

CURZON STREET STATION:

REVITALISING BIRMINGHAM CITY CENTRE



CURZON STREET STATION:

REVITALISING BIRMINGHAM CITY CENTRE

RYAN GORMLEY
12013478
U30099

30 JANUARY 2015

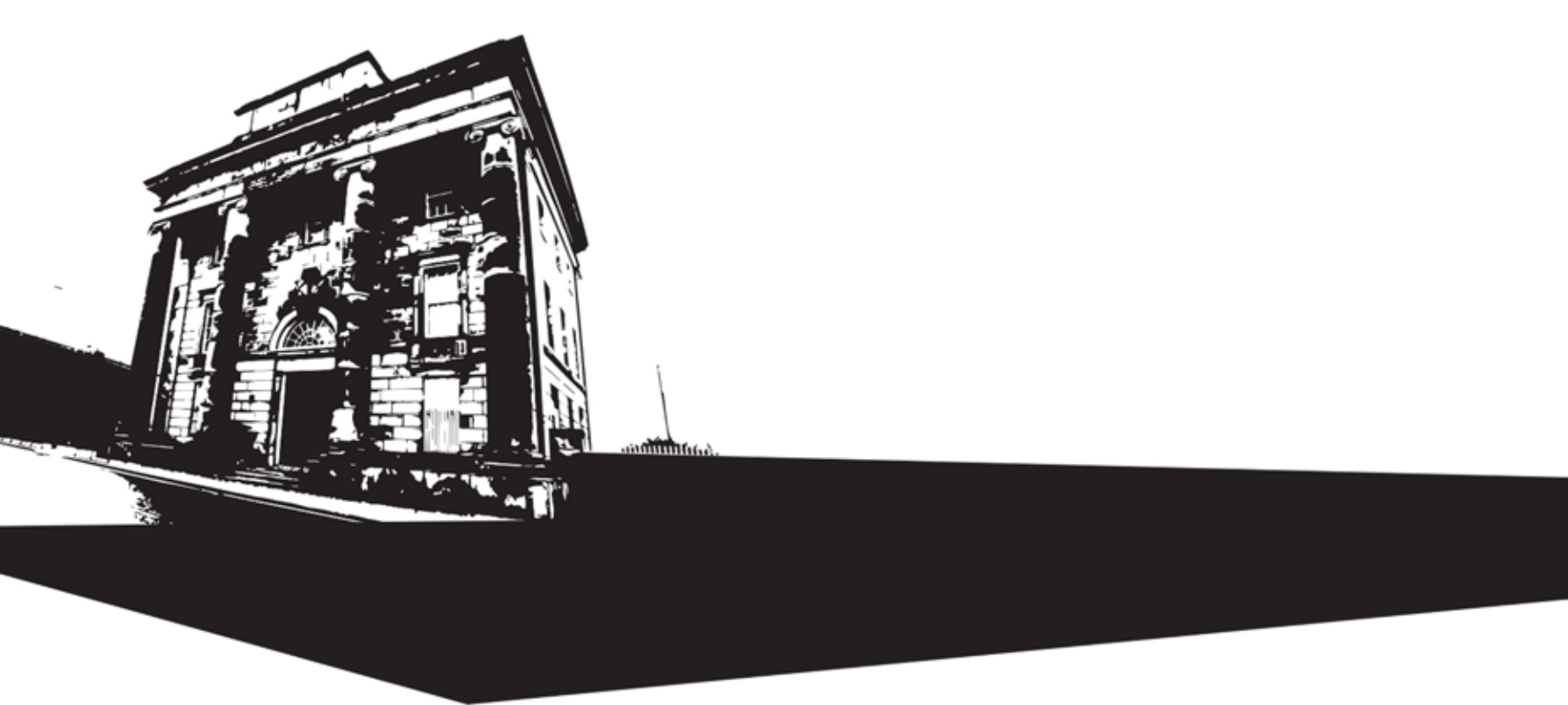
A dissertation presented to the School of Architecture, Oxford
Brookes University in part fulfilment of the regulations for BA
(Hons) in Architecture

Statement of Originality

This dissertation is an original piece of work which is made
available for copying with permission of the Head of the School
of Architecture

Signed

Ryan Gormley



01	PREFACE
05	MOTIVE
11	INTRODUCTION
17	'FORWARD'
27	BRINDLEYPLACE

35	A CITY OF SQUARES
45	REVITALISING BIRMINGHAM
61	FRAMEWORK FOR THE FUTURE
69	CONCLUSIONS
75	BIBLIOGRAPHY AND FIGURE REFERENCES



P R E F A C E

To what extent will the Curzon Street redevelopment transform Birmingham city centre?

The Curzon Street Proposal, along with the arrival of high-speed rail, could be the catalyst for one of the biggest master-planning schemes in Europe (Birmingham City Council, 2014). Many regeneration projects have already taken place in Birmingham over the past 60 years, all with varying degrees of success. Henceforth I have researched the impact that some of these projects have had upon the city and have chosen the most suitable precedent to use as reference for successful urban regeneration. I will be using the precedent of a very successful master-planning development to help analyse the transformational capacity of Curzon Street.

Brindleyplace is known as ‘one of the best recent examples that we have of master-planned urban areas’ (David Rudlin, 2005, cited in Moor and Rowland, 2005, p.61). The Brindleyplace development took place upon waste land much like the site for Curzon Street and although being only a small district of the city it was treated as a city within its own right featuring intelligent master planning (Flatman, 2008). Brindleyplace was a mixed use development, bringing a variety of services to Birmingham much like the developments that Curzon Street will influence. The master-planning method adopted was very much inspired by European styles as opposed to any other local precedent (Dunster, 1999, cited in Latham and Swenarton, 1999), creating a widely successful development which has been ‘hailed as a

model for the city of the future’ (Latham and Swenarton, 1999, p.7). I will be using Henri Lefebvre’s philosophies on city spaces to analyse the specific urban design characteristics that made Brindleyplace successful. Following this, I will assess these urban design characteristics on the masterplan produced through Curzon Street Station. The key design characteristics of Brindleyplace being: bringing rhythm to the city, revitalising the city and finally, providing the framework for the future. I will be comparing and contrasting the masterplan of Brindleyplace in comparison to that of Curzon Street in order to evaluate the possible transformative capacity of the regeneration of Curzon Street Station.

Any graphics or photographs within this book are of my own work unless stated otherwise.

FIG 1(COVER) + FIG 2 (PREVIOUS PAGE): Curzon Street Station
FIG 3 (THIS PAGE): Birmingham City centre by undefined, 2014



‘The superficial inducement, the exotic, the picturesque has an effect only on the foreigner. To portray a city, a native must have other, deeper motives-motives of one who travels into the past instead of into the distance. A native’s book about his city will always be related to memoirs; the writer has not spent his childhood there in vain.’

(Benjamin, 1929, cited in Davis, 1990, p.X)

FIG 4(LEFT): Curzon Street Masterplan by Birmingham City Council, 2014

M O T I V E

Born and raised in the town of Solihull, I have spent 21 years growing up in the vicinity of the “second city”. Just a ten minute train journey separates my home town and the densely packed city centre. I have always been amazed when travelling into the city; the train journey never fails to provide views of cranes erected on the busy skyline. It’s a skyline that is continually changing, adapting and giving more as a city. I have experienced this for my whole life upon travelling into the city centre; noting that it has always been rebuilding itself.



FIG 5 (RIGHT): Derelict Birmingham, industrial past still present in the city.

ONCE A CITY OF INDUSTRY

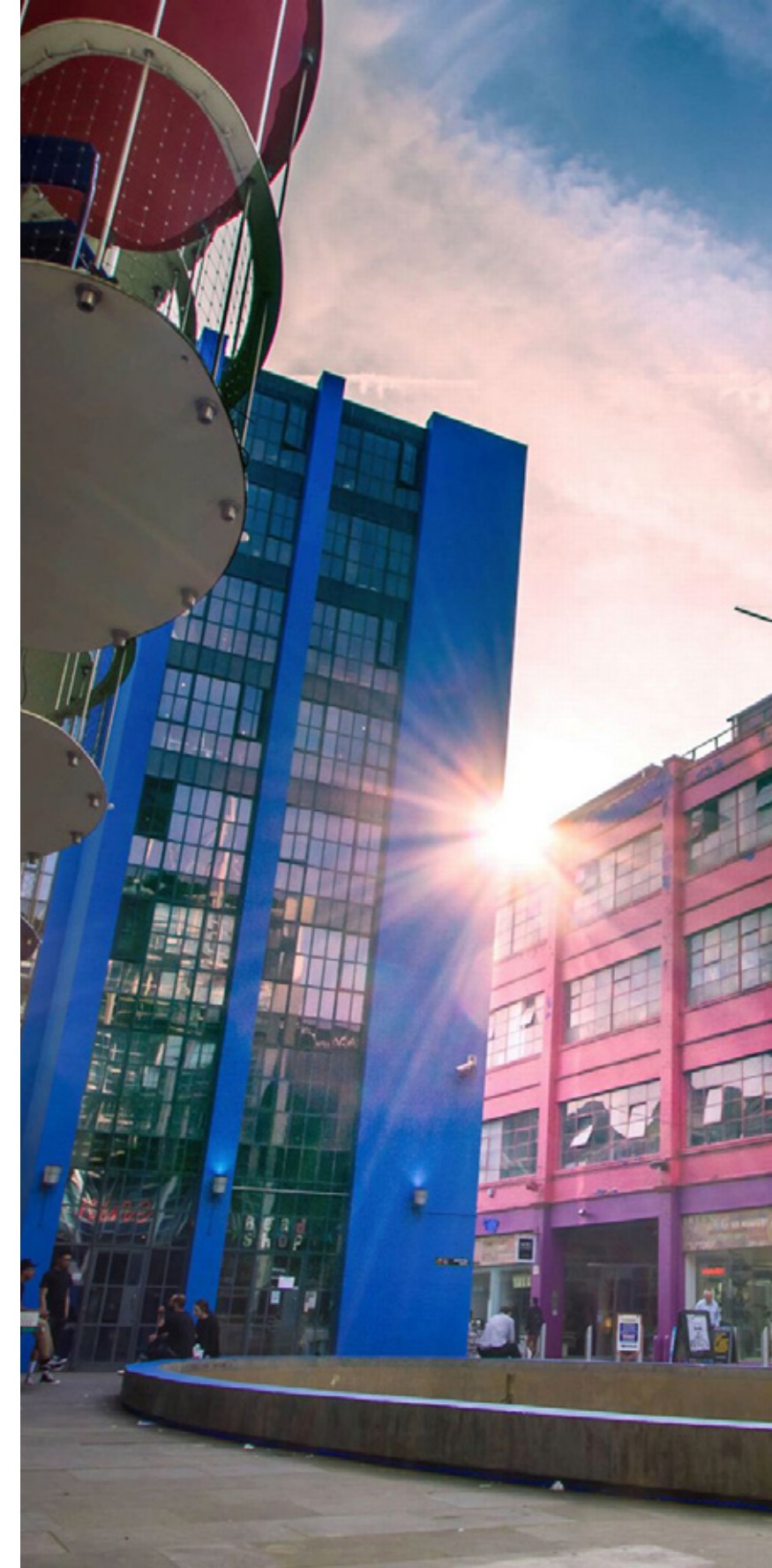
Birmingham's industry thrived through the best part of the 20th Century; but this economic boost was followed by a rapid transition into decline (Flatman, 2008). From here, Birmingham has had to progress within another industry; the service industry. Retail areas such as the BullRing have experienced radical redevelopments, turning Birmingham into the third largest retail centre in the UK (Birmingham City Council, 2011). Despite this change in economy, the current city plan and architecture is still very much influenced by the manufacturing industry.

A CITY OF LANDMARKS

Following this decline, Birmingham has begun redeveloping its city centre, focusing on several different proximate locations. I have enjoyed watching many of these new developments commence construction across the city. As an architecture student it has truly fascinated me, probably more than most locals. Iconic architecture is certainly something Birmingham doesn't lack. I have seen several iconic buildings being constructed, the Future System's Selfridges building, Made's Cube, Foster's Sea Life Centre, Benoy's BullRing and Houben's Birmingham Library; to name a few. The architecture is impressive yet, I almost feel some of it is intended to be iconic and not much more; it has had very little effect on the space between itself and the existing architecture. The city needs to be networked, which has happened in the past and proved successful. For example: the BullRing development reconnected Digbeth to the city centre for the first time in decades (Flatman, 2008).

A CITY OF CONTRAST

Unfortunately, despite the rapid redevelopment that has taken place across the city, many areas have become run down and lack activity following the collapse of the manufacturing industry. These areas have contributed to the poor standard of living associated with Birmingham. In fact 14% of Birmingham's population were unemployed in 2012 while 40% of the population fell within 10% of the most deprived parts of England (Economist, 2012). Travelling through the city centre really illustrates the contrast of the city; these poorer disused sites completely overshadow the iconic architecture that can be seen in the distance. Digbeth is a great example of this, despite the Custard Factory redevelopment (Fig 6), very little has taken place. The Custard Factory redevelopment is expanding; influencing further refurbishment of historic pieces of architecture creating museums and other arts lead spaces. Considering the proud legacy that many of these manufacturing hotspots created, it is a real disappointment to see many of them left to fade into history.



A CITY WITHOUT RHYTHM

As well as redevelopment to the old manufacturing districts, recreational facilities and public realms are in need of redevelopment or even creation. A recent improvement was the introduction of the East City Parks to the city centre; to be expanded over the course of the development (Birmingham City Council, 2014). This was one of the first city parks to have been added to the centre for decades (Flatman, 2008) however it is still, for the most part, a city made for the motor vehicle, providing little enjoyment or ease for the pedestrians.

As a local, I can navigate my way through the different districts of the city, finding my way from the industrial side of the city in Digbeth to the modern educational buildings across on eastside and seeing a very contrasting view along the way. It's a city of culture, a city with so much to give but I believe that this is hard to truly experience and appreciate. The plan is too complex, too hard to navigate. This is a result of the concrete inner ring road which is known as the 'concrete collar' (Flatman, 2008, p.23) which wrapped around the city core and segregated the centre from any of the surrounding districts.

Visiting other UK cities such as London and Manchester has opened my eyes up to the success that carefully planned architecture and their surrounding spaces can give to a city. Manchester was heavily redeveloped following the 1996 IRA bombing and the city centre is unrecognisable in plan (Hartwell, 2001). The regeneration scheme transformed the industrialised city and produced a city where people want to live, work socialise and invest; a city with a distinct urban character and a framework that integrated it throughout (Kelie, 2010). These are many activities that Birmingham is struggling to entice people to do within the city grounds. London features some incredible city planning, even from as early as the 1800s with the re design of Regent's Park by John Nash, he managed to integrate the beautiful open space of Regent's Park with the city centre by redesigning the street layout (Tate, 2001). This is a feature Birmingham lacks, with all of its districts and public spaces isolated from one another.

A CITY WITHOUT A MASTERPLAN

Birmingham has to be commended for its redevelopment following both the Blitz and the collapse of the motor industry however, as Ian Standing says 'so much achieved - so much still to do' (2008, cited in Flatman, 2008). The Brindleyplace regeneration has been a recent project of great success; transforming an industrial vicinity of Birmingham and creating a master planned city within its own right. I believe that now this could be the time to learn from Brindleyplace and apply it on a much larger scale.

The HS2 development consists of two phases of connecting England via high speed rail; phase one connecting Birmingham to London and phase two further connecting Birmingham to Leeds and Manchester (GOV.UK, 2014). The proposal is still under progress, yet the project proposes a great influence upon the city masterplan. Birmingham needs to produce a masterplan that embraces its current economy and the future, a masterplan to support the future of the city. I am fascinated to see whether the current proposals could really change the city.

Alongside the precedent of Brindleyplace, I intend to use mapping to illustrate the transformation of the city masterplan that Curzon Street Development will stimulate. As a local I want to see the true potential of the city I grew up in be released through successful urban design; a re-design which Curzon Street has the potential to induce. I believe Birmingham can no longer continue holding on to its industrial past, the 1960s masterplan which was designed for the motor vehicle has become outdated and unsuitable. It's now time to develop a new masterplan, one which is suitable for the current service economy, which puts pedestrians at its heart and produces a city for the future.



FIG 7: Birmingham City Centre Map

INTRODUCTION

Birmingham City is a city with a great history and for the most part, a city of success. It is the largest city in England outside of the capital; with a population of 1,092,330 which is far greater than that of competitive cities such as Manchester with a population of 514,417 (Neighbourhood Statistics, 2013). Birmingham started its life as a market town during the medieval era which was very common for most European cities (Uglow, 2003). Its most successful period was induced by the industrial revolution, in which it became 'the first manufacturing town in the world' (Hopkins, 1989, p.26). Birmingham specialised in the production of high quality goods from a highly paid workforce, leading to Birmingham becoming a hub for small workshops that were often privately owned (Berg, 1990). This allowed many young businesses to flourish in the city centre; it was a city of creativity (Hopkins, 1989). Birmingham's manufacturing success was one to be commended, after all its location wasn't ideal. Located in the centre of the country, it wasn't that accessible considering modes of transport at the time. It was Birmingham's extensive canal system that allowed the industry of Birmingham to be successful; it provided access to natural resources and fuel for the industries (Little, 1971). Birmingham has a more extensive canal network than Venice, unfortunately the canals aren't used as a focal point to the city (Birmingham City Council, n.d.).

Following the industrial revolution, Birmingham's manufacturing industry took on a great role in aiding the military during both World War One and Two. In the First World War, its industry was powered by women supporting the British men who were out fighting. The role in World War two was particularly significant; Birmingham manufactured a large quantity of military equipment and as a result was bombed significantly during the Blitz raids of the war (Culture 24, 2005). It left Birmingham destroyed, in desperate need of regeneration

In the 50s, Birmingham rebuilt itself using modernism planning based upon utopian visions. This modernistic style of planning was based upon new and increasingly accessible technologies; the motorcar (Kennedy, 2004). This brought about the brutalist architecture that is still present in the current city plan. Birmingham was said to have 'dedicated itself to the motorcar and pressed pedestrians into subways' (Kennedy, 2004, p.1). It was utopian planning of the future, with Birmingham used as a guinea pig. The modernist planning was said to have been a method of 'creative destructive' (Kennedy, 2004, p.1) and has made Birmingham the 'British symbol of its social and aesthetic failures of the modernist project' (Kennedy, 2004, p.1).

The reliance upon the car has left only devastating effects; it was the 1970s developments that truly cut out the pedestrian from the city plan (Kennedy, 2004). Birmingham's central location led to the development of the transportation systems. The motorway production heavily influenced the city plan in which it showed complete 'disdain for the pedestrian' (Kennedy, 2004, p.). The combination of these networks has created an image of the city as a hub of motorways, rail and canal systems (Birmingham City Council, n.d.). An infamous planning scheme in Birmingham was the production of the concrete ring-road (Fig 8) which, despite its best intention to help traffic flow, had to be 'broken if the city was to breathe again' (Kennedy, 2004, p.2) thus making further planning and development in Birmingham difficult.

