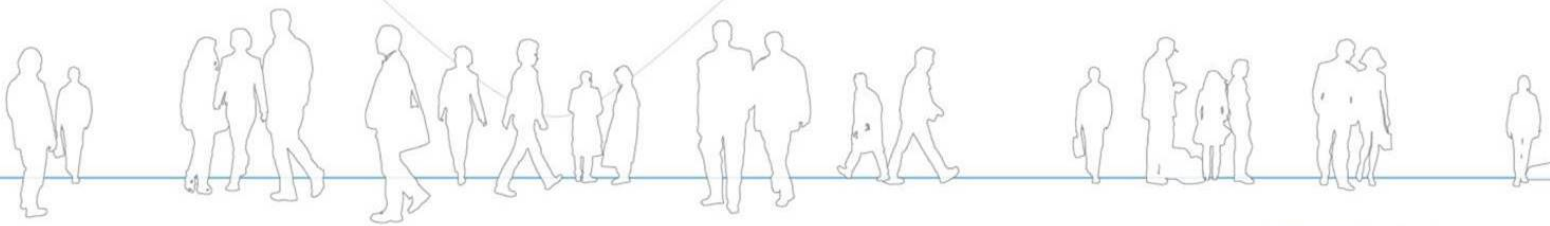


New Street: New Start

The Birmingham Gateway Project

PARAPET WALL STRATEGY



Contents

1.	Introduction	2
2.	Proposed Internal Finish To Parapet Walls	3
3.	Proposed External Finish To Parapet Walls	7
4.	Opportunity For Public Art	12
5.	Timescale For Submission And Approval Of Parapet Wall Details	13
6.	Programme For Implementation	14

1. Introduction

This strategy provides details of the proposed treatment to the parapet walls to the east and west of the Birmingham Gateway scheme. These walls define the edges of the void spaces above the City Centre's operational railway lines as shown in the attached plan.

The strategy supports the reserved matters application in respect of phase 1 of the redevelopment of New Street Station and its public realm. A Design and Access Statement has been prepared as a separate document in support of the planning application and it explains the wider context of design principles for building elevations and public realm areas adjoining them.

The strategy is structured as follows:

- Section 2 explains the proposed finish to the internal face of the parapet walls;
- Section 3 explains the proposed finish to the external face of the parapet walls;
- Section 4 explains the opportunity for public art to form part of the finish to the external face of two high profile parapet walls;
- Section 5 describes the timescale for submission of further parapet details to meet the necessary administrative processes of the planning application; and
- Section 6 describes the proposed implementation programme for improving the parapets.

2. Proposed Internal Finish To Parapet Walls

As the void spaces are over the operational railway line there are particular issues relating to safety that apply to the internal face of the parapet that do not apply to the external face. If, for example, some type of cladding were to be used, this may pose safety risks. Issues applicable to the internal face are:

Safety Implications:

- Introduction of cladding presents a risk of panels falling onto the track and potentially onto passengers;
- Trains at speed create a wind envelope which may lead to bracket failure on any cladding finish;
- Restricted working area (and proximity to overhead lines) when applying and maintaining any cladding finish;

Cost implications:

- Increased cleaning and maintenance costs to the Train Operating Companies; and
- Potential removal of any cladding for inspection of underlying structure as required by Company standards;

For the above reasons, a paint system is proposed to be used for those areas currently painted or untreated. The colour is likely to be light grey but will be confirmed with the further details to be submitted to the Council as referred to below in section 5.

The proposed internal void finishes are as follows – the wall numbers are taken from the attached plan:

1. Worcester Street/St. Martin's Circus Queensway – currently untreated concrete. It is proposed to paint all four internal surfaces light grey.



2. Eastern Square & Odeon walkway – currently a mix of untreated concrete and painted surfaces. It is proposed to be painted light grey with the exception of wall 5 which is part of a new structure (the Odeon walkway) and proposed to be plate glass and metal framing (see description of wall 5 below in section 3).



3. Navigation Street/ Hill Street – currently a mix of untreated concrete (internal face of wall 6 shown in the photograph below) and blue and white paint. It is proposed that all surfaces will be light grey.



