

**BIRMINGHAM**  
**BIG**  
**CITY**  
**PLAN**

Birmingham Curzon **HS2**

Masterplan for growth

July 2015



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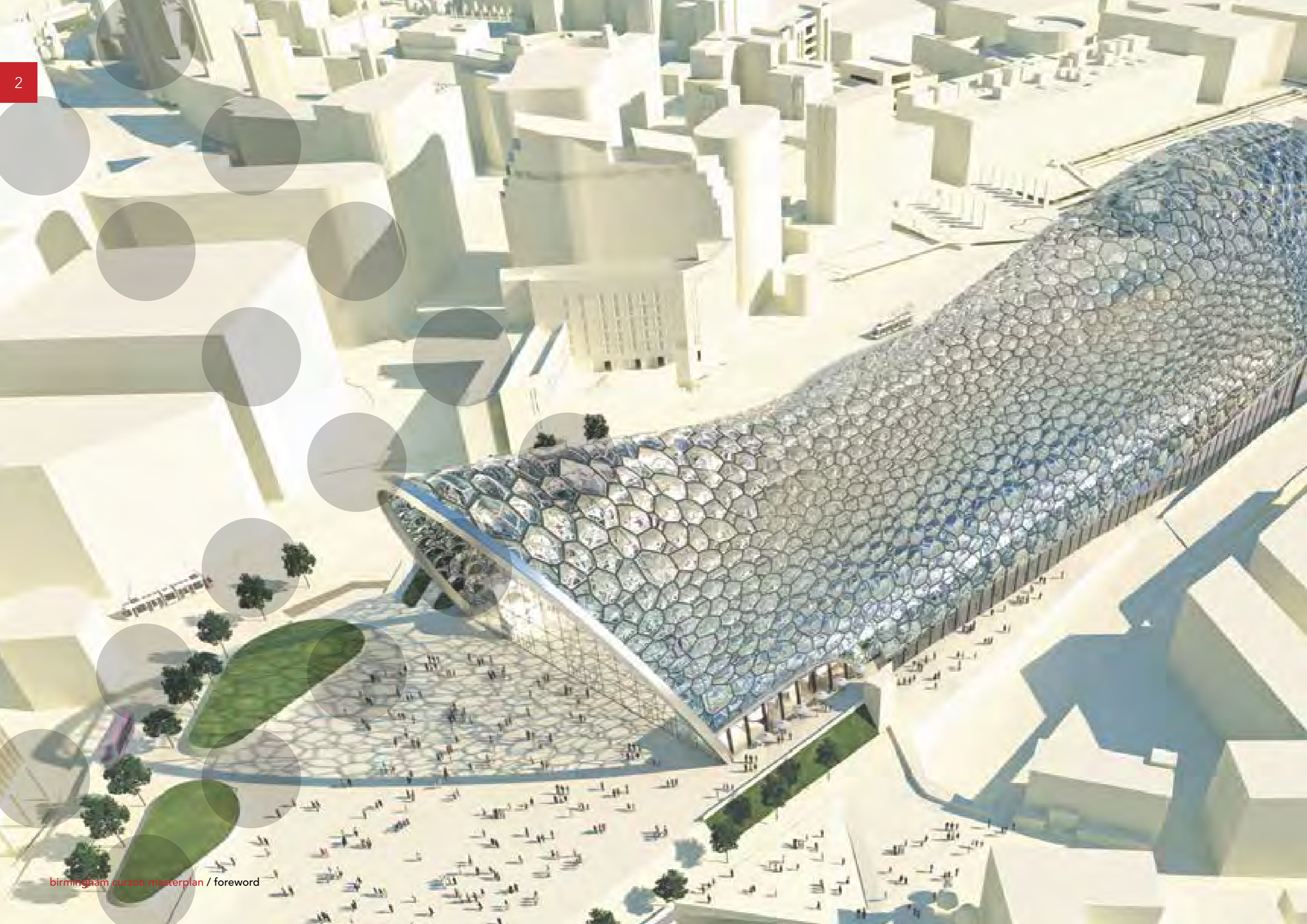
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# Foreword

## 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 terminus 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:

- 36,000 (net) jobs.
- 4,000 new homes.
- 600,000sq.m employment space.
- £1.4bn economic uplift.

Progress has already been made in the implementation of the Masterplan proposals through the establishment of the Curzon Regeneration Company. £30m of funding has already been secured towards infrastructure provision to deliver the proposals within the Growth Strategy developed by the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP). The plans for the extension of the Midland Metro into Digbeth have also moved a step closer with £41.5m of funding already secured. Further funding through the recently announced extension of the City Centre Enterprise Zone will be secured to bring forward the complete Curzon Investment Package and so realise the significant growth potential of the whole area.

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, Transport and the Economy  
Birmingham City Council







# 1

## 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, with the area around the station becoming one of the best connected and most productive business locations in the country. 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 to other regional centres with potential longer term links 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:

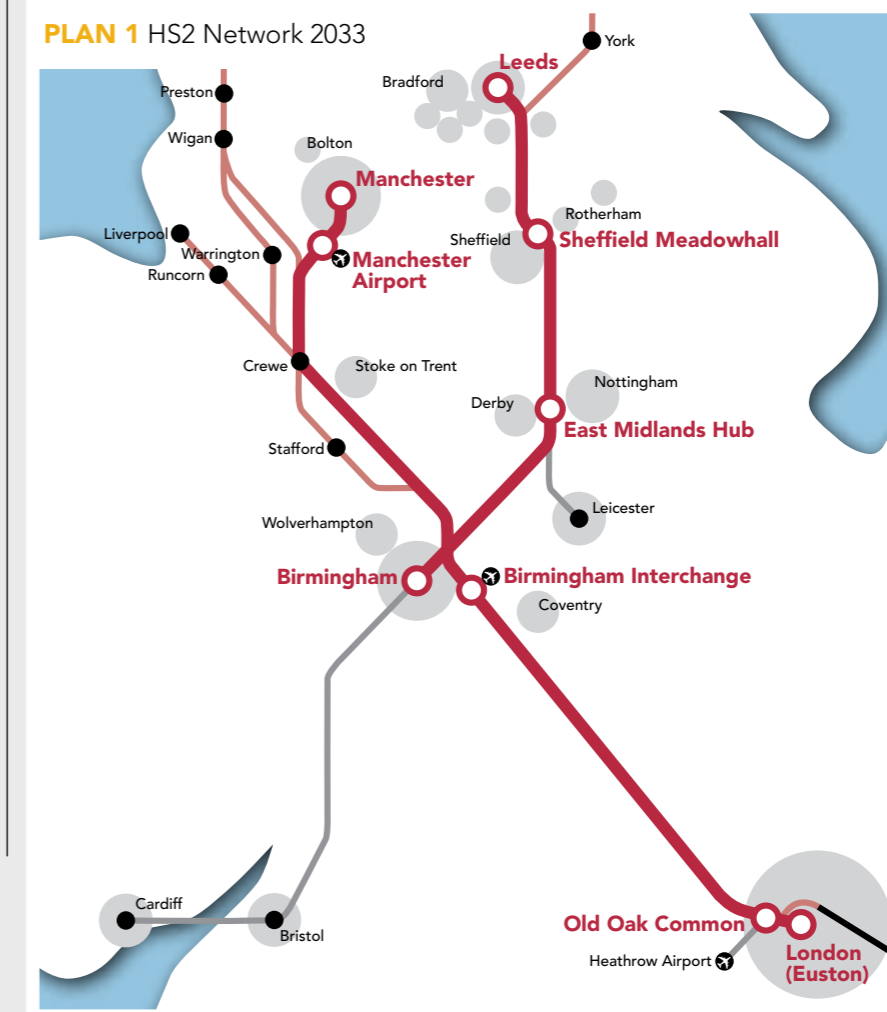
- Identifying a range of development and regeneration opportunities providing the spatial, economic and design framework to capture and promote the area’s growth potential.
- Promoting the City’s expectation of Birmingham Curzon HS2 station as a world-class 21st century landmark building that further 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.
- Promotes the importance and potential of the wide range of heritage and ecological assets in the area.

The principles and proposals of this Masterplan will be used to guide the City Council’s response to HS2 within the City Centre in negotiations and ongoing design processes for the development of the HS2 station and surrounding areas. Once the HS2 Hybrid Bill receives Royal Assent and becomes an Act of Parliament, deemed planning consent is effectively given to the new HS2 station and structures; this Masterplan therefore establishes the key requirements that the City Council and partners will use to underpin the design process for the HS2 Station as detailed design progresses. The Masterplan also forms the basis for the Curzon Growth Strategy and the local infrastructure improvements to maximise development and regeneration.

**Policy context**

The Masterplan builds upon the policies of and is informed by:






- The Birmingham Development Plan 2031.
- Big City Plan.
- Places for Living, Places for All and High Places.
- Warwick Bar Conservation Area and the Digbeth, Deritend and Bordesley High Streets Conservation Area.

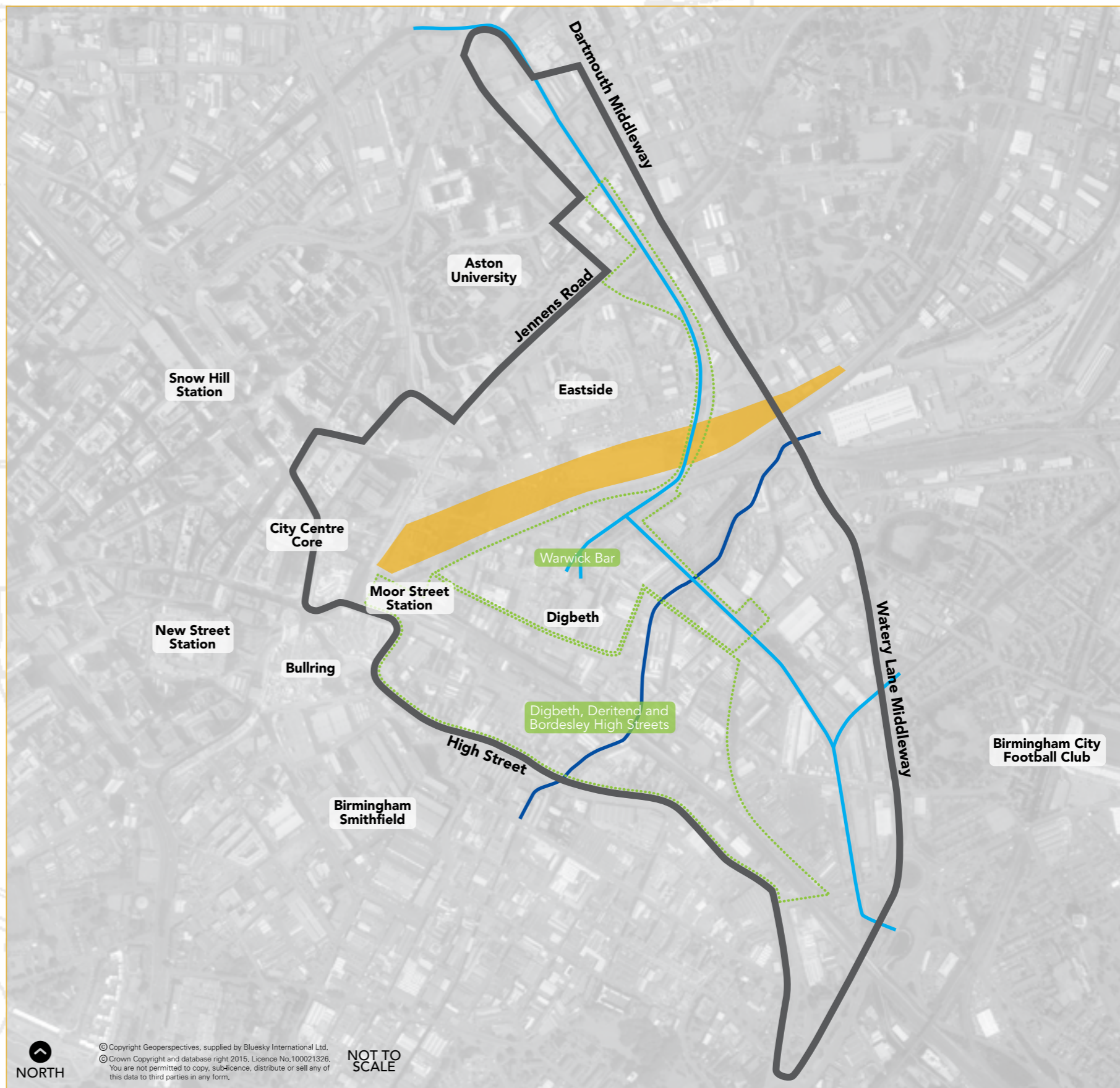




# PLAN 2 Birmingham Curzon Masterplan Area

## KEY

-  Masterplan boundary
-  HS2 line and station
-  Canal
-  River Rea
-  Conservation Areas



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### **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) includes 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 Birmingham Smithfield 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 Birmingham Smithfield area.

The role of the City's other key developments at Paradise Circus, Arena Central and the ongoing investment in the Colmore Business District and at Snowhill 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.





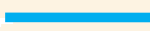

The prospect of HS2 will strengthen the potential for current and existing regeneration opportunities - with the City Centre having further capacity to make the most of the growth that HS2 will bring with new investment and jobs to Birmingham.