Birmingham's dedication to the motor vehicle was only heightened when the cities industry thrived over its production. The car industry in Birmingham was of incredible influence to its population. As home to British Leyland, it provided great employment opportunities. Birmingham completely revolved around the car; making it a city of industry, a city designed for the motor vehicle (Kennedy, 2004). British Leyland had strong marques with the likes of Jaguar, Rover, Land Rover and Mini (Austin rover Online, n.d.). During the 80s was a leading car manufacturer which contributed to 40% of the UK car market (Wheeler, 2005). Unfortunately, despite its strong marques, British Leyland collapsed during the 80s resulting in widespread unemployment across Birmingham. Holyoak best described the

result of this collapse in saying that it left Birmingham 'not only ugly, but now unemployed as well' (Cited in Punter, 2010, p.35).

Following the decline of the motor industry within Birmingham, the employment opportunities within the city have changed drastically. Manufacturing used to account for a great percentage of Birmingham's employment, however in 2012 manufacturing only contributed to 8% (Nomis Web, 2012). The main employment as of 2012 has been within the service sector, accounting for 88% (Nomis Web, 2012). The main craft and manufacturing industry that still remains in Birmingham is within the Jewellery Quarter. The high quality craftsmanship of Birmingham's jewellery has kept it as a main contributor to the UK market, accounting for 40% of UK jewellery production (Crafts Institute, 2013). This is all accounted for by 300 independent manufacturers within the quarter (Crafts Institute, 2013).

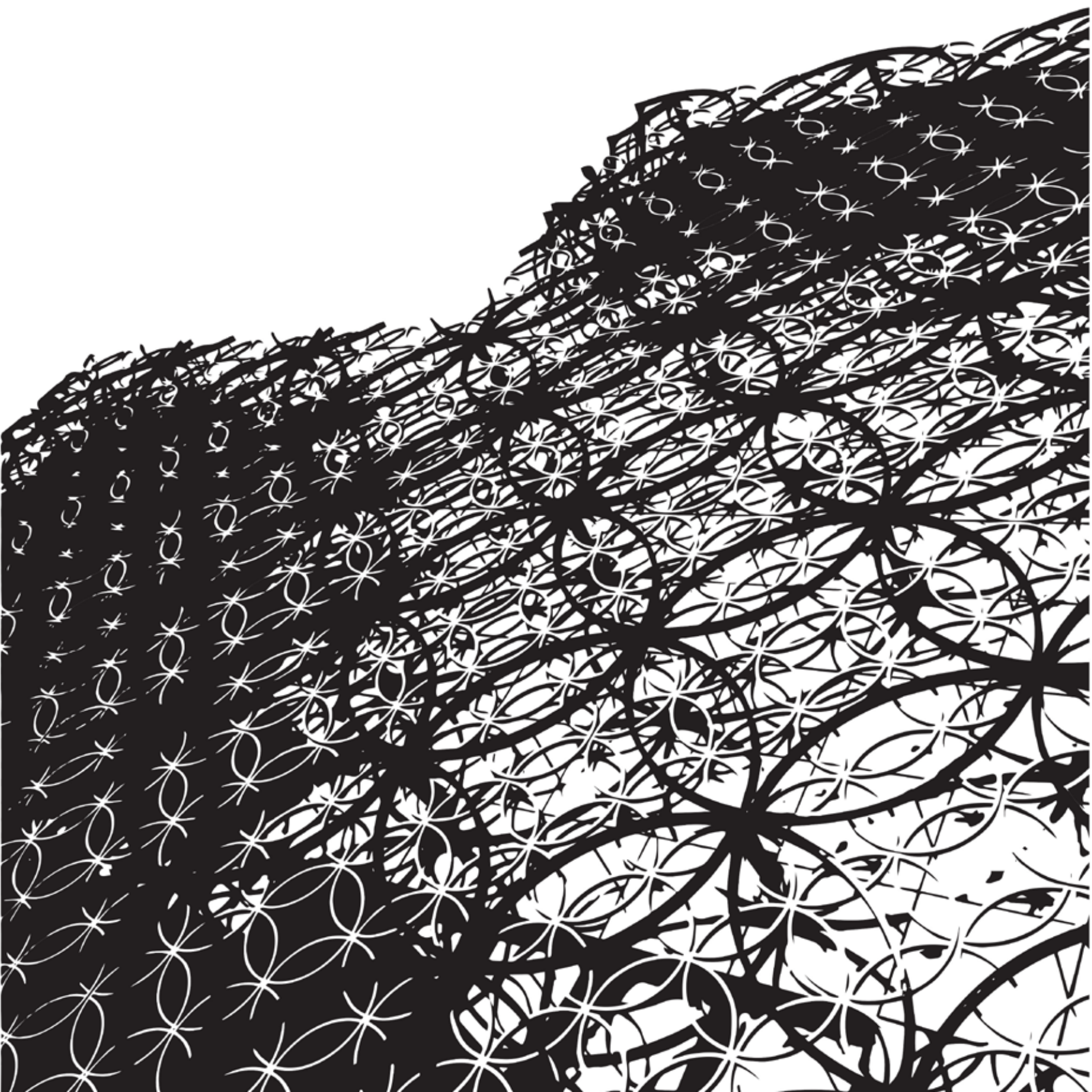


FIG 8: Birmingham's infamous ring roads that restricted the core's growth.

Through Birmingham's history the architecture has radically changed. As of today, the city is a product of 18th to 20th Century Architecture (Little, 1971). Following the Blitz and the post war redevelopments, a lot of the historic architecture of Birmingham has been lost. Many of the Victorian houses were lost when Birmingham City council moved residents from these beautiful but run down and sometimes squalid historic pieces of architecture into Tower Block Estates (Birmingham City Council, 2007). This transition was of little success with the tower blocks being in very poor conditions by the early 1990s. This poor standard of living was induced by the poor quality of the build of these tower block estates and the many social problems which are widely associated with tower blocks across the country (Birmingham City Council, 2007).

Despite Birmingham creating its own failures, there have been glimpses of hope for the once industrial city. The BullRing shopping centre has been recently rebranded and redeveloped; creating an indoor secure shopping space with open public spaces and city networking (Flatman, 2008). The city has experienced positive redevelopment through the Royal Mail Sorting Office which brought a mixed use opportunity to a disused area (Flatman, 2008). The most successful planning of recent times has been the Brindleyplace redevelopment. This again was a mixed use scheme; the key behind its design was its dedication to the spaces between the buildings as well as the buildings themselves (Latham and Swenarton, 1999). It has been referred to by David Rudlin as one of 'the best recent examples that we have of master-planned urban areas' (2008, cited in Moor and Rowland, 2008, p.61).

It appears that Birmingham is trying to resolve the issues of its post war planning. Having already produced a redevelopment project known as 'Big City Plan' it is looking to generate a brand new masterplan. The arrival of HS2, high speed rail, in Birmingham could bring about incredible change to the city. The development of the Curzon Street station is said to work alongside the Big City Plan to improve the 6 districts across the city centre (Birmingham City Council, 2014). It could be the catalyst for major change. The Curzon Street Development seems to be putting the pedestrian at the heart of its plan, not only developing buildings but creating useful spaces between them (Birmingham City Council, 2014). Birmingham needs to learn from redevelopment of the past, looking at what features have worked and using them to influence other parts of the city. Birmingham has gone through its industrial era and is now a city of service, requiring a plan to support this. Birmingham's validity as a modern city is put into question through its current outdated plan which isn't supporting its growth (Shuttleworth, 2008, cited in Flatman, 2008). The city needs to move on from its post war planning which put the motor vehicle at the forefront of its design and begin to network and create a framework for the city's future.



F O R W A R D

It was upon entering the brand new Birmingham Library (Fig 9) that I experienced a sense dejavu. It embodies the failures of too many developments across Birmingham. Too self-contained, too much of a statement, that's all I could feel whilst walking towards the eccentric black and yellow steel façade. The building itself is an extraordinary piece of architecture, the glass façade framing views of the city, views which unfortunately aren't that attractive. It was the fourth floor terrace that gave me a great view of the Birmingham skyline. From this height much of the city can be seen (Fig 10, Fig 15), showing its contrasts in all their glory. The industrial architecture of Birmingham's past overwhelms the skyline, the concrete, brutalist styling being the one of the most evident features. The scope of the view over the city centre from the roof top is impressive, with all 6 districts in plain sight. It was from this height that I became almost too aware of the problems from previous redevelopment, spaced out across the horizon there is no form of networking between the small areas of hope. Ken Shuttleworth says that for the city centre to improve; it 'needs a masterplan' (2008, cited in Flatman, 2008, p.212).

Ken Shuttleworth is the founder of Make Architects and he has been a character of great influence upon the current Birmingham skyline (Flatman, 2008). Shuttleworth (2008) believes that a masterplan is needed for Birmingham and that that for too long architecture has been produced by impulse, reacting to a market's requirements at a specific point of time (cited in Flatman, 2008). The architecture does need to provide for the current needs of a city but it also needs to provide a framework for the future, a framework for sustainable growth (Shuttleworth, 2008, cited in Flatman, 2008). The city plan generated from post war planning resulted in a city built by segregation, a city which rejected the pedestrian. The masterplan gave priority to the motor vehicle, strangling any growth in the city core and providing no framework for the cities future. Henri Lefebvre was a French Marxist philosopher who was best known for critiquing everyday life in cities (Shields, 1999). Perhaps best known was his work on the 'Right to the City'. Lefebvre (1996) wrote about city centres failing due to the similar design of the post war Birmingham planning. He talked of how a city must not exclude the citizens from society. Birmingham failed to provide this right, it segregated the users by rejecting those without the privilege of a motor vehicle. Lefebvre (1996) believes in similar ideologies to Ken Shuttleworth (2008), he believes in city plans that provide a framework for the city. In his writings of the 'Right to the City', Lefebvre (1996) talks of how a city should be read as music, a city must provide a rhythm to which everyday life is played. A masterplan, which brings a framework to the city,

FIG 9 (LEFT): Library of Birmingham, the 'eccentric black and yellow steel facade'.



essentially provides the musical notations for the rhythm of the city, allowing growth and movement. Lefebvre (1996) further argues the aspects that city planning needs to bring to a city. He writes that a city needs to provide a 'transformed and renewed right to urban life' (Lefebvre et al, 1996, p.131). Since the post war planning little widespread transformation has taken place over Birmingham, there are projects of significance across the city which have revitalised areas, such as the Brindleyplace redevelopment, the Cube and Mailbox, however the city as a whole has become run down and squalid. This revitalisation needs to be further backed up through the creation of a city of 'centrality', 'gathering' and 'convergence' (Lefebvre et al, 1996, p.188-195). It essentially needs to allow 'full and complete usage' of spaces in daily routines (Lefebvre, 1996, p.179). The current city plan for Birmingham is restricted in its movement. Areas are segregated and so the citizens cannot experience full usage of the city. Standing on top of the Birmingham Library gave me an insight into Lefebvre's (1996) writings, this grand iconic build is a fantastic piece of architecture; it has brought a revitalised space to Birmingham but it needs to bring more, it needs to induce a rhythm through the city. Meyer (2008) describes the rhythm cities can create as the true 'spectacle' of planning (cited in Goonewardena et al., 2008, p.156). The flattering architecture is a great feature of a city, however the true character of a city is shown through its ambience, ambience which can only be created through a cities rhythm (Meyer, 2008, cited in, Goonewardena et al., 2008). Lefebvre's (1996) writings back up

Shuttleworth's statement when he says 'Birmingham needs a masterplan' (cited in Flatman, 2008, p.212). The city needs the framework that a masterplan can bring. The masterplan needs to provide a rhythm of movement across the city centre, it needs to be revitalised and become a city of convergence. It should no longer be segregated.

From this height, the errors of segregation can be seen throughout the city. The remainder of the concrete ring road can be seen wrapping around the city core. Unfortunately, within twenty years, this was known as a disaster of planning described as a 'concrete collar' (Birmingham City Council, 2011, p.36) that choked the city core. This type of planning was, as Gehl (2011) would describe, functionalist. This was a genre titled to planning which went against the historic planning of making streets and squares a focal point of the city. Functionalist rendered streets and squares unwanted within the city and replaced them with large roads and narrow paths (Gehl, 2011). The modernistic planning put the automobile at the forefront of the design and essentially removed pedestrian movement. The ring road contradicted many of Lefebvre's (1996) writings, it didn't provide a rhythm to the city, but segregated it and failed to bring a revitalised urban environment. To move on from this destructive planning, the city needs to emphasise the importance of a framework which allows expansion, a framework which can withstand the test of time.

To the left of my view the brutalist concrete architecture is highly concentrated around the Paradise forum, a building which hasn't aged well over time. The concrete façade has added to the dull skyline, the grey colours almost draining life from the area. Originally built in 1974 by local architect John Madin, it was at the forefront of the modernist redesign of the Birmingham skyline, a true icon of the era (Fulcher, 2012). It was attached to the original Birmingham Library and was part of a whole development that was proposed to bring a large civic centre to Birmingham which would also contain a school of music, drama centre, athletic institution, offices, shops, public house and a 500 capacity car park (Madin and Partners, 1996). The development was never completed and many of the civic buildings were left out. The civic building was successful for a short period of time but it was the extreme nature of its styling that quickly made it outdated and unwanted. I believe it is the lack of sensitivity to its surroundings that makes the modernist styling so outdated. It feels like an architecture which doesn't reflect much history, however as Stephen Bayley (2011) argues modernist architecture is now becoming a feature of history following the listed status of Lloyd's modernist building in London. This small scale planning attempt mainly failed due to the lack of ambition in completing its bold objectives, it could've provided a mixed use site right in the city core.

Past the view of Paradise Circus, the shimmering façade of New Street Station pops up between the surrounding buildings. The New Street development is one of a promising prospect. Originally a beautiful Victorian train station, which at the time boasted the largest single span roof in the world, it was subjected to a terrible redesign during the 1960s and eventually it opened in 1967 only to be a project of very little success (Network Rail, 2013). At the time of its design decreasing passenger rates were expected for future years and so much of the upper station space was sold on, deemed unnecessary (Network Rail, 2013). This led to the station being incapable of handling its many visitors with New Street further developing into the busiest train station interchange outside of London (Davies Gleave, 2013). The Redesign of New Street is set to provide an iconic gateway into the city core which would further promote widespread regeneration in the centre (Flatman, 2008). The New Street Development will be helping to improve the public to transport interchange throughout the city, and will provide further interchange following the arrival of HS2 (Birmingham City Council, 2014). It is a key development that could reach its full potential with the introduction of Curzon Street Station; it has a great influence on the city centre plan. The combination of these two stations could work together and allow rhythm throughout the city through the movement of its users.

FIG 10 (ABOVE): New Birmingham Library City Beyond, by Paul Arthur, 2014.



New Street will begin to provide greater access to the retail areas such as the iconic BullRing development (Fig 12). The development is the second transformation of the market and has been given negative feedback by some for only postponing problems that previously arose from the original build (Kennedy, 2004). The BullRing shopping centre was originally an outdoor market that was a hub of retailers from an early age (Holyoak, 2010, cited in Punter, 2010), during the 1960s the site became an indoor shopping mall that was so enclosed it unintentionally cut itself off from the rest of the city (Flatman, 2008). It was described as a collection of ‘low, dark underpasses’ that made the Bullring shopping centre a ‘no go’ destination (Flatman, 2008, p.152). The original build was again restricted by the dominant concrete inner ring road, still putting the motor car first in the densely people populated retail vicinity. Furthermore a problem of the original Bullring was its isolation from the high-street shopping areas that had already developed within Birmingham (Holyoak, 2010, cited in Punter, 2010). This contradicted Lefebvre’s (1996) ideas of an urban environment providing ‘full and complete usage’ to its users (p.179). The 2003 BullRing shopping centre completely rebranded, putting the pedestrian at the forefront of the design. It first overcame the problem of previous post war redevelopment projects through bridging over the inner ring road; above the northern arm (Flatman, 2008). From here the BullRing was viewed as a district within its own right, creating pedestrian streets and squares that worked in unison to incorporate the shopping centre to the

surrounding areas (Flatman, 2008). This is a technique of urban design that is seen throughout many European cities, with its design prioritising the public realm (Partridge, cited in Latham and Swenarton, 2009). The design allowed full access into the surrounding patterns of streets and squares whilst providing a secure active frontage to add to a more enjoyable shopping experience (Flatman, 2008). This is a feature that pleases most, yet has received some bad feedback with it being suggested that the shopping centre is flawed to have changed what was once a public market into a controlled space. The area is closed at certain hours and security guards monitor the use of space (Holyoak, 2004, cited in Kennedy, 2004). This arguably is a flaw to the project, but it cannot be denied that the BullRing has provided a clean and safe retail environment which is fully integrated into the existing flow of the city. Furthermore the BullRing redevelopment has been widely recognised as a model for future city developments worldwide (Flatman, 2008). The successful nature of the redevelopment has really helped Birmingham progress from the post war mistakes. It reconnected Digbeth, the heart of the manufacturing past of Birmingham, back into the city centre and provided public realms to aid flow across the shopping district and to neighbouring areas of the BullRing (Flatman, 2008).

