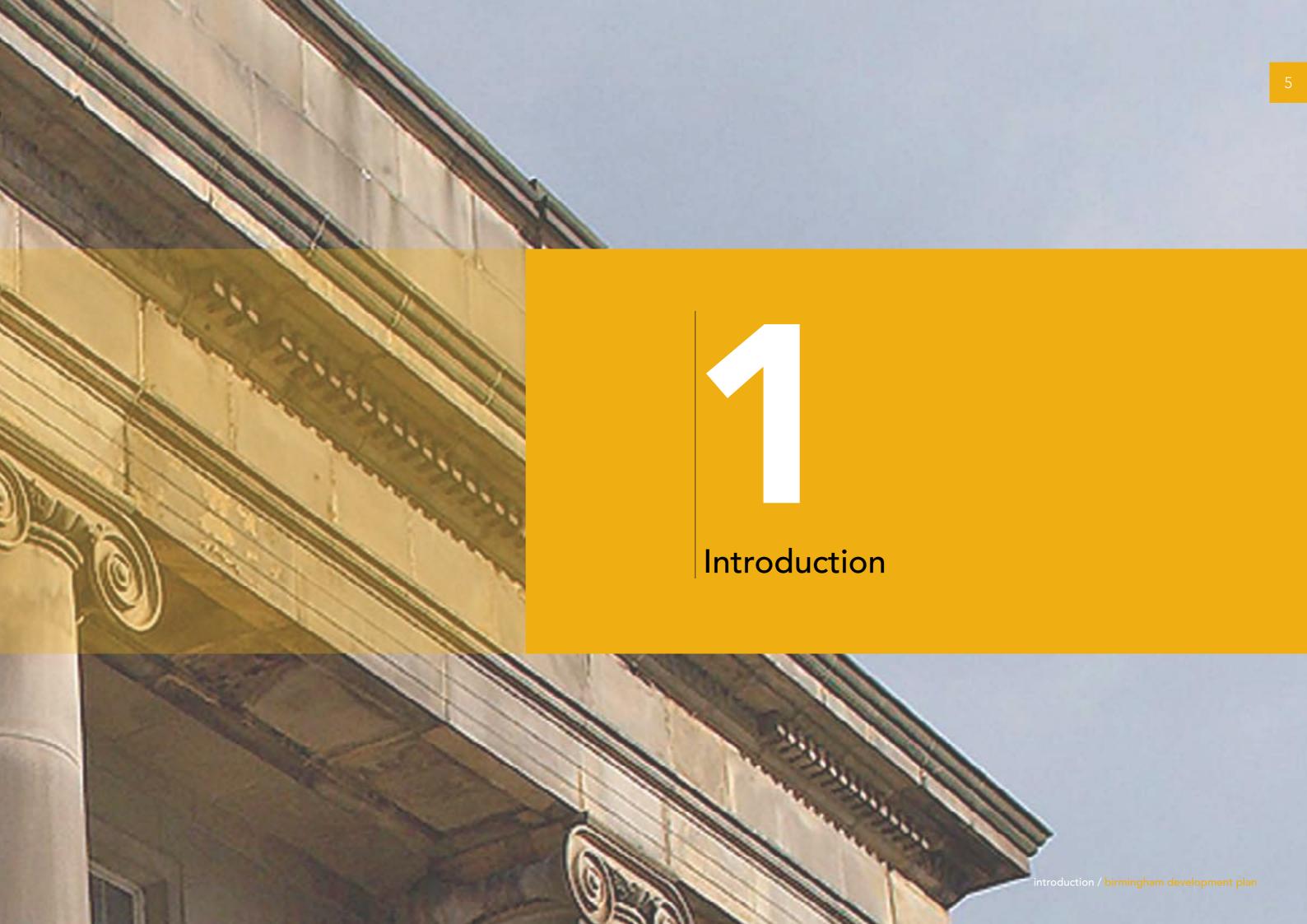
#### Sir Albert Bore

Leader Birmingham City Council

#### **Councillor Tahir Ali**

Cabinet Member for Development, Jobs and Skills
Birmingham City Council





## Introduction

HS2 is a once in a century opportunity to radically enhance the City's national rail connectivity and accelerate its economic growth potential. The new line and terminus will provide a catalyst to transform areas of the City Centre and unlock major regeneration sites. The Birmingham Curzon HS2 Masterplan provides the framework and principles to guide development, regeneration and connectivity to ensure that the City can capitalise upon the arrival of HS2 and fully realise its transformational impact.

#### The context

The Masterplan identifies the opportunities and sets out the approach to future development, building upon the work of the Eastside Masterplan (2011), which was produced as part of the Big City Plan (BCP).

Covering 141 hectares, the Masterplan area is bound to the east by the City's Ring Road (Dartmouth and Watery Lane Middleway) and to the south by Digbeth, High Street Deritend and High Street Bordesley. The Aston University campus adjoins the northern boundary on Jennens Road, with High Street and Corporation Street forming the western boundary within the City Centre Core.

#### **Connecting the City**

The proposed HS2 rail link, initially between Birmingham and London, will bring 21st century rail connections into the heart of the City Centre when it opens in 2026. With journey times to London reduced to 49 minutes it will effectively put Birmingham into London's Zone 4 for journey travel times. This will bring significant numbers of new jobs and visitors to the City and help promote the investment and regeneration opportunities. HS2 will help free up capacity on existing rail lines and so further support the City's growth.

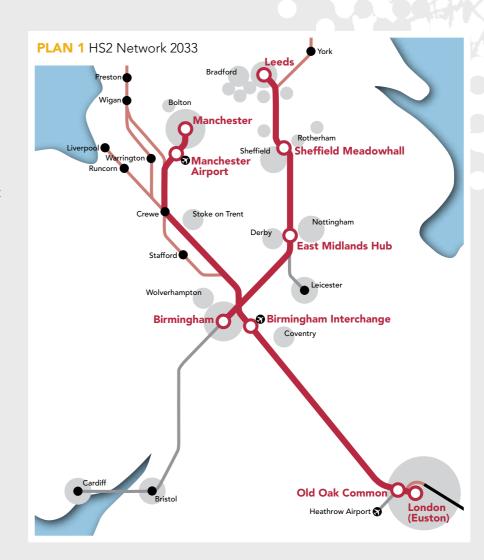
Future phases of the high-speed network will strengthen Birmingham's role at the centre of the UK's rail system - and provide opportunities for direct high-speed rail connections into Europe.

Birmingham Curzon will be the completely new rail terminus for HS2 in the heart of the City - the first in over 100 years. The station forms a key part of the Government's plans for the HS2 line announced in 2010 with the station sitting between the existing City Centre Core, the Eastside Area of Transformation and the Digbeth creative quarter.