#### • *Redeveloped New Street Station*



# PLAN 3 Birmingham Curzon Wider Regeneration Opportunities

## KEY

-  Masterplan boundary
-  HS2 line and station
-  New development block
-  Character areas/ Key locations
-  Canal
-  River Rea



### 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.

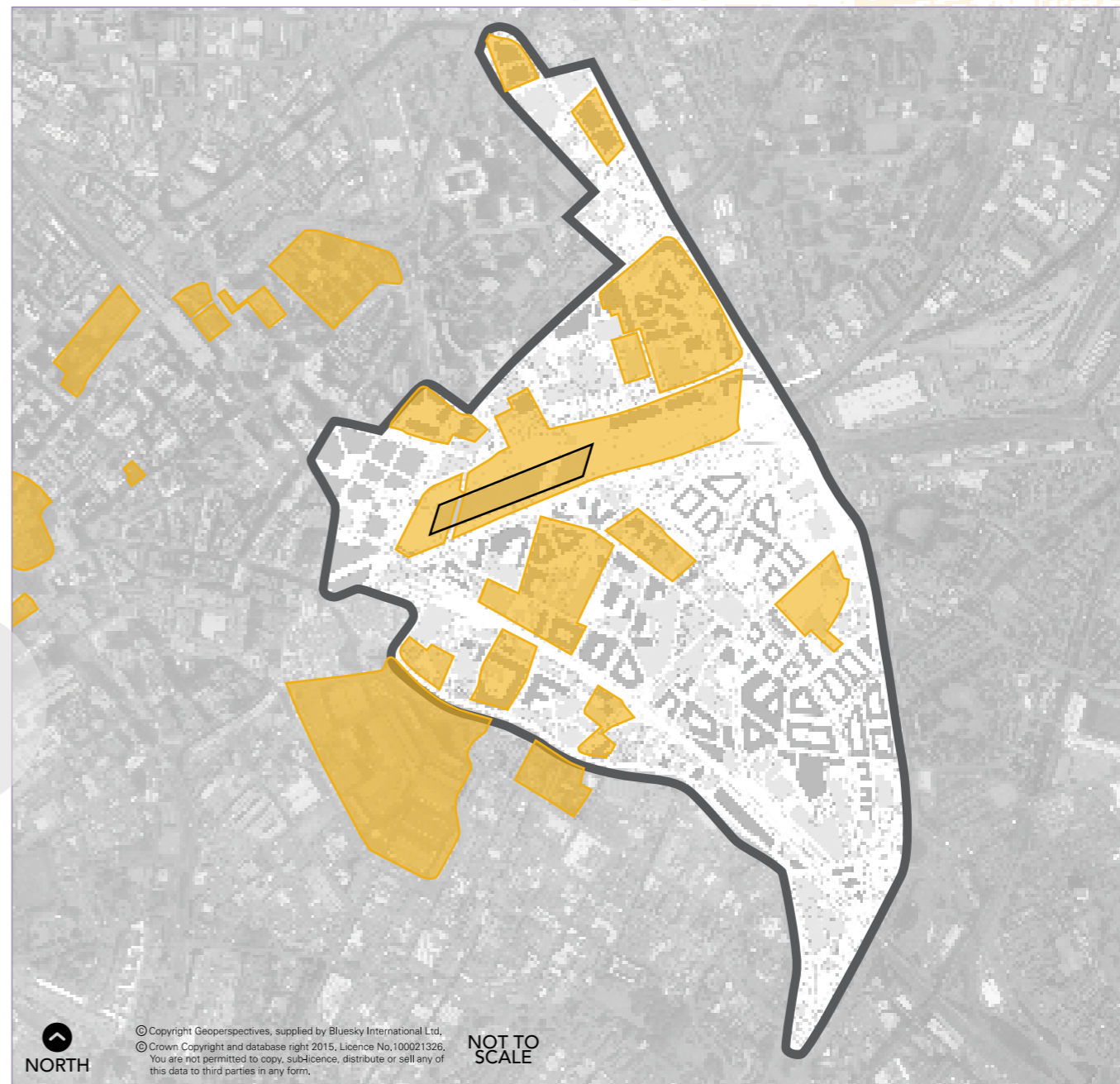
The EZ will play a key role in not only facilitating growth alongside HS2 but also in supporting the delivery of the station. The extension of the EZ, announced in June 2015 by the Chancellor, to cover a much larger area and run to 2046, will be significant in supporting delivery of growth proposals in this Masterplan.

• Paradise Circus proposed redevelopment ▶

**PLAN 4**  
Birmingham Curzon  
Enterprise Zone Sites  
(2011)

**KEY**

-  Masterplan boundary
-  HS2 station
-  New development block
-  Enterprise Zone













# 2

## The opportunity

# 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.

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 transform Birmingham, reinforcing and extending the City as a destination and creating a 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).

HS2 DEPARTURES FROM BIRMINGHAM CURZON			
DEPART	DESTINATION	PLATFORM	ARRIVAL
07:03	London Euston via London Old Oak Common (07:45)	3	07:52
07:08	Leeds via East Midlands Hub (07:27), Sheffield Meadowhall (07:46)	5	08:05
07:15	Glasgow Central via Wigan North Western (07:55), Preston (08:08), Lancaster (08:25), Penrith (09:04), Carlisle (09:20), Lockerbie (09:42)	1	10:37
07:33	Newcastle via East Midlands Hub (07:52), Sheffield Meadowhall (08:11), York (08:36), Darlington (09:04), Durham (09:22)	3	09:40
07:38	Manchester Piccadilly	4	08:19


# PLAN 5 Birmingham Curzon The big moves

### KEY

 Masterplan boundary

 New development block


 The big moves

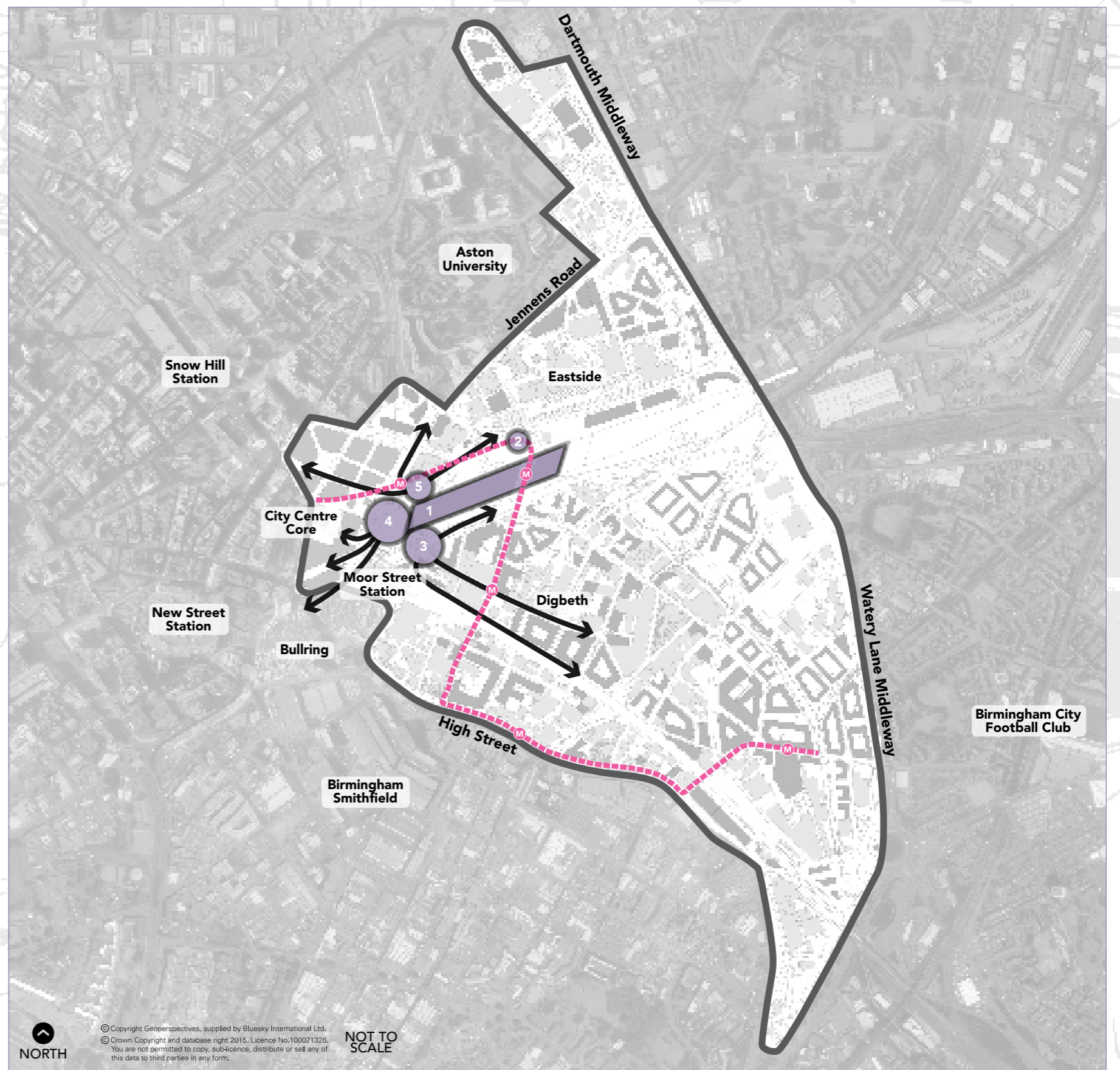
 1 World class arrival:  
Birmingham Curzon

 2 Metro extension  
route and stops

 3 Paternoster Place

 4 Station Square and  
Moor Street

 5 Curzon Promenade  
and Curzon Square



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**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 forming a key part of the Birmingham Growth Agenda and a priority for the Greater Birmingham and Solihull Local Enterprise Partnership (LEP).

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 2046, encompassing a 20 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 4000 new homes are expected to be delivered. As a result of the new homes, total additional local expenditure is estimated at £80 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 36,000 (net) jobs will be created within the Masterplan area for the period.

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 £1.4 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 and 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.

HS2 will also transform links to Birmingham Airport both from central London and Birmingham City Centre. This will open up opportunities for international connectivity and related growth particularly through East Birmingham and North Solihull.

• Birmingham Curzon Masterplan ▶

**TABLE 1** Curzon Masterplan Redevelopment Proposals (to 2046)

Office	420,000sq.m
Employment (B2/B8)	100,000sq.m
Residential	4000 units
Retail (A1-A5)	100,000sq.m
Hotel	60,000sq.m
Leisure	22,000sq.m
Community	82,000sq.m



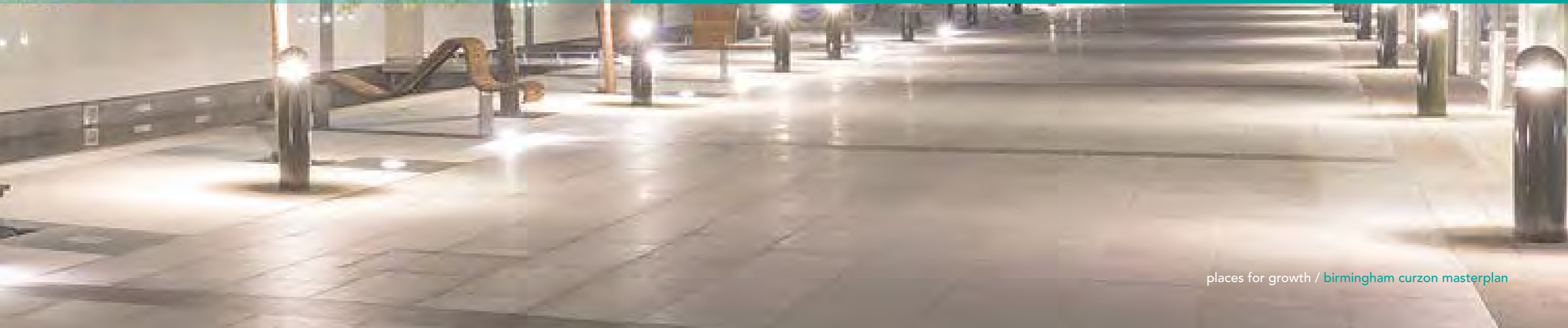
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# 3

## Places for growth



# 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.

### Creative

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

## KEY

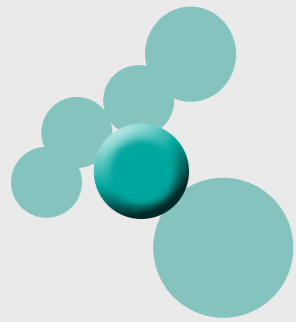
-  Masterplan boundary
-  HS2 line and station
-  New development block
-  Places for growth
-  Canal
-  River Rea



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# 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. It will provide 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 is 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

• Birmingham Curzon concourse entrance ▶







An imaginative, elegant and high quality design should be coupled with efficient and simple construction methods. The station building should seek to achieve the highest possible sustainability credentials and incorporate digital technology providing an international exemplar. 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 below.

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 shall be developed by HS2 Ltd/nominated undertaker in partnership with the City Council and Centro with a Design Review Panel established as set out in the Register of Undertakings and Assurances which forms part of the HS2 Hybrid Bill.

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.

Designs for Paternoster Place shall explore the potential to create a new entrance to Moor Street Station fronting the Curzon Station. It is an essential requirement to ensure a seamless connection between the two stations in order to maximise the quality and efficiency of the passenger interchange experience. Any additional structures should retain open connections and views into Digbeth from Moor Street Queensway down to Park Street via Paternoster Place. 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.

Design solutions shall continue to be explored and should include options to ensure that the Curzon Station design and the public spaces and routes maximise connectivity and create a high quality place.

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.

Analysis by HS2 Ltd. as part of the Hybrid Bill process has demonstrated that 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



### 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 station and surrounding new developments should address the square with a range of retail and restaurant uses that will bring life and vitality to the space throughout the day until late at night.

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.

### Carrs Lane

Opposite the main entrance of Birmingham Curzon there is a major opportunity for a landmark development. The under-used and poor quality open space on the north side of Carrs Lane together with the Carrs Lane Church Centre has the potential for a new gateway building for the City. With new high-quality open space created within Station Square and Moor Street, the redevelopment of the site would allow for hotel or office development of a higher scale to front and better enclose the space and also provide a greater level of activity at street level through ground floor retail and restaurant uses.

Carrs Lane Church Centre provides a valuable range of services and community activities and is an asset to the City Centre; therefore its relocation close-by or re-provision within the development into more modern and fit-for-purpose accommodation should be explored.

- *View from Bullring looking towards Station Square*





• Moor Street Station



• View from Moor Street Queensway looking towards Station Square



## 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 Metro route should be designed as a green corridor utilising grass and planting as far as possible within and surrounding the track layout, in addition, opportunities for catenary-free running should be prioritised along the route in order to maintain an open, park-like feel to the Promenade.

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







## 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.

• Interchange stop on New Canal Street ▶







### Eastside Concourse

In response to the 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-off 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*

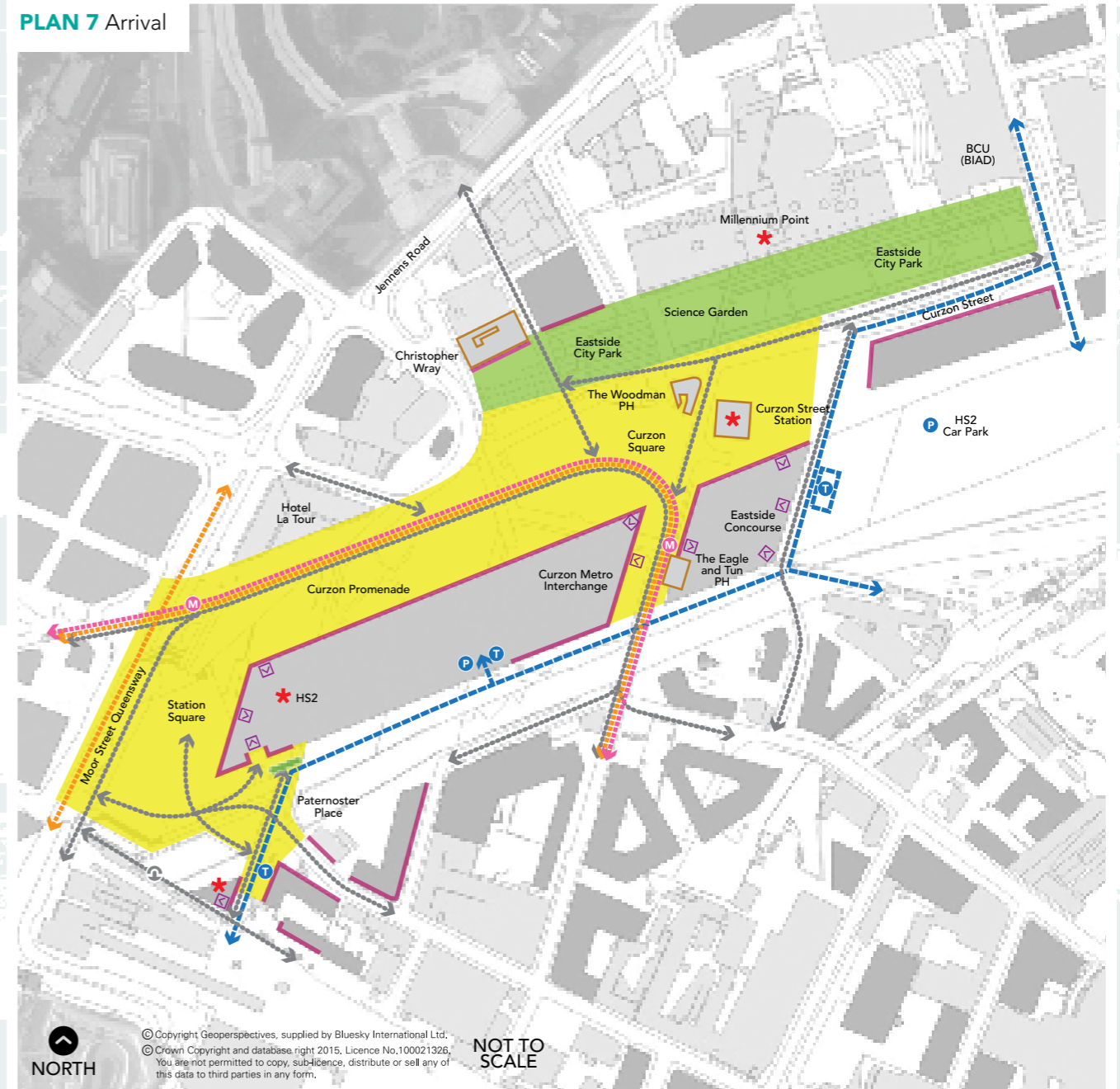




• Curzon Street station



PLAN 7 Arrival



**KEY**

	New development block		Listed building		Green wall
	Green space		Landmark building		Canal
	Viaduct Skypark		Metro route/stop		River Rea
	Public space/square		Sprint bus route		New bridge
	Shared surface		Park and ride		Access to HS2 station
	Active frontage		Taxi and service route		Access to viaduct
	Improved pedestrian/cycle connection		Taxi drop-off		New access to Moor Street Station
			New parking		HS2 Transformer

## Places for growth • Creative

Digbeth has the ingredients to become one of the most distinctive vibrant creative quarters in Europe with HS2 providing the opportunity to realise future growth. Birmingham Curzon station will need to deliver high quality direct connections into Digbeth to unlock the areas huge potential.