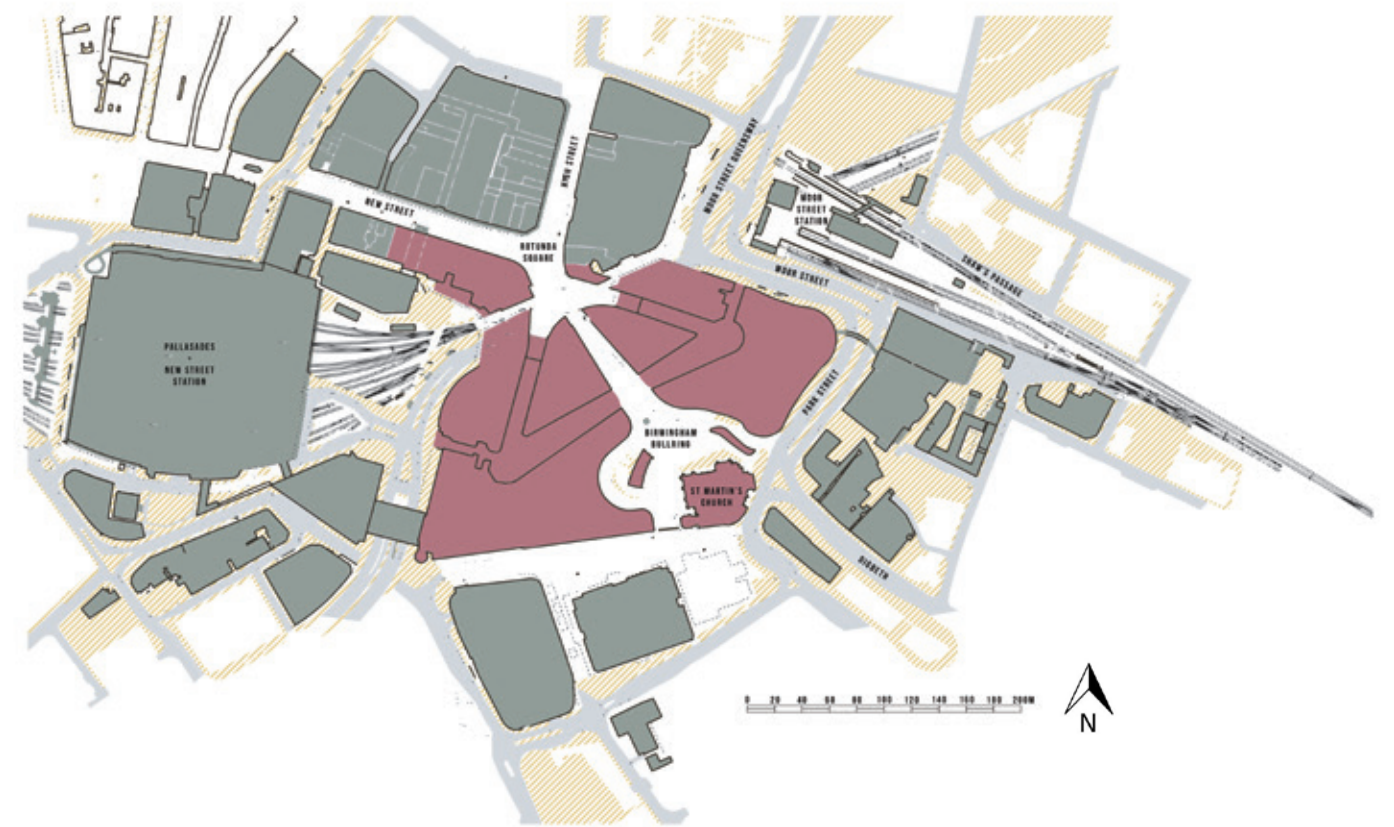


FIG 11 (TOP): New Birmingham Library City Beyond, by Paul Arthur, 2014.
FIG 12 (LOWER): Bullring Masterplan opening up to Digbeth at St Martins Church



At the glimpse of the BullRing, the Rotunda rises high above the surroundings. The Rotunda was built originally along with the 1960s Bull Ring, the cylindrical form being an iconic piece of landmark architecture for Birmingham (Hickman, 1970). Its original usage was to be as a series of office spaces with a rooftop restaurant and cinema alongside (Hickman, 1970). However this never transpired and the whole building was used as office space (Little, 1971). Urban Splash and Glenn Howells Architects redeveloped the Rotunda in 2004 bringing luxury high rise apartments right to the city centre; prime location. The redevelopment has worked well retaining historic architecture but bringing new life to it. The redeveloped build offered 234 high quality apartments, all open and light apartments with the replacement of the 60s façade within floor to ceiling glass windows (Flatman, 2008). This redevelopment, although having little physical influence on its surroundings, has retained an iconic figure of the Birmingham skyline and has brought high quality residential spaces to the busy and compact city centre. This regeneration brings a revitalised and transformed area to the city, it brings about new urban life which is a characteristic of ‘the Right to the City’ (Lefebvre, 1996, p.131).

The work of Glenn Howells and Urban Splash is seen to work across the city in the Custard Factory Redevelopment which is situated within Digbeth, in the Irish Quarter of the city. The site was originally the Birds Custard Factory and was brought by SPACE in 1980 (Flatman, 2008). The development’s intention was to allow for social space to combine with art studios and bring small-time business to the area. It is a site of great creativity with many small businesses flourishing at the site (Flatman, 2008). It has been the affordable studio and retail spaces that have helped the redevelopment to bring in its much business (Flatman, 2008). This project has brought back a trade of the past in Birmingham, its past of successful creative business has been given a new site that allows this creativity and entrepreneurship to grow. Alongside the economic possibilities of the site, the Custard Factory has brought sociable areas to a run-down and disused factory. The site allows for live music to be played within the courtyard adding to the relaxing experience of the site. This is another site of successful redevelopment that has made progress on revitalising buildings of the past.

In the far distance, Millennium point marks the beginning of Eastside; an area which was once at the focal point of promising redevelopment in Birmingham. The Millennium Point provides ‘tourist attractions, educational establishments, commercial and retail business’ (Plisner, 2011). Millennium point was constructed whilst I was still a young child. It provided an inspiring building with incredible science and technology facilities to view. The Eastside redevelopment is a massive project with great potential and influence, completely expanding the Birmingham city centre (Flatman, 2008). Unfortunately the Millennium Point was to act as a catalyst for rapid redevelopment (Flatman, 2008) but unfortunately ten years on the results are disappointing with many plans dramatically scaled down, abandoned or yet to happen (Plisner, 2011). The ‘rapid’ development has been far from fast, yet it is starting to move on following the Big City Plan. Millennium point was a success despite the slow influence it has had on the area. Located on a previously brownfield site, it has brought new activity to east side through expanding the technology and educational facilities of eastside whilst dividing the road network and creating an area for pedestrians (Flatman, 2008). Millennium Point’s location didn’t help its success and its connectivity to the core was poor until the core itself was expanded through public space.

The public space between the core and Millennium point is called East Side City Park. The award winning park was the first park to have been introduced into the centre of Birmingham for over a century (Patel Taylor, 2013). It provided connections to the city in which users can travel across beautifully landscaped gardens. It has provided a much needed ‘room for the city’ (Flatman, 2008, p.118). This is a feature Frederick Law Olmsted (1866) said was a necessity for a city scape, the green and open space is a much needed facility within a city centre as every person needs a place to relax and enjoy time with their family after work through the help of public pleasure grounds (cited in Sutton, 1971). The park again rid the errors of post war planning through remodelling the roads and pavements so that pedestrians could easily navigate throughout the park without interruption. It has strengthened East Side’s connectivity to the city centre providing a clear route through. This is a feature which helps to bring a rhythm back to the city core.

FIG 13 (TOP): New Birmingham Library City Beyond, by Paul Arthur, 2014.



The Library provides fantastic views of the Birmingham Mailbox and the Cube. These two projects were part of a major redevelopment of disused sites. The mailbox is a redevelopment of the original Royal Mail Offices (Hickman, 1970). It was the mixed use of the sites that have made the projects so influential on the city; in fact it is the UK's largest mixed use building (Flatman, 2008). The buildings provide luxury retail, offices, hotels, and apartments over 14000m² (Flatman, 2008). The projects made great use of past Birmingham Landmarks, such as the canals which were once a great part of its manufacturing history. The revival of Canals has brought beautiful scenery to the Birmingham area, scenery which hadn't been seen within the city for a very long time (Flatman, 2008). This revival has reconnected the city centre to the extensive canal network, bringing about a truly lost feature. It is said to create a 'front door' from the west to the city centre (Flatman, 2008, p.160).

To the right of my view I could see the ICC centre and the National Sea Life Centre. The Sea Life Centre was a project which brought in influential architect Sir Norman Foster, unfortunately the project was very poor in its innovative design and has left Birmingham with a very unimpressive building, work which has been described as far from his best (Foster, 2005). These sites mark the beginning of the Brindleyplace Redevelopment, arguably the best redevelopment that has taken place in Birmingham to date. The redevelopment that has been described by David Rudlin (2005) as 'one of the best recent examples that we have of master-planned urban areas' (cited in Moor and Rowland, 2005, p.61). Its success has been noted due to the intelligent design decisions that composed of the masterplan. Brindleyplace brought life to a completely disused area, an area once at the forefront of the industrial revolution. The Brindleyplace redevelopment is a model for which the city core should learn from. It provided a masterplan which brought a rhythm to the city area whilst creating a revitalised area of 'gathering' and 'convergence'.



FIG 14 (TOP): New Birmingham Library City Beyond, by Paul Arthur, 2014.
FIG 15 (LOWER): Birmingham City Centre with all locations of this chapter highlighted

BRINDLEYPLACE

During the 1990s, Birmingham City Council backed an investment in an abandoned site known as Brindleyplace (Fig 16). The regeneration they undertook led to the creation of a 'showpiece' redevelopment (Latham and Swenarton, 1999, p.7). The urban design of the site maintains many of the philosophies of Lefebvre's (1996) writings, providing a key local precedent to help analyse the transformation capacity of Curzon Street. The site was formerly a bridging point of work between the residential area of Edgbaston and the city core (Latham and Swenarton, 1999). Brindleyplace was associated with the metalwork industry of Birmingham, producing products which were transported worldwide thanks to its close connectivity to the canal network (Latham and Swenarton, 1999). Following the industrial decline of the 1970s, Brindleyplace was left unused and derelict for many years to come until the redevelopment project brought a mixed use revival to the industrial hotspot.

FIG 16 (RIGHT): Brindleyplace by King Edwards Wharf, n.d.



BRINGING RHYTHM TO THE CITY

One of the key factors of Brindleyplace's success was its European styled master planning which prioritised the importance of the space between the buildings as well as the buildings themselves (Latham and Swenarton, 1999). The use of public spaces has taken place across Europe in order to repair cities post deindustrialisation (Madanipour et al., 2013) creating open areas and giving the city room to breathe. Brindleyplace used a strategy similar to that in Lisbon in which they aimed at making a 'more attractive place to work and invest' (Madanipour et al, 2013, p.2) enhancing their potential for growth and job creation (EC, 2006, cited in Madanipour et al., 2013). This theory of integrating the importance of public spaces and squares within a city centre has been shown to work in many European cities. Glasgow, Genoa and Amsterdam have emphasised the importance of public spaces which have 'driven the changes of use and an image of an urban area with significant implications for its revitalisation and regeneration' (Lecroart, 2007, cited in Madanipour et al., p.118). I feel that the importance of public spaces has been a factor missing from Birmingham's city centre since the modernist planning attempts of the 1960s. The change of Birmingham's economic background into a service city definitely provides the need for this emphasis on public realms through the historic addition of public spaces and squares. After all in order for the cities services to be fully appreciated and used, access needs to be easy to gain and of a high standard. This is related to Lefebvre's

(1996) ideas upon allowing full access to the city, allowing flow and rhythm. The masterplan has public squares at its core creating a space which flows, a space which can be read like music. It further responds to the idea of a renewed urban life, revitalising the city space and creating open areas.

The integration of public spaces had further effects beyond creating room to breathe. The masterplan created with the Brindleyplace development used the public spaces and squares as a network, allowing movement and thus creating connectivity to the city centre (Flatman, 2008). Between Brindleyplace and the main city centre lies the ICC and Symphony Hall, both along the busy Broad Street. Through the frame work set in the plan of Brindleyplace, it has directed flow and movement allowing easy access onto Broad Street and directly to the city centre. It is possible to walk through several pedestrianised streets to reach Brindleyplace with little interruption from the motor vehicle. This connectivity has been seen in many UK cities. London and Manchester for example have all been expanding the Central Business District (Punter, 2010). The expansion brings a variety of services to the city centre increasing the cultural diversity that the city has to offer (Punter, 2010). Furthermore, this ease of access across a city centre has helped to rid the errors of the concrete ring road, allowing movement beyond its vicinity. This is a movement seen in many UK cities post industrialisation in which the movement network is rightfully given back to the

pedestrian (Punter, 2010). This change helps to revitalise the compact city centre. Birmingham's division into distinct districts has produced a city that isn't well integrated. By using the networking techniques shown at Brindleyplace, Birmingham could fully integrate the city centre and make a widely accessible city core. Alongside the rhythm of the framework, it has provided Brindleyplace space to grow, the development has room to breathe and change over the years as necessary. This goes back to Shuttleworth's (2008) ideas upon providing a framework which will respond to both current and future needs (cited in Flatman, 2008).



FIG 17 (RIGHT): Brindleyplace Masterplan by ZHU Long, n.d.

REVITALISING THE CITY

Through the 'Right to the City', Lefebvre (1996) talks of how an urban space must be transformed and renewed to bring about new urban life. Brindleyplace renewed an industrial site; bringing a revitalised space to the city core. It reconnected itself to the extensive canal network of the industrial revolution. The canals in Birmingham have never really been used as a recreational facility within the city centre of Birmingham. Following the collapse of the industry the canals were left unused, becoming vandalised and polluted (Breton & Reitz, 2003). The main aim was for the canals to provide attractive access to the recreational facilities of the ICC (Chatwin, year, cited in Latham and Swenarton, 1999). The canals were greatly improved and landscaped during the Brindleyplace redevelopment (Breton & Reitz, 2003). They were transformed into a modern recreational facility with further development bringing bars and restaurants along the canal side (Latham and Swenarton, 1999). The Brindleyplace development managed to bring new life back to the sites industrial past, keeping the heritage of the 200 year old canals that surrounded the site.

The 'Right to the City' further spoke of how, within a city, there should be no segregation of its citizens, ideally accommodating all users whilst gathering all of their interests (Lefebvre, 1996). The Brindleyplace development accommodates for its citizens through bringing a mixed use site to the heart of the city. This is a major feature in creating a successful area,

this again is a characteristic wildly associated with European architecture. The feature that makes mixed use development so different to the current Birmingham plan is that it removes the past planning features with created zoning throughout the city (Latham and Swenarton, 1999). Mixed use planning create a diverse city which allows 'living, working, and recreation all take place in close proximity' (Latham and Swenarton, 1999, p.7). Furthermore, mixed use developments have been seen to work well across the city centre through the Mailbox and Cube redevelopments. These collectively make the biggest mixed use site in the UK (Flatman, 2008). The sites have been of great success, bringing further regenerative projects into the western side of the city centre (Flatman, 2008). A focal point of mixed use sites is the creation of a new location within a city, it creates a new destination, a new community (MAPC, 2010). The mixed use scheme has been shown to revitalise the city centre through several sites across Birmingham. According to the Metropolitan Area Planning Council (2010), mixed use developments work best around areas near public transportation as a result this could be a key feature for Curzon Street to bring about transformation to the city centre.

FRAMEWORK FOR THE FUTURE

A final key feature that contributed to the success of the Brindleyplace redevelopment was the massing of the architecture. Brindleyplace brought together a number of architects to design the several buildings which surrounded the area. This helped prevent the architecture of the site being too boring. If one single architect designed the whole site it would've been monotonous (Latham and Swenarton, 1999). The number of architects that were invited to collaborate were however given guidelines on massing. The guidelines didn't restrict too many ideas but they helped keep a consistent yet diverse architectural styling (Latham and Swenarton, 1999). The architects were set the task of designing architecture that was sensitive to the surroundings, architecture that would age well over time (Flatman, 2008). The development made use of traditional brick and mortar (Swenarton and Latham, 1999). The red brick work was complimentary to surrounding areas and historic architecture, such as the surrounding canals. Furthermore, the use of bricks helped reduce costs to make the project a more viable development whilst remaining cheap yet still delivering high-quality architecture (Latham and Swenarton, 1999). The massing at Brindleyplace helped to produce a site which has responded well over the years, it is sensitive to the current age but is also sensitive enough to mix with existing architecture and hopefully architecture for several years to come.

From looking at the previous redevelopments that have taken place over the past twenty years in Birmingham I can see the importance of Lefebvre and Shuttleworth's ideas. It would seem that the post war modernist planning needs to be resolved and replaced with a system that provides a suitable framework for growth. This is a main feature throughout many of the developments. The framework needs to create a network across Birmingham city centre bringing rhythm to its plan.

The Brindleyplace redevelopment has been my main precedent as grounds to analyse the transformational capabilities of Curzon Street station. As a model for the future Brindleyplace features many urban design characteristics that Curzon Street should also bring to the city centre (Latham and Swenarton, 1999). The influence that the Curzon Street development will have upon the city centre means that it is an ideal opportunity for incredible transformation of the current city design. Curzon Street will bring the masterplan that Ken Shuttleworth (cited in Flatman, 2008) believes Birmingham needs, but in order to be successful it needs to influence the city in a similar manner to the Brindleyplace redevelopment. I understand that the development at Brindleyplace may not provide a complete accurate interpretation of what is to come of the Curzon street development. However the fundamental design intentions of the masterplan completed at Brindleyplace shows a unique planning approach that hasn't been seen across much of Birmingham. Hailed as one of the best recent examples of modern urban regeneration, producing a masterplan that is still of great success, it is definitely a good precedent to help evaluate the possible transformational capacity of Curzon Street development.