This Masterplan seeks to maximise the potential by:

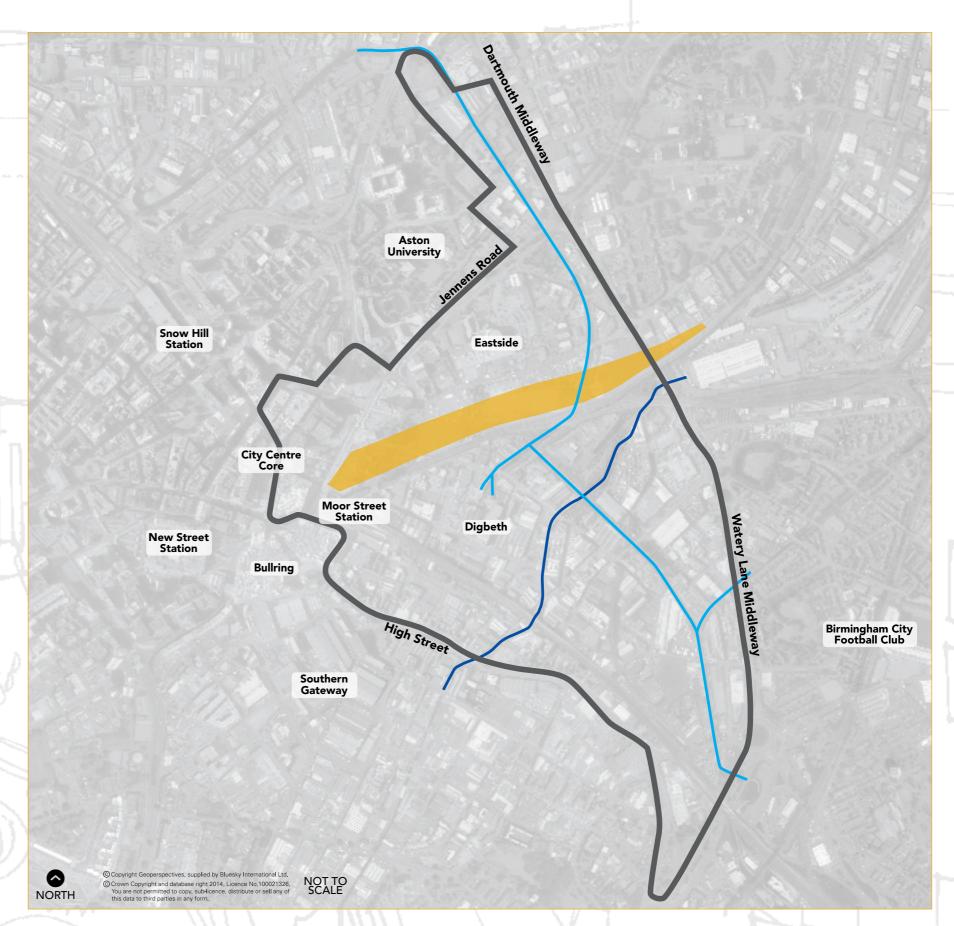
- Identifying a range of development and regeneration opportunities providing the spatial, economic and design framework to capture and promote the area's growth potential.
- Promoting the City's expectation of Birmingham Curzon HS2 station as a world-class 21st century landmark building that further strengthens a positive image for Birmingham and its economic role.
- Seeking to ensure the station is fully integrated into the urban fabric of the City Centre and opens up accessibility between the City Centre Core, Eastside and Digbeth.
- Setting out the key requirements and proposals for ensuring that high quality and efficient walking, cycling and public transport connections continue into and throughout the City Centre.

The principles and proposals of this Masterplan will be used to guide the City Council's response to and negotiations around the HS2 Hybrid Bill process. Once the Hybrid Bill receives Royal Assent and becomes an Act of Parliament, deemed planning consent will be given to the HS2 Station and structures; this Masterplan therefore establishes the key requirements that the City Council will seek to include within the Hybrid Bill. The Masterplan will also inform how the City Council develops its approach with HS2 Ltd to future funding and delivery mechanisms for the station and wider regeneration area.



# PLAN 2 Birmingham Curzon Masterplan Area





#### Birmingham's growth agenda

The City has an ambitious growth agenda to meet the needs of its growing population and build a strong and prosperous economy for the future. The Birmingham Development Plan 2031 (BDP) sets out the growth strategy for the City supporting the delivery of significant levels of new housing, employment, office and retail development along with the supporting infrastructure and environmental enhancements.

The plans include 51,100 new homes, 270,000sq.m additional retail floorspace, 745,000sq.m office space and a number of major employment sites, all to be delivered over the period to 2031. Delivering the City's growth agenda will see significant levels of development focussed into a number of key locations. Future growth will be supported by investment in infrastructure and environmental enhancements that will ensure Birmingham remains competitive both nationally and internationally.

As part of the growth strategy, the BDP establishes Birmingham City Centre as the regional centre and key growth point. As the economic engine of the City and wider region, it will be the focus for significant levels of new housing, retail, leisure, cultural and office development.

The growth potential of the City Centre was first established in the Big City Plan, launched in 2010, as the strategic masterplan for the City Centre. Through the Big City Plan five strategic Areas of Transformation are identified that will expand the City Centre Core to accommodate significant levels of new development.

The Birmingham Curzon HS2 Masterplan area covers a significant swathe of the City Centre and will complement and support several other key growth areas that will come to fruition over the years towards the opening of HS2 and beyond.

The wider City Centre has a number of major opportunities and drivers for change.

The major redevelopment of Birmingham New Street Station - Birmingham Gateway - will provide a much needed step-change in the quality of existing rail connections into the City Centre. The development (open in 2015) incudes the Grand Central/John Lewis retail scheme further shifting the focus of the retail core for mainstream shopping to the south, and securing Birmingham's position as a top retail destination.

The Southern Gateway development, located within a ten minute walk of Birmingham Curzon and on the doorstep of the Bullring shopping centre, will be one of the UK's largest regeneration opportunities with a mix of uses including markets, culture, retail, leisure, business and new residential neighbourhoods. The relocation of the wholesale markets will act as a catalyst to unlock the regeneration potential of the area. The timing of the development will fit well with the delivery of HS2 and place emphasis on north-south improved links between Eastside, Digbeth and the Southern Gateway area.

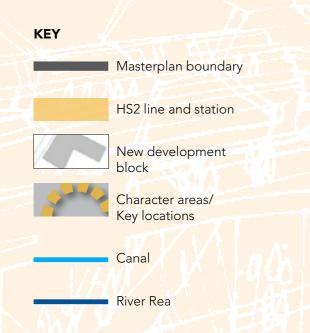
The role of the City's other key developments at Paradise Circus, Arena Central and the ongoing investment in the Colmore Business District will cement the City's professional services and business offer. The business heart of the City is within a ten minute walk of the new station.