4. Pinfold Street/ Navigation Street/ Hill Street – currently a mix of blue and white to the internal surface of walls 9 and 10 (internal face of wall 9 shown in the photograph below), with wall 8 a brown engineering brick. It is proposed to re-paint all existing painted surfaces light grey and retain the brown-faced engineering brick as it is.



5. Hill Street/ Navigation Street – currently a mix of concrete panelling to wall 12, which is part of the signal box Grade II Listed Building status, with blue and white painting for the Hill Street bridge (wall 11, shown in the photograph below). It is proposed to paint the internal face of the bridge light grey and clean the internal face of signal box wall 12.



3. Proposed External Finish To Parapet Walls

Detailed below are the five void areas from east to west. The wall numbers are taken from the attached plan.

1. Worcester Street/St. Martin's Circus Queensway

When walking down St. Martin's Circus Queensway towards BNS, the east parapet wall 3 of the large void is prominent along with the internal west parapet wall of the small void (see left side photograph below; number 1 on the attached plan). The parapet coping of the small void has not weathered well. The dark pre-cast panels will be replaced to provide grey granite faced finish. These will complement the parapet walls on the adjoining and larger void area as well as the new Odeon walkway.



2. Eastern Square & the Odeon Walkway

The attached plan shows these parapets to be the longest lengths of wall to be treated. They also adjoin proposed new public realm areas – the Odeon walkway by wall 5 and Eastern Square by wall 3. There is therefore a requirement for quality external finishes on what are currently utilitarian, bland structures.

Wall 2 links with the pedestrian circuit from New Street and the Bullring and is proposed as suitable for public art. As explained below in section 4, the default position is granite cladding.

Wall 3 (shown in the photographs below) is proposed to be faced with grey granite and will include the name of the station in stainless steel letters. Further information on the appearance of this proposal will be submitted to the Council on or before 18th December 2009.

Wall 4 is proposed to be faced with grey granite.

Wall 5 is proposed to be plate glass on a steel frame with the objective of providing wide views from and to the walkway including views of the trains and station activity below.



3. Navigation Street/Hill Street

This stretch of wall comprises three elements: the large untreated concrete mass of Hill Street wall 6; red brick panels with render pillars, coping and plinth forming the majority of Navigation Street wall 7; and a brown engineering brick joining wall at the junction of the streets, topped with a blue steel mesh fence.

As shown on the attached plan, wall 6 is part of the structural bridge over the railway line and as such its physical mass cannot be reduced (see left side photograph below). Its massing and weathered concrete appearance currently marks it out as one of the poorest quality station parapets. Due to the scale and nature of this barrier, it provides a good opportunity for decoration as public art. The default position is granite cladding as described below in section 4.

Wall 7 (see right side photograph below) along Navigation Street is red brick panels with white render pillars, coping strips and plinth. The render has weathered to an unattractive finish. To better align this parapet wall with the main station, it is proposed to clad it in grey granite extending round the junction to meet wall 6.

Where wall 7 turns the junction and joins wall 6, it is brown engineering brick with blue steel fencing above it. As explained above, it is proposed that this wall is clad in grey granite. The blue fencing is proposed to be replaced by artwork which is designed as part of the wall 6 commission. In lieu of such artwork, the default position will be a bespoke architectural panel to a similar specification to replace the existing blue fence; such a structure would be of a transparent nature/ material to permit views of the station.



4. Pinfold Street/ Navigation Street/ Hill Street

This stretch of wall comprises two elements: the brown engineering brick of Pinfold Street wall 8 which also extends round into Navigation Street; and the red brick panel and render of walls 9 and 10 (with intervening brown engineering brick wall section at the crossroads junction).

Pinfold Street wall 8 (see left side photograph below) - of brown engineering brick - is proposed to be clad in grey granite. This cladding will extend round onto Navigation Street, where it joins wall 9.

The existing gated access at the Pinfold Street/ Navigation Street junction is to be retained, but a new gate will be installed in place of the existing (details to be agreed by the planning authority).

Wall 9 on Navigation Street (see right side photograph below) is in the same style and materials as wall 7 opposite and it is desirable to retain that symmetry in the new proposals, with the same proposed treatment of refreshing the red brick panels and cladding the remainder in grey granite. This granite cladding will also cover the engineering brick on the Hill Street junction and extend round with the same treatment for wall 10.



