

# PHASE 1 CONCEPT DESIGN - ILLUSTRATIVE PLAN

## Design Statement

The future of urban centres is evolving, the changing shifts in retail habits and behaviours (accelerated by Covid-19) means our high streets are entering a new era of change not seen since the 1960's. Social and experiential uses are becoming increasingly important on high streets, as retail and functional needs are increasingly met online. The future High Street must be resilient and adaptable to find a new focus in order to survive.

Resilient high streets must become experiential destinations and should offer users experiences that go beyond purely retail or functional-oriented activities. To achieve this, we must create people-focused spaces that reduce the dominance of motor vehicles and embrace a positive shift to lasting place quality—focusing on green space, leisure, arts and culture and health and social care services combined with new patterns in urban living and active travel.



High Street Feature Area



Church Square



New Road from Park Road

## What This Plan Shows

In addressing this change, the concept design introduces a bold reimagining of the traditional high street, introducing an ambitious linear flora based rain garden design to combat the effects of climate change and reduce the impact of surface water flooding. Embracing these nature-based solutions also creates a beautiful green corridor, helping to improve the amenity of the town where people live, work and play.

This concept design is a possible option for public engagement and dialogue that could extend the pedestrianised core of the town centre to create a new urban space adjacent to the Grade 1 Listed St. Alphege Church. To achieve our vision for Church Square, we want to reduce vehicle dominance by creating a more pedestrian-friendly environment. Realignment of the carriageway releases valuable space and enables creation of a new urban space for safe pedestrian movement and community/ceremonial use.

Forging stronger connections to the town's delightful parks is also a key priority for the council. To help achieve this aim the

entrance to Malvern Park could be enhanced by creating a more pedestrian focused space. This people first area has a greater sense of pedestrian priority and creates a clearer more legible route to the park. This could provide space to introduce new feature artwork or signage, creating a new gateway to the park. A new feature gateway would be more visible from New Road and on the approach from the town centre which would help to encourage the connection we are seeking.

Along the length of New Road from Church Square to the park entrance a reduction in vehicle dominance is achieved by reducing road markings, signage and reducing vehicle speeds to create a sense of pedestrian priority on this heavily used pedestrian route. A new crossing following established desire lines could make it quicker and easier for the significant number of pedestrians to move between the park and the town centre. These enhancements could then be accompanied by further improvements to the route along Park Road to the park itself by widening the footway and introducing feature tree canopy lighting.

Watch a flythrough video about the Phase 1 Concept Design here:



## Location Plan



# PHASE 1 CONCEPT DESIGN - HIGH STREET

## Section 1



## Section 2



## KEY PLACEMAKING PRINCIPLES



See a 3D view of changes proposed to the High Street here:



## Design Features

- 1 Simplified street layout with a central planting / street furniture / dwelling zone, flanked by a retail and movement corridor either side.
- 2 Central planting zone & permeable paving allow for improved surface water drainage (SuDS).
- 3 Proposed Yorkstone flags and setts with Porphyry stone to edgings and feature areas, reflecting the heritage significance at the centre of the Conservation Area
- 4 Central planting zone to accommodate large semi-mature tree complemented by low level evergreen planting to create year-round interest. Planting areas lined with natural stone seat walls incorporating bespoke artwork and under-seat LED strip lighting.
- 5 Junction spaces and break out areas create opportunity for bespoke pavement design and artwork.
- 6 'Smart stack' lighting columns located along central spine. The columns are modular and multi-functional to reduce street clutter and provide functional and feature lighting, CCTV, electrical supply, wi-fi and speakers etc.
- 7 Central zone interspersed with paved areas to accommodate flexible uses such as al-fresco dining, informal play, street food vendors and other temporary uses.
- 8 Bespoke gateway signs with feature lighting bookend the High Street.