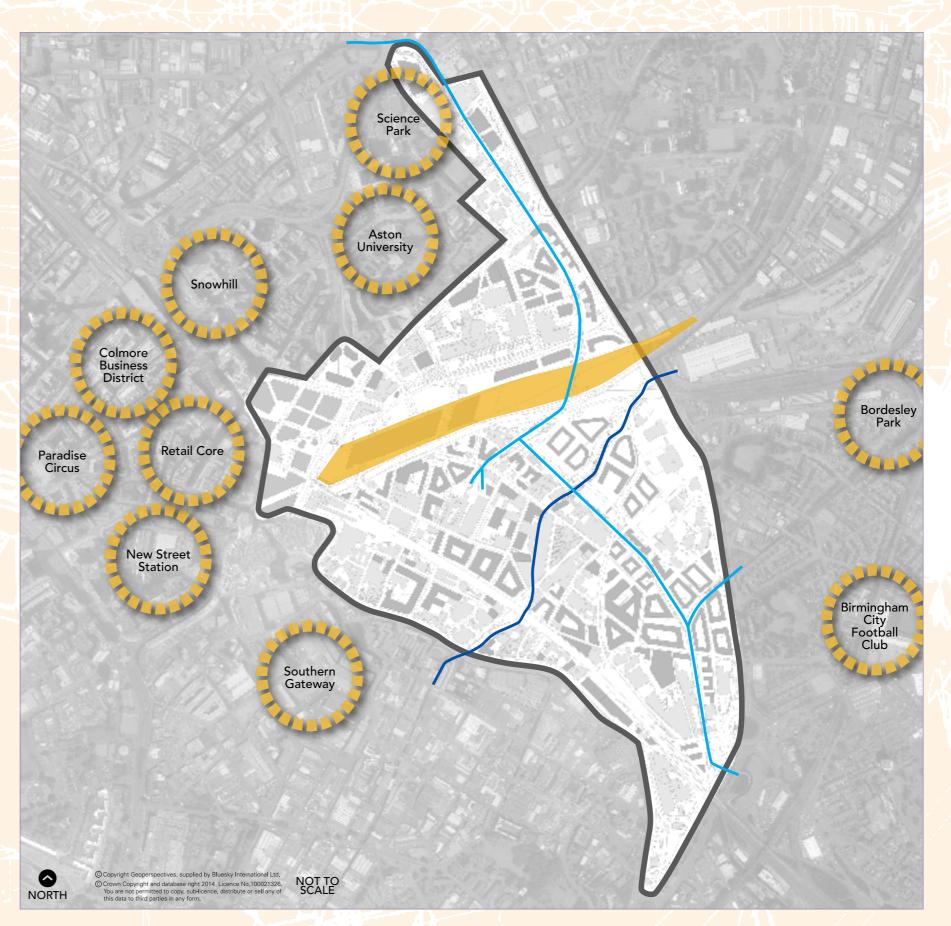
The prospect of HS2 will strengthen the potential for current and existing regeneration opportunities - with the City Centre having further capacity to make the most of the growth that HS2 will bring with new investment and jobs to Birmingham.

#### Redeveloped New Street Station



# PLAN 3 Birmingham Curzon Wider Regeneration Opportunities





#### The City Centre Enterprise Zone

In April 2011 the Greater Birmingham and Solihull Local Enterprise Partnership (LEP) chose Birmingham's City Centre as the location for its first Enterprise Zone. The City Centre Enterprise Zone (EZ) comprises 26 sites across the City Centre, in 7 clusters identified as offering significant growth opportunities.

Focusing on key sectorial strengths, including professional and financial services, digital media, ICT and the creative industries, the EZ provides opportunities for 700,000sq.m of new high quality office/business floorspace and 600,000sq.m of new leisure, recreation and commercial floorspace.

The EZ has been developed to implement the vision set out in the Big City Plan and support the accelerated delivery of growth in the City Centre.

Underpinning the huge potential of Digbeth and Eastside, the EZ includes a number of sites within the Birmingham Curzon Masterplan area.

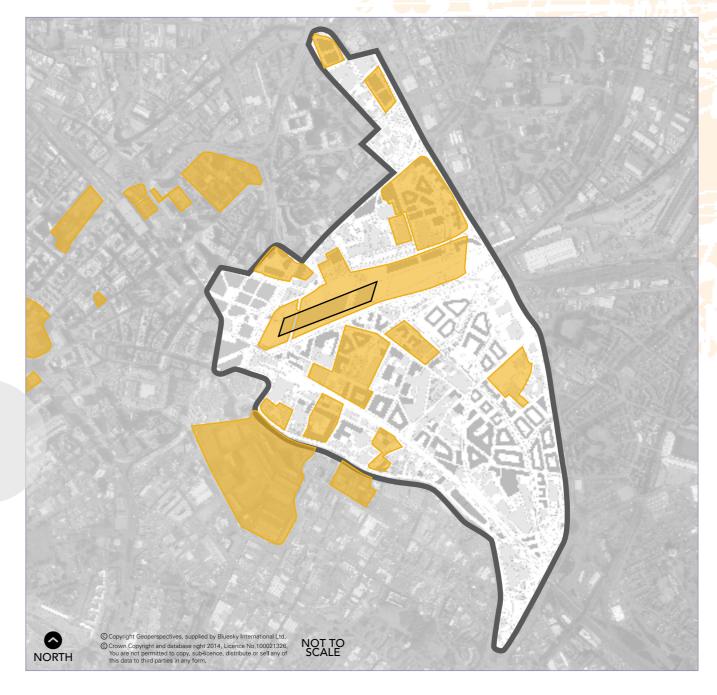
These sites benefit from a commitment to realise growth opportunities through an innovative approach to planning and investment in infrastructure to unlock development. Targeted marketing and a range of business rates relief will assist businesses locating within the Zone which will also reap the benefits of high-speed digital broadband connectivity.

The EZ will play a key role in not only facilitating growth alongside HS2 but also in supporting the delivery of the station.

PLAN 4
Birmingham Curzon
Enterprise Zone Sites



Paradise Circus proposed redevelopment





introduction / birmingham curzon masterplan





# The opportunity

HS2 will transform links between Birmingham and key national and international locations. The City Centre will be at the heart of the HS2 network with the increased connectivity providing a catalyst for future growth and regeneration.

#### HS2

Railways not only connect places - they connect people to jobs and businesses to markets efficiently and are an essential part of the wider transport network. Ensuring that the best infrastructure is in place and the capacity available is central to continued economic growth and prosperity. HS2 will be a key strand in the national transport network creating significant new rail capacity. As a key national infrastructure project HS2 will reshape the economic geography of the UK.

For Phase 1 of HS2, London and Birmingham will be linked reducing journey times from 1 hour 24 minutes to 49 minutes. Connections to the existing HS1 line to Continental Europe will also be in place by 2026.

Phase 2 of the scheme will connect Birmingham to other regional centres. Journey times will be halved between Birmingham and Leeds (from 1 hour 58 minutes to 57 minutes) and Birmingham and Manchester (1 hour 28 minutes to 41 minutes). Long term plans would see High Speed trains running to Newcastle, Glasgow and Edinburgh.

Faster journey times are important, but capacity is the key consideration - and HS2 will also facilitate the future scope for improvements to local and regional rail services on the existing network.