### Key principles

- Well connected with attractive walking, cycling and public transport routes.
- Fostering the authentic, distinctive character and history of Digbeth, breathing new life and activity into heritage assets and historic environments which are complemented by exciting new uses and buildings.
- New, well connected open spaces and destinations.
- Growing the creative, media, digital and social enterprises and encouraging links with nearby universities and colleges.
- A vibrant mixed-use neighbourhood that enlivens the area 24/7 with a range of distinctive retail and leisure uses reflecting the arts and creative industries as a tourist and visitor destination.
- Creation of a high quality sustainable residential neighbourhood focused around the canals.
- A focus for cultural activities - growing the arts and live music scenes.
- A focus for innovative public art.

The arrival of HS2 will place Digbeth on the doorstep of a nationally significant transport hub opening up the area for major investment and improvement. A spectrum of business space, residential opportunities and exciting new open spaces will be unlocked through a sequence of spaces and connections.

Digbeth has already established itself as the home of a diverse and dynamic working community of digital and creative businesses. The area's distinctive 19th Century industrial urban character, much of it a conservation area that includes a number of listed buildings and archaeological remains has been utilised by these businesses with the Custard Factory and Fazeley Studios key focal points. HS2 provides the opportunity for this economic activity to grow and prosper, utilising and enhancing the areas unique environment, historic significance and existing strengths.

The creative and digital industries will be a central driver for the local economy and support graduate retention in Birmingham. In order to create a vibrant and attractive area the economic activity will need to be complemented by new educational uses, independent retailing, artist's space, alternative nightlife, hotels, residential development and student accommodation. As a result Digbeth will see major growth in employment, resident and visitor numbers.

- *View from Fazeley Street Bridge looking towards Typhoo Wharf*



Digbeth has several Enterprise Zone sites which will boost opportunities for new development and strengthen the areas economic activity.

The Warwick Bar and the Digbeth, Deritend and Bordesley High Streets Conservation Areas cover much of the area. Development within these areas will include both sensitive refurbishment and innovative, quality new-build with an emphasis on retaining and developing the unique character, heritage assets and experience that sets Digbeth apart from other areas of the City.

### Typhoo Wharf

The former tea factory forming part of a wider development block, with its distinctive buildings and attractive canal-side location, has the potential to become a new destination for Digbeth.

At 3.2ha, the regeneration opportunity has the makings of a distinctive business, retail, residential and leisure development within refurbished and new buildings around a publically accessible canal basin with potential for residential moorings.

Typhoo Wharf will be just a moments' walk from the proposed New Canal Street and Andover Street entrances to Birmingham Curzon Station and the potential Eastside/Digbeth Metro and Sprint stop. This connectivity will transform the opportunities and raise ambitions for Typhoo Wharf and surrounding sites with buildings from 6 to 8 storeys high and with landmark potential creating a new arrival gateway into the area from HS2 at New Canal Street and Fazeley Street.

New Canal Street will be activated through new retail and leisure uses at street level as it becomes a principal movement route for

pedestrians, cyclists and public transport as it will form the direct link between Birmingham Curzon, Birmingham Coach Station and the Birmingham Smithfield redevelopment area.

Along and to the west of New Canal Street, towards the City Centre Core at Paternoster Place - the other key access from Birmingham Curzon station into Digbeth - a higher urban density and character, which respects and utilises the essence of the conservation area, will provide opportunities for a range of office, residential and hotel uses that will occupy other sites.

• View from New Canal Street looking towards Typhoo Wharf



• Typhoo Wharf





### Beorma Quarter, Shaws Passage and Bordesley Street

The Birmingham Curzon entrance at Paternoster Place and potential entrance to Moor Street Station will transform the connectivity into what is currently a part of Digbeth that feels remote and detached from its surroundings - despite it being just 100m from Selfridges and the Bullring. There is huge potential to both realise existing developments and unlock new sites as a result of the location of Birmingham Curzon.

The Beorma Quarter major mixed-use development, which sits opposite Selfridges, is already underway with initial phases delivering a hotel/leisure uses and business space. A 27 storey office tower will form a later phase of the scheme. This development will be within 5 minutes' walk of Birmingham Curzon station.

Improvements to the public realm in this area can bring a more attractive setting for development and refurbishment opportunities and help establish the links to the new terminus station. Key development sites exist on the three blocks bounded by Bordesley Street, Little Ann Street, Oxford Street and the railway viaduct. Developing these blocks is an opportunity to create a new route fronted by active uses along the northern side of the viaduct and connecting to the Custard Factory at Floodgate Street.

Shaws Passage can be transformed with a pedestrianised street leading to Paternoster Place and allowing for a mix of retail, restaurant and leisure uses to flourish within the existing railway arches and new developments.

### Digbeth Brunel Low-Line

A major opportunity exists to transform the spaces beneath the landmark Bordesley Viaduct, built in 1852 by Isambard Kingdom Brunel by opening up the connected archways to create an exciting pedestrian route running deep into the heart of Digbeth between Shaws Passage and the Custard Factory alongside new development opportunities.

The new pedestrian spine could reveal and connect sites with new high quality pedestrian spaces that highlight the area's historic character, forming a major visitor destination with a mix of retail, restaurant, business and residential uses weaving in and around the heritage of the viaduct. The route is currently hidden and only accessible in parts so it would need co-operation from surrounding landowners and Network Rail to bring forward what would be an exciting and unique opportunity that would transform Digbeth.

• Beorma Quarter proposed mixed use development ▶

• View from Shaws Passage looking towards Moor Street Station





### Fazeley Area

The area of Digbeth between Fazeley Street and High Street Deritend is known for its working community of creative, media, design and digital enterprises which includes art galleries, TV production, a thriving independent music scene and retail offering.

The original catalyst was the opening of the first phase of the Custard Factory in 1993, which is now home to 400 businesses employing over 1700 people. Other projects have established around it such as Fazeley Studios, The Bond and Eastside Arts.

The aim is to build on the success so far and to grow the creative community of businesses, start-ups and social enterprises.

The Metro tram extension will run from the HS2 stop at New Canal Street through to High Street Deritend running along a remodelled central area of the street with a new stop to serve Birmingham Coach Station and Custard Factory outside South and City College Birmingham. This new Metro connection will transform public transport links into the area with services to New Street Station to Five-ways and with future proposed extensions through East Birmingham and North Solihull to Birmingham Airport and UKCentral. This will provide high quality connectivity to local communities improving access to employment opportunities. The Airport will play an ever growing role in promoting the area internationally further boosting inward investment, business growth and visitor numbers.

The potential for the area includes proposals such as the Digbeth Digital Studios which would be a world class facility with full studio production facilities and audience programming located in converted buildings off Floodgate Street.

Environmental improvements to streets and spaces will help to attract more people to visit the area to enjoy independent shopping, live music and entertainment in a place that has a very distinctive urban character.

There is huge potential to uncover and utilise the cathedral-like rail arches and gritty architecture around the Custard Factory. New bridges and open spaces along the River Rea will bring visitors closer to the authentic character and roots of Digbeth.

New developments should reinforce the established character of 2 and 3 storey industrial aesthetic buildings east of the working railway viaduct, with the focus on the retention and conversion of these buildings due to their contribution to the authentic urban character of Digbeth. There are opportunities for taller buildings towards High Street Deritend.

There is some scope for new infill and courtyard buildings within established blocks and on the prominent site adjacent to the Custard Factory at the corner of the High Street and Floodgate Street.

• View from River Rea looking towards Custard Factory





• Custard Factory



• View from Fazeley Street looking towards Duddeston Viaduct Skypark



### Banbury Wharf

The Grand Union Canal corridor is a key asset for the Digbeth area and provides an exciting opportunity to create an exemplar residential neighbourhood. Utilising its unique canal setting the 9ha Banbury Wharf site off Montague Street can be re-used to deliver 500-700 new dwellings.

A number of residential moorings along the canal will bring added life and vibrancy. Appropriate infrastructure to support moorings should be put into place as part of any new development in conjunction with the Canals and Rivers Trust.

The new housing could cater for people working in Digbeth, predominantly in the creative industries, for students at the nearby colleges and universities at Eastside and for others attracted to modern homes with easy access to City Centre jobs, attractions and public transport connections including HS2.

Banbury Wharf will be well connected to the heart of Digbeth, the City Centre and to existing neighbourhoods on the opposite side of the Middleway. The proposed Metro extension, with stops at Fazeley Street and Andover Street, will transform connections to this area with links into the wider Metro network to New Street Station and through to the Jewellery Quarter and Westside. Improvements to the walking environment will need to include a much enhanced canal side route and new bridges over the canal and the River Rea.

The new neighbourhood will be a transition between the high density of the City Centre Core and lower density of the suburbs. It will provide a mix of apartments, terraces and courtyard houses that take advantage of the canal side setting, modern architecture and innovative design to create a place that has a strong identity and is highly sustainable.

The provision of a new public green space will be important for future residents, the proposed Duddeston Viaduct Skypark will link into an opportunity next to the canalside off Montague Street to deliver a high quality space that can benefit from natural surveillance.

• King Edwards Wharf



• View of Grand Union Canal looking towards Digbeth Branch Canal



• Sherbourne Wharf





### Duddeston Viaduct Skypark

The unused Duddeston Viaduct has great potential to create a new green spine through Digbeth, connecting neighbourhoods and creating an exciting resident and visitor experience.

The high-level route could be imaginatively landscaped with walkways, public art and feature lighting to create an attractive green link for Digbeth.

The 165 year old 400m long blue-brick structure sweeps above the roofs and streets providing a dramatic visitor attraction with long-distance views of the City Centre Core skyline, and connecting High Street Bordesley with the open space at Banbury Wharf and other developments alongside.

The viaduct currently supports a wide range of wildlife habitats which will need to be carefully considered within the future landscaping design so that ecological diversity can be maintained, and improved, alongside public access.

### River Rea

Opportunities to provide public access points and bridges across the River Rea will be sought through new developments which will connect people with the existence of the City Centre river.

There is the potential to create a new publicly accessed open space enclosed by bars, shops and other visitor activities to the north of the Custard Factory on the opposite side of Floodgate Street.

Any proposals need to come forward having full regard to wider River Rea catchment planning and flood risk issues.

### Birmingham Proof House and Andover Street

The Grade II\* Listed Birmingham Proof House has recently celebrated 200 years of continuous business at their premises off Banbury Street. The historic setting does not outwardly portray their specialist industry, very much cutting edge and almost unique in Britain. The HS2 proposals will close Banbury Street - their key access.

This Masterplan supports the continuation of the Proof House's activities, with a view to the longer term where the heritage aspects of the building, its museum and other functions can be developed to enable greater general public access.

The important functions of the Proof House are not only part of the City's heritage but also the future in terms of promoting the growth of specialist research and services. Land between the HS2

viaduct and the existing railway line would be unsuitable for general development but with appropriate secure access could provide opportunities to relocate and grow some Proof House activities; this would allow greater development potential of the adjoining site off Andover Street.

A direct access to Andover Street from the proposed Eastside Concourse of Birmingham Curzon will increase pedestrian footfall as a key route between Eastside and Digbeth thereby increasing the development potential of the site between the street and the canal. Redevelopment of the site can provide an opportunity for new buildings to front on to and enliven the canal-side. The site should also incorporate a vital new access route and parking for the Proof House - this will enable the continuation of deliveries and economic use of the listed Proof House throughout the construction phase of HS2 and thereafter.