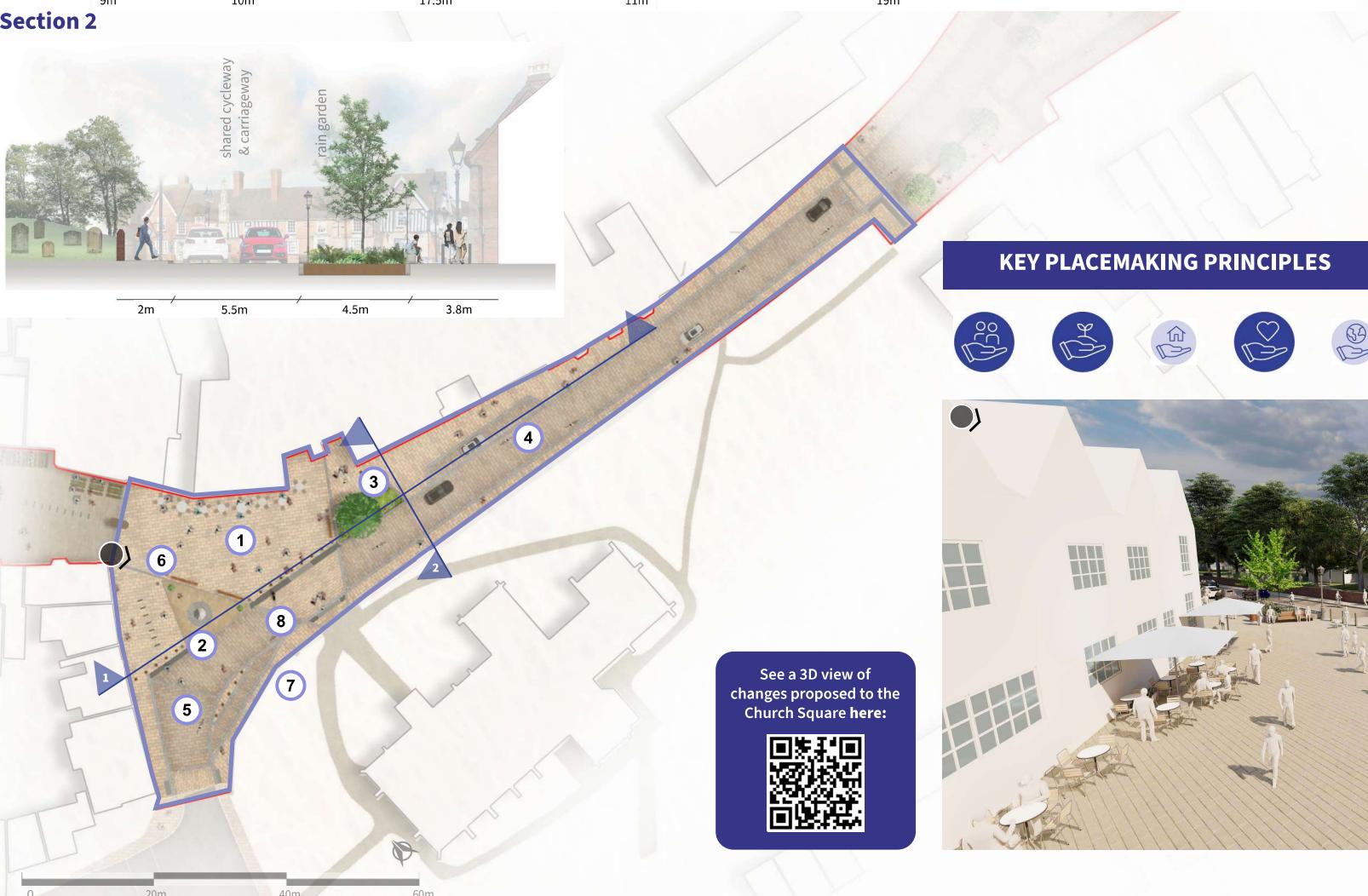


# PHASE 1 CONCEPT DESIGN - CHURCH SQUARE

## Section 1



## Section 2



## Design Features

- 1 The historic heart of Solihull re-imagined creating a new public square forging a stronger connection between the High Street and St. Alphege Church.
- 2 War memorial relocated to sit on a new triangular plinth within the new public square placing it at the heart of the public realm.
- 3 Integrated landscape features such as raised planters offers design sensitive hostile vehicle mitigation (HVM).
- 4 Two-way vehicle movement incorporating dedicated parking/loading bay.
- 5 All traditional traffic markings removed within the space paved in natural stone flags and setts creating a large, pedestrian focused environment.
- 6 Proposed street lighting to the square to reference the low level historic fluted column design.
- 7 Possible opportunity for complementary works to the church grounds including tree crown lifting, boundary wall / post refurbishment and enhanced public footpath.
- 8 Zebra crossing removed and replaced with a series of 'courtesy crossings' demarcated by large timber bollards and change in paving design.

## KEY PLACEMAKING PRINCIPLES



# PHASE 1 CONCEPT DESIGN - PARK ROAD & NEW ROAD

## Section 1



See a 3D view of changes proposed to the Park Road & New Road here:



## Section 2



## KEY PLACEMAKING PRINCIPLES



## Design Features

- 1 Reconfigured street layout to give greater priority to pedestrians and cyclists and reducing vehicle speeds.
- 2 Opportunity for a new feature gateway for Malvern Park entrance with signage and public art opportunities, making it more visible on approach from the town centre.
- 3 Pedestrian and cycle link through to Malvern Park widened and improved ensuring minimal disturbance to existing tree routes. Feature lighting proposed to tree canopies.
- 4 Bus stop relocated from the square to incorporate a new green roof bus shelter.
- 5 Parking bays provided for school accessible bays and school coach collection point.
- 6 Vehicular access to private dwellings and Cedarhurst retained through integrated treatment of the public realm.
- 7 New street trees, rain gardens and ground level planting to New Road as part of its transformation to an urban active travel greenway.