#### Realising the potential

HS2 will accelerate the growth potential of the City Centre with Birmingham Curzon station at the heart of the City Centre Core's expansion into the Eastside Area of Transformation and the Digbeth creative quarter.

The eastern fringe of the City Centre Core will be revitalised by the arrival of Birmingham Curzon at Moor Street with opportunities for repositioning the retail offer and expanding the City's office district.

In Eastside, the ongoing regeneration of the area will expand with well-designed mixed use developments to include office, technology, learning, leisure and residential uses around the new Eastside City Park and canals.

Digbeth is home to thriving creative and cultural enterprises with opportunities for a high quality, exciting and easily accessible environment that is integrated with the new station.

The benefits of HS2 to the City Centre are clear. For the potential to be maximised and for HS2 to succeed in delivering growth, this Masterplan identifies the 5 Big Moves needed as part of the delivery of the station to create wider economic impact:

#### World class arrival

Birmingham Curzon station shall be of outstanding architectural quality, with an exemplary passenger experience and full integration with its surroundings, establishing a strong sense of place both inside and outside of the station.

#### Metro extension

An integrated Metro stop at New Canal Street will provide HS2 travellers with fast and efficient connections to the wider City Centre, with additional stops transforming connections and boosting the regeneration potential of Digbeth.

#### Paternoster Place

A wide, landscaped plaza that will transform pedestrian connections into Digbeth and create gateway development opportunities.

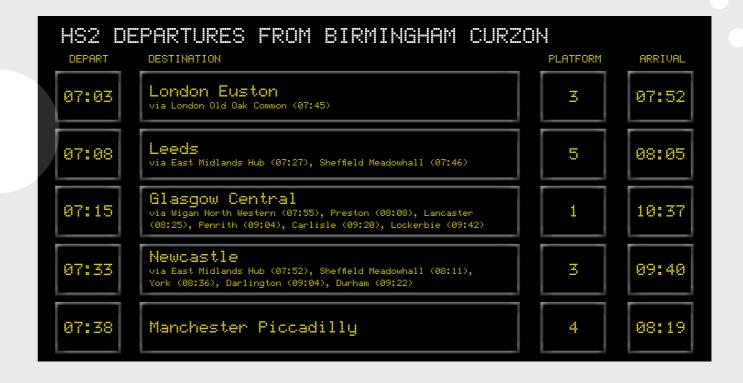
### Station Square and Moor Street

A new high quality pedestrian destination space fronting Birmingham Curzon and surrounded by new development including a new pedestrian route through the Pavilions focussed on the landmark Rotunda.

#### Curzon Promenade and Curzon Square

An extension of Eastside City Park, the Promenade will set Birmingham Curzon station in a landscaped, green setting with cafes, shops and restaurants creating a vibrant edge to the station and the park.

Curzon Square will be an extension of the park's event space providing a high quality setting for the Grade I Listed former Curzon Street Station and The Woodman public house (Grade II Listed).



# PLAN 5 Birmingham Curzon The big moves

#### **KEY**

Masterplan boundary



The big moves

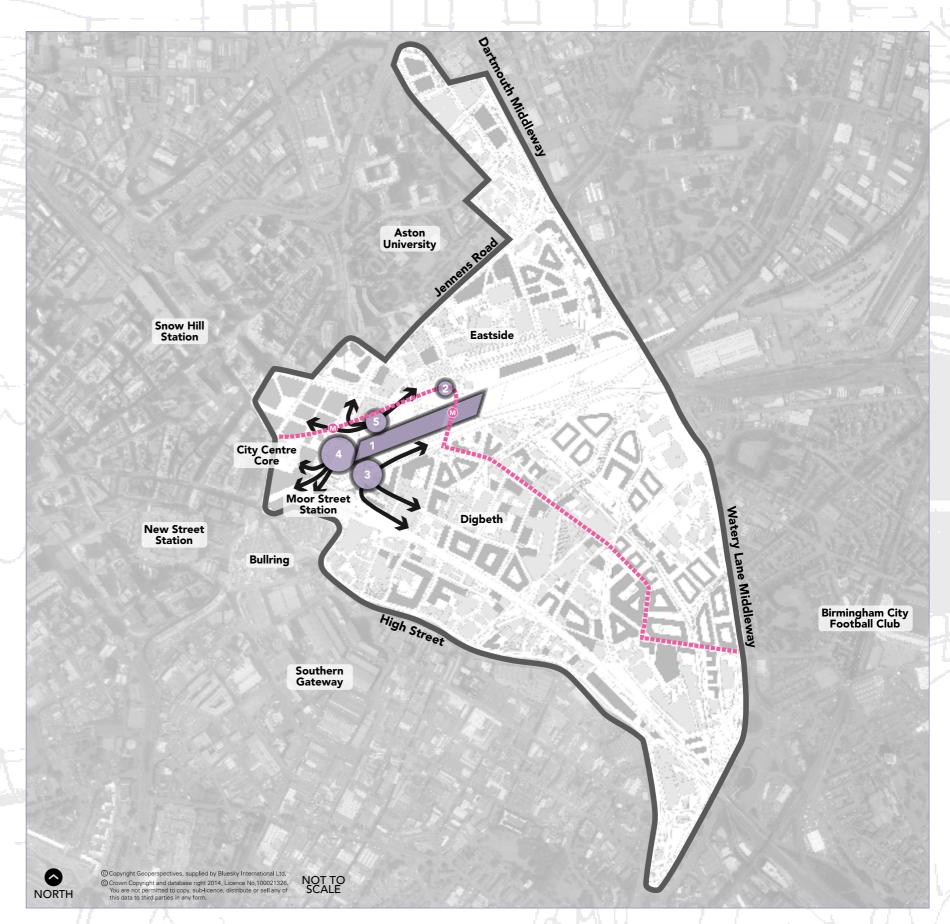
World class arrival: Birmingham Curzon

Metro extension route and stops

3 Paternoster Place

4 Station Square and Moor Street

5 Curzon Promenade and Curzon Square



#### Birmingham Curzon Masterplan

#### **Economic impact**

This Masterplan establishes the principles for creating an international railway station that is successfully integrated with its surroundings and efficiently connected to a variety of transport options. It demonstrates the huge potential of a swathe of the City Centre to accommodate the growth of a wide range of activities and sectors over the coming decades.

The Masterplan takes the opportunity of the HS2 station as proposed within the Hybrid Bill, and develops the basic proposals beyond the delivery of a railway station to the delivery of an integrated, transformed, thriving series of places for growth.

For the purposes of this Masterplan, the economic impact of the proposals has been considered over the period 2014 to 2056, encompassing a 30 year period of development post completion of the HS2 Station.

#### Floorspace

The proposals would bring forward over 700,000sq.m of development within the Birmingham Curzon area, details are summarised in Table 1. The economic growth potential of the area is demonstrated as 600,000sq.m (gross) for a range of employment generating uses.