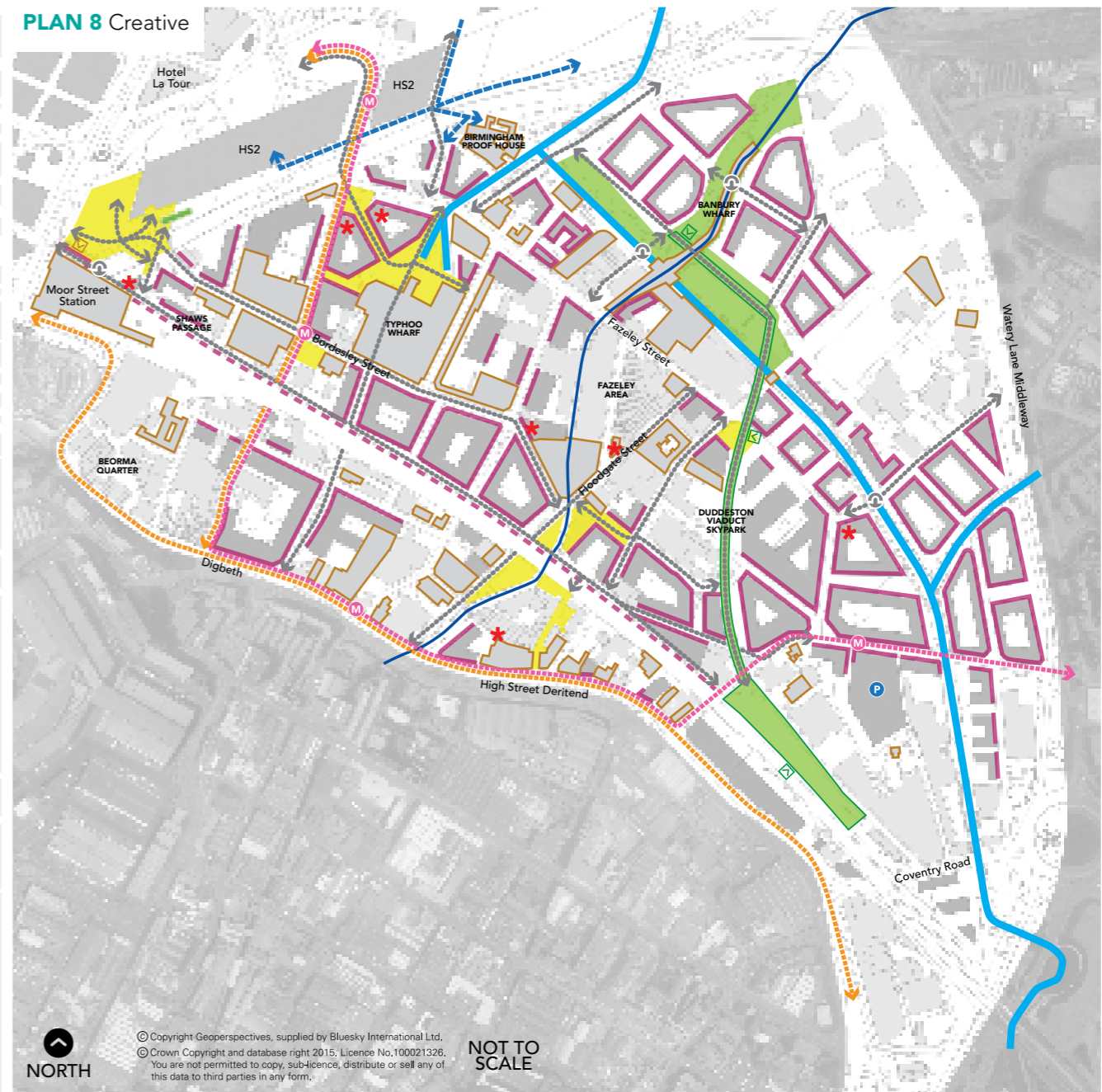
• View from Duddeston Viaduct Skypark looking towards Warwick Bar



• Warwick Bar



PLAN 8 Creative



**KEY**

New development block	Listed building	Green wall
Green space	Landmark building	Canal
Viaduct Skypark	Metro route/stop	River Rea
Public space/square	Sprint bus route	New bridge
Shared surface	Park and ride	Access to HS2 station
Active frontage	Taxi and service route	Access to viaduct
Improved pedestrian/cycle connection	Taxi drop-off	New access to Moor Street Station
	New parking	HS2 Transformer

## Places for growth • Retail

The arrival of HS2 will create a new focal point within the City Centre Core significantly altering the foot-fall and dynamics of the connections between this area and Eastside. This will create significant opportunities to transform the area between High Street and Moor Street Queensway.

### Key principles

- Direct and attractive pedestrian environment and links.
- Remodelled shopping and food offer.
- Development that addresses Moor Street.
- 'One Station' connections between railway stations.

The retail floorspace on High Street and in the Pavilions blocks provide a key part of the City Centre's retail offer. The blocks however have become dated and have the potential for change to provide a broader mix of retail and leisure uses and a stronger relationship to surrounding streets.

The remodelling of the buildings on High Street and the Pavilions would, in the longer term, provide the opportunity to fully integrate the City Centre Core seamlessly into the adjoining Eastside and Digbeth quarters.

### The retail offer

The public realm within the High Street and adjoining streets has become tired and in need of improvement to create a world-class retail environment as proposed in the City Centre Retail Strategy. Approved proposals to improve the ground and second floor retail frontages to the 'Big Top' block on New Street/High Street/Union Street would update and transform the retail frontages from Bull Ring into the wider retail core.

The level of retail floorspace proposed is not necessarily higher within this location. Any increase within the retail core or in the wider masterplan area will need to comply with the policies of the Birmingham Development Plan, City Centre Retail Strategy and NPPF.

### Pavilions and Marks & Spencer

Potential for a new street through the Pavilions block would connect Curzon Station and Moor Street through to High Street and New Street as the main pedestrian spine leading to major development schemes at Paradise Circus and Arena Central. The new street would bring new life and activity to this part of the retail core.

Currently The Pavilions and Marks & Spencer block turns its back on Moor Street as a legacy of the former elevated Moor Street Queensway Inner Ring-Road. The growth of Eastside in recent years and the future pedestrian footfall opportunities brought about by

Birmingham Curzon's location will create a new driver to consider fundamentally remodelling the block and fully connecting the wider City Centre retail offer through to Eastside and Digbeth along what is destined to become a key City Centre thoroughfare.

Creating a new open route through the block and provision of a stronger frontage to Moor Street, will provide a higher quality arrival experience to the city centre via a wide new pedestrian linkage which will greatly enhance legibility with a clearly visible route between High Street and Rotunda Square (with the Grade II Listed Rotunda as a landmark) and the proposed new Station Square outside Birmingham Curzon Station.

- *View from Station Square looking towards new pedestrian link*





The route's orientation would allow a gentle slope through the block and allow a re-formatted department store/retail and restaurant offer. New terraces could utilise the changes in ground level and connect into a remodelled section of the Bullring which would provide a greater presence to Moor Street. Any reconfiguration should seek to significantly improve the current route between Bullring and the rear of Waterstones which provides a very restricted, indirect route between Rotunda Square and Moor Street.

The early 20th Century facades of the Marks and Spencer building are of high architectural quality and should be retained in any future reconfiguration of the blocks. Any redevelopment must also be sensitive to surrounding heritage assets.

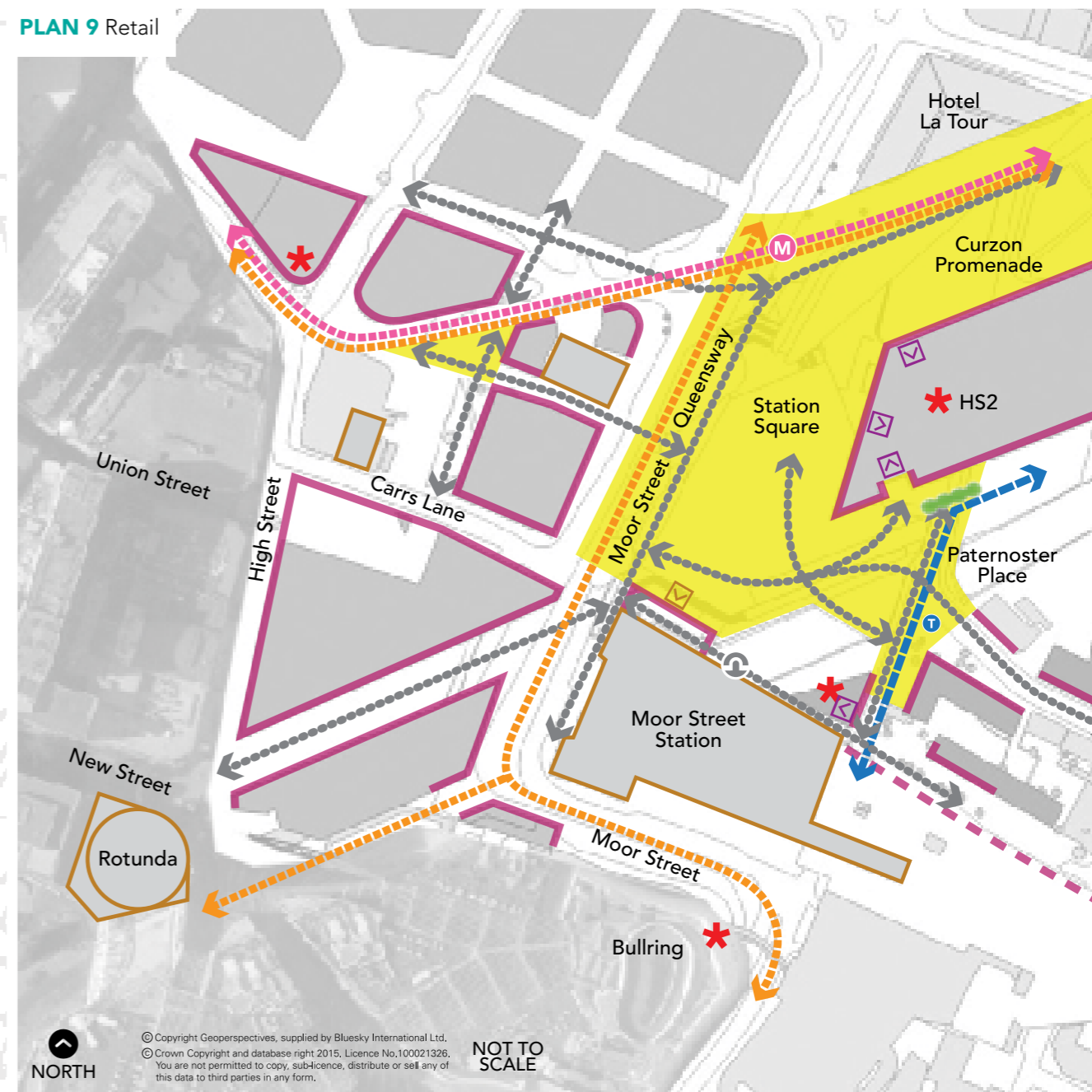
### One Station

Ensuring a high quality and speed of interchange for rail passengers will be an essential part of maximising the benefits of HS2 and its connections to existing rail stations and services.

The opening of the transformed New Street Station in September 2015 heralds a bright new era in rail passenger experience within and around the station. The 'One Station' proposal seeks to extend the high-quality environment of New Street Station by undertaking improvements to the public realm through to Moor Street Station and ultimately to Birmingham Curzon.

The quickest and most direct route between the stations is via St Martins Queensway which runs underneath a bridge deck with the Bullring shopping centre above. The route was not originally designed for pedestrian use but has become a busy pedestrian walkway. With numbers of pedestrians projected to increase, particularly with HS2, there is potential to transform the space under the bridge with lighting, cladding and public art in order to create an attractive and welcoming environment. In addition, improvements to pedestrian crossings outside the existing stations will help to improve accessibility.

PLAN 9 Retail



**KEY**

- New development block
- Green space
- Viaduct Skypark
- Public space/square
- Shared surface
- Active frontage
- Improved pedestrian/cycle connection
- Listed building
- Landmark building
- Metro route/stop
- Sprint bus route
- Park and ride
- Taxi and service route
- Taxi drop-off
- New parking
- Green wall
- Canal
- River Rea
- New bridge
- Access to HS2 station
- Access to viaduct
- New access to Moor Street Station
- HS2 Transformer

## Places for growth • Business

Birmingham's office district is set to expand eastwards as Birmingham Curzon station will attract companies wanting immediate access to the high-speed network.

### Key principles

- Pedestrian focussed streets and spaces.
- Large floor-plate offices, residential and hotel mix.
- Ground-floor retail, food and leisure opportunities.
- Metro stop on Albert Street.

The eastern part of the City Centre Core is ripe for regeneration to provide an extension of commercial office and associated mixed-use development linking the Colmore Business District to Eastside and presenting a new front-door to the City immediately opposite the main entrance to Birmingham Curzon.

Together with a remodelled retail offer at High Street and Pavilions, the Martineau and Masshouse sites present the opportunity to transform Moor Street with new mixed-use developments fronting Birmingham Curzon station onto the proposed Station Square.

### Exchange Square - Masshouse

The site is in a pivotal position between the Snow Hill fringes, Aston University and Birmingham Curzon Station which will require the creation of clear pedestrian routes into the site focussed on a new high quality public square.

The square could become a destination space in the heart of a mixed-use scheme with a rich mix of office uses, residential, retail and hotel opportunities. There is great potential for the development to re-vitalise the area and re-connect surrounding activities.

### Martineau Square - Dale End

HS2 will change the dynamics for the future redevelopment of the existing 1960s shopping precinct and multi-storey car park at Dale End. The sites will come to prominence as a prime mixed use development scheme as the opening of HS2 draws near and thereafter.

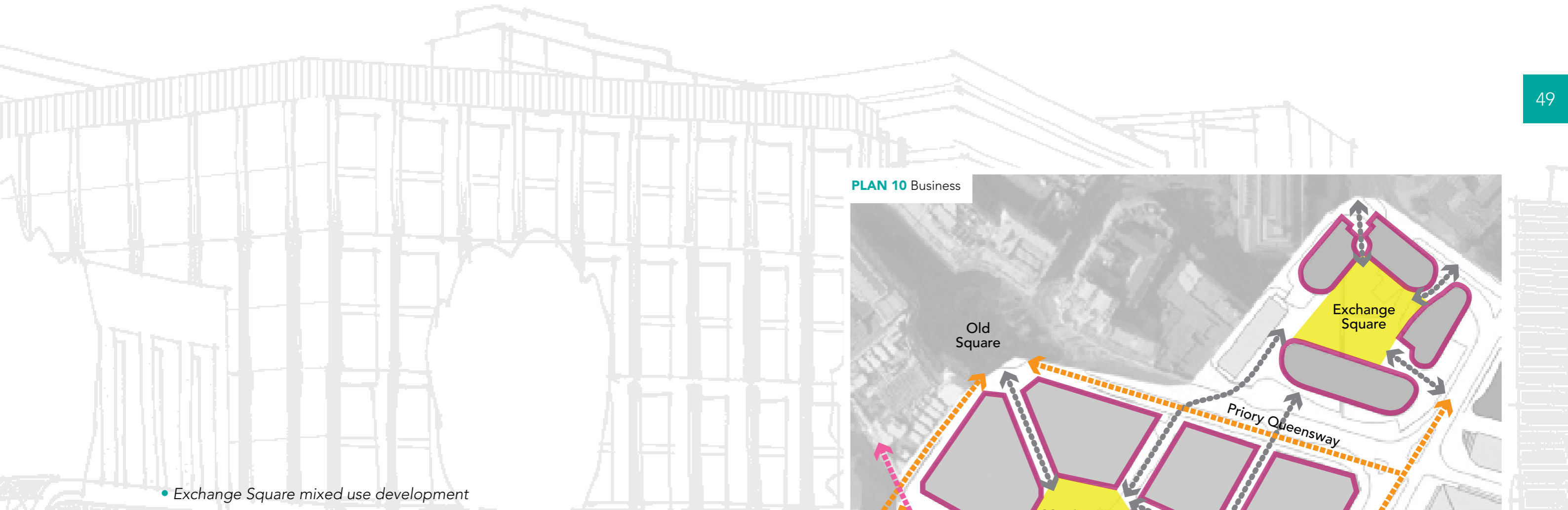
Martineau Square provides the opportunity for large floor-plate grade A office space immediately opposite Birmingham Curzon station. The development will become an extension to the Colmore Business District and Snow Hill to the west.

- *View from Station Square looking towards Martineau Square*



Set around a new public square and with strong pedestrian links through the development, retail and leisure uses will enliven the ground floors of key routes. As part of the mix, residential uses on upper floors will help to create activity throughout the day and night.

