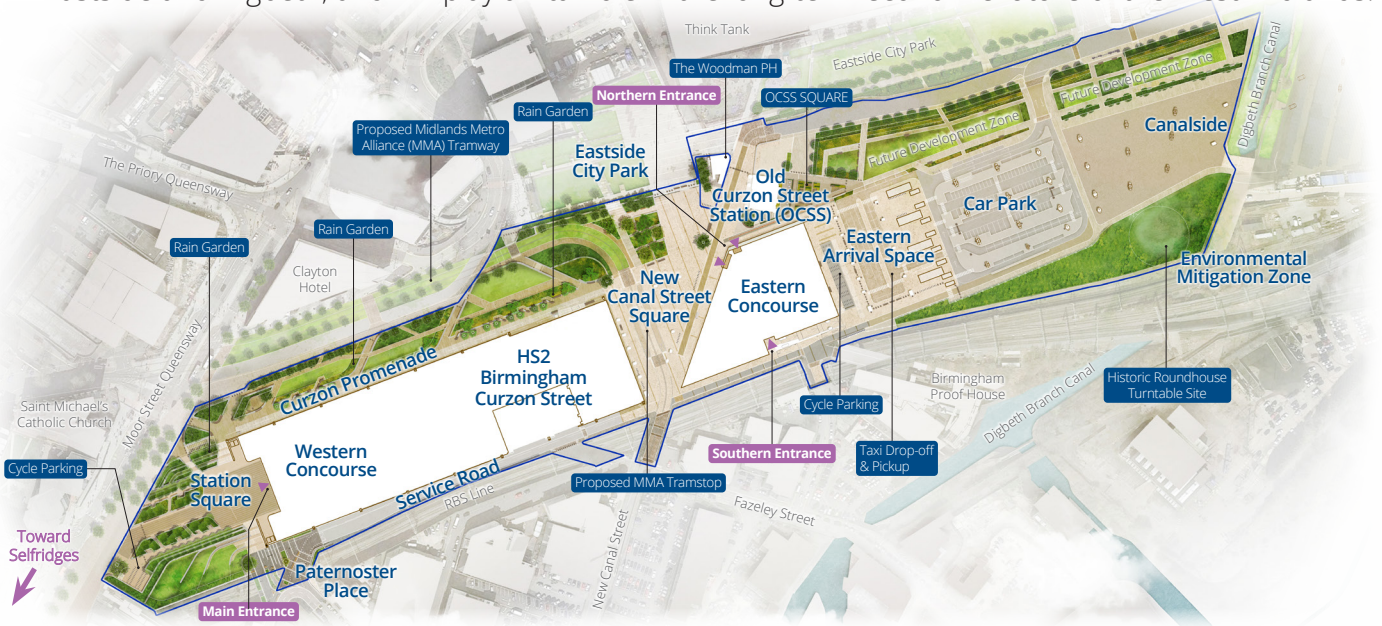
mace DRAGADOS Working in partnership with HS2

Birmingham Curzon Street Station overview of proposed design changes

September 2024

Introduction

- Birmingham Curzon Street station is set to become a key destination and thriving departure point as part of Britain's new high-speed railway. It will be the first new intercity terminus station built in Britain since the 19th century.
- The landmark station will be the gateway to Birmingham for future High Speed 2 (HS2) passengers. Once complete, HS2 will almost halve the journey time between London and Birmingham to just over 49 minutes, with trains running north via the existing rail network to destinations such as Manchester, Liverpool and Glasgow.
- As well as enhancing Birmingham's transport connections, the station will support the regeneration of Eastside and Digbeth, and will play a vital role in the long-term economic future of the West Midlands.



The planning process for the station

- Consent for Birmingham Curzon Street station, based on an outline scheme design, was secured in 2020 from Birmingham City Council.
- Since that time, HS2 has appointed Mace Dragados Joint Venture as its construction partner, with responsibility for progressing the detailed design and construction of the station.
- The proposed design refinements for Curzon Street Station are described in this booklet and will be subject to a future application for consent to Birmingham City Council in late 2024.