In addition to the employment floorspace around 2000 new homes are expected to be delivered. As a result of the new homes, total additional local expenditure is estimated at £41 million per year.

#### Jobs

HS2 and the Masterplan proposals will bring a range of temporary and permanent jobs to the City. It is estimated that the overall construction phases will result in the creation of almost 1,000 full time equivalent (FTE) gross jobs. The operation of the station itself will create in the region of 200 gross jobs.

Over 14,000 (net) jobs will be created within the Masterplan area for the period to 2056.

A large proportion of the jobs created are expected to be within higher order occupations - it is estimated that around 61% of employees will be either managers, professionals or associate professionals. The other main occupational groupings are expected to be administrative/secretarial (17%) and sales/customer services (12%).

#### **GVA** impact

The gross GVA per annum as a result of the jobs created is £1.3 billion.

An assessment has also been undertaken of the net additional cumulative GVA (2013 prices) generated as a result of the additional permanent jobs created through the proposed developments.

Overall, it is estimated that the redevelopment could have a cumulative GVA impact of around £3.1 billion at the Birmingham level

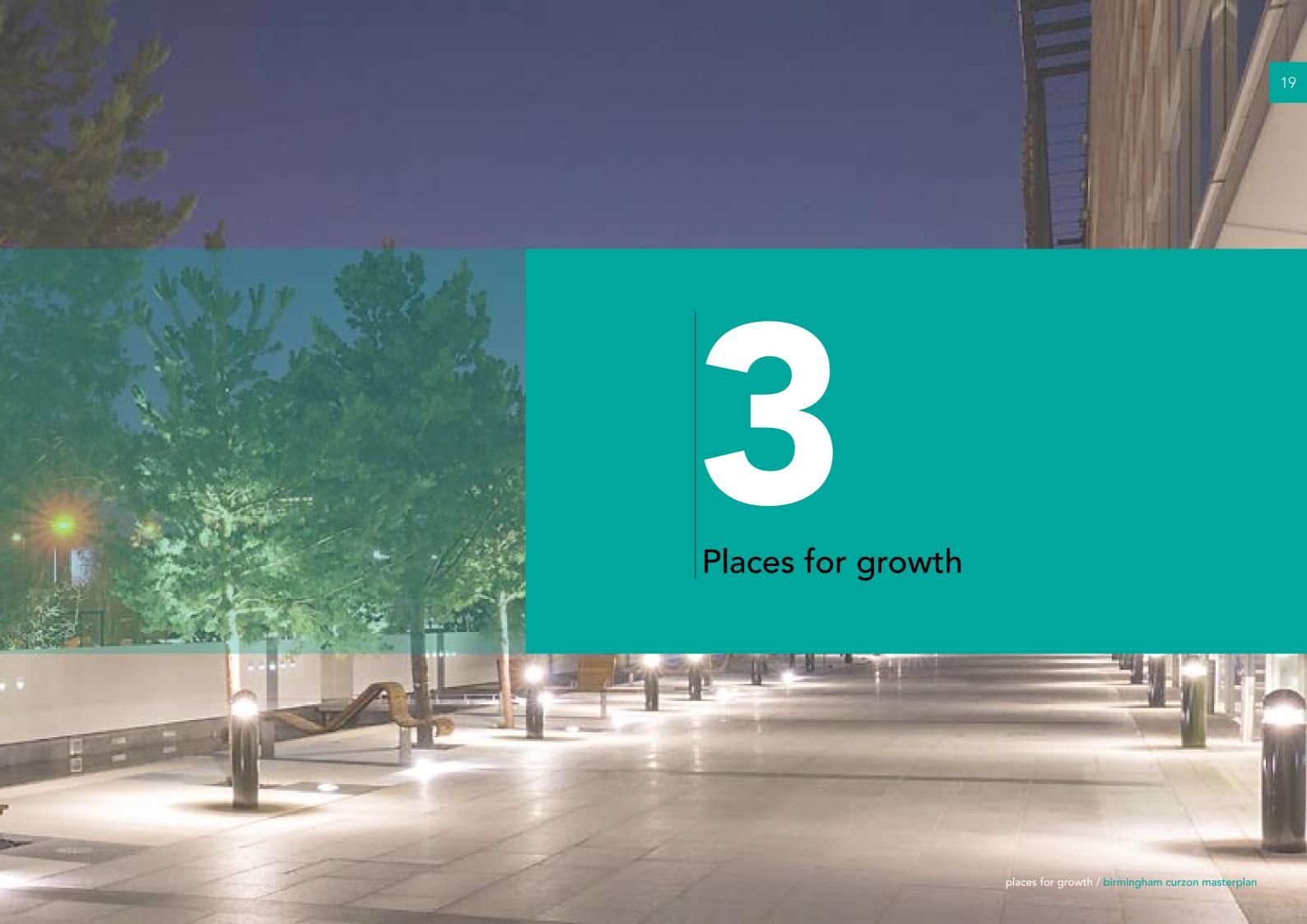
#### Wider benefits

The jobs and economic benefits identified within this Masterplan relate to the immediate geographical impacts upon the area around Birmingham Curzon. The wider City Centre and Greater Birmingham and Solihull Local Enterprise Partnership (LEP) will also gain from the arrival of HS2. Additional development, floorspace, jobs and economic output will be facilitated across a much wider area by the delivery of this new infrastructure.

TABLE 1 Curzon Masterplan Red	evelopment Proposals (to	2056)						
Use	Digbeth - Banbury Wharf	Digbeth - Typhoo Area	Digbeth - Fazeley Area	Curzon Street/ Curzon Circle	Moor Street/ High Street Area	Eastside Locks and Science Park	Total	
Gross floorspace (sq.m, GIA)								
A1 - A5 Retail	-	18,508	14,989	8,327	46,653	9,800	98,277	
B1 Offices	-	35,557	111,754	-	143,794	74,889	365,994	
C1 Hotel	-	11,865	5,617	14,640	21,115	3,279	56,516	
D1 Community	-	18,463	12,522	-	1,037	26,262	58,284	
D2 Leisure	-	2,014	14,989	-	3,620	-	20,623	
Residential	37,904	7,509	29,978	17,690	41,103	32,850	167,034	
Total floorspace	37,904	93,917	189,849	40,656	257,322	147,080	766,728	
Operational employment (full-time equivalent jobs)								
Gross operational jobs	-	3,709	8,364	694	11,434	5,953	30,154	
Net additional operational jobs	-	1,725	3,891	323	5,319	2,769	14,027	
Gross GVA per annum (in 2056, undiscounted, workplace-based)								
Gross GVA p.a. (£000s)	-	164,722	371,526	30,843	507,862	264,400	1,339,358	
Net additional GVA p.a. (£000s)	-	95,789	216,049	17,936	295,331	153,753	778,858	







# Places for growth · Introduction

The arrival of HS2 with Birmingham Curzon station provides the opportunity to unlock a range of development sites and accelerate regeneration initiatives. This Masterplan seeks to maximise those benefits by identifying 6 'Places for Growth' located across Eastside, Digbeth and the City Centre Core. The station's location brings opportunities for all major economic and growth sectors within the City Centre - the 'arrival' opportunity for the station itself; for retail, office, leisure, education and research, creative enterprises and new residential communities.