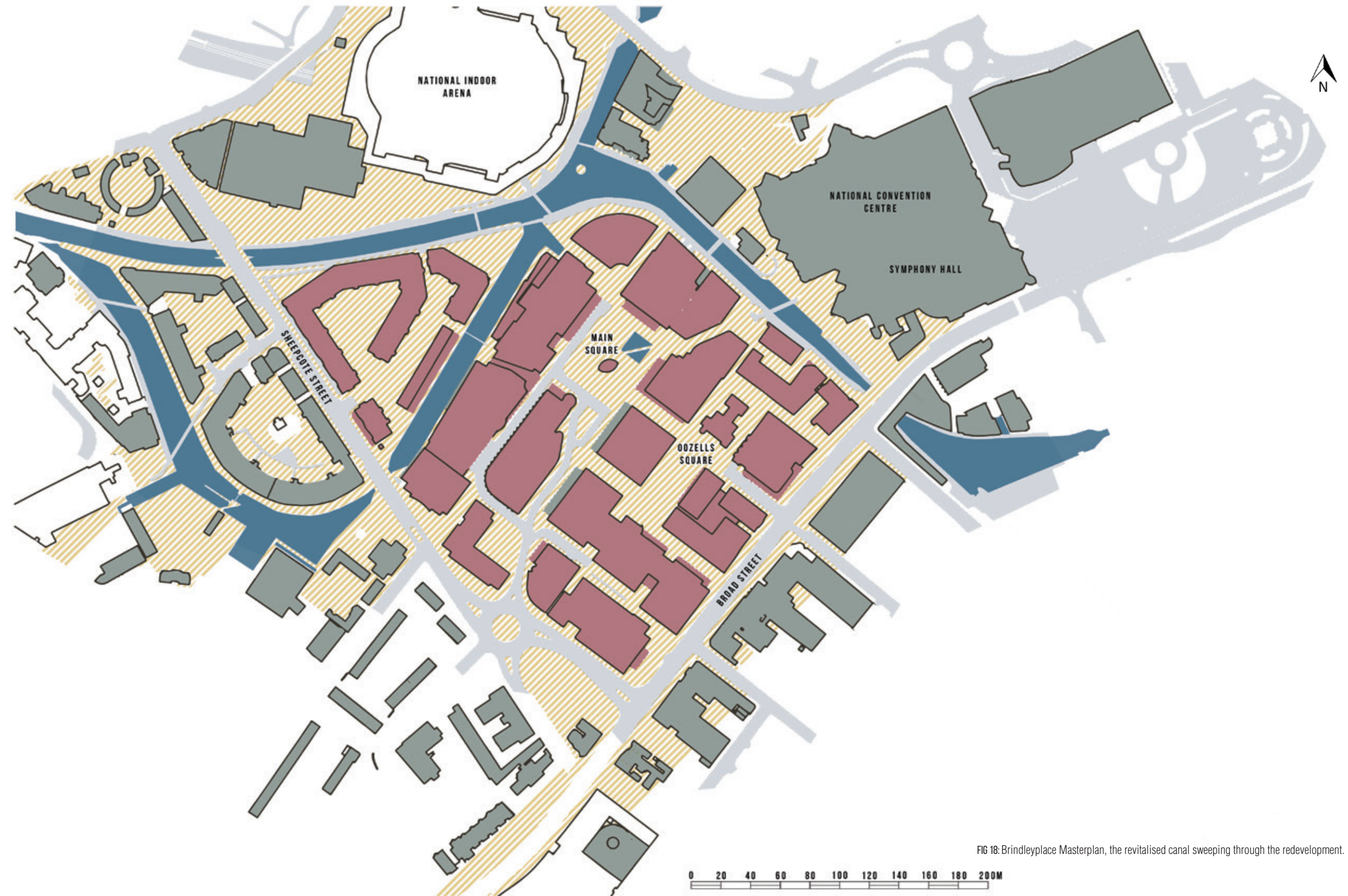
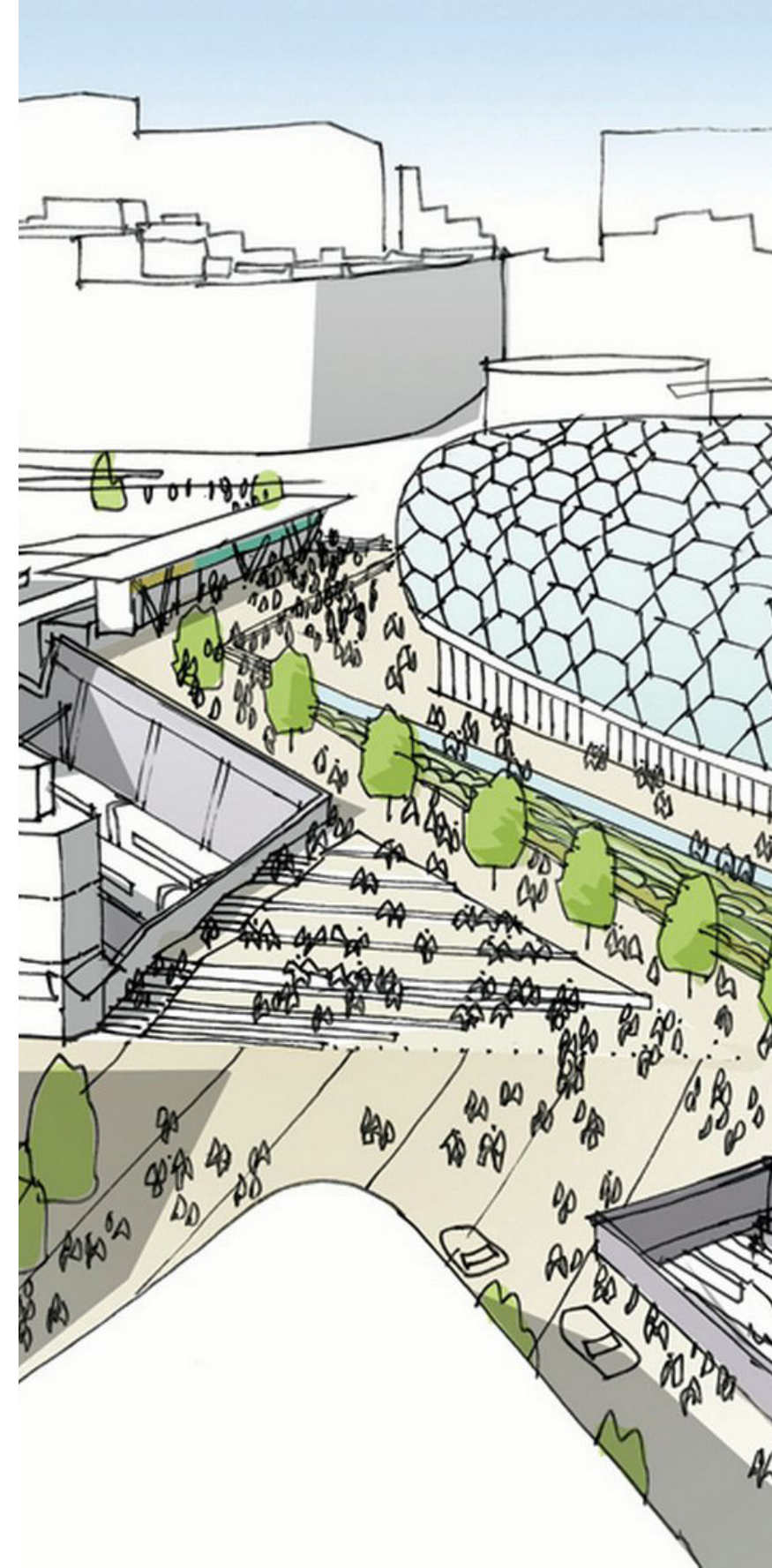


FIG 18: Brindleyplace Masterplan, the revitalised canal sweeping through the redevelopment.

A CITY OF SQUARES

Brindleyplace brought a styling of urban design that has not been seen used to a great extent across the city centre of Birmingham. The European styling places an emphasis upon the importance of a public realm within a city, through creating a city networked by streets and squares. The modernist planning of the 1960s was very much a contradicting vision to that of European planning. It made a city for which the motor vehicle was the main method of movement throughout the city, showing complete 'disdain for the pedestrian' (Kennedy, 2004, p.1). This was shown through the city's lack of public realms and spaces, a city overwhelmed with dense concrete architecture. Carmona (2003) talks of the importance of public spaces within a city centre through saying that their absence 'fails to nourish the kinds of relationships and diversity of human contact that are the essence of the city' (p.24). Lefebvre's (1996) ideas on rhythm through a city closely link to both the use of public squares and a network. They work together, essentially creating a city networked through public space.

FIG 19 (RIGHT): Paternoster Place, by Birmingham City Council, 2014.



CURZON STREET STATION

The Brindleyplace development started the master planning of the site through creating the public squares before any of the surrounding architecture (Latham and Swenarton, 1999). The design intention through this has been supported throughout history, 'well defined urban spaces tend to outlast their surrounding buildings' (Latham and Swenarton, 1999, p.7). This can be seen across the city of Birmingham with many of its squares remaining through several changes of surrounding architecture. Towards the north of the city centre lies Chamberlain Square, Victoria square and Centenary Square. The squares themselves are surrounded by some iconic architecture such as the Birmingham Museum and Art Gallery, however several of the buildings such as the Birmingham Library and Paradise Forum have been replaced or are currently being redeveloped. Public squares are a much more defined part of a city plan. The Curzon Street Development has proposed a masterplan through which a series of public squares and spaces lead off from the station. The station is said to be designed by Wilkison Ayre Architects and Arup whilst the city master planning has been left to a regular Birmingham architect, Glenn Howells (Withers, 2014). Glenn Howells has then produced a scheme which allows 360 degree access from the station to the surrounding areas of Birmingham (Birmingham City Council, 2014). The entrances and exits from the station provide prominent access to three main districts: the city centre core, Digbeth and Eastside (Birmingham City Council, 2014). The basis of the 360 degree

core achieves many of the design principles of Brindleyplace. It creates a plan of streets and squares throughout the city centre before much of the surrounding architecture is designed. The 360 degree paths provide a network throughout the site allowing ease of access. Most importantly, it promotes the pedestrian, cyclists and public transportation throughout the city centre, separating the motor vehicle and creating a safe and convenient city for its users (Birmingham City Council, 2014).

Curzon Street station emphasises the importance of squares and streets within a city centre. The masterplan introduces seven new public realms into the city centre through: Paternoster Place (Fig 19), Station Square (Fig 20), Curzon Promenade, Metro Interchange, Typhoo Wharf, Shaw's Passage and Duddeston Viaduct Skypark (Birmingham City Council, 2014). Alongside the introduction of several new public realms, it also strengthens connectivity to existing public squares within Birmingham such as Warwick Bar, Martineau Square and East Side City Park.

STATION SQUARE

In the immediate vicinity of Curzon Street Station there are several public squares which begin the networking across the city. The most prominent being Station Square, located at the front of the existing Grade II listed Moor Street Station and the future frontage of Curzon Street Station (Birmingham City Council, 2014). The station square will provide a feel of continuity to the city centre allowing the city core and Eastside to integrate (Birmingham City Council, 2014). The location of this square provides direct access to the retail sectors of the city. Following the economic change into a service city, this is a highly suitable feature, providing direct and convenient access to the services. This is an urban design feature not commended by all, Birmingham's strongest industry is its services, Professor David Bailey of Aston University believes that the development shouldn't merely play on the city's strengths; it should try and strengthen the weaker and struggling economy of the city (Undefined, 2014). Arguable this is true; after all, during the 1960s Birmingham committed itself to the manufacturing industry and the importance of motor vehicles, resulting in very deconstructive architectural planning. However, it cannot be denied that the manufacturing industry in Britain has been killed by competition, quite simply products can be manufactured cheaper elsewhere (Chakraborty, 2011) so it is unlikely to be overtaking the services industry any time soon.

FIG 20 (RIGHT): Birmingham Station Square, by Birmingham City Council, 2014.

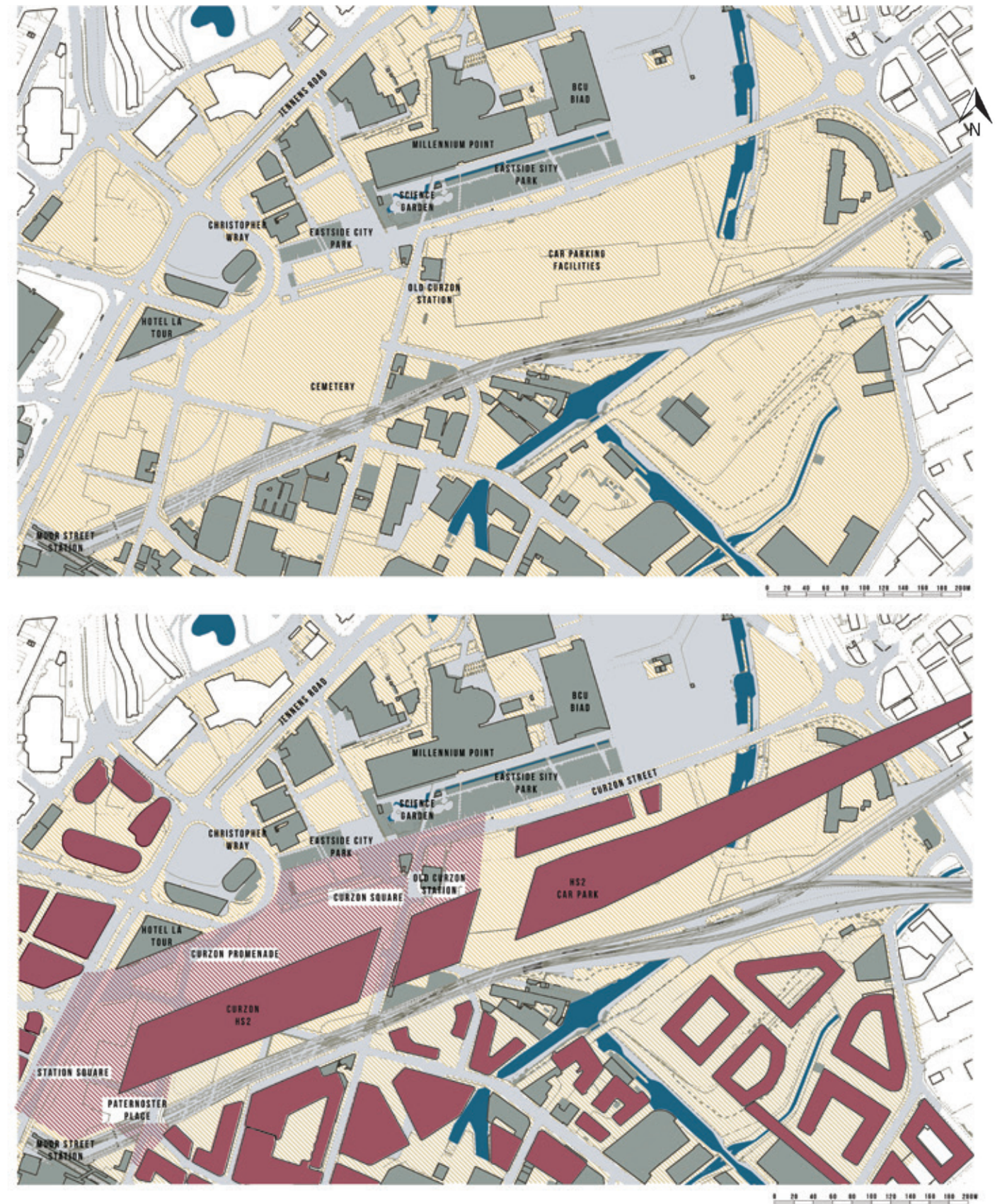


EASTSIDE CITY PARK

Station Square location provides immediate access along the newest city park in Birmingham, Eastside City Park (Fig 21, Fig 22)(Birmingham City Council, 2014). This integration allows the pedestrian to experience a soft to hard landscape transition within the city centre (Birmingham City Council, 2014). The direct route into Eastside City Parks helps to fully integrate the park with the city core. This is a planning technique appraised in the past within central London. The royal Regent's Park underwent urban regeneration during the 1800s, the growth and influence of the park and its surrounding areas were restricted through its poor connectivity to the city centre (n.d., cited in Saunders, 1969). John Nash redeveloped the surrounding streets providing direct access through the introduction of Regent Street (Alinson, 2013). Similar to the role that Regent Street played in London, Station Square influences movement from the city centre towards the East Side City Parks. The transition is achieved through 'islands of green space that progressively increase in scale towards the park' (Birmingham City Council, 2014, p.28). The accessibility will help increase the park's influence upon the city centre, helping both the Park and the surrounding Eastside's economic growth. Station Square leads directly along Curzon Promenade towards East Side City Park. The promenade is directly surrounded by a mix of shops, bars and cafes that will all be 'spilling out on to the promenade' creating a 'cluster of activity' (Birmingham City Council, 2014, p.30). The green tree lined promenade will

provide the perfect backdrop for this sociable setting, similar to the social areas created along the beautifully landscaped canals at Brindleyplace. As Olmsted once wrote, beautifully landscaped zones of greenery within a dense city centre produce a site of high interest, thus high value (n.d., cited in Saunders, 1969). The activity surrounding this area of greenery will add value to the land between the city centre and Eastside, making the properties alongside the promenade a more viable investment. This has been seen to work in European cities such as Lisbon in which the attractiveness of the city has directly enhanced the potential for growth and job development (Madanipour et al, 2013).

FIG 21 (RIGHT TOP): Eastside City Park prior to Curzon Street Masterplan.
FIG 22 (RIGHT BOTTOM): Eastside City Park combined with the Curzon Street Masterplan.



RETAIL SQUARE

The strengthened access to the retail district of Birmingham is further enhanced through another pedestrian link leading off of Station Square. Following the demolition of the Moor Street Queensway Inner Ring Road the surrounding retail blocks have barely changed (Birmingham City Council, 2014). Glen Howells has proposed for a direct pedestrian link to be formed between Station Square and the base of the iconic Rotunda Building (Birmingham City Council, 2014) (Fig 23). This provides an alternative access to the retail district. Currently, the main access from the train stations is towards the newly developed BullRing Shopping centre. The proposed pedestrian access will provide an alternative link towards the high street retailers, taking a direct link to Rotunda Square. Rotunda square already being a public space, which acts as a crossroad for pedestrian movement, directing people towards Digbeth, Eastside, the BullRing and high street shopping. Before this, access to the square was supplied through an unattractive steep staircase that was created following the form of existing architecture. The new wide pedestrian route will provide gently sloping access to the busy retail core, providing the perfect space for a department store to run alongside or a combination of smaller retail and restaurant opportunities (Birmingham City Council, 2014).

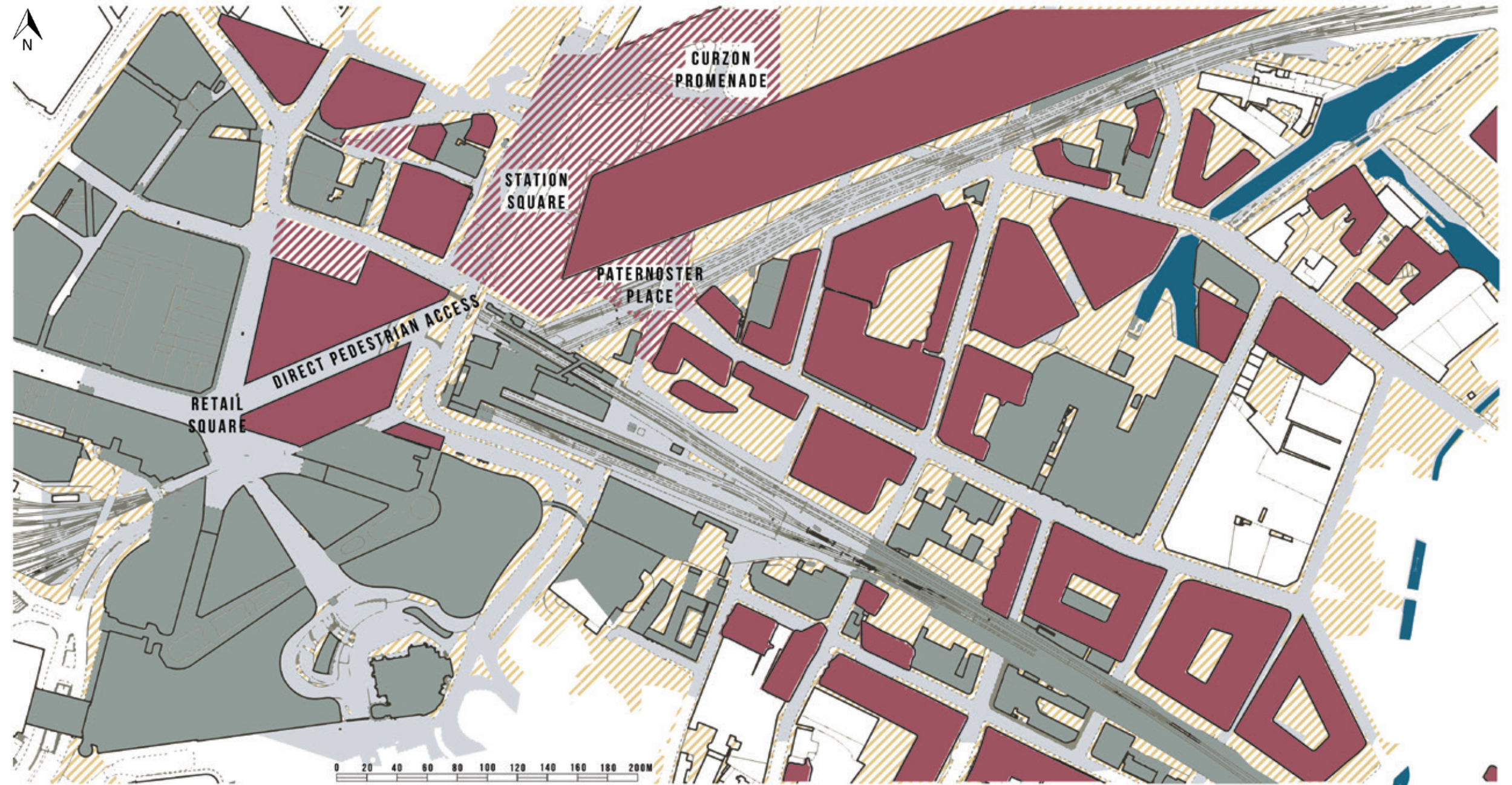


FIG 23 (RIGHT): Retail Square Development, direct access from the Curzon Street Station to the busy retail hub.