Design refinements

- The design for Birmingham Curzon Street Station is inspired by the great arched roofs built by the Victorian railway pioneers. The design takes that inspiration into the 21st Century, ensuring accessibility and a focus on the open space and landscaping around it.
- The original ambition to create a high quality, iconic structure remains unchanged, but as part of the detailed design process, a number of refinements have been identified and incorporated. These design changes will bring improvements to the station's features, and will future- proof the station, minimising maintenance requirements over its forecasted 120-year life span.
- They also allow the use of more efficient construction techniques, and the construction programme itself now allows for other key transport schemes – such as the Metro extension – to be brought forward.
- We are now sharing details of the proposed design refinements to make sure everyone is kept up-to-date with the project and would welcome your feedback.

A Proposed changes to the roof

The following improvements to the design of the original roof are proposed:

1. Material change

The original design included a timber roof structure and edge (soffits). We propose to use aluminium because this is better for fire safety and more cost effective to maintain. Visually, the roof panels still offer a similar warm and inviting appearance.

2. Functional change

The roof hoods – known as cowls - house the fans for the ventilation system. Previously there were several small roof cowls, which we now propose to replace with fewer larger cowls. From a maintenance perspective the larger roof cowls are easier to clean and maintain, and their elevational proportions are more in keeping with the proportion of the main roof arch.

The consented scheme showed 14 glass rooflights. The proposed scheme provides 7 larger rooflights, which will be lighter, easier to install and self-cleaning.