## Arrival

Birmingham Curzon will become a landmark station that will provide a catalyst for growth through the creation of a well-designed, widely accessible building which integrates fully and opens connections to surrounding areas.

## Retail

The retail landscape of High Street will be transformed to provide stronger connections to Birmingham Curzon and create a retail frontage to a new Station Square formed through the redesign of Moor Street Queensway.

## Visit

Millennium Point and Eastside City Park are already major visitor destinations in their own right and their role will be further enhanced by the additional activity that Birmingham Curzon will bring.



Digbeth's historic setting provides a variety of unique opportunities perfect for the growing number of companies involved with digital technologies, design, TV production and arts. New destination style developments benefiting from the proximity to HS2 will be created including a mixed use scheme at Typhoo Wharf and a canal-side residential neighbourhood. The wider area will be served by a new Metro line.

## **Business**

Martineau Square and Exchange Square developments will be on the doorstep of the new international railway station with opportunities for high-quality commercial office space with direct connections through to the existing business district.

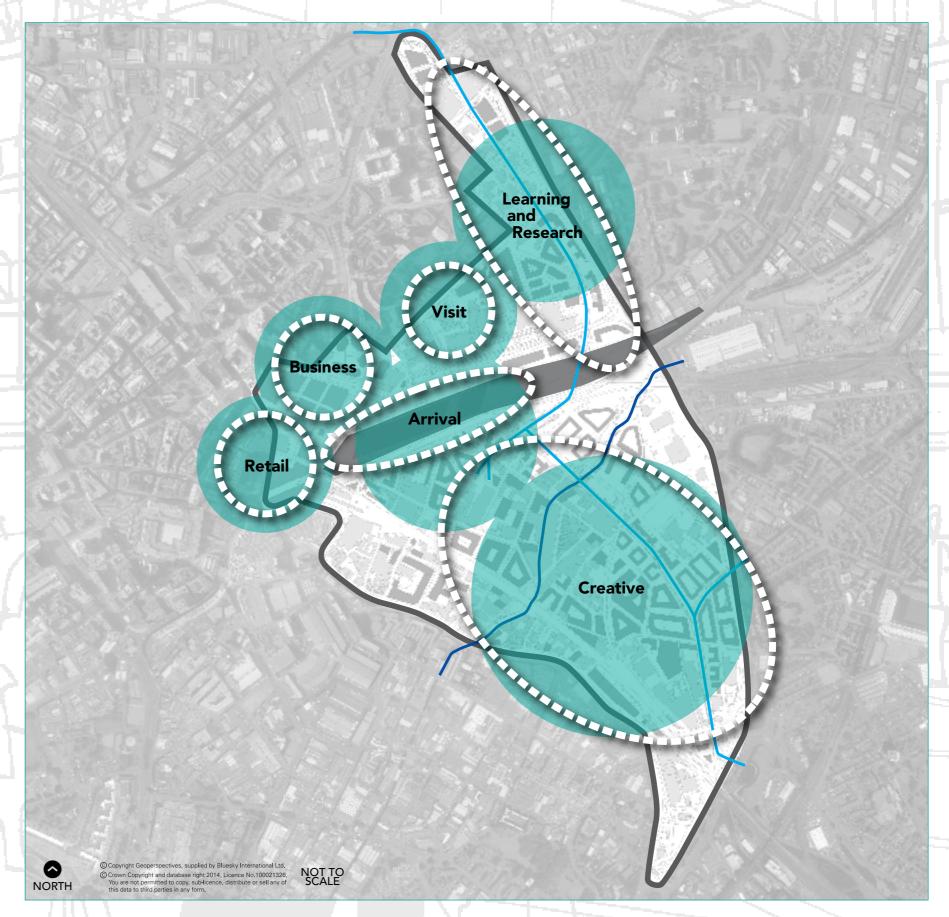
## Learning and Research

The research and technology businesses and educational focus will continue to grow around the Birmingham Science Park Aston and at BCU campus with further opportunities at the Eastside Locks site to deliver a major mixed-use development providing a range of office, leisure, retail, residential and hotel uses.



# PLAN 6 Birmingham Curzon Places for Growth







# Places for growth · Arrival

Arriving by high-speed train in the centre of Birmingham will be an uplifting experience that creates a positive first impression of the City through the creation of a world-class station building that connects fully with the City and provides a catalyst for regeneration and growth.

#### **Key principles**

- A statement building of world-class architectural quality.
- 360° station accessibility with good quality station entrances/exits facing the City Centre Core, Eastside and Digbeth.
- Efficient and attractive integration with public transport connections.
- Maximised pedestrian connectivity with high quality public realm and landscaping.
- New pedestrian connections to Digbeth.
- A major public square fronting the station on Moor Street.
- Second access to the station at New Canal Street.
- High standards of sustainability and design.

Birmingham Curzon will be the first completely new station in the City Centre for over 100 years; the opportunity to deliver a world-class, railway station that will become a symbol internationally not only for the aspirations of the City but also for the first phase of the HS2 project within Britain. Becoming one of the City's largest structures, it will be essential to ensure the station's design will be of the highest architectural quality. Integrated into the City Centre's fabric it will need to provide efficient passenger connections that will enable the regeneration and growth of the City Centre and serve the wider region.

This Masterplan provides an example, developed by the City Council, of how Birmingham Curzon station could make a strong architectural statement and maximise the potential of the HS2 project for the City.

## Birmingham Curzon - world-class architecture

The new Birmingham Curzon station will provide an international visitor/traveller experience on arrival - a world class station to rival the best in the world with a distinctive approach that is both expressive and striking with a contemporary, innovative and sustainable design that stands the test of time.

The HS2 railway proposal brings a one-off opportunity to create a completely new international railway station that will become the first experience of the City to many millions of visitors for generations to come. The building will form a prominent backdrop to the regeneration around Eastside City Park and Digbeth. It will also provide a new focal point for the eastern side of City Centre Core.

The sheer scale of the 800m long structure and the viaducts beyond will make the station a landmark in its own right that will permanently change the face of the eastern side of the City Centre, therefore 360° appearance, shaping, massing, materials and design detail will need to be given the upmost consideration. The importance of providing excellent permeability through, under and around the structure is vital in delivering the ambitions for economic growth of the Eastside and Digbeth areas around the station.

Birmingham Curzon concourse entrance ▶





below.

An imaginative, elegant and high quality design should be coupled with efficient and simple construction methods. Future designs for the station building should provide a sweeping canopy that covers the platforms along the length of the trains. The canopy should allow light to flood down to the platforms and concourse areas

In order to add variety to the visual environment, a public art strategy will be developed encouraging the provision of new works as an integral part of development schemes adding value and a sense of identity within the area.