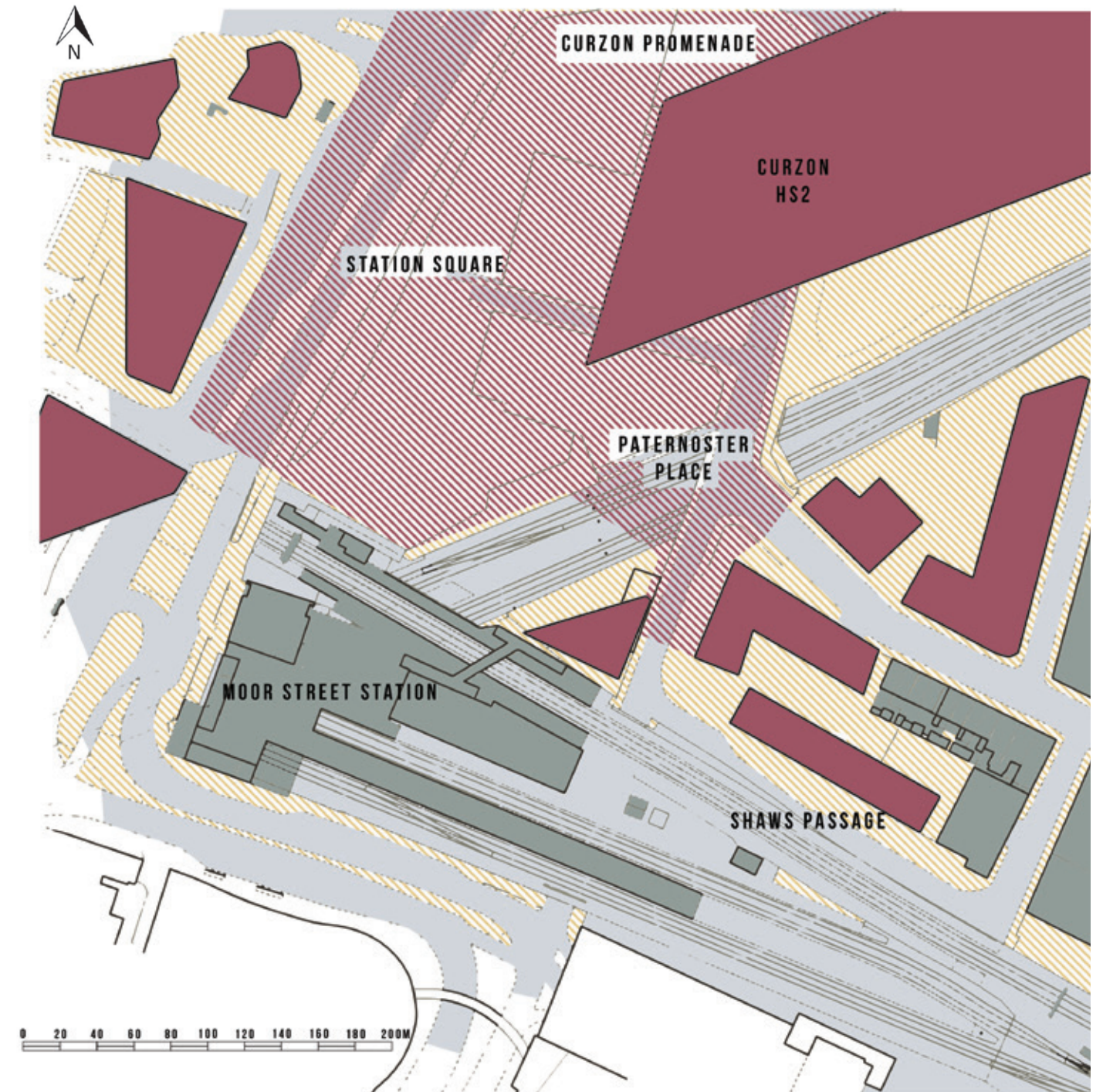
PATERNOSTER PLACE

Along the southern side of Curzon Street Station begins another public realm; Paternoster Place (Fig 24). Paternoster Place regenerates the wasteland surrounding Moor Street Station. To date, access from Moor Street has always required taking a complex route to reach the once manufacturing hub; Digbeth. Paternoster Place resolves this issue, providing a 'gateway to Digbeth' (Birmingham City Council, 2014, p.26). The public square provides a direct pedestrian route to the disused sites of Digbeth (Birmingham City Council, 2014). Similar to the landscaping on the northern side of the station, Paternoster Place brings greenery to the concrete city centre. The landscaped site bridges over the existing rail lines of Moor Street Station, using a series of tree lined steps and ramps to push movement towards Digbeth from the stations and vice versa (Birmingham City Council, 2014). This strong connectivity to Digbeth is very similar to that seen in Brindleyplace in which the Canals were regenerated providing a direct and beautifully landscaped pedestrian route to the ICC and Symphony Hall (Latham and Swenarton, 1999). This link gave Brindleyplace a great association with the cultural facilities of Birmingham, helping boost the interest in the facilities of Brindleyplace that bordered the canals and beyond. Similar to this Paternoster place will open up Digbeth to wider regeneration and investment (Birmingham City Council, 2014). Its importance has been likened with the importance of sites such as Battle Bridge place which is located between St Pancreas and Kings Cross Station,

creating routes to the wider areas thus prompting regeneration (Birmingham City Council, 2014). Battle Bridge Place has become a high profile venue between the stations, with a huge number of pedestrians passing each day (Kings Cross, n.d.). Paternoster Place really has the potential to spark regeneration within Digbeth, hopefully producing successful regenerative projects such as the Custard Factory.

Brindleyplace developed the public spaces before any of the surrounding architecture; the public space was to be a strong feature in defining the development (Latham and Swenarton, 1999). This method in design is seen through the development at Paternoster Place. The surrounding architecture is yet to be designed. The square provides the capacity for redevelopment providing access to influential parts of the city. The gateway nature of the square allows for the surrounding architecture to grow along with the needs of the site. This helps keep the square complimentary to the surrounding architecture as it is not completely overtaking the site, yet is proving the means for a positive transformation. Systemic Stances (n.d.) views further support designing spaces in this way through saying that 'flow and movement are at the source of architecture' (cited in Attoe, 1992, p.9).

FIG 24 (RIGHT): Paternoster Place Development, direct access from the Curzon Street Station to Digbeth along a tree lined square.



REVITALISING BIRMINGHAM

The once thriving industrial site of Brindleyplace provided the 90s redevelopment with some distinctive features. The most important industrial feature was the canals (Fig 25). The extensive canal network was etched into the Birmingham plan to provide the necessary transportation and connectivity that Birmingham needed to thrive during industrialisation (Little, 1971). The feature was left abandoned, left to age as the rest of the city carried on. Brindleyplace brought life back to the lost feature, creating and restoring a beautiful aspect of the city centre. Alongside the canal network, Brindleyplace continued historical architectural styling. The massing of several buildings within the Brindleyplace site use red bricks (Latham and Swenarton, 1999). The red bricks are in relation to the industrial architecture of many of the original factories plus the surrounding architecture that still remains (Latham and Swenarton, 1999).



FIG 25 (RIGHT): Brindleyplace Canals by undefined, 2011.



DUDDESTON VIADUCT

The Curzon street development brings about similar regeneration of the city's historic past. The Duddeston Viaduct is a railway viaduct that was constructed within Birmingham over 150 years ago, following its development it was never actually put to use (Redhawk Logistica, n.d.). Curzon Street aims to bring new life back to the railway line (Fig 26), very similar to the life brought back to the canals at Brindleyplace. Alongside developing the viaduct for recreational activities, the viaduct will act as a 'spine' of connectivity (Birmingham City Council, 2014, p.44). The viaduct will provide movement across Digbeth, drawing users further away from the city centre deeper into Digbeth to access its more hidden features (Birmingham City Council, 2014). Duddeston Viaduct will become a beautifully landscaped 'Skypark' (Birmingham City Council, 2014, p.44). This takes inspiration from a very successful New York Skypark known as the High Line (Brown-BP, 2014). The High Line has been of great success, continually expanding across Manhattan as new parks of the landscape railway tracks are created (Friends of the High Line, n.d.). The Duddeston viaduct takes a similar approach providing beautifully landscaped areas high above the city, providing fantastic 360 degree views with the possibility of playing host to many influentially and successful events (Birmingham City Council, 2014).

This redevelopment brings new life to a feature of Birmingham that never reached its true potential. Providing further networking from the city centre and drawing the users further out from its core whilst providing beautifully landscaped pedestrian realms.

FIG 26 (TOP): Duddeston Viaduct, artist's impression by Birmingham City Council, 2014.



SHAW'S PASSAGE

Alongside the introduction of the Skyparks, Curzon Street Station introduces a further redevelopment of existing railway viaducts. Shaw's passage is located south of Moor Street Station, between the proposed Paternoster Place and Digbeth (Birmingham City Council, 2014). The gateway possibilities of Paternoster place will provide the direct link to Digbeth. In order for this pedestrian link to be strengthened, the poorly maintained railway viaducts could provide the attraction to continue the pedestrian movement. The development at Shaw's passage involves using the existing hollows within the arches of the railway viaduct (Fig 27) to bring a mixed use site between Digbeth and Paternoster Place (Birmingham City Council, 2014). The development will provide an attractive and refurbished backdrop for several retail, restaurant and leisure uses (Birmingham City council, 2014). The hope of this refurbishment is to expand upon the city cores high concentration of users, hopefully bringing them out of the core via the several public squares and mixed use site that will be between the core and Digbeth (Birmingham City Council, 2014)

WARWICK BAR

Curzon Street continues the canal side regeneration that Brindleyplace initiated. The canal is made a feature across several different sites of influence of the Curzon Street masterplan. A key site which integrates the canal side into its development is Warwick Bar (Birmingham City Council, 2014). Warwick Bar is a site of particular importance within Birmingham. The eastern location provides a cross road between university campuses, Eastside Locks and Digbeth (Birmingham City Council, 2014). From here the site can provide a strong link both to and from the busy city core. The development at Warwick Bar aims to make the canal a beautiful feature at the East of the city, using the same principle that Brindleyplace used. Warwick Bar will emphasise the canal through raising the surrounding buildings, creating well landscaped grounds which step down to the canal side (Birmingham City Council, 2014). The site will act as a social hub of activity, creating the high profile sites that Brindleyplace introduced.

FIG 27 (TOP): Shaw's Passage, artist's impression by Birmingham City Council, 2014.



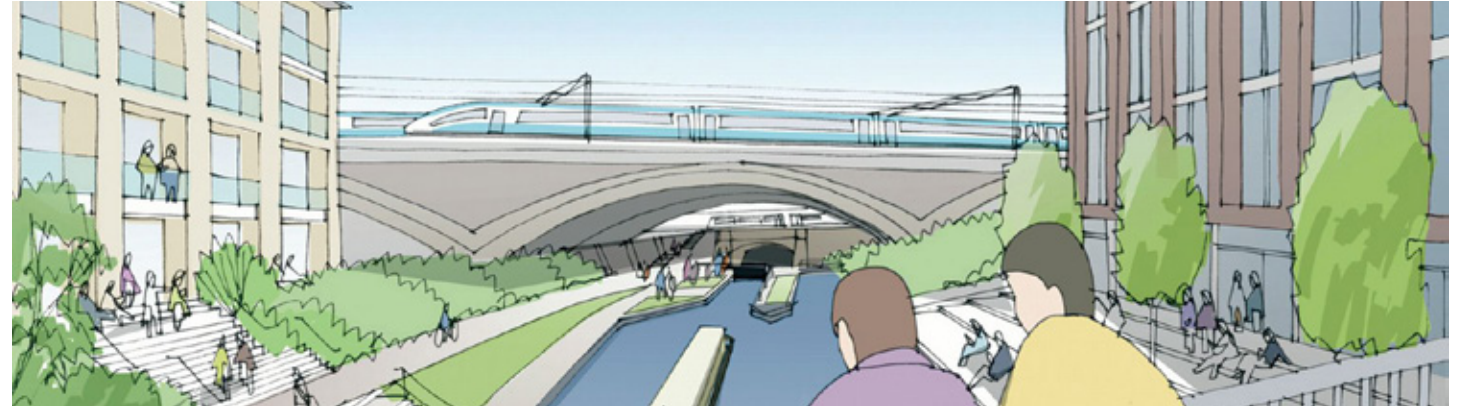
TYPHOO WHARF

The revitalisation of the city is most prominent in the old industrial sites of Digbeth. Typhoo Wharf is the location of the former tea factory (Birmingham City Council, 2014). The site has several historical characteristics that make it an ideal site to be regenerated. The site boasts distinctive industrial buildings whilst being well located alongside Birmingham's extensive canal network (Birmingham City Council, 2014). JG Land and Estates aim to provide cutting edge design within the Typhoo Wharf area, whilst 'respecting the nature of the area and reflecting its history and industrial character' (n.d). The development proposes to bring both new buildings to the site whilst refurbishing the existing industrial architecture (Birmingham City Council, 2014). The site again aims to make use of the extensive canal network, Birmingham City council says that the area will be linked to a 'publically accessible canal basin' (2014, p.37). The revitalisation of the area is very similar to that of Brindleyplace; the architects will also be retaining the industrial heritage of the site. This embraces Lefebvre's (1996) teachings upon the right to a revitalised urban life; new life will be brought to an area that was essentially wasted. The proposal will bring space for a range of offices, hotels and other uses (Birmingham City Council, 2014).

FAZELEY AREA

The revitalisation of industrial sites in Birmingham is to continue between Fazeley Street and the busy High Street (Birmingham City Council, 2014). The wide area is home to many of the industrial architecture that was once of great importance to the city. The project aims to 'uncover and utilise the cathedral-like rail arches and gritty architecture around the Custard Factory' (Birmingham City Council, 2014, p.40). The regeneration looks to try and maintain the character of the Digbeth throughout, maintaining the 'authentic urban character' throughout (Birmingham City Council, 2014, p.40) (Fig 28). As of current much of the Fazeley Area is left to age and deteriorate, whereas this regeneration will completely refurbish the site. The Birmingham City Council aims to make environmental improvements on the streets and spaces (2014) which further respond to the importance of revitalisation in an urban society, it will attract people to the new area promoting investment in the creative district of Digbeth.

FIG 28 (TOP): Fazeley Area, artist's impression by Birmingham City Council, 2014.



RIGHT TO URBAN LIFE

The revitalisation of these spaces is further directly linked towards the Lefebvre's 'Right to Urban Life' (1996, p.131). Lefebvre (1996) teaches that as citizens, we are entitled to a city which provides for the whole society, in particular those who inhabit it, and the right to complete usage of the city within daily routines. The regeneration of Birmingham will bring about regeneration in a number of sectors: transportation, retail, visit, creative, business and learning and research (Birmingham City Council, 2014).

TRANSPORT

The improvement in transportation is widely associated with the influence of Curzon Street. The masterplan accommodates for all types of transportation: train, tram, bus, car, cycling, walking (Birmingham City Council, 2014) (Fig 30, Fig 31). Firstly the obvious introduction of the rail is a major feature of the right to urban life. Birmingham will be provided with widespread connectivity across the UK and Europe, with journey times rapidly cut down (Birmingham City Council, 2014). This will have a great effect on the citizens providing them with revitalised connectivity to influential parts of the world. The tram network is closely linked to the train development. The tram will provide an extension of the current system bringing seamless connectivity from the city core to transport interchanges (Birmingham City Council, 2014). This will further connect to Sprint services and other bus services (Birmingham City Council, 2014). Birmingham City Council says that it aims to produce a 'world-class, easy to use, integrated public transport system', a system which will further induce regeneration and economic growth (Birmingham City Council, 2010 p.5). It appears that Birmingham is moving on from its segregated past, rather than focussing on one type of transportation across the city, it is accounting for all. As Lefebvre (1996) says an urban environment cannot segregate any of its citizens in any way. The city will further become a walkable city, the pedestrians are finally being moved out from the subways they were forced into following post war planning (Birmingham City Council, 2010).

FIG 29 (TOP): Fazeley Area, artist's impression by Birmingham City Council, 2014.



FIG 30: Curzon Street Masterplan, the public transportation system that runs throughout the core.



FIG 31: Curzon Street Masterplan, the popular walking and cycling routes throughout the core.

RETAIL

Birmingham's retail offering is to be further enhanced. With retail facilities having been very recently redeveloped, they need better integration into the city. The masterplan will open up Rotunda Square, providing stronger architectural links to Selfridges and the proposed Station Square (Birmingham City Council, 2014) (Fig 32). The BullRing will be fully connected with the existing shopping districts with further links made towards the run down Pavilions which are being regenerated alongside New Street Station (Birmingham City Council, 2014). This will help to provide a direct connection to Digbeth, allowing further access to the smaller retail opportunities which have opened up around the Custard Factory.