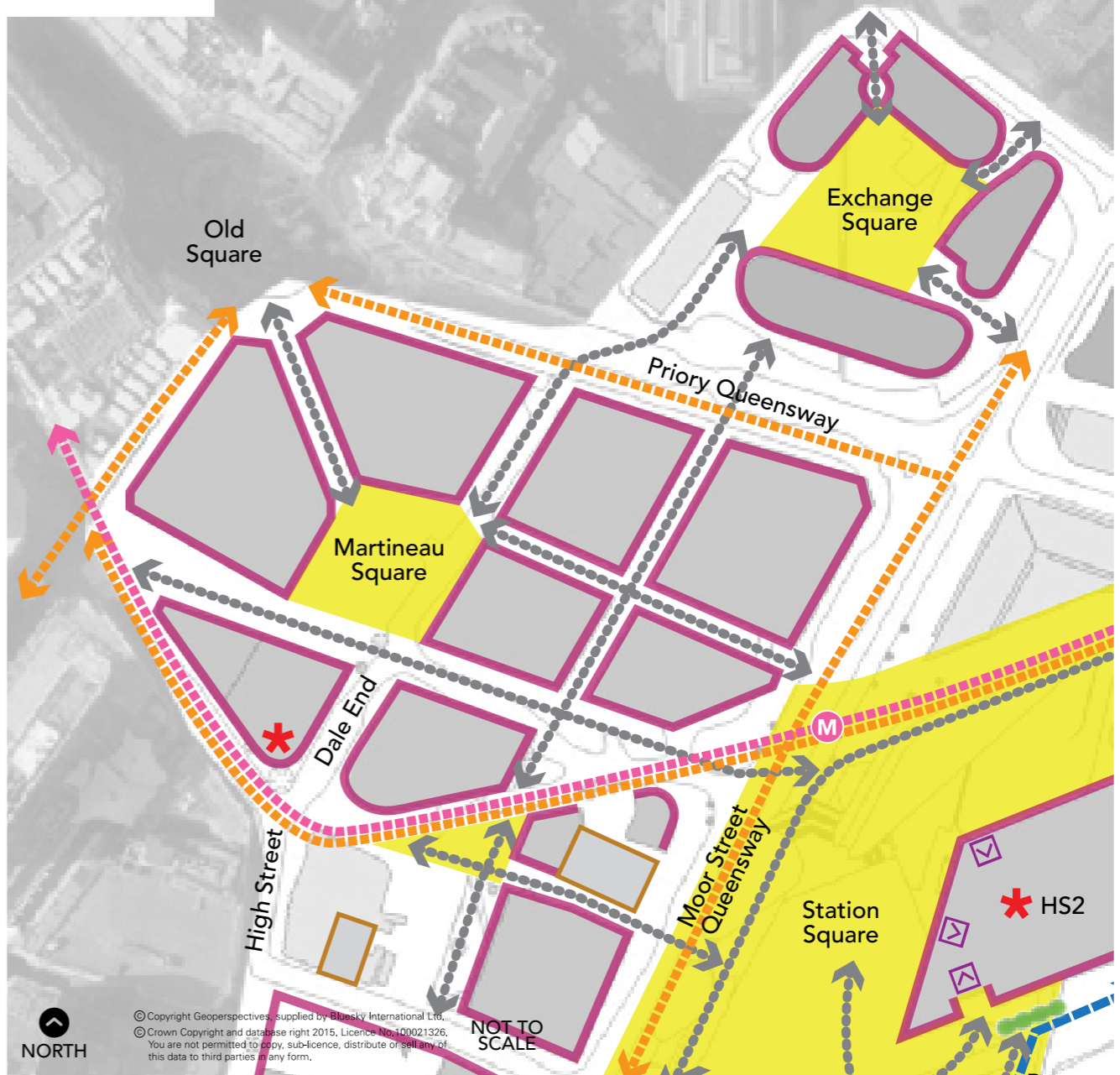
An extension to the Metro network will serve the site with a new station at Albert Street - where the Martineau Square blocks will front on to the new Birmingham Curzon Station Square at Moor Street.



• Exchange Square mixed use development



PLAN 10 Business



**KEY**

	New development block		Listed building		Green wall
	Green space		Landmark building		Canal
	Viaduct Skypark		Metro route/stop		River Rea
	Public space/square		Sprint bus route		New bridge
	Shared surface		Park and ride		Access to HS2 station
	Active frontage		Taxi and service route		Access to viaduct
	Improved pedestrian/cycle connection		Taxi drop-off		New access to Moor Street Station
			New parking		HS2 Transformer



## Places for growth • Visit

At the heart of Eastside's regeneration Millennium Point and the new Eastside City Park draw visitors into the quarter providing the catalyst for surrounding development and a key gateway from HS2.

### Key principles

- Creation of a fantastic arrival space for HS2's international passengers.
- Maintaining a vibrant event space at Curzon Square.
- An enhanced setting and new uses for old Curzon Street Station and The Woodman public house.
- Growing visitor choice and potential as a key city tourist place.
- Improving the park's surroundings with new development and active frontages.
- Connecting and improving vital pedestrian links and spaces between Eastside and Digbeth.

The opportunity for Eastside's future as a visitor destination will be transformed with the arrival of HS2. Entrances to Birmingham Curzon station for both domestic and potentially international arrivals, places Eastside City Park and Millennium Point at one of the City's best gateways.

Up to the opening of HS2, there are existing development opportunities that can benefit from and improve the visitor draw to Eastside.

### Curzon Square

The existing event space and fountains within the Eastside City Park will be expanded towards the HS2 station to the south creating a grand civic space, Curzon Square, at the end of Curzon Promenade.

Curzon Square will provide a major arrival space for entrances/exits from Birmingham Curzon station and should be of the highest quality - extending the design as a continuation of the crisp lines and contemporary feel of Eastside City Park.

The setting of the landmark original Curzon Street Station building (Grade I listed) and Woodman public house (Grade II Listed) will be significantly improved by reducing the volume, impact and speed of vehicles along New Canal Street and incorporating both buildings into a wider pedestrian friendly space.

A key proposal of this masterplan is the integration of the City's Metro system to HS2 and into Digbeth. Its routing shall be supported if it is positioned as close as possible to the HS2 station with minimum radial turns from the square into the proposed HS2 stop under the viaduct at New Canal Street.

The designs of the lines, paving materials should be of the highest quality and seek to minimise the impact upon the wider Curzon Square's usability as an event space. The opportunity to use catenary free running for trams through the space will be essential in order to mitigate any potential adverse visual impact upon the setting Grade I Listed Curzon Street Station and Grade II Listed Woodman public house.

Enhancing the quality of the existing park, proposed square and setting of the listed buildings will be achieved by removing

through-traffic from Curzon Street/New Canal Street giving greater pedestrian priority across the space in front of the former Curzon Street Station and maintaining the setting of The Woodman public house within the setting of the park.

### Curzon Street Station

The former Curzon Street Station, the world's oldest surviving railway terminus from 1838, has the potential to accommodate new cultural or other imaginative uses to ensure its long-term future. The protection of the former Curzon Street Station building is of paramount importance, particularly during the potential disruption of the construction phase of HS2 which would surround it - a use for the building (for HS2 site offices for example) should be identified during that time.

- *View from Eastside City Park looking towards Curzon Street station*



## Eastside City Park

Opened in 2012, Eastside City Park is an award-winning, high quality green open space at the heart of the Eastside Quarter. The park has transformed Eastside providing an attractive setting for Millennium Point and the BCU Parkside Building. The park has raised the profile of nearby development opportunities and has become a leisure focal point for the area.

Development opportunities alongside the park on land between Fox Street and Grosvenor Street, and the former Christopher Wray building (Grade II Listed), should create and maximise their frontages to the park with the south facing orientation ideal for ground floor café and restaurant terrace activities.

A 30m wide site will sit between the park at Curzon Street and the new station, it should be developed to provide buildings overlooking and enclosing the southern side of the park whilst

ensuring that their height does not cause unacceptable over-shadowing. This development opportunity alongside the entrance to the Eastside Concourse of Birmingham Curzon would be suitable for hotel, business, student accommodation or residential uses and should have active ground floor uses such as small-scale retail and bar/restaurants. The development would also screen the HS2 viaduct and vehicular drop-off area from Eastside City Park.

The existing landscaped Eastside City Park is intended as a lasting legacy that will continue to provide an attractive route to and setting for Millennium Point, BCU and Eastside Locks up to, throughout and beyond the HS2 works. Therefore, the construction boundary should be as tight as possible to the northern face of the new station.

During the construction of Birmingham Curzon station the City Council will seek to work with HS2 to minimise disruption to the

park and to ensure that good quality pedestrian connections from the City Centre Core to the park are maintained.

The construction of HS2 will create a significant impact upon the setting of the park for several years. If handled well with minimum land-take for construction, the site could attract visitors in its own right as did the Bullring development at the turn of the century. Opportunities to provide information and exhibitions about the construction of HS2 and Birmingham Curzon would be ideally situated within the park.

The area around the park was once known as the 'Italian Quarter' due to it being the centre of the Italian community in the early 1800s. Recognition of the community's heritage and contribution to Birmingham will be supported through the provision of appropriate artwork/plaques within the area.

- View from Eastside City Park looking towards BCU Phase 2



- Eastside City Park



### Millennium Point and Conservatoire

This landmark building is a key asset to the City's tourist industry and it houses the Thinktank Birmingham Science Museum. It also has significant accommodation for BCU and Birmingham Metropolitan College where their students bring further vitality to the area.

The new Eastside City Park with the Thinktank Science Garden has improved connections, profile and setting of the building.

The construction of the new home for the Birmingham Conservatoire will further strengthen the educational hub in Eastside and increase pedestrian activity in the area. The new landmark building will provide an improved built presence on Jennens Road with entrances onto the street.

Jennens Road currently presents a wide area of carriageway which has the potential for realignment to allow for wider footways and landscaping that will transform the quality of pedestrian and cycle connections between Aston University, Eastside and Birmingham Curzon, and also as a major route into the City Centre Core.

• Eastside City Park and Millennium Point

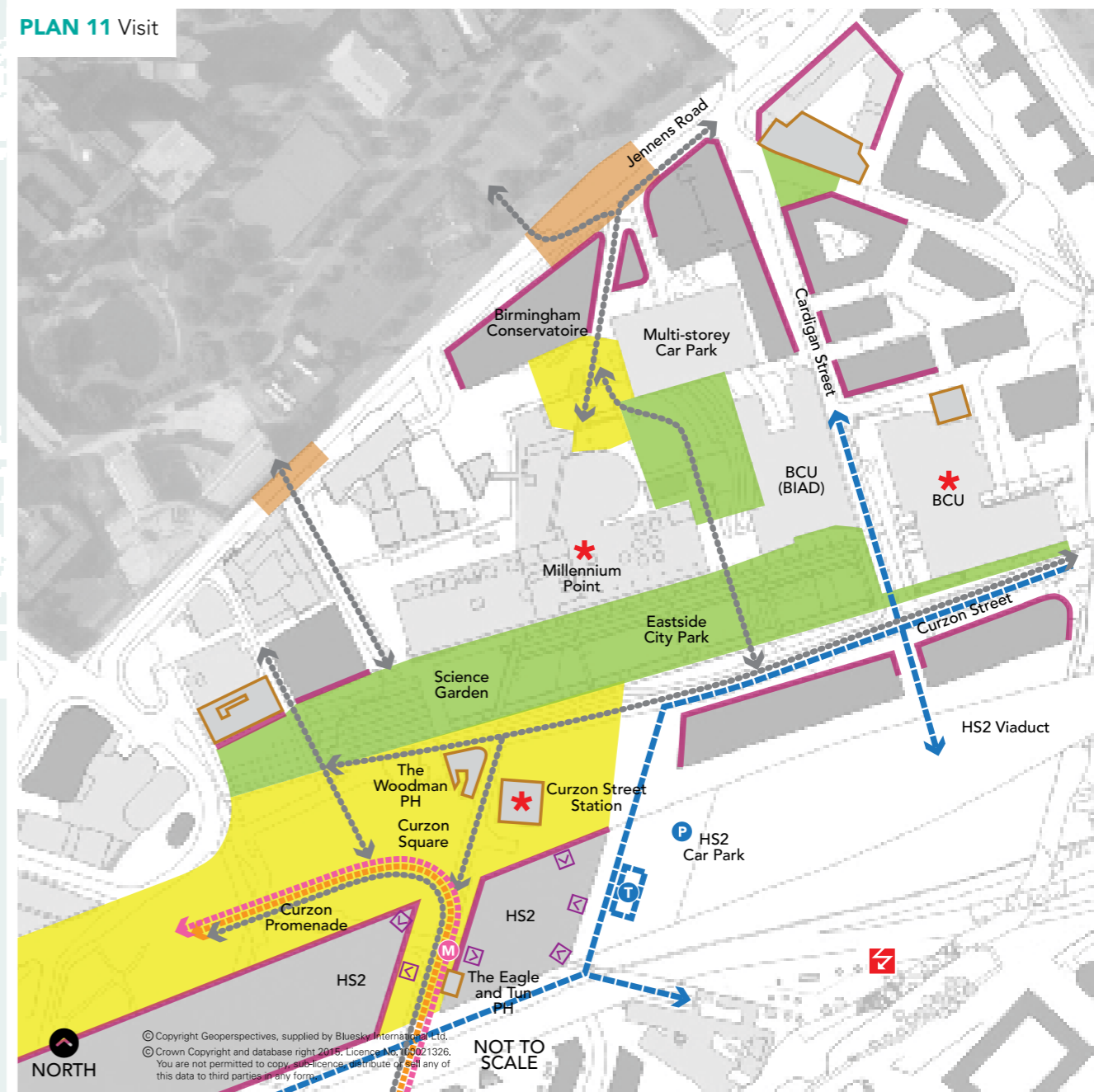




• Millennium Point



PLAN 11 Visit



**KEY**

	New development block		Listed building		Green wall
	Green space		Landmark building		Canal
	Viaduct Skypark		Metro route/stop		River Rea
	Public space/square		Sprint bus route		New bridge
	Shared surface		Park and ride		Access to HS2 station
	Active frontage		Taxi and service route		Access to viaduct
	Improved pedestrian/cycle connection		Taxi drop-off		New access to Moor Street Station
			New parking		HS2 Transformer

## Places for growth • Learning and research

The canal side setting, next to the new BCU campus and Aston University, is ideal for a mix of hi-tech, research, learning and business developments, presenting a high quality attractive location.

### Key principles

- Promoting the positive role of the universities and colleges in growing the City's economy.
- A mixed-use neighbourhood complementary to the surrounding learning and business activity.
- Promoting the improvement of connections between the learning quarter and Digbeth's creative quarter, both physically and intellectually.
- Maximising the historic canal-side features and potential.
- Meeting high standards of sustainability and achieving design quality.
- High-speed and reliable digital connections.
- Landmark development opportunities along the Ring Road.

As a city looking to retain graduates, the hi-tech research and development focus of this part of Eastside is primed to attract new companies that can help to retain and grow the knowledge and skills gained in the City.

Eastside is well established as the City Centre quarter for learning and research activity. Aston University continues to invest in transforming its teaching, research, student residential and welfare facilities realising the Aston University Masterplan. The University is also an attractor to business, learning and research investment and has a strong relationship with Birmingham Science Park Aston where there are significant opportunities for further growth in research and hi-tech industries.

Birmingham Metropolitan College on Jennens Road is also investing in new facilities, strengthening the educational role for Eastside. The Ormiston Academy opened in 2010, also on Jennens Road, adds to the range of facilities and options for students within the City Centre.

Birmingham City University's investment in its new City Centre campus in Eastside will bring fresh impetus to the further development of the Eastside Locks proposals.

With plots already ready for development, companies locating here will see the arrival of HS2 and improved Metro/Sprint links as a further boost to the attractiveness of the area.

### Birmingham City University

Birmingham City University (BCU) is investing over £180m in its City Centre Campus in Eastside.

With an established presence in Millennium Point since 2001, the University completed Phase 1 of its new campus development, with the opening of the Parkside Building in 2013. The Building provides state of the art facilities for the University's art, design and media courses.