The appearance of both the building and surrounding area at night should also be considered in creating an exciting and dynamic night-time City environment. High quality, well-designed lighting of buildings and public spaces will enhance both the amenity value and distinctiveness of the area.

The railway engineering and broad functional requirements of the station will be fixed as part of the Act of Parliament. However, the detail of the designs for the skin of the building can be developed up to and beyond Royal Assent, thereafter final approvals for the station's appearance will be determined within the deemed planning consent regime given by the Act to the nominated undertakers to construct the railway.

This Masterplan establishes the City Council's key design principles and requirements for the station and surrounding connections, setting the benchmarks to be accepted and carried through the Parliamentary process to Royal Assent, thereby ensuring that investment in the station building will maximise the opportunities on offer to bring long-term growth and regeneration to the City.

Birmingham Curzon internal concourse towards Station Square





#### Paternoster Place

As a gateway to Digbeth, Paternoster Place will provide a wide, attractive pedestrian route that will open up the regeneration potential of the Digbeth area, bringing activity and investment to Enterprise Zone sites and help realise the potential of the underutilised land and buildings.

The creation of the new pedestrian focussed space connecting Shaws Passage and Bordesley Street will transform the arrival gateway into Digbeth from Birmingham Curzon and the City Centre Core. Potential for a second entrance to Moor Street Station from Park Street should remain an option within any future development proposals.

The focus on Paternoster Place is due to its vital importance in maximising the connectivity and regeneration opportunities of HS2. Under published plans within the Hybrid Bill, the HS2 station will require the permanent closure of Park Street and part of Fazeley Street due to the fixed position of the station's platform deck where the HS2 viaduct will taper down and cut into the existing ground levels at Park Street Gardens. The design of the station must ensure that the pedestrian environment and connections in this area are of the highest standard. Prior to the HS2 proposals, planning consents for major redevelopments of several sites provided high quality pedestrian routes that were to connect building lines and routes from the City Centre Core and open up the regeneration potential of Digbeth. It is essential that the plans for HS2 should continue to deliver upon the principles of establishing these connections.

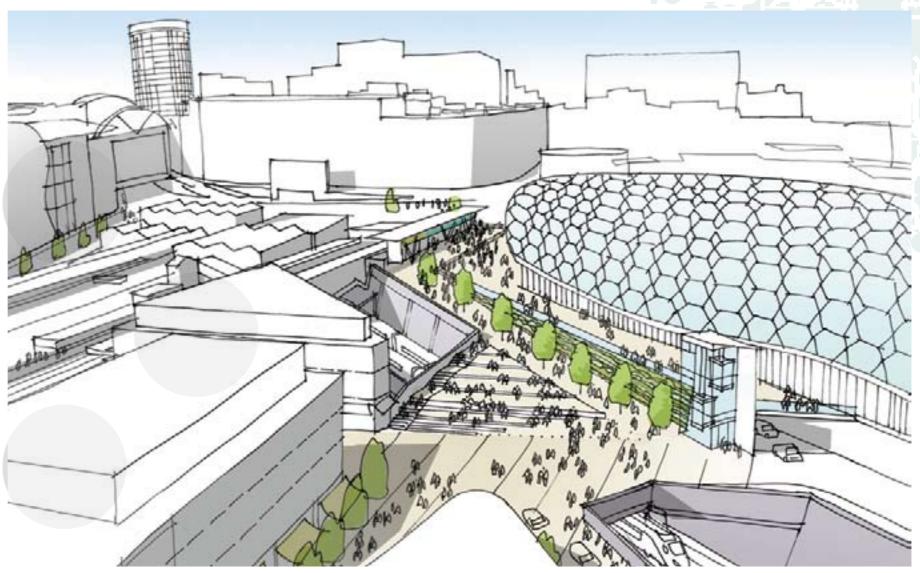
The Paternoster Row gap between the Curzon Station and Moor Street Station will become the only opportunity for a direct route for pedestrians to access the Digbeth area from the City Centre Core. This Masterplan establishes the requirement for the HS2 station's design for Paternoster Place to become a wide and attractively landscaped route that will bridge over part of the existing railway cutting with a series of steps and platforms to create a wide and welcoming space that provides attractive, spacious and safe links between the City Centre Core and Digbeth. The space can be likened in importance to Battle Bridge Place between St Pancras and Kings Cross stations in London where a new public plaza opens up the routes into the wider Kings Cross regeneration area.

It would be expected that the significant changes in ground level from Moor Street Queensway to Park Street would be addressed with the provision of lifts and a ramp that would run between the walls of the existing railway cutting to the south and the new station's servicing tunnel portal.

Ensuring an appropriate design solution for the Paternoster Place connection is a key concern for the City Council and both businesses and developers in the Digbeth area recognise the great importance of direct high quality pedestrian routes to realising their potential. The construction and opening of the route as essential enabling works prior to closure of Fazeley Street should be a top priority within the HS2 delivery programme - to ensure unhindered pedestrian connections between the City Centre Core and Digbeth during the years of construction.

Given the scale of change and size of the station building, the Fox and Grapes public house (Grade II Listed) would be severely compromised; in addition, the tight engineering constraints of the rail line would result in the loss of the pub despite best efforts to seek its retention and integration.

- Birmingham Curzon proposed gateway to Digbeth
- Paternoster Place



 View from Bordesley Street looking towards Paternoster Place



• Paternoster Row - current view towards the Rotunda



places for growth / birmingham curzon masterplan

## **Station Square and Moor Street**

The new station provides an opportunity for the creation of a major new 'gateway' space, which would give the appropriate sense of arrival for visitors arriving by High Speed train and from the existing Moor Street Station, as well as managing the flow of people to, from and around the stations. The new Station Square would be located within existing space on Moor Street Queensway and land up to the entrance of the new station.

Station Square will become a new destination space where people can relax, it will also be the pivotal point where the City Centre Core blends into Eastside and the Eastside City Park. The relocation/re-provision of the Carrs Lane Church Centre could allow for a new development, such as a hotel or offices that are of a higher scale fronting onto Station Square with ground-floor retail and restaurant uses opposite the entrance to Birmingham Curzon.

Currently, the size of Moor Street could easily contain both Victoria Square and Chamberlain Square which demonstrates the opportunity to rationalise the road-space for greater pedestrian and cycle connectivity. As outlined in the Connectivity chapter of this document, Sprint will become a dominant part of the public transport offer and services will cross the edge of the square with stops on either side that then connect with bus termination points.

The design of the square will take into account the need to provide a secure perimeter for Birmingham Curzon by separating traffic movement from the main public space; this could be carried out by using soft landform based measures, greatly reducing the need for standard bollards.

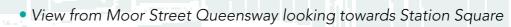
Station Square will also begin the transition in terms of hard/soft landscape between a mainly hard civic space immediately in front of the station and the proposed green Curzon Promenade route into Eastside City Park by utilising 'islands' of green space that progressively increase in scale towards the park.