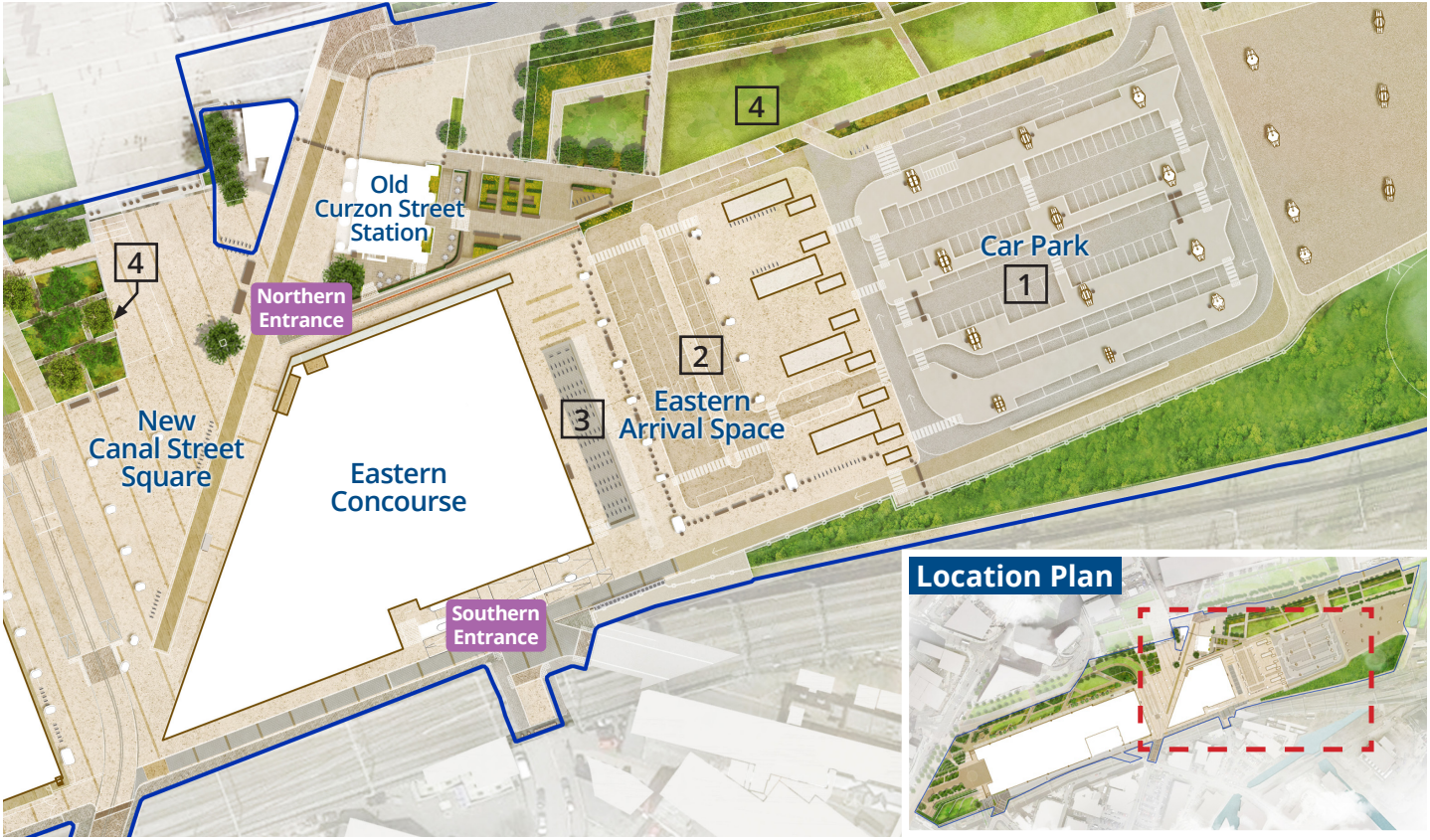
3. Shape change

The refined design includes a change to the shape of the edge of the roof. Previously the roof was symmetrical on the east and west elevations. It has now been reduced to create a shallower overhang on the eastern end.

The edge detail was previously proposed to be constructed from Ultra High Performance Concrete. Aluminium is now proposed.

B Proposed changes to Eastern Concourse

External changes



The Eastern Arrival Space design has been updated. This area provides:

1. Car park

The parking area has been updated to respond to the new building entrances, improve circulation and user experience.

2. The eastern arrival space

The main arrival area features taxi drop-off, pick-up and taxi ranks, as well as dedicated drop-off and parking spaces for disabled people. The design of the surface levels has improved accessibility as it now avoids the need for steps and improves pedestrian flow and connectivity.

3. Cycle parking

Cycle parking has been prioritised in the design with a large area located prominently along the eastern side of the concourse near the main cycle route from Digbeth. Additional cycle parking will also be provided in smaller areas near the cycle routes from the north and west of the station.

4. Rain garden

A rain garden offers the opportunity to manage rainwater runoff from hard surfaces after rainfall by planting an attractive, low maintenance, wildlife-friendly space.

Rain gardens have been placed in the public spaces as well as proposed improvements including high quality landscaping, lighting, paving and seating spaces.

C Proposed changes to Eastern Concourse

Northern entrance

Station entrances

Four entrances were originally identified for the Eastern Concourse building. The east and west entrances have been removed, with the north and south becoming the primary entrances. The corridor linking the east and west sides has been removed creating a single corridor. This means it is now possible for passengers to change platforms without leaving the ticketed area, which in turn creates a wider approach to the southeast entrance.

Both entrances are distinctive in character. Canopies have been placed along the northern elevation of the Eastern Concourse and parking area to provide cover. The design of the wall panels has been changed from grey pre-cast concrete to washable ceramic tiles.

Northern entrance

The northern entrance is located close to Curzon Street and is next to the Grade 1 listed Old Curzon Street Station building. It overlooks the New Canal Street square which will provide a welcoming arrival point

Ground levels have been improved to make it easier for pedestrians to access the entrance. The area will also have high quality landscaping, lighting, paving and seating spaces.

D Proposed changes to Eastern Concourse

Southern entrance

Southern entrance

The southern entrance has been redesigned to make it more prominent, strengthening the arrival experience and providing better links with Digbeth.

The new entrance is open and welcoming. The position of the building edge has been set back to create a covered area. The façades have been simplified with washable and graffiti-proof tiling replacing the concrete cladding.

It will have an accessible ramp route, as well as steps, which provide a welcoming view.