#### • Eastside Locks



Work on the second phase of the campus is underway and scheduled to open in September 2015 as home to the Birmingham City Business School together with the Schools of English, Law and Social Sciences. The historic Eagle and Ball Public House (more recently known as Moby Dicks) (Grade II Listed) is being restored and incorporated within the development for public and student use.

The students, staff, business partners and visitors to the new campus will bring added vitality and life to Eastside, cementing it as a centre for learning, teaching and research.

### Eastside Locks

Following from Eastside City Park, the new BCU campus will occupy a prominent site that provides a landmark 'book end' to the eastern vista of the park.

Adjacent to the university campus, Eastside Locks will form its own distinct series of streets and spaces with several development opportunities based along the historic canal-side and street pattern.

Outline planning consent exists for a mixed-use destination development comprising of a hotel, offices, residential and leisure uses. This Masterplan continues to support the nature of the approved development and the principles of a mixed-use site with employment space in any future proposals for the site.

• Birmingham City University at Eastside



Improving pedestrian links with Birmingham Science Park Aston to the north across Jennens Road would promote the learning and research dynamics of the area and in addition it would allow Eastside Locks to form the retail and leisure destination for the wider area.

Within the site, the retention of important heritage assets is vital in order to protect the character of the Ashted Locks and Ashted Tunnel area within the Warwick Bar Conservation Area. Historic fabric such as the walls and pumping station that enclose the canal should be retained and preserved and where possible sensitively incorporated into new structures alongside the towpath.

The Locally Listed Belmont Works (former Co-Op building) is a key landmark building viewed from Cardigan Street and the conservation area and should also be retained and brought back into an active use as a feature building within the overall development.

### Birmingham Science Park Aston

The well-established canal-side science campus supports a range of growing hi-tech businesses with an emphasis on science and technology and innovation.

The planned Digital Plaza is a key Enterprise Zone site with development proposals that will provide 120,000sq.m of new space. The first 30,000sq.m building, iCentrumTM, will create new business incubator units and office space.

The Venture Way building is offering a range of state-of-the art facilities and flexible workspaces in an attractive modern setting.

Digital connectivity is a key attraction of the park and recent investment allows tenants download and upload speeds equal to the best on offer anywhere in the UK.

• Curzon Point proposed gateway to Eastside City Park





### Curzon Point

The development site between the canal and Lawley Middleway forms a key gateway site to the City Centre - and to the Birmingham Curzon station.

With potential for a tower up to 25 storeys high, the site's development should consider the opportunity of the long distance views through Eastside City Park and seek to maximise its landmark potential given its prominent position fronting Curzon Circle and the ring road.

The site is ideal for hotel, office or residential uses and is ideal for student accommodation given the proximity to the BCU campus. The canal-side location should be maximised in order to bring activity, improved access and overlooking to what is currently a quiet stretch of canal.

### Canalside

The Birmingham and Fazeley Canal (Digbeth Branch) is a significant asset to the area with potential for landmark water-side developments fronting Curzon Circle and Curzon Street that would attract more activity. It also provides essential pedestrian and cycle connections between BCU, Eastside Locks and Digbeth, as well as being an attractive space with its own intrinsic amenity value. The Birmingham and Fazeley Canal also forms both an important waterway and pedestrian link into the City from the south, critical to developing sustainable use of the waterway network into Birmingham.

The area of canal between Curzon Street and the existing railway viaduct is within the Warwick Bar Conservation Area and includes the Grade B Locally Listed Ashted Locks, Grade II Listed railway viaduct base and the Grade II Listed Lawley Street railway viaduct, the setting of which should be conserved and enhanced as part of any development that impacts upon it.

A key landmark development opportunity exists at the main vehicular gateway to Eastside and Birmingham Curzon at Curzon Circle/Curzon Street. Existing student residences on part of this site would be demolished to make way for the HS2 viaduct; however the remaining site will offer potential for a hotel or replacement student residences.

Buildings on both sides of the canal would respect the scale of the canal corridor and Conservation Area and step down to the towpath level with new high-quality public access points and active uses at the waterside level to animate the space.

To the east of the canal there is also the opportunity to build beneath the HS2 viaduct; there will be a huge amount of space here which would be ideal for student sports facilities, health club or business spaces. This development opportunity will bring further activity to the canal corridor.

To bring these prominent landmark sites forward for development, the electrical transformer station and balancing pool currently planned by HS2 should move to the land sterilised from development between the HS2 viaduct and the existing railway lines, and proposed service roads on both sides of the canal should be relocated to allow for development to properly address the canal edge.

The Canal and River Trust will be involved in any proposals that affect the waterway.

Within the Hybrid Bill, the viaduct carrying HS2 will directly impact upon this area of canal with proposals for a 9.5m high arched bridge spanning the width of the canal and towpaths for a length of 70m. A high-quality of design will be required to ensure that the area beneath feels safe and maximises the potential for pedestrian and cycle connectivity along the tow path. The design should include:

- Light wells between the tracks in order to help to lighten what could otherwise become a negative, dark space.
- Lighting as public art.
- Clear views through with no hiding places or pigeon roosts.
- Strong and attractive portals to the tunnel space viewed from the tow path.

• View from Curzon Street Bridge looking towards Curzon Street Tunnel

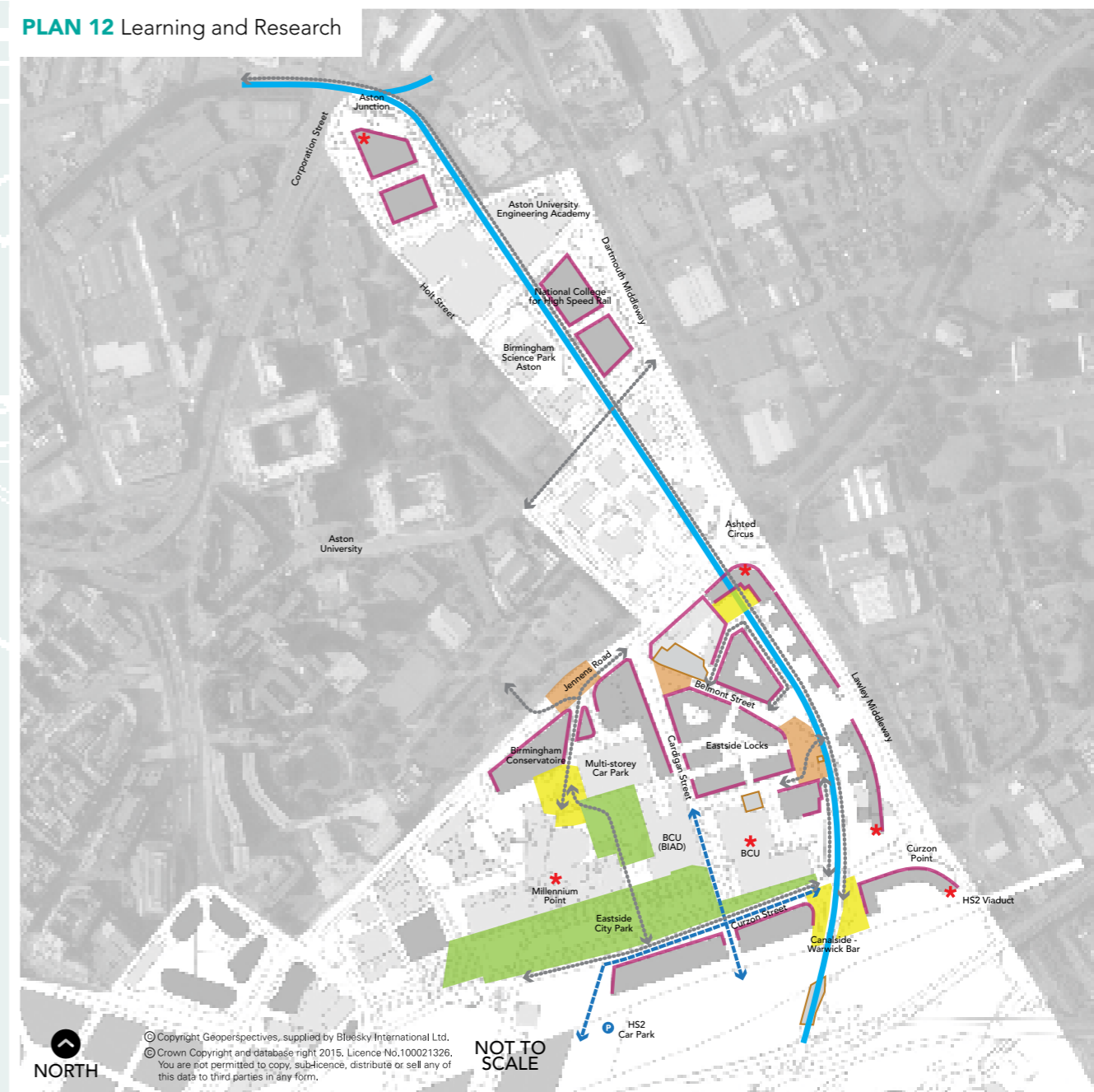


- An enclosed curve of the arch structure of the bridge to form a continuous consistent and elegant edge to the canal-side reflecting the character of typical waterway tunnels with no views to the adjacent 'void' spaces underneath the viaduct.
- A high quality treatment of the surfaces (towpaths and lock-sides) under the proposed bridge, and connections to surrounding streets and the space in between the proposed and existing tunnels.
- Associated improvement works to the existing pedestrian environment through Curzon Tunnel to address the cumulative impact of two adjacent rail crossings on the waterway environment.

• *Eastside Locks Arrival Square*



PLAN 12 Learning and Research



**KEY**

New development block	Listed building	Green wall
Green space	Landmark building	Canal
Viaduct Skypark	Metro route/stop	River Rea
Public space/square	Sprint bus route	New bridge
Shared surface	Park and ride	Access to HS2 station
Active frontage	Taxi and service route	Access to viaduct
Improved pedestrian/cycle connection	Taxi drop-off	New access to Moor Street Station
	New parking	HS2 Transformer







# 4

## Connectivity



### Key principles

The provision of an effective, efficient and comprehensive public transport system, high quality routes and environments for pedestrians and cyclists, an efficient road network and modern digital infrastructure are key enablers for economic growth. The key principles on which the transport strategy for Birmingham Curzon has been developed are:

- New and improved sustainable transport connections integrated with the wider City Centre and beyond to facilitate and promote regeneration.
- Creating new high quality pedestrian/cycle routes and public spaces which promote the development of an attractive sustainable transport network.
- Minimising the impact of traffic movements within the Masterplan area.

These principles set out a joint transport vision which reflects the direct needs stemming from HS2 and the new station, alongside the identified regeneration opportunities.

The transport strategy set out in this Masterplan is informed by the wider City Centre agenda and reflects the content of Birmingham Connected, the Birmingham Development Plan (BDP), Big City Plan and the Vision for Movement.

Birmingham Connected is the starting point for a future holistic vision for Birmingham’s transport system and has played a central role in developing the proposals within this Masterplan. The plan looks at all aspects of mobility, aiming to stitch them together to create an integrated system which considers all users.

The transformational proposals within the Masterplan are a response to Birmingham Connected’s recognition of the significant changes expected in a relatively small area of the City; road congestion in the morning and evening peaks is already heavily focused on the City Centre. Birmingham Connected’s strategy is tailored to the four key principles which will be used to turn the Birmingham Connected vision into schemes and initiatives:

1. Enabling different travel choices.
2. A transport system for everyone.
3. A corridor approach - balancing competing needs.
4. Delivery - learning lessons.

The Curzon Masterplan will play a central role in delivering the aims of Birmingham Connected and in particular continuing the removal and reduction of the negative impacts of the former Inner Ring Road, producing a dramatically improved environment and public realm whilst enabling the provision of new public and sustainable transport choices - for access to both the HS2 station and surrounding land-use developments.

It does this by setting out a range of connectivity proposals, that will be developed alongside the emerging proposals for HS2 and the likely changes in travel demand within the Curzon area in order to create a truly integrated system as part of the wider proposals for the City.

### The Transport Strategy

The Transport Strategy of this Masterplan builds on current proposals for HS2 and seeks to enhance and develop the measures to allow an integrated, holistic and deliverable movement strategy which allows the proposals within this Masterplan to be realised.

Key measures include:

#### Moor Street Queensway

- Close Moor Street Queensway between Carr Street and Albert Street to general traffic.
- Buses, taxis and cyclists will continue to be able to use Moor Street Queensway.
- The closure will allow significant public realm improvements and provide a direct route between Moor Street/Curzon Street Stations, and the rest of the City Centre.

#### Walking and cycling

- A series of improved pedestrian and cycle links providing direct and attractive routes across the area and beyond.
- Proposals for transforming the quality of the public realm which supports and enhances the attractiveness of sustainable transport network.

### Public transport

- High quality public transport corridors based on the emerging Sprint and Metro proposals, and wider development of the local, regional and national heavy rail networks.

### Highway access

- High capacity transport corridors located on the periphery of the area and the retention of a limited number of local vehicular routes.

### Parking











- Restriction of on street parking.
- Existing off street parking not to be replaced.
- Sufficient operational parking to be provided by land use developments - a new multi-storey car park may also be needed to meet demands of those land uses.

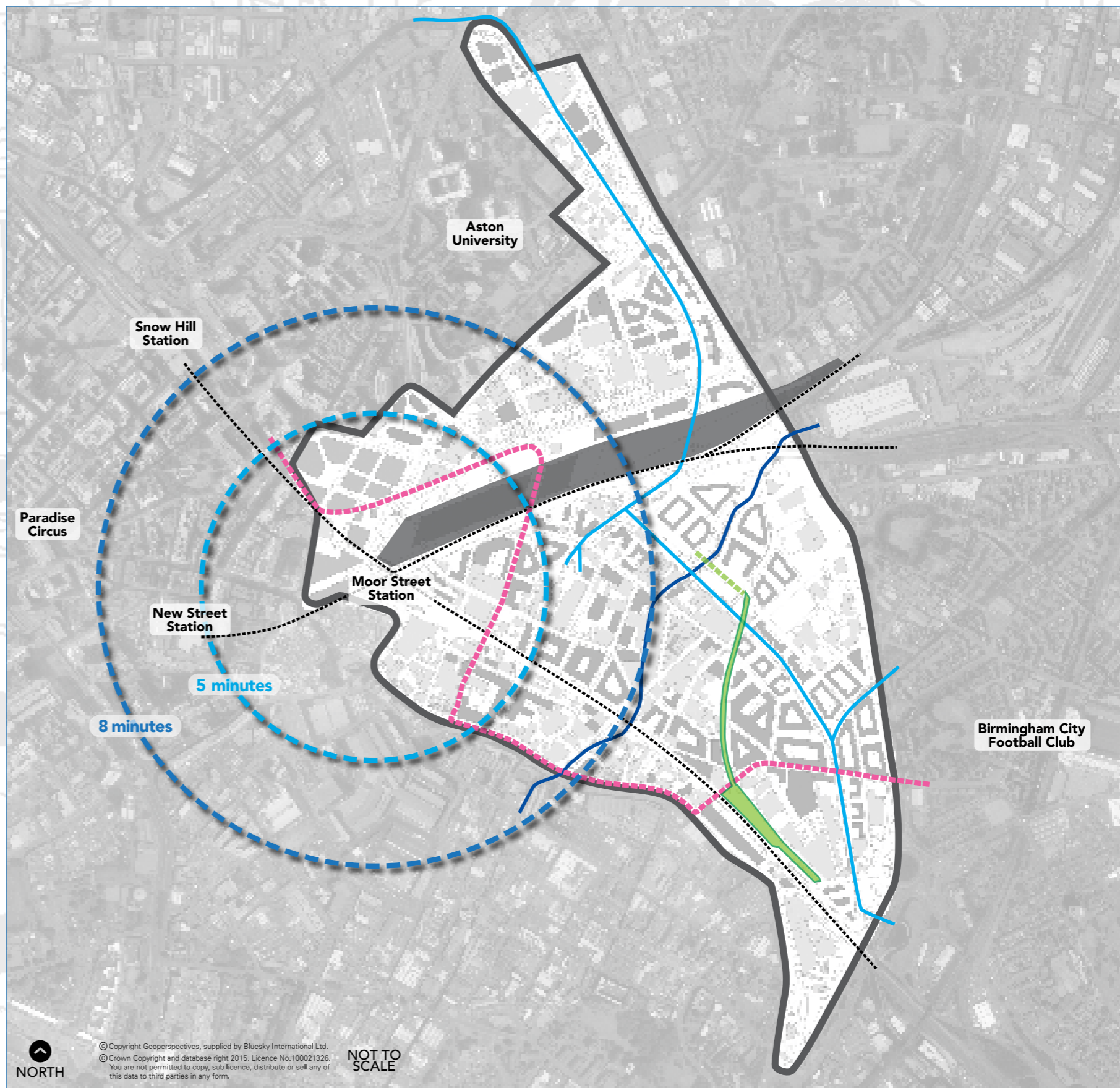
### Servicing

- Key routes for goods vehicles will be the Ring Road and Digbeth High Street.
- Servicing to be off-street where possible.
- Promotion of other measures to reduce impacts.