5. Hill St/ Navigation Street

This stretch of wall comprises two elements: the red brick panel and render of Hill Street wall 11; and Navigation Street wall 12, which is a distinct modular design.

Wall 11 (see left side photograph below) is the same red brick panel and render style as wall 10 opposite and so the same treatment is proposed: cleaning the brick and cladding the render areas with grey granite.

The signal box on the corner of Brunel Street and Navigation Street is a listed building. The material and form of this building's façade is complemented by the material and form of parapet wall 12 (see right side photograph below) which extends round the junction of Navigation Street into Hill Street. This section of wall forms part of the curtilage of the signal box and as such the wall must be retained as existing, thereby preserving the setting of the listed building. Wall 12 has a weathered appearance and requires cleaning.



4. Opportunity For Public Art

The two principal proposed locations for public art are to the east and west of the station. Wall 2 faces St. Martin's Queensway and is part of the city centre's main pedestrian circuit. Wall 6 – part of the structural bridge on Hill Street - is the tallest of the parapet walls proposed to be treated. As well as public art on the Hill Street face of this wall, it is also proposed that the existing blue steel fence on the adjoining wall (at the junction of Hill Street with Navigation Street) will be replaced by a suitable metalwork structure designed as part of the public art work in this location.

The contract (or contracts) for the public art is proposed to be awarded via competition and competitive tender and the artist (or artists) will prepare creative designs for the two principal locations as well as the third location for a metalwork feature at the junction of Hill Street with Navigation Street. The tender process will be timed so that the commission output can be incorporated into the construction management programme.

The Council require certainty that in the event of any failure of the public art commission to deliver an output in time for the overall completion of the works, that there is a 'fallback' position for the enhancement of these two walls.

In the above scenario, in respect of wall 2 (St. Martin's Circus Queensway), it is proposed to be clad in grey granite to match wall 3.

Similarly, in respect of wall 6 (Hill Street) it is proposed that it is clad in grey granite.

However, finance is available for public art and if a delay does occur in any of the commission processes, the applicant is confident that public art will be delivered at some stage but understands the Council's requirement that at the scheduled project end, all parapets should be improved.

5. Timescale For Submission And Approval Of Parapet Wall Details

Further parapet wall details will be submitted to the Council within five weeks of initial submission and will include:

- samples of the granite cladding to be used; and
- further information on the appearance of wall 3.

The refurbishment/ cleaning of the signal box wall 12 will be subject to a method statement agreed with the relevant Conservation Officer of the City Council in relation to its Listed Building status.