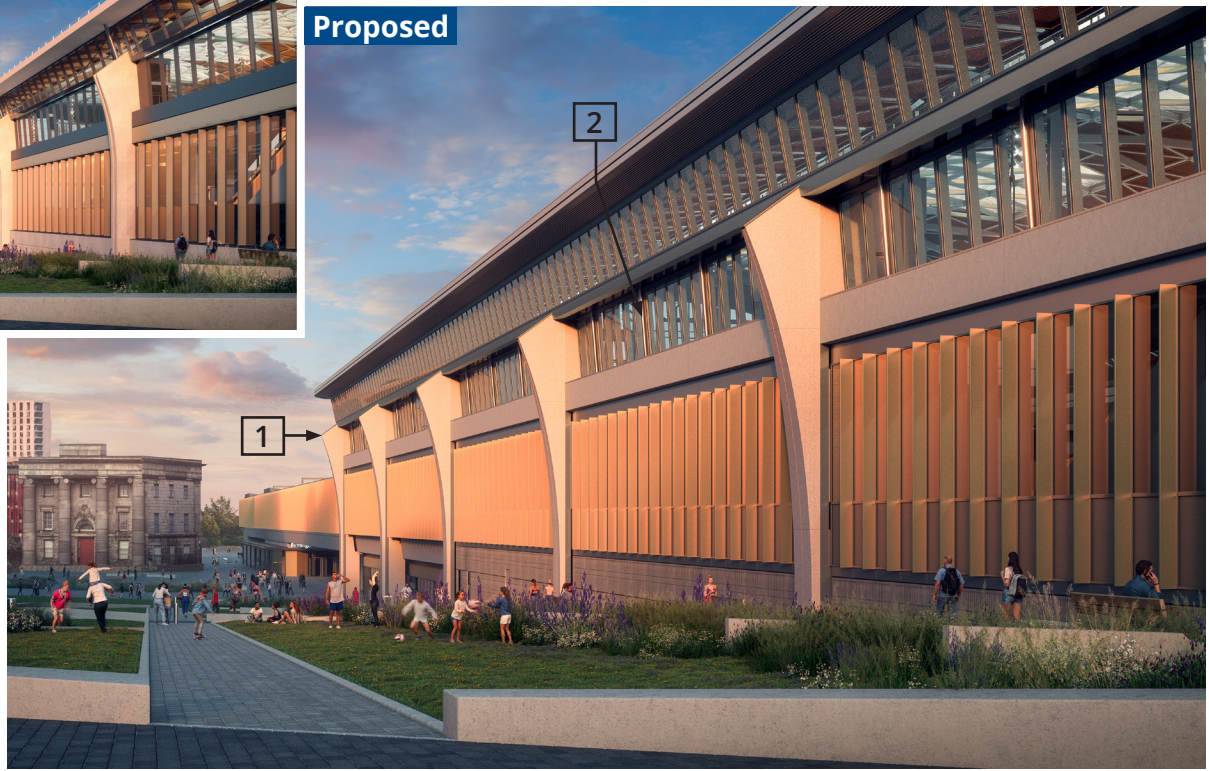
External finishes

The entrance design and the façade of the concourse have been simplified with solid walls and windows.

The exterior walls will have decorative tiles, with the colour due to be agreed.

E Proposed changes to station façades

The northern elevation faces the Curzon Promenade. Changes have been made to the lower levels, columns, the exterior panels and the windows.



Design changes

1. Buttress columns

Buttress columns were previously to be made from in-situ cast concrete. In the amended design, the buttress columns are now encased with pre-cast concrete and capped with metal flashings to improve weathering. Pre-cast concrete joints are narrow to preserve the previous monolithic appearance of in situ concrete.

The design and materials of the new columns make them easier to maintain and construct than the previous ones.

2. Rainwater pipes

Improvements have been made to the appearance of roof rainwater pipes. These have been re-configured with four slender downpipes per bay rather than one large pipe inset in every buttress column face.

F Western concourse

1. Lift design change

In the previous design, the lifts were open and surrounded at Station Square level with glass screens. They are now completely enclosed with glazing that is merged with adjoining retail shopfronts.

Consented

Proposed

Next steps

Upcoming events

We have some opportunities where you can come along to find out more about the changes to the Curzon Street Station design and speak to the team.

Date and time	Venue
Tuesday 24 September 10.30am-7.30pm	**Clayton Hotel, Albert Street Birmingham, B5 5JE**
Saturday 28 September 10am-4pm	**The Bullring Shopping Centre (Lower Mall, outside Marks and Spencer)**
Thursday 10 October 12pm-1pm	**Design webinar** **www.hs2.org.uk/events**

In addition to the above planned events, we will continue engagement with the wider community to provide regular updates on the progress of construction.

How to feedback on the design

There are a number of ways you can comment:

- Fill in our survey online using the QR code below
- Fill in a hard copy survey at our events
- Send us an email at hs2enquiries@hs2.org.uk

Please ensure all feedback reaches us by 14 October 2024.

Scan QR code to access survey:

If you require this information in an alternative format, or if you have any questions about HS2 or our work, contact the HS2 Helpdesk team, all day, every day of the year on:

Freephone: **08081 434 434**

Minicom: **08081 456 472**

Email: **HS2enquiries@hs2.org.uk**

Write to: **FREEPOST**
HS2 Community Engagement

Website: **www.hs2.org.uk**

To keep up to date with what is happening in your local area, visit: **www.HS2inyourarea.co.uk**

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