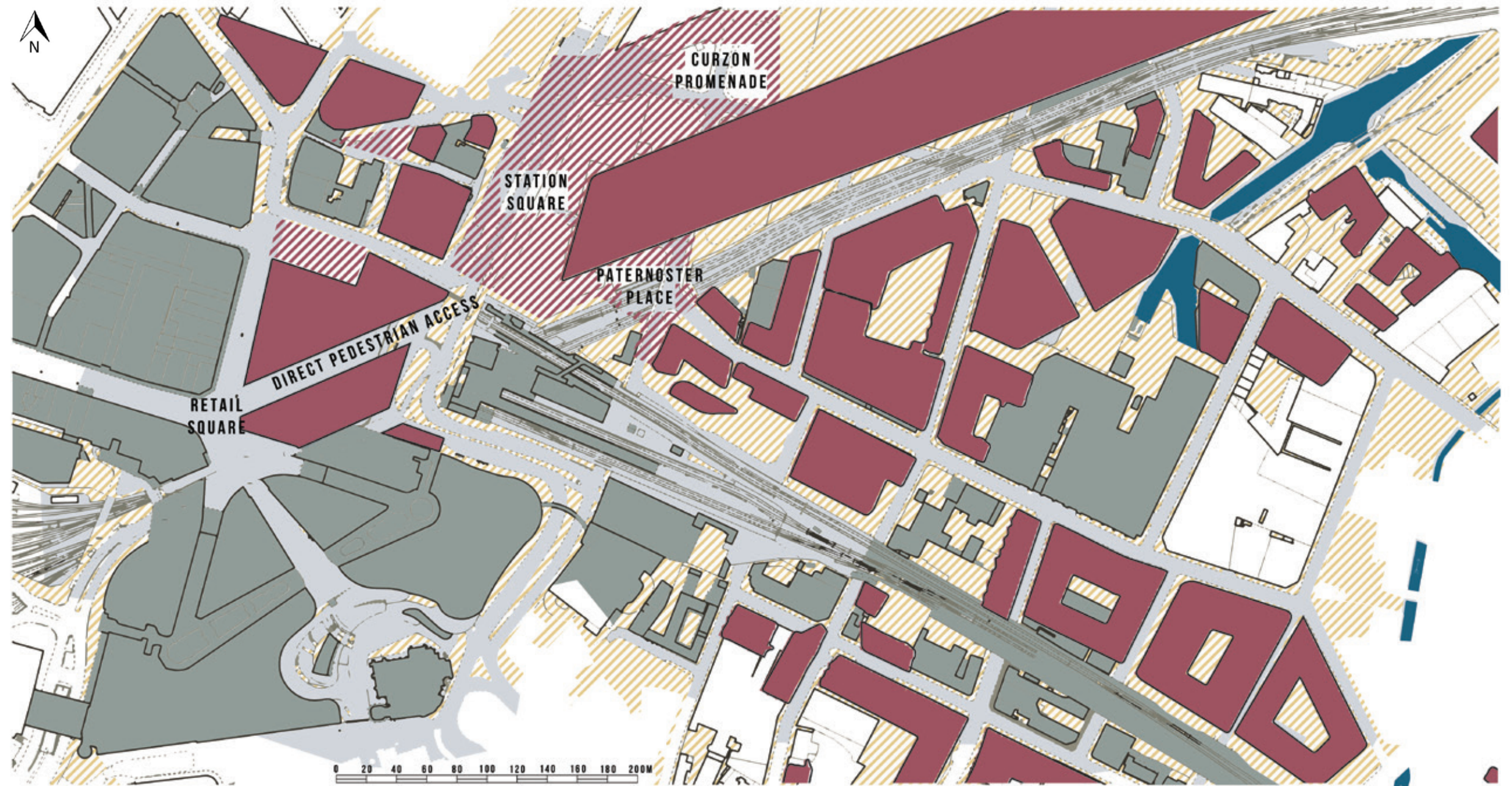


FIG 32: Retail Square development, providing greater public access to the BullRing and shopping district.

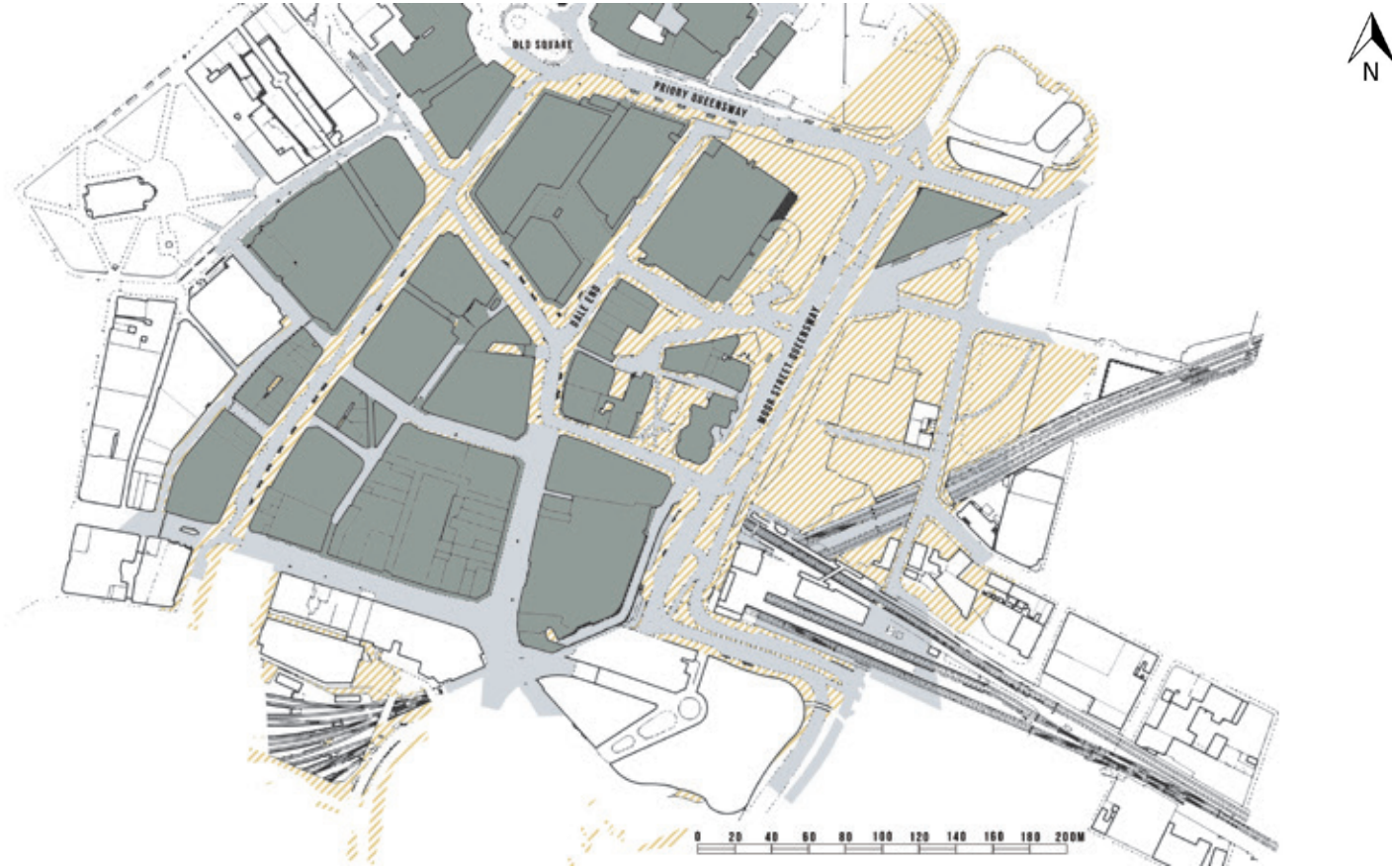


FIG 33: Bussiness district before Curzon street Integration. Located next to the retail core the bussiness district has not been subject to any recent regeneration.

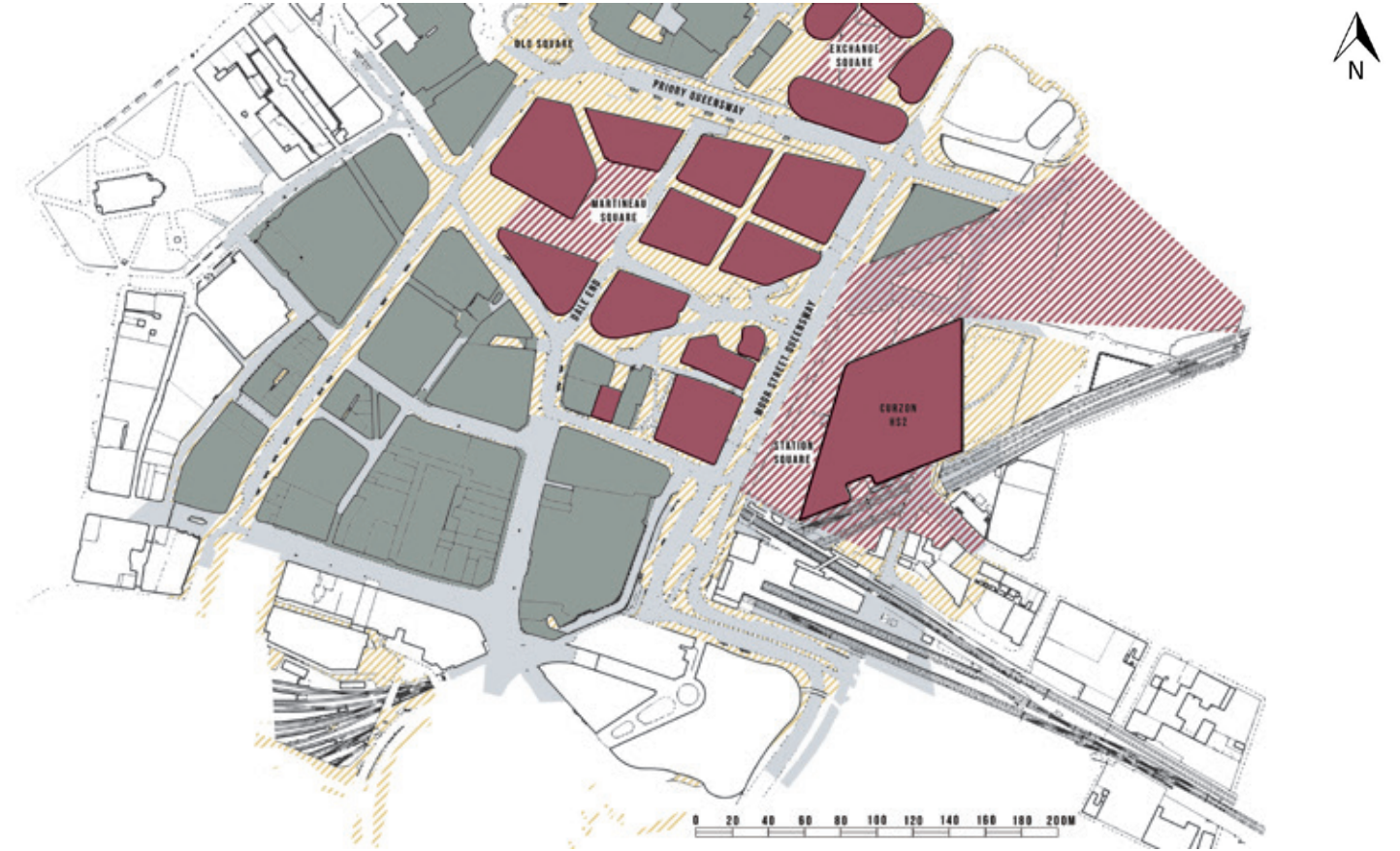


FIG 34: Following Curzon Street's integration the Bussiness district will be a masterplanned vicinity with public squares and revitalised architecture.

VISIT

The visitor destinations of Eastside and Millennium point are to be further enhanced through the masterplan. The wider connectivity to the city core has promoted further regeneration within these areas (Birmingham City council, 2014). Birmingham City Council has big aspirations for the Eastside City Park, intending it to be a visitor hotspot as popular as the BullRing redevelopment (Birmingham city Council, 2014). The award winning park is a beautiful backdrop to the original Curzon Street Terminal. The station is in fact the World's Oldest surviving railway terminal and so its participation within the city park is an essential (Birmingham City Council, 2014). Plans have already progressed from Associated Architects to refurbish the Grade 1 Listed Building (Associated Architects, n.d.). The station will accommodate several facilities including: offices, a library, educational suites and a restaurant (Associated Architects, n.d.). Alongside this the Park is set to provide the frontage for a mix of buildings: restaurants, cafes, bars, student accommodation, business and hotels (Birmingham City council, 2014) (Fig 35). This mixed use scheme is much like the Brindleyplace development, providing a city and destination within its own right.

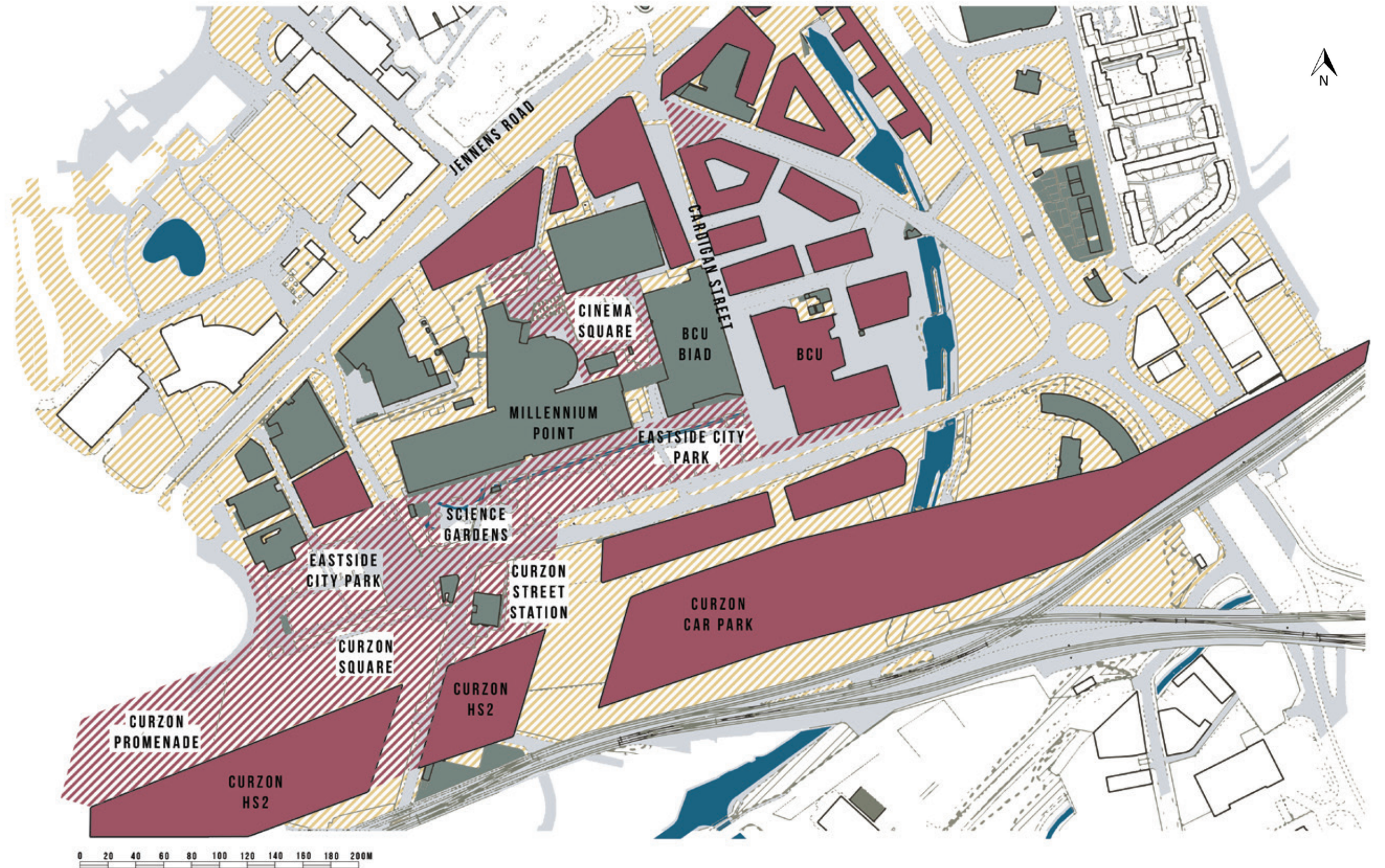


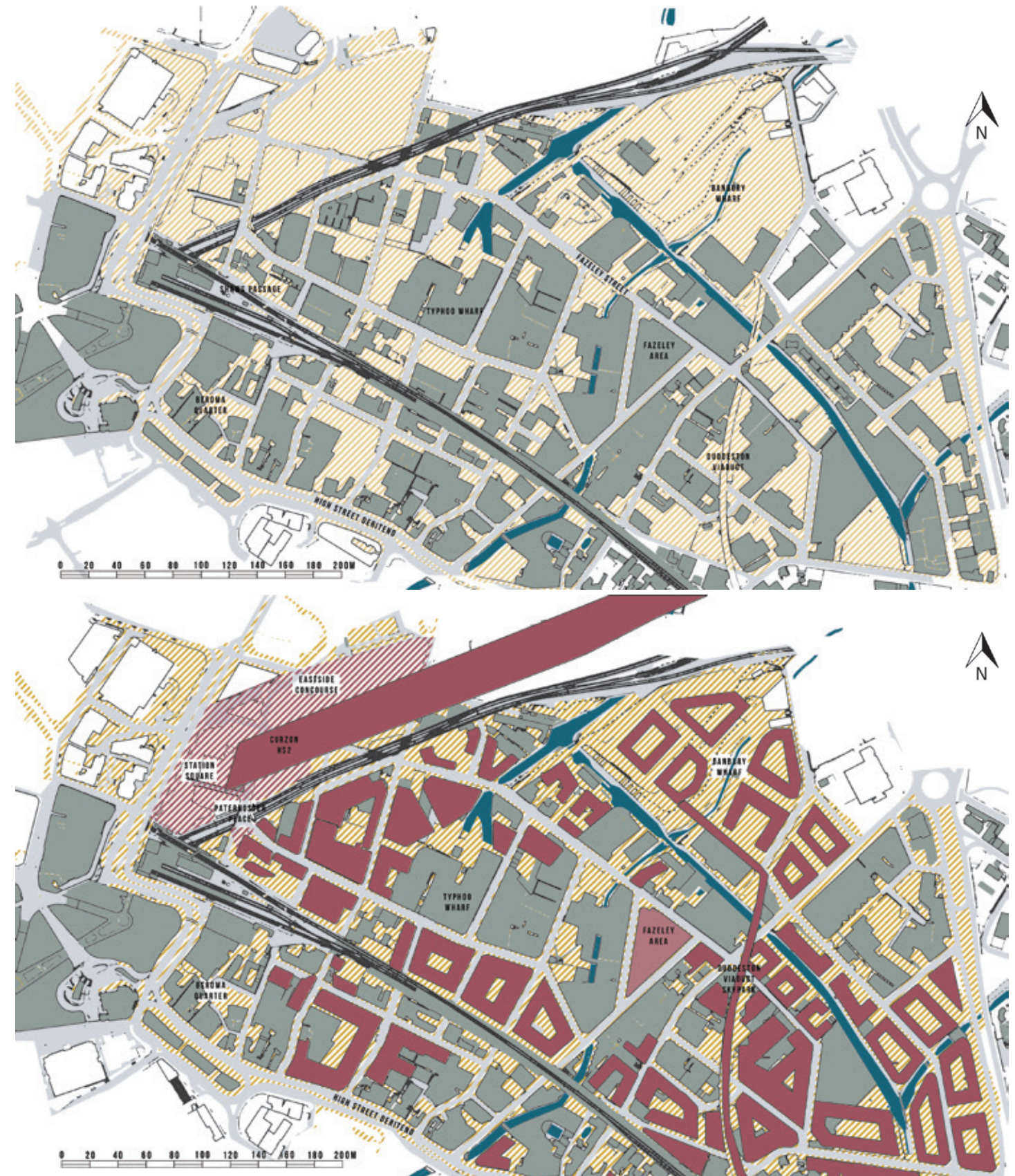
FIG 35: Visitors to the city will be welcomed to a well landscaped city core.