A fundamental change in the character of Moor Street Queensway through re-focussing it as a major public square will be essential in ensuring the successful integration of Birmingham Curzon into the City Centre Core and maximising the regeneration potential of the station around some of the areas of highest land-value.

• View from Bullring looking towards Station Square











places for growth / birmingham curzon masterplan

#### Curzon Promenade

Celebrating the view of the former Curzon Street Station, Curzon Promenade will become an extension of Eastside City Park as a pedestrian plaza enlivened with new shops and cafes built into the façade of Birmingham Curzon station. The tree lined route into the heart of Eastside will provide a wide walking and cycling route. An extended Metro line and Sprint rapid transit vehicles will share a route along the northern side of the promenade allowing for a transformation of public transport links into Eastside, Digbeth and ultimately to regeneration opportunities in the east of the City. Birmingham Curzon will sit within the wider Eastside City Park area.

Birmingham Curzon station will form the southern edge of the promenade between a new Station Square at Moor Street and Curzon Square, the extended event space within Eastside City Park. The interior of the station building drops 3 storeys along the route sloping towards New Canal Street; the building will need to be designed to ensure a continuous mix of ground-floor shop/bar and café uses accessed from and spilling out on to the promenade, mixed with clear views into and out of active passenger zones within the station.

The significant level change between the concourse and existing levels alongside Hotel La Tour and Albert Street could be managed by steps and ramps which allow the Station Square space to flow naturally towards Eastside City Park via Curzon Promenade. A lower level station side plaza, flanked by new retail built out of the station's lower level will create a cluster of activity.

The north facing façade of the station will form the back-drop of the promenade, park and the Grade I Listed Curzon Street Station building - materials and massing should respond to the prominent setting and minimise over-shadowing of the route.

The landscaping of the promenade needs to echo and provide suitable replacement for the green environment of Park Street Gardens that will largely disappear beneath the new station. As many of the mature trees as possible within Park Street Gardens should be retained and new trees added to create a leafy setting between the station and the Hotel La Tour and Masshouse buildings - truly extending the feel of the park into the heart of the City Centre.

The changes in levels along and across the promenade must be landscaped to help as a buffer to the Metro route and also to incorporate innovative solutions to provide security and prevent illegal vehicular intrusion within the curtilage of the new station building.

Park Street Gardens is a former burial ground with monuments and graves still existing, are of archaeological importance and should be preserved underneath the station structure along with other archaeological remains in land between Freeman Street and Moor Street Queensway. If preservation cannot be achieved through the design of the station, then the impact will need to be mitigated by archaeological excavation and recording in advance of development. This would provide an opportunity to enhance the understanding of the historic development of the area.

Aerial view from Eastside City Park towards Martineau Place





Interchange stop on New Canal Street

### Curzon Metro Interchange -New Canal Street

A world-class international railway station needs to be efficiently connected to the public transport network within the City. At Birmingham Curzon, it is proposed to integrate with the Metro and Sprint services with an interchange stop on New Canal Street. The stop will be accessed through a west exit of the Eastside concourse and from an International arrivals concourse allowing passengers a direct seamless, under-cover public transport connection from the HS2 station to New Street and Snow Hill stations and the wider Metro and Sprint networks.

The HS2 platforms will sail above the street on a viaduct creating a space underneath that will need to be designed to reflect the importance of creating a world class arrival experience. The Metro station will be a big driver of activity to animate the space and that will help retail and food outlets to thrive through the length of the viaduct area.

The space should be designed to be bright and airy so providing a positive first impression welcoming passengers to the City - this is particularly important for international arrivals. The design of the station and viaduct structures should ensure that there is sufficient platform width for Metro and Sprint passengers and also cater for pedestrians and cyclists to enable wider connections between Eastside and Digbeth.

It is proposed to close New Canal Street from Curzon Street to Bordesley Street to general vehicular traffic allowing some taxi access but principally becoming a route for Metro and Sprint services only. This will allow for a high-quality public realm that forms a main gateway to Digbeth.

The Eagle and Tun public house is Locally Listed at Grade B and will be directly impacted by the HS2 viaduct, the height of which will be sufficient to allow for part retention and modification of the remaining building. Brought back into commercial use, the building should be incorporated into an outward facing retail and catering frontage along the edges of the station; these uses will be vital in bringing life and activity to the street scene.





#### **Eastside Concourse**

In response to the Eastside Masterplan the requirement for a secondary entrance and station concourse at Curzon Street/New Canal Street has been carried through into the proposals within the Hybrid Bill. Having entrances at both ends of the 400m long platforms will give choice of access from a wider area of the City Centre thereby maximising the regeneration potential of Eastside and Digbeth. In addition, the private vehicular and taxi drop-off access to the station can be catered for efficiently underneath the viaduct structure to the east.

The Eastside concourse will be below the platform structure with escalators and lifts bringing passengers into an area with ancillary retail, restaurant and bar uses. The principles within the Hybrid Bill allow for station exits to the north, east, south and west from the concourse which will need to be delivered as an integral part of the station design.

North exit: This vital entrance opening to Eastside City Park will provide direct access to Millennium Point, Birmingham City University, Aston University, Eastside Locks development, and Birmingham Science Park Aston. The entrance will open on to Curzon Square which should provide a high quality setting for the rear elevation of the former Curzon Street Station building, with potential for new uses of the building to spill out into the space. The square would also provide a taxi pick-up and drop-of space which should be aligned at right angles to Curzon Street to allow a seamless pedestrian connection into Eastside City Park across a downgraded, shared-surface section of Curzon Street and New Canal Street.

East exit: An entrance here will primarily serve the 'drop and go' passengers and short-stay station parking area underneath the viaduct. Careful design should seek to make this a bright and welcoming environment with potential for feature lighting and public art. Active frontages should be provided either side of the entrance along a wide pedestrian footway to create an additional attractive route for pedestrians to walk through from Eastside around to the Andover Street connection into Digbeth.

**South exit:** The provision of a southern exit to the Eastside concourse should align with the railway arches across Andover Street to create a legible route into Digbeth; however this currently quiet industrial route will require significant improvements to the quality of the public realm to maximise the potential for this connection.

West exit: This route will serve the Curzon Metro and Sprint Interchange on New Canal Street (see Curzon Metro Interchange) and should be wide enough to also allow for pedestrians accessing Digbeth.

The area around the east and southern perimeter of the Eastside concourse will require space for a new route to allow taxis to run between the HS2 station and the existing railway structure to the south. The spaces should be designed to allow for pedestrian permeability and priority to provide linkages between Eastside and Digbeth. In addition, servicing requirements for the Gun Proof House (Grade II\* listed) will need to be carefully designed into the public realm areas to ensure that the new high levels of pedestrian activity in the area can be accommodated alongside the operational requirements of this important, historic Birmingham activity.

View from Eastside City Park looking towards Eastside concourse



Curzon Street station