# PLAN 13 Birmingham Curzon Connectivity

## KEY

-  Masterplan boundary
-  HS2 line and station
-  New development block
-  Walking times
-  Rail lines
-  Metro extension route
-  Duddeston Viaduct Skypark - potential greenway
-  Viaduct Skypark extension
-  Canal
-  River Rea





**Birmingham Curzon station**

The new international station will become a significant generator of activity with passengers arriving and departing by a range of transport modes. The proposed functionality of the station itself is the starting point for the Transport Strategy that will support the demands of the station.

This Masterplan supports HS2 Ltd's proposals for the station to have two principal public entrances; at the west end of the station on Moor Street Queensway serving the City Centre Core, and at the east end on New Canal Street serving Eastside and Digbeth. The entrances will provide pedestrian links into the surrounding area and to a range of other transport modes including, New Street and Moor Street railway stations, Midland Metro, long-distance coaches and local bus services.

Vehicular access to Birmingham Curzon will be provided through dedicated facilities below the HS2 viaduct accessed off Curzon Street; this area will be for pick-up and drop-off by taxi or car, with limited car parking (long stay for station staff, and short stay for rail users). A pick-up facility for taxis at the Moor Street Queensway entrance will be provided on Park Street, accessed via the Paternoster Place connection. There would also be a dedicated pick-up and drop-off point for international rail services on a new taxi only access link between New Canal Street and Park Street.

The HS2 viaduct and station will necessitate alterations to existing highways within the Masterplan area, including; closures of B4114 Park Street from Masshouse Lane to Bordesley Street, Fazeley Street west of New Canal Street, Bartholomew Street and Banbury Street. Other highway impacts include; provision of new access to Proof House Junction and upgraded highway capacity at Curzon Street/Cardigan Street Junction and Curzon Circle and Garrison Circle.

New Canal Street will be altered to accommodate the planned Metro route to run underneath the HS2 station and create a high quality, pedestrian focussed environment.

• Proposed Metro route at Eastside ▶

• View from Pickford Street looking towards Typhoo Wharf





## Walking

The Masterplan will provide an outstanding walking environment with well-connected places along routes that are safe to use. The needs of pedestrians are at the heart of the Masterplan. The opening of Eastside City Park has begun the transformation of the walking network in this area.

Walking routes between the City Centre Core, Birmingham Curzon and through to Eastside and Digbeth should be an experience as diverse and varied within a high quality setting and environment. Routes will take advantage of landmarks such as Curzon Street Station as a focus for views and converging pedestrian links. Through this Masterplan, with HS2 and economic regeneration of the area, the opportunity will exist to add an extra layer of quality to the public realm and create seamless routes for walking and cycling.

The key principles and proposals for the area include:

- Introduction of 20mph areas on most roads within the Masterplan area.
- General reduction in traffic levels within the area to increase subjective safety for pedestrians and provide a less vehicle dominated urban realm.
- Public realm schemes, across the area to connect the station with existing assets and opportunities for growth and development including the One Station proposal which will provide a direct and attractive route to New Street Station.
- Reduce the severance caused by Digbeth High Street/High Street Deritend by narrowing the carriageway where possible (subject to Metro proposals), along with additional controlled crossing facilities, combined with public realm improvements.
- Direct routes to the three proposed Metro stops.
- Controlled crossing facilities across Fazeley Street, Adderley Street, Great Barr Street, Heath Mill Lane and other streets that are on key pedestrian desire lines.
- Extension and integration of the Interconnect public transport information and cycle way finding and signage system.
- World class provision for disabled access which will benefit all pedestrian users.
- Improvements to canal towpaths and lighting under the viaducts.

## Cycling

Cycling will significantly contribute to the sustainable movement of people within the Masterplan area. A key principle of the movement strategy is to promote and facilitate walking and cycling journeys within the Masterplan area and to external destinations.










A series of interventions are proposed to ensure that routes are appropriate, direct, safe, desirable and integrated with proposals for walking, as follows:

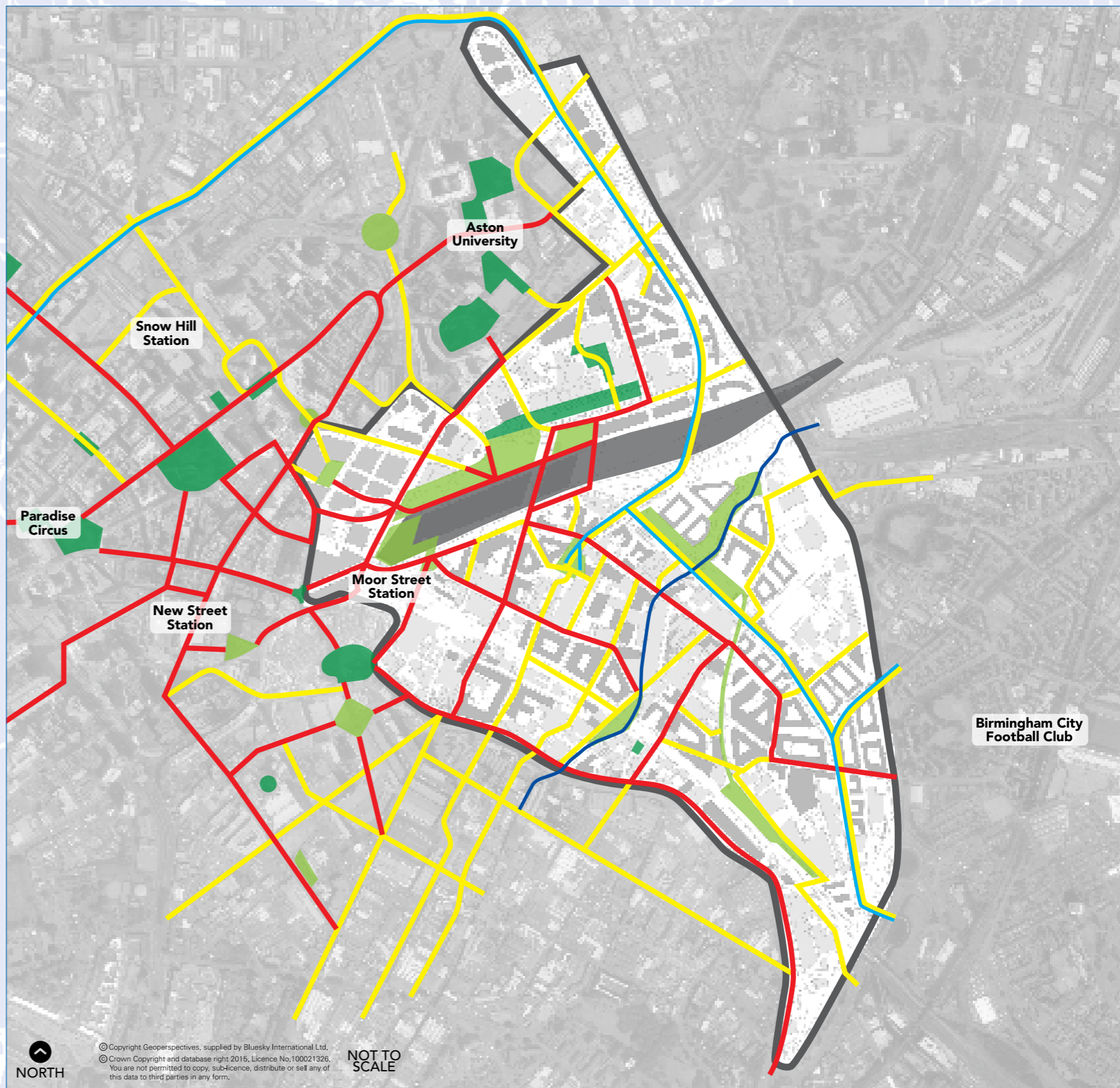
- Developing different route types within the Masterplan area e.g. improvements to major radial roads and other main roads including; improved crossing facilities and creating new, quieter, parallel routes, using roads with lower speed limits and traffic flows, and linking residential areas, green spaces, local centres and transport interchanges, integrating with and building upon proposals being taken forward through the Birmingham Cycle Revolution Project.
- Delivery of the proposed Birmingham Cycle Revolution strategic parallel route passing through the Masterplan area on Fazeley Street, Curzon Street. Other key approaches to HS2 from the north (Lancaster Circus and Great Lister Street) and to the south (Rea Street, Bissell Street and Meriden Street).
- Introduction of 20mph on most roads within the Masterplan area.
- New on road signed route along Allcock Street, Heath Mill Lane and Bordesley Street.
- Connections to Digbeth High Street and High Street Deritend.
- Other cycle lanes where appropriate.
- Trip end facilities such as secure cycle parking, lockers, changing facilities within each development.
- Provision of cycle hubs - adjacent to the HS2 station and at other locations within the Masterplan area.



# PLAN 14 Birmingham Curzon Walking and Cycling

## KEY

-  Masterplan boundary
-  HS2 line and station
-  New development block
-  Existing public open spaces
-  Proposed public open spaces
-  Primary walking/cycling route
-  Local walking/cycling route
-  Canal
-  River Rea



## Public transport

The Masterplan area has the potential to be better connected to existing transport hubs, opportunities for development and existing communities.

Proposals within the Masterplan seek to further enhance the overall attractiveness of public transport, improving walking/cycling routes to interchanges as well as creating additional priority with general traffic removed from key areas. Plan 15 provides an outline of the proposed public transport network.

The One Station proposals seek to provide a high quality, efficient and seamless connection between Birmingham Curzon, Moor Street and New Street Stations. In addition, improvements to public spaces on Moor Street Queensway and new links to the City Centre retail core will provide high quality links between key public transport interchanges at Birmingham Curzon, Moor Street, and New Street.

### Metro

Centro, supported by the City Council, has announced its preferred Metro route through the Masterplan area. This route will improve public transport connections across the City Centre and will provide a connection to the proposed HS2 Station. The proposed extension will include a bus interchange located close to the proposed HS2 station near Hotel La Tour. An essential requirement for Metro and HS2 is the full integration of a Metro stop on New Canal Street to provide fast connections for passengers.

A key principle of the transport strategy will be to provide safe, attractive, direct and convenient routes to the proposed Metro stops.

Plans to take the Metro into East Birmingham and North Solihull will transform access for these communities to HS2 stations at Curzon and Interchange at the Airport.

### Bus

The Birmingham Connected strategy advocates that SPRINT (bus rapid transit) will be the primary travel mode for Birmingham over the next 20 years and will be implemented on a number of corridors in the city. SPRINT will mainly be run on the high capacity links; within the Masterplan area, to include Moor Street Queensway, Jennens Road and High Street Deritend.

In parallel with SPRINT, conventional buses (City Link) have the ability to plug the gaps between Metro and SPRINT routes as bus services are able to quickly respond to changing patterns of demand. This will build upon successful partnership working through the City Centre Strategic Quality Bus Partnership with Centro and bus operators.

This will maximise the ability to serve the Masterplan area by bus and SPRINT, including the provision of a public transport spine through the Masterplan area.

Key interventions include:

- Bus spine to include Fazeley Street, Liverpool Street and Adderley Street and a south west-north east corridor along Heath Mill Lane and Great Barr Street. This route to be used as the first phase of a SPRINT route.
- Bus stop facilities at key locations, provision of real time information and bus priority measures at key junctions where appropriate.
- Passenger waiting facilities will be improved across the proposed public transport network and will be seamlessly integrated. This will include the development of high quality Sprint and bus hubs.

### • Metro at Adderley Street



### Rail

The West Midlands Rail Vision emphasises there is a need to develop the region's rail network so that it effectively supports sustainable economic development. The Curzon Masterplan has a key role in this; there will be a significant demand for movement by rail as a direct result of the Masterplan's regeneration proposals.

Network Rail's Long Term Planning Process, and local work to take forward a devolved passenger rail franchise for the West Midlands, will consider how rail capacity will be arranged in the future to accommodate the additional demand generated by the Masterplan and wider growth.

Birmingham Connected proposes additional rail capacity into Central Birmingham, to enable new local rail services on the Camp Hill, Tamworth and potentially Sutton Park Lines, to increase commuter services into the centre, along with frequency improved to Bromsgrove, further electrification, and better connectivity to/from the East Midlands.

The One Station Proposal will provide a world class link and public realm between New Street, Moor Street and Curzon Street Stations.