CREATIVE

Digbeth provides the setting for the regeneration of Birmingham's creative district (Fig 36, Fig 37). The redevelopment is set to retain the historical architecture of Digbeth, something which is very rare within Birmingham following the mass destruction of its Victorian architecture. From this the Creative district will provide the citizens of Birmingham so much more from an area that is widely abandoned. Birmingham City Council is set on bringing a 'vibrant mixed-use neighbourhood that enlivens the area 24/7' (2014, p.36). As a local to Birmingham, this is a feature I know that Birmingham often misses. The Custard Factory has initiated this transition, inducing the production of a much needed revitalised vibrant and cultural district to the city core. The regeneration further aims to broaden the musical heritage of Birmingham, attempting to expand on the arts and live music scenes (Birmingham City council, 2014). The District is already host to the Irish Centre, the HMV Institute and the Rainbow however further strengthening of musical performance within the area will help make Digbeth a true destination.

FIG 36 (TOP): The Creative District prior to the Curzon Masterplan, an area long awaiting regeneration.

FIG 37 (BOTTOM): Following the Curzon Masterplan the whole district will be revitalised, with several new public realms throughout.



FRAMEWORK FOR THE FUTURE

The Brindleyplace regeneration has been ‘hailed as a model for the city of the future’ (Latham and Swenarton, p.7). Brindleyplace has many design features that allow it to withstand the enduring test of time. These characteristics include the use of public squares; the network for growth and its sensitivity to its surroundings. These characteristics can be compared and contrasted against the design decisions of the Curzon Street masterplan.



FIG 38: The Birmingham Rotunda, an icon of the city.

PUBLIC SQUARES

The Brindleyplace redevelopment emphasised the importance of public spaces through regarding the quality of the 'spaces between the buildings' as high as the buildings themselves (Latham and Swenarton, 1999). It became a regenerative project with the public realm at its heart. The public realm is the most important element of master planning, as described by Cartwright Pickard (n.d.). After all it has been shown that a network of public spaces will often outlast the surrounding buildings, usually by several generations (Cartwright Pickard, n.d.). At Brindleyplace, the public squares were even designed before the surrounding buildings (Latham and Swenarton, 1999). The Curzon Street masterplan uses a similar ideology. Glenn Howells has designed the masterplan which surrounds the iconic station placed at the heart of the plan (Withers, 2014). The public spaces have been well defined, well networked to one another (Fig 40). The Proposal allows the city to easily be walked. Users would be able to walk directly from the Rotunda through to Digbeth. The once industrial district has been a part of the city which, for as far as I can remember, has always remained disconnected from the city centre. I have always found it awkward and unnatural to navigate to Digbeth. The large number of squares that the masterplan provides makes the city very accessible, allowing users to walk across the main city core within 16 minutes (Birmingham City Council, 2014). This allows the city to breathe by revitalising it through the open spaces. A city which fails to provide open spaces also fails to

nourish the essence of the city (Carmona et al, 2003). The open space delivers a contrast of regeneration in comparison to the post-war planning. The post-war planning merely strangled the city, yet the integration of public spaces as a key feature of its design has opened up the city allowing growth. The main failure of the ring road was its restriction of growth (Birmingham City Council, 2011), which incorporating open public spaces allows to happen. Public spaces help to move away from the reliance upon private vehicles, a feature which Ian Standing (2008) believes is essential for the future of Birmingham City Centre (cited in Flatman, 2008).

Arguably, not all aspects of the plan allow growth. Joe Holyoak believes that the long structure of the new Curzon street station (Fig 39) will effectively segregate parts of the city (Birmingham Post, 2012). This is essentially the problem of the concrete ring road repeated. Joe Holyoak believes that for 'over a distance of 500 metres, from Moor Street Station to the old Curzon Street station Building, there will be no way of moving between the two areas. Digbeth will be effectively cut off' (Birmingham Post, 2012). This is a very valid point; the long station could restrict the growth, the areas would be isolated and so expansion is restricted due to this barrier. However Birmingham City Council (2014) claims to produce a station with 360 degree access, providing point of access through the station structure between Moor Street Station and the old Curzon Street Station building . The extent of the impermeable barrier of the station will be dependent upon access through the station for those who are not rail passengers. The paths throughout the city seem sufficient to provide full access across the city, however if access can't be given through the width of the station the city will be truly segregated, even more so than with the concrete ring road.

FIG 39: The revitalised Eastside concourse which will be replacing wasted land within the city core, by Birmingham City Council, 2014.





FIG 40: A city of squares. The map shows both the existing public spaces and the public spaces which are to be introduced via the Curzon Street Masterplan.

NETWORK FOR GROWTH

With the masterplan having only designed the public square in the first instance, the spaces around are left to adapt and develop over time as necessary. The public spaces essentially provide a framework for growth. The potential improvements to Digbeth's connectivity will integrate it fully into the city. This allows the city to adapt and rebuild itself over time, a feature which Lefebvre (1996) states it's a necessary feature for an urban environment. Lefebvre (1996) talks of how a city is a work of art which can be remade over time. The public spaces essentially provide the network for the artwork to take place, allowing the development of the city to take place as necessary, potentially greatly changing over the next centuries but retaining the networking already set out. Lefebvre (1996) believes this is an art which is fully appreciated, an art which is often neglected within urban environments. The networking the Curzon Street will bring will provide the canvas for the beautiful art to take place.

This further responds to Shuttleworth's (2008) aspirations for the future of Birmingham City Centre. Shuttleworth says 'Birmingham is crying out for a masterplan which sets out a vision for the future' (cited in Flatman, 2008, p.212). Shuttleworth (2008) believes that the plan can't merely respond to a specific market, it needs to accommodate change (cited in Flatman, 2008). The masterplan will allow for the change. With the masterplan set to take over 20 years until completion, the plan can respond to the changes necessary for the time (Birmingham city council, 2014). The open space will also not limit the potential of the masterplan, development can flourish as the city needs, development can adapt over time.

Standing believes that the city can no longer rely upon private vehicles (cited in Flatman, 2008). This isn't solely because of the cities previous disdain for the pedestrian; it is in order for the city to be sustainable. The city needs to embrace the public transport facilities it already has. It needs to embrace technologies which aren't as harmful to our environment (Standing, 2008, cited in Flatman, 2008). The masterplan promotes public transport throughout the city, it hasn't ignored the motor vehicle altogether but it asks for a city with can be walked, cycled or used via public transport (Birmingham City council, 2014). The metro system can expand over time, providing a sustainable and easily accessible form of transport throughout the city (Birmingham City Council, 2014).



FIG 41: A revitalised city centre. The map shows the new additions to the city that Curzon Street will influence.



SENSITIVITY TO ITS SURROUNDINGS

Birmingham is filled with iconic architecture it does not need any more; Birmingham needs architecture that raises the standard of its context (Glenn Howells, 2008, cited in Flatman, 2008). This was a key approach to Brindleyplace; it didn't try to produce architecture that made a landmark of Brindleyplace, it produced architecture which was synthesised to the industrial aesthetics. However it didn't produce architecture which was behind its time, it embraced modern technologies whilst retaining a sensitive style. Red brick was a key material set out for the Brindleyplace redevelopment; it helped integrate the development into its surroundings (Latham and Swenarton, 1999). Curzon Street will need to apply this approach to the design of the buildings that will follow the public spaces created. As of current the designs at Shaw's Passage and Duddeston Skypark look to be sensitive to their context, they look to acknowledge the existing architecture. These developments both bring new technologies to disused Birmingham architecture, refurbishing it without trying to be too iconic (Birmingham City Council, 2014). In fact, the Council aims to retain and refurbish much of the architecture across Digbeth, producing a site which embraces its historic context (Birmingham City Council, 2014)

However, the current proposals for the newly built Curzon Street Station seem to ignore the surrounding context. The glamorous structure will be visible from many areas of the city. Birmingham City Council (2014) (Fig 42) wanted to create 'statement building' (p.22) which acts as the gateway to the city. Its iconic organic form certainly creates the distinguished gateway into the city which the Council intended. However the modern structure seems alien to its surroundings, it doesn't embrace the history of the iconic original Curzon Street Station building. I begin to doubt how the building will age, I feel the vision of Glenn Howells (2008) isn't met through his belief that 'we need to create a coherent fabric of buildings of lasting quality' (cited in Flatman, 2008, p.208). Arguably, the building may be of lasting quality but I feel quality applies to much more than materiality, quality is present through its design.

FIG 42 (TOP): Station Square by Birmingham City Council, 2014. The statement architecture of Curzon Station opening into the city.

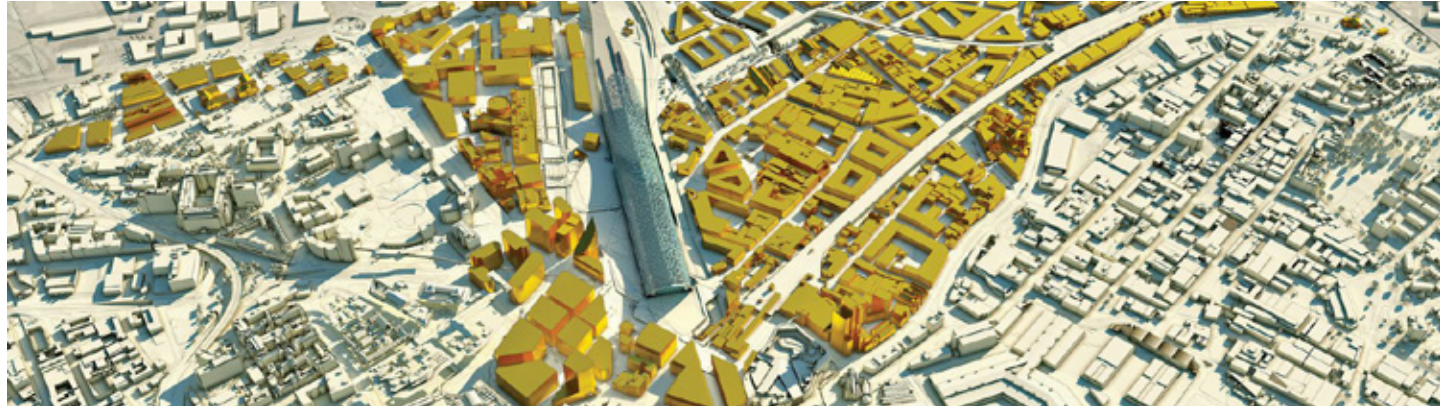


CONCLUSIONS

Having used the urban life philosophies of Lefebvre (1996), whilst investigating local precedents; this study provides good evidence to evaluate the transformational capacity of Curzon Street Station. Lefebvre's (1996) Philosophies on urban life can be seen through the successful regeneration of Brindleyplace. Brindleyplace was a site which had become squalid following Britain's industrial age, much like the surrounding city centre of Birmingham. Standing (2008) described 1980s Birmingham as 'dysfunctional', 'unattractive' and 'disconnected' and yet despite the regeneration which has taken place since on several areas across the city he believes there is still 'so much to do' (cited in Flatman, 2008, p.210). The Curzon Street masterplan has the potential to transform the city on a great scale. The design characteristics present within the Brindleyplace redevelopment are applied upon the city as a whole through the Curzon Street Masterplan, revitalising Birmingham, connecting it through public spaces and providing the whole city with a framework for the future.

The clear faults of Birmingham's past were through the concrete inner ring road which 'strangled' the city, this was an emphasis upon the motor vehicle, an emphasis which pushed pedestrians out of the open spaces (Kennedy, 2004). The new masterplan proposed a role reversal, placing priority on the public realm and making a walkable city (Birmingham City Council, 2014). The changed emphasis will finally create a city centre where people will want to live, work and invest. This has been shown across Europe through public spaces driving the image of a city and revitalising urban areas (Lecroart, 2007, cited in Madanipour et al, 2013). The public spaces themselves provide a necessary networking across the city. Howells (2008) believes that for the city to succeed in the future, the six communities which make up the city core need to be linked and integrated (cited in Flatman, 2008). This is a philosophy of Lefebvre (1996) through which he believes that a city should provide a rhythm through its urban space, bringing spaces of 'gathering' and 'convergence' (p.188-195). The Curzon Street Masterplan will bring open space to the city, making it a revitalised city and bringing about a necessary change from the disconnected city.

FIG 43 (LEFT): Curzon Street HS2 by Birmingham City Council, 2014.



Arguably defining the city through a masterplan is not the best approach to all redevelopments. This has been illustrated through post-war master planning which was once described as the future (Aslop, n.d. cited in Kennedy, 2004). The concrete ring road was a masterplan in itself and it only strangled growth, leading to the further segregation of the city. Holyoak has outlined a potential major flaw in the masterplan; the impermeable barrier which Curzon Street could potentially bring may dissect the city and divides Digbeth (Birmingham Post, 2012). This could be disastrous for the economy of Digbeth; it would be completely separated from the thriving core. However, I do believe the networking of public spaces through Paternoster Place and Eastside Concourse will provide direct routes from busy areas to the core of Digbeth (Birmingham City Council, 2014).

It could further be argued that a city should not be defined through a masterplan. Gehl (2011) believes piecemeal planning has been a suitable planning technique throughout history. Gehl (2011) writes that 'cities did not develop based on plans but rather evolved through a process that often took many hundreds of years' she further believes this process lead to 'extremely good condition' for 'life between buildings' (p.41). The Curzon Street Masterplan provides a masterplan and framework for growth; it defines boundaries and doesn't necessarily allow this evolution of space which Gehl believes is of great success. However Singh (2014) argues that it has been shown through Asian mega cities that piecemeal urban development leads to 'fragmented pockets of development; resulting in a 'slum like landscape' with many areas forgotten and left behind (p.184). This is further backed up through the past forty years in Birmingham. The gradual redevelopment has left many areas behind; Digbeth has been an area where very little regeneration has taken place. I believe that the piecemeal planning attempts have been tried upon the Birmingham skyline; it needs a masterplan which can bring redevelopment to all of its sectors through the network a masterplan creates.

FIG 44 (TOP): Curzon Street Masterplan by Birmingham City Council, 2014.



The transformation of the Curzon Masterplan is very focussed at the heart of the city, at the heart of the retail district. Shuttleworth (2008) writes that planners cannot respond to a market's requirements at a specific point in time, it needs to bring a framework for the future (cited in Flatman, 2008). It could be argued that the plan is again responding to the market, emphasising the retail core of the city in a similar fashion to the emphasis upon industrialisation post war. However from the plan created by Birmingham City Council it is clear that the regeneration provides a network across all sectors of the city (Birmingham City Council, 2014). The new masterplan will catalyse regeneration across its six sectors: visit, retail, learning and research, business, arrival and creative (Birmingham City Council, 2014). The nature of the masterplan providing the network through public spaces further emphasises Shuttleworth's ideas upon providing for the future. The city will be expanded by 25% through the regenerative masterplan (Birmingham, City council, 2011). This expansion will allow growth across all sectors, with many developments to take place over time; the masterplan is providing a key frame work for the cities regeneration.

This framework for the future is further backed up through the revitalisation that the masterplan will bring. The reconnected city will gradually develop over the 20 years restoring many of the squalid areas of Birmingham (Birmingham City Council, 2011). Digbeth in particular will be greatly revitalised and restored with the introduction of new architecture whilst refurbishing the historic architecture of Birmingham's past. This revitalisation is as Lefebvre (1996) describes a 'Right to the City', the citizens have a right to a 'transformed and renewed' urban life (131).

FIG 45 (TOP): The Bullring Birmingham, UK by WallpaperWeb, n.d.



The process I have undertaken whilst completing this research has used Brindleyplace as a local precedent for the Curzon Street Development. The reference may as a result not provide an accurate overview of the transformational capacity of the city due to the difference in scale of the projects. Supporting this is Madelin's (1999) statement that Brindleyplace may not work everywhere due to the key factors of investment and the 'strategic location' (cited in Latham and Swenarton, 1999, p.46). However with Brindleyplace hailed as a 'model for future cities' (Latham and Swenarton, 1999, p.7), it provides a good framework for city planning. Birmingham as a whole is a great location due to its national connectivity, networked equally if not better than Brindleyplace. Using Brindleyplace as a model for comparison, the key design philosophies can be concentrated and applied to Curzon Street. These principles are present throughout both Brindleyplace and the Curzon Street Masterplan, further indicating that the effects could be very similar, potentially on a much greater scale. Brindleyplace used design philosophies of European planning as a precedent (Latham and Swenarton, 1999) and thus has been a masterplan which induced similar successes. Following this model, the Curzon Street Masterplan features the key design principles of the Brindleyplace urban design model; and henceforth Curzon Street will reciprocate the features of Brindleyplace's successful urban regeneration.

A large quantity of the documentation for the Curzon Masterplan has been produced by Birmingham City council. It has to be considered that it contains potential bias. The aesthetically pleasing documents which promote this development all highlight the positive potentials of the cities regeneration. Very few flaws are highlighted and are very casually overlooked in the document, for example the document very briefly mentions that the new station will have to disrupt an old Birmingham cemetery (Birmingham City Council, 2014). Curzon Street is a highly politically contentious project and as a result Birmingham City council will produce documentation that works as advertisement and will seek to detract from its flaws. However the document does however provide an in-depth overview of all aspects of the proposal. Without significant documentation that criticises the project the Birmingham City council documentation must be viewed with caution.

From evaluating my research it is clear that the Curzon Street Masterplan will greatly transform the city over the next two decades. The design intentions of the masterplan will create a revitalised and transformed city centre. The city needs a masterplan as highly influential as the Curzon Street Masterplan. It will provide the Framework which Shuttleworth (2008) believes is necessary for future growth (cited in Flatman, 2008) and will finally move past the self-destructive post war planning. The Curzon Street Masterplan will create a networked and revitalised city centre, a city centre that Birmingham has been crying out for. The Brindleyplace regeneration defined the run down area as a destination in its own right; the similar masterplan set out for the Curzon street redevelopment will make Birmingham a true European destination. The masterplan fulfils the philosophies of Lefebvre (1996), fulfilling the 'Right to the City' through a masterplan which brings new urban life to Birmingham. Curzon Street will be the catalyst that brings rhythm back to the core. However, the elongated Curzon structure has the potential to make or break the project. If the station fails to provide direct access from the north to south of the station along the whole structure, it will inevitably alienate parts of the city and directly repeat the errors of the concrete ring road. On the other hand, if access is provided throughout the structure, the networking and framework that the masterplan provides will truly connect the city core and will make Birmingham a model city for future urban regeneration.

WORD COUNT: 14,409



FIG 46 (TOP): Brindleyplace by Visit Birmingham, n.d.
FIG 47 (RIGHT): Curzon Promenade by Birmingham City Council, 2014.
FIG 48 (NEXT PAGE SPREAD): Paradise Circus by Glenn Howells, 2014.



BIBLIOGRAPHY AND FIGURE REFERENCES

BOOKS

al.]. AF with contributions by GD, Ian Dungavell, Oliver Fairclough ... [et. (2005). *Birmingham: Pevsner City Guide*. New Haven: Yale University Press.

Attoe W. (1992). *American Urban Architecture: Catalysts in the Design of Cities*. United States: University of California Press.