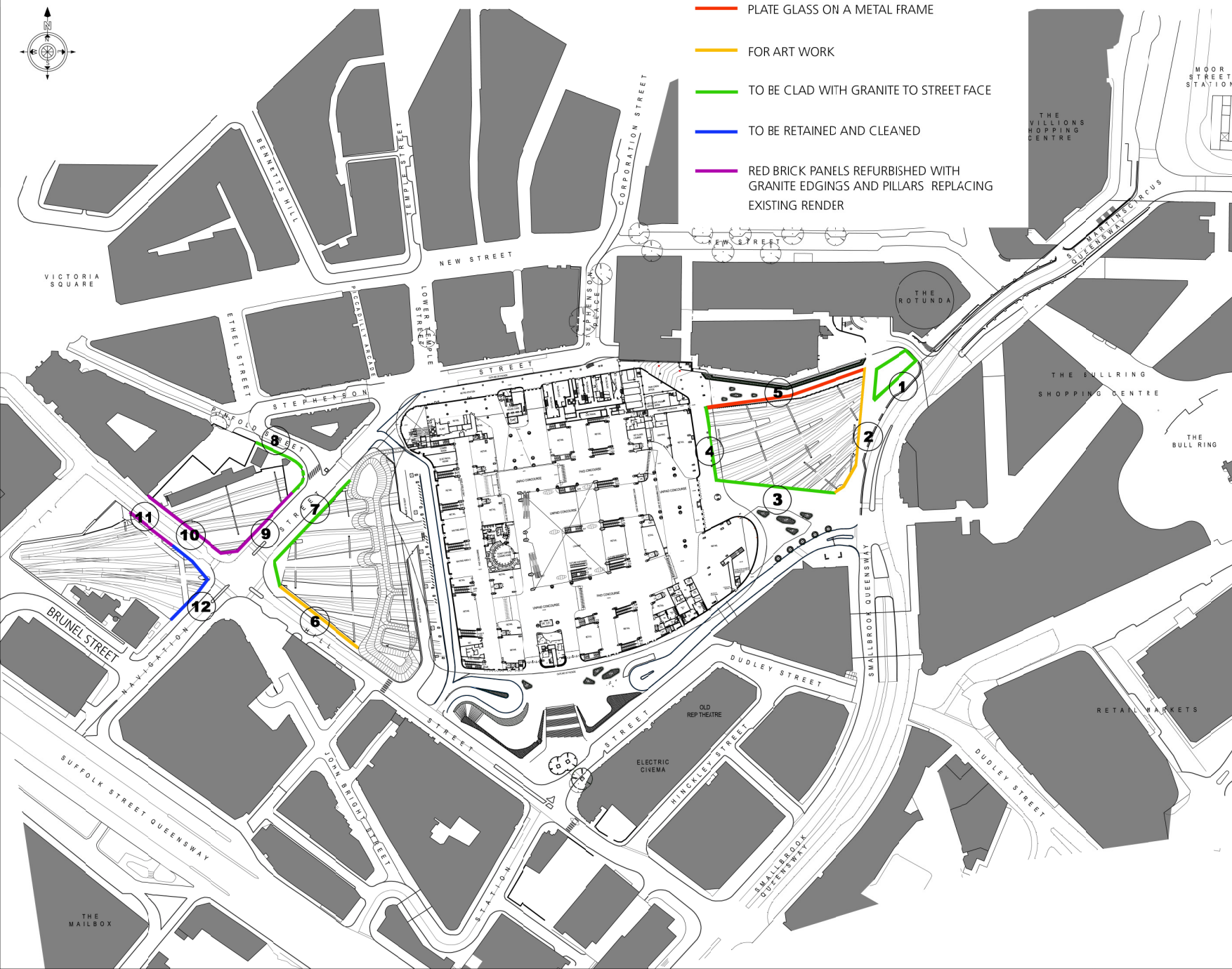
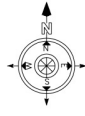
6. Programme For Implementation

The improvement works to the parapets will be undertaken in phases aligned to the main Gateway construction programme.

Improvement works to the parapets along Hill Street will be undertaken to coincide with the opening of the new Hill Street entrance in November 2011. The new Odeon walkway will open in July 2012 which will include the glazed parapet wall 5 as shown on the attached plan.

All other parapet wall enhancements will be undertaken and completed during the period of April 2013 and October 2014 and will be sequenced with the main works taking account of the overall phasing and temporary pedestrian and vehicular routes to the station.

It is recommended that installation of public art is undertaken towards the end of the project once all major construction work is complete.



- PLATE GLASS ON A METAL FRAME
- FOR ART WORK
- TO BE CLAD WITH GRANITE TO STREET FACE
- TO BE RETAINED AND CLEANED
- RED BRICK PANELS REFURBISHED WITH GRANITE EDGINGS AND PILLARS REPLACING EXISTING RENDER


Location Plan

Notes/Legend

Rev	Date	Description of Revisions

Status

PLANNING APPLICATION



The Mailbox:
100 Wharfedale Street
Birmingham B1 1RT
(0121) 345 3000

Contractors

ATKINS	FOA
<small>The Axis, 10 Hodge Street, Birmingham, West Midlands, B1 1TF. Telephone (0121) 483 5000 Fax (0121) 483 5282</small>	<small>56 Curtain Rd, London EC2A 3PT, Birmingham, West Midlands, B1 1TF. E-mail: mail@foa-rail.com Tel: +4420 7033 9900 Fax: +4420 7033 9801</small>

Project

BIRMINGHAM NEW STREET STATION GATEWAY

Drawing Title

PARAPET WALL STRATEGY

Designed	Drawn	Checked	Approved	Sign.	Date
CLARE WATTS	DARREN CLARKE	CHRIS RANCE	IAN REDMAYNE		29/09/09

Scales: 1:1000 @ A1

Other Reference: 5064224

Drawing Number: 5064224-ATK-DRG-PL-

Revision: A01

Sheet Size A1 841 x 594