# PLAN 15 Birmingham Curzon Public Transport

## KEY

Masterplan boundary

HS2 line and station

New development block

Metro extension/stop

'Sprint'/bus route

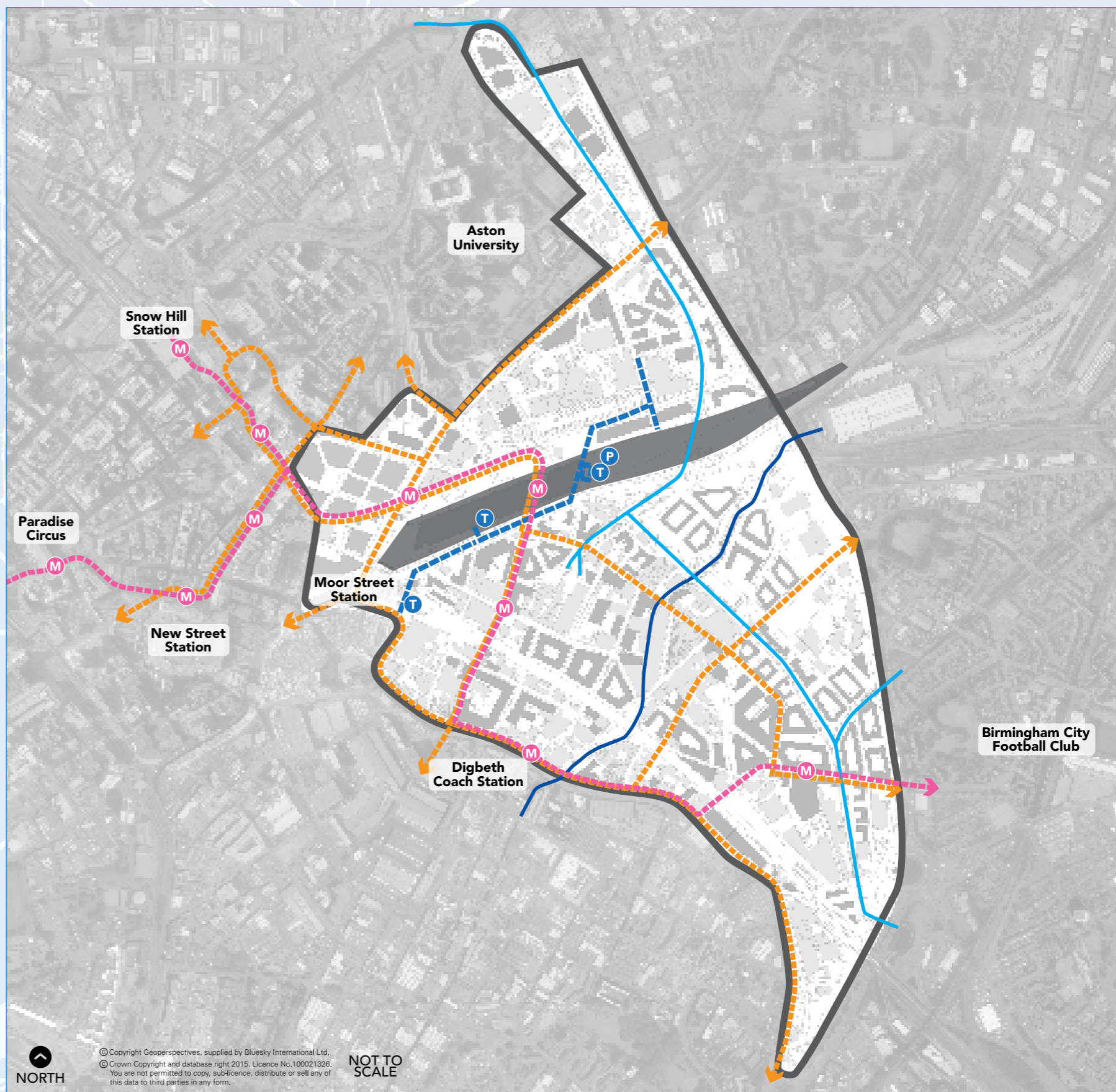
Taxi/service route

P Parking (station staff and short stay only)

T Taxi pick-up/drop-off

Canal

River Rea





### Highway network

The provision of the new HS2 station will lead to the closure of a number of roads - including, in particular, the closure of Moor Street Queensway to general traffic between Carrs Lane and Albert Street. New Canal Street will be altered to accommodate the planned Metro route between Corporation Street and Digbeth, to run underneath the HS2 station.

Additionally, Park Street between Bordesley Street and Masshouse Lane, Fazeley Street west of New Canal Street, Bartholomew Street and Banbury Street will be closed to all motor vehicle traffic.

These highway changes alongside proposals within this Masterplan to create improved pedestrian, cycle and public transport only corridors on Moor Street Queensway and New Canal Street, will lead to a reduction in the numbers of vehicles passing through the area.

Local links will provide limited opportunities for through traffic movements and will include one-way streets as well as restricted access depending on the nature of surrounding uses. Access to servicing areas will be carefully considered to ensure impacts on sustainable modes are limited. A servicing and delivery management plan should be developed to provide a co-ordinated approach which meets this aim.


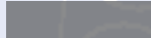







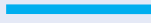
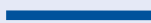
The proposals will lead to an increase of traffic on the key strategic routes where improvements to the capacity of existing junctions are already planned as part of HS2 to mitigate the impacts of the proposals or through City Council Pinch Point Programmes. Further localised junction improvements will be required where traffic will be diverted.

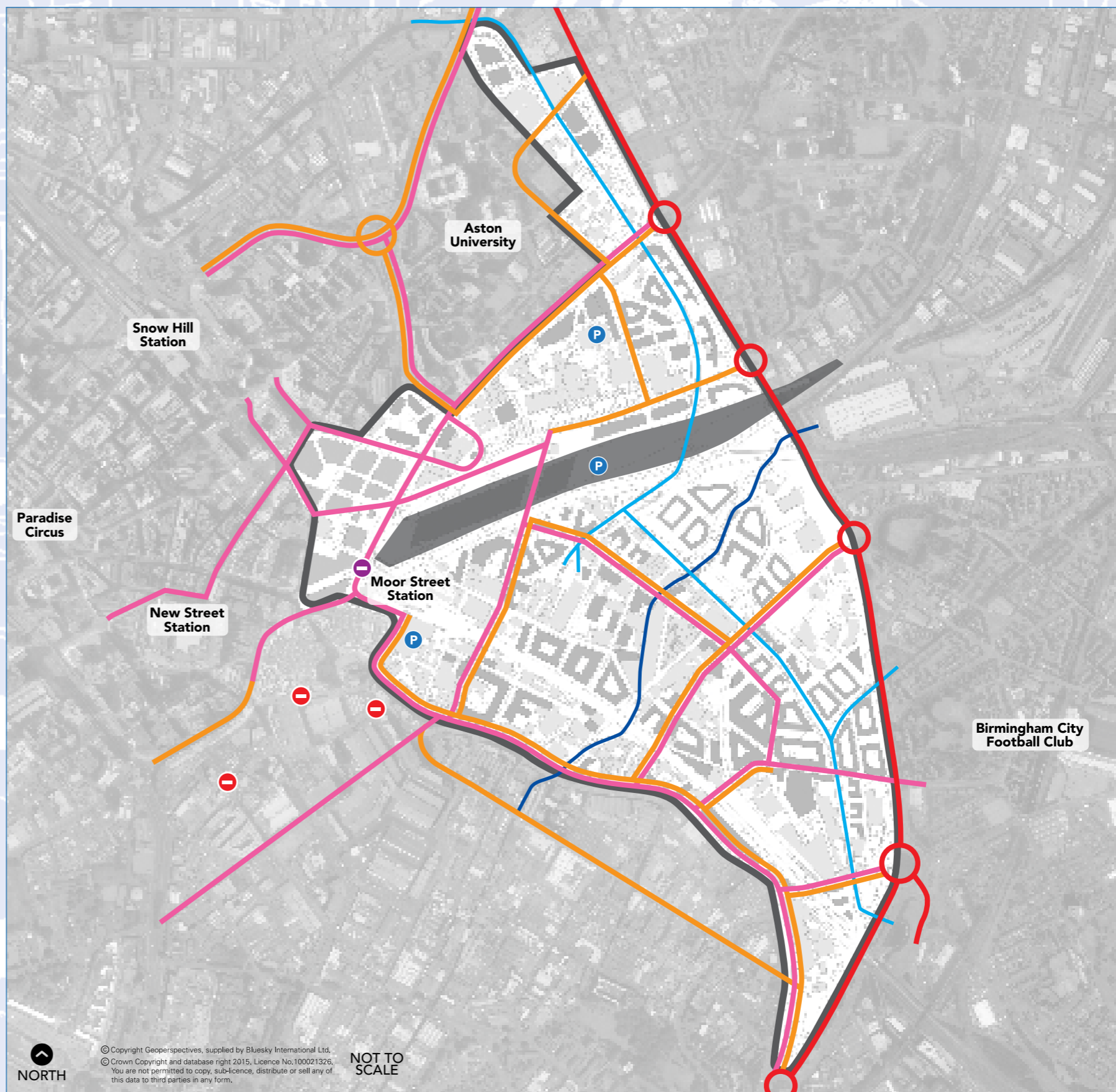
• View from corner of New Canal Street and Bordesley Street looking towards Fazeley Street



# PLAN 16 Birmingham Curzon Highway Network

## KEY

-  Masterplan boundary
-  HS2 line and station
-  New development block
-  Strategic routes
-  Key access routes
-  Public transport corridors
-  Road to be closed to all motor vehicle traffic at this location
-  Road to be closed to general motor vehicle traffic at this location
-  Existing and proposed car park
-  Canal
-  River Rea



### Car Parking

The overarching objectives of the car parking strategy for the Masterplan area are as follows:

- To encourage use of alternative modes of travel.
- To provide minimal levels of car parking to support the planned economic growth.
- To meet the needs of the mobility impaired.

Specific interventions are proposed to rationalise on and off street parking to minimise long stay parking but still support economic growth. These include:

- Restrict the amount of on street parking to ensure safe and efficient movement of goods and traffic and to raise the quality of the area. In order to achieve this, a Controlled Parking Zone will be implemented.
- Generally, existing off street parking will not be replaced. It is envisaged that car drivers who currently use these car parks will switch to alternative modes of transport or park elsewhere within the city.
- Land uses associated with the Masterplan will provide sufficient operational parking in line with the prevailing standards at the time the developments come forward.
- Potential provision of a new multi-storey car park to be provided with the Masterplan area to meet the demands of the proposed land uses.

### Servicing

The proposed land uses will need to be serviced and will therefore lead to an increase in the level of good vehicles movements on the local highway. The exact number and type of goods vehicles will be dependent on the type of land uses and how the end users will operate. It is envisaged that the key routes for goods vehicles will be the Ring Road and Digbeth High Street.

The key servicing principles for the Masterplan include:

- Promotion of the use of low emission vehicles for deliveries.
- Consideration of servicing hubs which could serve a group of land uses/developments.
- All servicing should be off street where possible to minimise on street servicing.
- Consideration of servicing restrictions in sensitive areas.

- *One station*

- *Proposed Metro route along Digbeth High Street* ▶











# 5

Delivery





HS2 will have a transformational impact on the City and wider Midlands region helping to accelerate the delivery of development, jobs and local infrastructure, driving growth and economic prosperity. Realising the development potential for the Curzon area, will require investment not only in the station but also in the supporting infrastructure and local connectivity. This will also require the development of strong partnerships and a collaborative approach between all stakeholders.

The approach to securing the maximum economic impact from HS2 will be set out in the Greater Birmingham and Solihull LEP's Midlands HS2 Growth Strategy. The Growth Strategy, which has been produced by the Greater Birmingham and Solihull LEP, sets out the approach as to how the Midlands will deliver a comprehensive package of measures to ensure people, businesses and places are ready to capitalise on the transformational opportunity presented by HS2. The proposals for Curzon, incorporated within the Growth Strategy, include the details of the delivery and funding mechanisms to make the vision of the Masterplan a reality.

To drive the growth agenda and take forward the proposals for the area the Curzon Regeneration Company will be established. Currently operating as a shadow board the company will become responsible for the delivery of the infrastructure, creating the conditions to ensure both the station and wider growth is delivered in line with the principles of this Masterplan.

There is a huge opportunity to now move forward with the plans for Curzon and support growth not only across the City but for the benefit of the Midlands and UK PLC.

## Timeline for Curzon

The vision for a national high speed rail network was launched in 2010 with the anticipated start of services including the opening of the new Birmingham Curzon station in 2026. Phase Two with its vital connections to other regional cities including Manchester, Leeds and Sheffield will be complete in 2033.

Since the launch of the Masterplan, in February 2014, the City has secured significant funding, jobs and commitments supporting its delivery. These include:

- HS2 national construction headquarters - to be located in the business district opposite Snow Hill Station creating 1,500 jobs.
- Campus for the National College for High Speed Rail - to be located at Birmingham Science Park Aston.
- £30m of funding from Greater Birmingham and Solihull LEP - supporting early phase of infrastructure around the station.

- HS2 Midlands Growth Strategy submitted to Government - including key 'asks' to support investment in local infrastructure at Curzon.
- Launch of the Curzon Regeneration Company as a shadow board.
- £41.5m of LGF funding to support the delivery of the Midland Metro to Curzon.
- Assurances to the Hybrid Bill to ensure that the station structure and associated public realm are delivered in accordance with principles set out in this Masterplan.
- Announcement by the Chancellor in June 2015 to extend the City Centre Enterprise Zone to support infrastructure delivery.
- Birmingham has been awarded funds under the Walking Cities project to deliver a range of interventions to support and encourage walking as a primary mode of transport.
- Funding for a range of cycling measures and initiatives has been secured through Birmingham Cycle Revolution.

Significant progress has been made with delivering our plans for Curzon and from this basis further funding, partnerships and investments will be developed.

The following are key milestones in the delivery of Curzon:

- December 2015 Curzon Regeneration Company to be formally established.
- 2016 target date for Royal Assent to Hybrid Bill, containing legal powers to construct Phase One.
- 2017 construction period of HS2 begins.
- 2026 Phase One of HS2 line between Birmingham and London opens to passengers.

Across the Curzon area significant transformation is envisaged up to the opening of the station and line in 2026 and then beyond. The opportunity and economic impacts are set out throughout this Masterplan but the exact phasing will be subject to the speed with which HS2 is delivered.

In the period to 2026 it is anticipated that the following major development schemes will be delivered within the area:

- BCU Phase 2 and 3.
- Eastside Locks.
- I-Centrum.
- Beorma Quarter.
- Typhoo Wharf and surrounding area.
- Pavilions and High Street.
- Exchange Square and Martineau Square.

In order to maximise the economic opportunities and unlock the huge development potential the following infrastructure will need to be delivered and operational. This is the Curzon Investment Package, which builds on the principles set out in the masterplan, phased over the next 20+ years. The details of this investment package are captured in the Midlands HS2 Growth Strategy.

**Phase One (2015 to 2028):** upfront investment in the infrastructure required to unlock growth, comprising:

- HS2 Station environment (in line with Big Moves of the Masterplan and assurances to the Hybrid Bill).
- Eastside Metro extension to Digbeth.
- Site enabling works (utilities, flood defence).
- Strategic local transport improvements.
- Public realm (key routes) improvements.

**Phase Two (2029 to 2037):** further investment delivered as growth is realised:

- Social infrastructure.
- Area wide local transport improvements and public realm.
- Duddeston Viaduct Sky Park.

### Partnerships

The successful delivery of the HS2 scheme will require ongoing co-operation and dialogue between key stakeholders and delivery agencies. Partnerships will be important at the local, regional and national level and the City Council will play a key role in developing and maintaining these.

The Masterplan envisages radical transformation throughout the Eastside, Digbeth and City Centre Core which will require landowners, public bodies and national agencies to work together to realise the vision and potential.

The Curzon Regeneration Company will have a central role in bringing forward the development and local infrastructure across the Curzon area. The company is a partnership between the City Council, Greater Birmingham and Solihull LEP, HS2 Ltd, Department for Transport (DfT), Centro and other partners.

Through the local and national HS2 design review processes the proposals of the Masterplan for a world class integrated terminus station will be taken forward.

The City Council has set out its aspirations for the new station and the principles to guide future development and the delivery of infrastructure. The transformational impact of HS2 will only be realised through the full integration of the station and a comprehensive approach to the surrounding areas development. If this is achieved the arrival of HS2 will bring huge economic benefits to both the City and wider region with Curzon being amongst the best connected and most productive business destinations in the country.



**Waheed Nazir**

Director of Planning and Regeneration  
Birmingham City Council





NORTH

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