Awan N, Schneider T and Till J. (2011). *Alternative Architecture: An Encyclopaedia of Spatial Agency*. United Kingdom: Routledge.

Berg M. (1990). *Markets and manufacture in early industrial Europe*. United Kingdom: Routledge.

Breton R and Reitz J. (2003). *Globalization and Society: Processes of Differentiation Examined*. R. Breton ed. United States: Greenwood Publishing Group, Incorporated.

Carmona M, Oc T, Tiesdell S and Heath T. (2003). *Public Places - Urban Spaces: A Guide to Urban Design*. United Kingdom: Architectural Press.

Chris B and Butler C. (2012). *Henri Lefebvre: Spatial Politics, Everyday Life and the Right to the City (1st edition)*. United Kingdom: Taylor & Francis, Inc.

Flatman B. (2008). *Birmingham: Shaping the City*. London: Riba Pub.

Franco B and Parkinson M. (1994). *Cultural Policy and Urban Regeneration: The West European Experience*. United Kingdom: Manchester University Press.

Gehl J. (2011). *Life Between Buildings: Using Public Space*. United States: Island Press.

Goonewardena K, Kipfer S and Milgrom R. (2008). *Space Difference, Everyday Life: Reading Henri Lefebvre*. United Kingdom: New York : Routledge, 2008.

Hartnell R and Berry P. (1996). *Pre-Raphaelite Birmingham*. United Kingdom: Brewin Books.

Hartwell C. (2001). *Manchester (Pevsner Architectural Guides)*. United Kingdom: Penguin Books Ltd.

Hickman D. (1970). *Birmingham*. United Kingdom: Littlehampton Book Services Ltd.

Hopkins E. (1989). *Birmingham: The First Manufacturing Town in the World, 1760-1840*. United Kingdom: Weidenfeld & Nicolson.

John P. (2010). *Urban Design and the British Urban Renaissance*. New York: Routledge.

Kellie E. (2010). *Rebuilding Manchester*. United Kingdom: DB Publishing.

Kennedy L. (2004). *Remaking Birmingham: The Visual Culture of Urban Regeneration*. Taylor & Francis, Inc.

Konijnendijk C. (2008). *The Forest and the City: The Cultural Landscape of Urban Woodland*. United States: Springer-Verlag New York Inc.

Latham I and Swenarton M. (1999). *Brindleyplace: A Model for Urban Regeneration*. United Kingdom: Right Angle Publishing Ltd.

Lefebvre H, Kofman E and Lebas E. (1996). *Writings on cities (1st edition)*. United Kingdom: Wiley, John & Sons, Incorporated.

Little B. (1971). *Birmingham Buildings*. South Devon House Newton Abbot, Devon: David and Charles Publishers Limited.

Madanipour A, Knierbein S and Degros A. (2013). *Public Space and the Challenges of Urban Transformation in Europe*. United Kingdom: Routledge.

Moor M and Rowland J. (2005). *Urban Design Futures*. United Kingdom: Taylor & Francis, Inc.

Parkinson-Bailey JJ. (2000). *Manchester: An Architectural History*. United Kingdom: Manchester University Press.

Shields R. (1998). *Lefebvre, Love and Struggle: Spatial Dialectics*. United Kingdom: Taylor & Francis, Inc.

Singh R. (2014). *Urban Development Challenges, Risks and Resilience in Asian Mega Cities*. Japan: Springer Verlag, Japan.

Uglow J. (2003). *The Lunar Men: The Inventors of the Modern World 1730-1810*. United Kingdom: Faber and Faber

REPORTS

Birmingham City Council. (2010). *Birmingham City Centre: Vision For Movement*. [Online] Available at: <https://www.centro.org.uk/media/312652/MMD-08-15-Birmingham-City-Centre-Vision-for-Movement-2010.pdf> (accessed 28/10/14).

Birmingham City Council. (2011). *City Centre Masterplan*. Birmingham : Birmingham City Council

Birmingham City Council. (2014).*Birmingham Curzon HS2*. Birmingham : Birmingham City Council.

Birmingham City Council. (2013). *Birmingham Development Plan 2031*. Birmingham : Birmingham City Council.

Davies Gleave S. (2013.)*Estimates of Station usage 2011/12*.

Department for Transport. (2013). *High Speed Rail: A catalyst for high speed Britain*. DfT Publications.

Madin & Partners J. (1996). *Civic Centre Redevelopment-Paradise Circus, Report on Central Library Scheme Design, prepared by John H.D. Madin and Partners in Association with J.A. Maudsley*.

NEWS ARTICLES

Bayley S. (2011). *Is modern architecture now old hat?* Culture. Available at: <http://www.telegraph.co.uk/culture/art/architecture/8968274/Is-modern-architecture-now-old-hat.html> (accessed 22/11/14).

Birmingham Post. (2012). *Joe Holyoak: HS2 station in Birmingham could be disastrous for Digbeth*. [Online] Available at: <http://www.birminghampost.co.uk/news/local-news/joe-holyoak-hs2-station-birmingham-3914105> (accessed 28/11/14).

Bourke F. (2013). *Birmingham is second rate says rest of UK as city comes bottom for accent, nightlife, architecture and culture*. [Online] Available at: <http://www.birminghammail.co.uk/news/local-news/birmingham-second-rate-says-rest-5374295> (accessed 17/10/14).

Brown-BP G. (2014a). *Birmingham city centre renaissance boosted by new regeneration company*. [Online] Available at: <http://www.birminghampost.co.uk/business/business-news/birmingham-city-centre-renaissance-boosted-7455474> (accessed 21/11/14).

Brown-BP G. (2014b). *Plan for Birmingham's park in the sky*. [Online] Available at: <http://www.birminghampost.co.uk/news/digbeth-duddeston-viaduct-plan-birminghams-6750400> (accessed 06/01/15).

Chakraborty A. (2011). *Why doesn't Britain make things any more?* The Guardian. Available at: <http://www.theguardian.com/business/2011/nov/16/why-britain-doesnt-make-things-manufacturing> (accessed 21/01/15).

Economist. (2012). *Britain's largest city outside London is falling behind. It is a case study in the effects of over-centralisation and poor management.* The Economist. Available at: <http://www.economist.com/news/britain/21565961-britains-largest-city-outside-london-falling-behind-it-case-study-effects> (accessed 15/10/14).

Plisner P. (2011). *Eastside regeneration 10 years on.*BBC Birmingham & Black Country. Available at: <http://www.bbc.co.uk/news/uk-england-birmingham-15093368> (accessed 15/10/14).

Sawer P. (2014). *'Greater Birmingham' campaign launched to secure second city's status ahead of Manchester.* Property. Available at: <http://www.telegraph.co.uk/property/propertynews/10685078/Greater-Birmingham-campaign-launched-to-secure-second-citys-status-ahead-of-Manchester.html> (accessed 15/10/14).

undefined undefined. (2014). *HS2 hub station development unveiled.* BBC Birmingham & Black Country. Available at: <http://www.bbc.co.uk/news/uk-england-birmingham-26357194> (accessed 21/12/14).

Wheeler B. (2005). *The politics of building cars.*BBC UK Politics. Available at: http://news.bbc.co.uk/1/hi/uk_politics/4294709.stm (accessed 23/11/14).

Withers I. (2014). *Birmingham unveils HS2 redevelopment plan.* [Online] Available at: <http://www.bdonline.co.uk/birmingham-unveils-hs2-redevelopment-plan/5066886.article> (accessed 02/01/15).

WEBPAGES

AROnline. (n.d.) *Austin Rover Online.* [Online] Available at: <http://www.aronline.co.uk/blogs/> (accessed 13/11/14).

Arthur P. (2014). *The New Birmingham Library and the City Beyond.* [Online] Available at: <http://paularthur.net/2014/02/06/new-birmingham-library-city-beyond/> (accessed 12/09/14).

Associated Architects. (n.d.). *Curzon street Station.* [Online] Available at: <http://www.associated-architects.co.uk/projects/culture/curzon-street-station/> (accessed 28/12/14).

Birmingham City Council. (n.d.) *Canals in Birmingham.* [Online] Available at: <http://www.birmingham.gov.uk/canals> (accessed 23/10/14).

Birmingham City Council. (2007). *Castle Vale.* [Online] Available at: http://web.archive.org/web/20071012100538/http://www.birmingham.gov.uk/GenerateContent?CONTENT_ITEM_ID=19750 (accessed 23/10/14).

Cartwright Pickard. (n.d.). *Urban Design.* [Online] Available at: <http://www.cartwrightpickard.com/ethos/urban-design.aspx> (accessed 22/01/15).

Collin J. (2013). *New Statesman.* [Online] Available at: <http://www.newstatesman.com/lifestyle/2013/08/birmingham-or-manchester-which-britains-second-city> (accessed 21/10/14).

Crafts Institute. (2013). *Birmingham's Jewellery Quarter.* [Online] Available at: <http://www.craftsinstitute.com/making-jewellery/features/articles/features/birminghams-jewellery-quarter.aspx> (accessed 27/10/14).

Culture24. (2005). *Bombed But Not Beaten - Birmingham in World War Two.* [Online] Available at: <http://www.culture24.org.uk/history-and-heritage/military-history/world-war-two/tra27943> (accessed 27/10/14).

Friends of the High Line. (n.d.). *About the High Line.* [Online] Available at: <http://www.thehighline.org/about> (accessed 02/01/15).

Fulcher M. (2012). *Obituary: John Madin (1924-2012).* [Online] Available at: <http://m.architectsjournal.co.uk/8624761.article> (accessed 27/10/14).

GOV.UK. (2014). *High Speed Rail (London - West Midlands) Bill.* [Online] Available at: <https://www.gov.uk/government/collections/high-speed-rail-london-west-midlands-bill> (accessed 22/10/14).

JG Land & Estates. (n.d.). *Typhoo Wharf: Eastside Birmingham.* [Online] Available at: http://www.jglandandestates.co.uk/projects_0.htm (accessed 15/01/15).

King's Cross. (n.d.) *King's Cross* An extraordinary piece of London. [Online] Available at: <http://www.kingscross.co.uk/event-venues-kings-cross> (accessed 15/01/15).

LLC B. (2012). *The Agenda of the Architect*. [Online] Available at: <http://blog.buildllc.com/2012/11/the-agenda-of-the-architect/> (accessed 02/09/14).

MAPC. (2010). *What are the Benefits of Mixed Use Development?*. [Online] Available at: <http://www.mapc.org/resources/mixed-use-zoning/benefits-mixed-use-dev> (accessed 21/11/14).

Neighbourhood Statistics. (2013). *Population and Migration*. [Online] Available at: http://www.neighbourhood.statistics.gov.uk/HTMLDocs/dvc134_a/index.html (accessed 27/11/14).

Network Rail. (2013). *Birmingham New Street*. [Online] Available at: <http://www.networkrail.co.uk/virtualarchive/new-street/> (accessed 27/12/14).

Network Rail. (2013). *Birmingham New Street's 150-year history revealed as station switchover nears*. [Online] Available at: <http://www.networkrailmediacentre.co.uk/News-Releases/Birmingham-New-Street-s-150-year-history-revealed-as-station-switchover-nears-1d3f.aspx> (accessed 27/12/14).

Nomis Web. (2012). *Local Market Profile- Birmingham*. [Online] Available at: <http://www.nomisweb.co.uk/reports/lmp/la/1946157186/report.aspx#tabjobs> (accessed 22/10/14).

Redhawk Logistica. (n.d.). *Duddeston Viaduct*. [Online] Available at: <http://www.redhawklogistica.com/projects/duddeston-viaduct-project/> (accessed 13/01/15).

FIGURE REFERENCES

Fig 1.

Gormley, R. (2015). Curzon Street Station [GRAPHIC].

Fig 2.

Gormley, R. (2015). Curzon Street Station [GRAPHIC].

Fig 3.

N/A, (2014), Birmingham City Centre [ONLINE]. Available at: <http://www.ep.ph.bham.ac.uk/BEACH2014/BhamCentre.jpg> [Accessed 10 September 14].

Fig 4.

Birmingham City Council. (2014). Birmingham Curzon Masterplan [IMAGE]. Available In: Birmingham City Council. (2014). Birmingham Curzon HS2. Birmingham: Birmingham City Council.

Fig 5.

Gormley, R. (2014). Derelict Birmingham [PHOTOGRAPH].

Fig 6.

Custard Factory, (n.d.), Custard Factory [ONLINE]. Available at: <http://www.custardfactory.co.uk/wp-content/uploads/2013/10/gallery4.jpg> [Accessed 10 September 14].

Fig 7.

Gormley, R. (2015). Birmingham City Centre Map [GRAPHIC].

Fig 8.

Gormley, R. (2015). Birmingham Ring Roads [GRAPHIC].

Fig 9.

Gormley, R. (2014). Library of Birmingham [GRAPHIC].

Fig 10.

Arthur, P. (2014). New Birmingham Library City Beyond [ONLINE]. Available at: <http://paularthur.net/2014/02/06/new-birmingham-library-city-beyond/> [Accessed 10 September 14].

Fig 11.

Arthur, P. (2014). New Birmingham Library City Beyond [ONLINE]. Available at: <http://paularthur.net/2014/02/06/new-birmingham-library-city-beyond/> [Accessed 10 September 14].

Fig 12.

Gormley, R. (2015). BullRing Masterplan [GRAPHIC].

Fig 13.

Arthur, P. (2014). New Birmingham Library City Beyond [ONLINE]. Available at: <http://paularthur.net/2014/02/06/new-birmingham-library-city-beyond/> [Accessed 10 September 14].

Fig 14.

Arthur, P. (2014). New Birmingham Library City Beyond [ONLINE]. Available at: <http://paularthur.net/2014/02/06/new-birmingham-library-city-beyond/> [Accessed 10 September 14].

Fig 15.

Gormley, R. (2015). Birmingham City Map: Highlighted Library View [GRAPHIC].

Fig 16.

King Edwards wharf, (n.d.). Waters Edge at Brindley Place [ONLINE]. Available at: https://kewtwentyten.files.wordpress.com/2011/12/mg_9791-elts-2201-1-4-by-6-1280x853.jpg [Accessed 23 November 14].

Fig 17.

ZHU Long, (n.d.). Brindleyplace Master plan [ONLINE]. Available at: http://static.zhulong.com/photo/small/200611/24/82451_1_0_0_560_w_0.jpg [Accessed 10 September 14].

Fig 18.

Gormley, R. (2015). Brindleyplace Masterplan [GRAPHIC].

Fig 19.

Birmingham City Council. (2014). Paternoster Place [IMAGE]. Available In: Birmingham City Council. (2014). Birmingham Curzon HS2. Birmingham: Birmingham City Council.

Fig 20.

Birmingham City Council. (2014). Birmingham Curzon Station Square [IMAGE]. Available In: Birmingham City Council. (2014). Birmingham Curzon HS2. Birmingham: Birmingham City Council.

Fig 21.

Gormley, R. (2015). Eastside City Park Before [GRAPHIC].

Fig 22.

Gormley, R. (2015). Eastside City Park After [GRAPHIC].

Fig 23.

Gormley, R. (2015). Retail Square Development [GRAPHIC].

Fig 24.

Gormley, R. (2015). Paternoster place Development [GRAPHIC].

Fig 25.

Undefined. (2011). Brindleyplace Canals [ONLINE]. Available at: <http://2.bp.blogspot.com/-Tq2DKiVtqjI/UPgTxLLIjuI/AAAAAAAAAErA/u9c0QBtqKN8/s1600/Brindley+Place+BCN+2+08.06.11.JPG>.

Fig 26.

Birmingham City Council. (2014). Duddeston Viaduct [IMAGE]. Available In: Birmingham City Council. (2014). Birmingham Curzon HS2. Birmingham: Birmingham City Council.

Fig 27.

Birmingham City Council. (2014). Shaw's Passage [IMAGE]. Available In: Birmingham City Council. (2014). Birmingham Curzon HS2. Birmingham: Birmingham City Council.

Fig 28.

Birmingham City Council. (2014). Fazeley Area [IMAGE]. Available In: Birmingham City Council. (2014). Birmingham Curzon HS2. Birmingham: Birmingham City Council.

Fig 29.

Birmingham City Council. (2014). HS2 Viaduct [IMAGE]. Available In: Birmingham City Council. (2014). Birmingham Curzon HS2. Birmingham: Birmingham City Council.

Fig 30.

Gormley, R. (2015). Curzon Street Masterplan: Public Transport [GRAPHIC].

Fig 31.

Gormley, R. (2015). Curzon Street Masterplan: Walking and Cycle Routes [GRAPHIC].

Fig 32.

Gormley, R. (2015). Retail Square Development [GRAPHIC].

Fig 33.

Gormley, R. (2015). Business District Before [GRAPHIC].

Fig 34.

Gormley, R. (2015). Business District Before [GRAPHIC].

Fig 35.

Gormley, R. (2015). Visitor Development [GRAPHIC].

Fig 36.

Gormley, R. (2015). Creative District Before[GRAPHIC].

Fig 37.

Gormley, R. (2015). Creative District After[GRAPHIC].

Fig 38.

Gormley, R. (2015). The Rotunda [GRAPHIC].

Fig 39.

Birmingham City Council. (2014). Eastside Concourse [IMAGE]. Available In: Birmingham City Council. (2014). Birmingham Curzon HS2. Birmingham: Birmingham City Council.

Fig 40.

Gormley, R. (2015). Public Spaces Before and After [GRAPHIC].

Fig 41.

Gormley, R. (2015). Curzon Street Regeneration Masterplan [GRAPHIC].

Fig 42.

Birmingham City Council. (2014). Station Square [IMAGE]. Available In: Birmingham City Council. (2014). Birmingham Curzon HS2. Birmingham: Birmingham City Council.

Fig 43.

Birmingham City Council. (2014). Curzon Street HS2 [IMAGE]. Available In: Birmingham City Council. (2014). Birmingham Curzon HS2. Birmingham: Birmingham City Council.

Fig 44.

Birmingham City Council. (2014). Curzon Street Masterplan [IMAGE]. Available In: Birmingham City Council. (2014). Birmingham Curzon HS2. Birmingham: Birmingham City Council.

Fig 45.

WallpaperWeb, (n.d.). The Bulring, Birmingham, UK [ONLINE]. Available at: http://t.wallpaperweb.org/wallpaper/miscellaneous/1920x1200/8183536_5b61a8e108_o.jpg [Accessed 10 September 14].

Fig 46.

Visit Birmingham, (n.d.). Brindleyplace [ONLINE]. Available at: <http://visitbirmingham.com/files/2012-03-13/BrindleyplaceatNight.jpg> [Accessed 23 November 14].

Fig 47.

Birmingham City Council. (2014). Curzon Promenade [IMAGE]. Available In: Birmingham City Council. (2014). Birmingham Curzon HS2. Birmingham: Birmingham City Council.

Fig 48.

Glenn Howells, (2014), Paradise Circus [ONLINE]. Available at: <http://www.glennhowells.co.uk/img/content/1.paradisecircusmasterplan.jpg> [Accessed 10 September 14].