

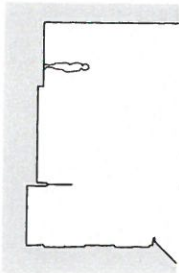
3/ The Design Guide:

(iii) Street scene

The street scene can be described as the general character of a street when viewed from the public realm, made up of all the features that won't move. This includes boundary treatments, pavements and roads with buildings and landscaping providing the backdrop. In Ilminster, gardens and boundary treatments generally form the street lines, leading to open public green space and/or the rural landscape. Development should maintain this hierarchy with more formal denser built form in or nearer the centre and more organic landscape led street scenes on the edge of the settlement, which relate to the rural setting. Development in the western part of town could relate to Ilminster's industrial heritage. It is important for existing heritage features, trees, hedgerows and water features to be maintained as these assist with way finding and maintain the verdant setting. Hard landscaping must be minimised on the edge of the settlement and be offset by tree and shrub planting and Sustainable Urban Drainage solutions.

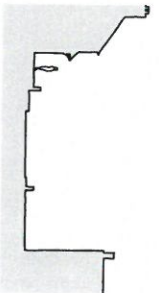
ILMINSTER DESIGN PRINCIPLE 2:
Fronts of development, should be bound by railings, low walls or hedges and buildings should be set back behind planted front gardens. Existing trees, hedgerows and shrubs should be retained along road edges where possible and new trees included which are well spaced and of an appropriate species.
Parking should be designed to integrate into the development and be visually unimposing. Development proposals should consider the character of the road they are fronting and relate to it in terms of boundary treatment, proposed highway works and nature of pedestrian and vehicular access.

Historic Pre 19th Century Centre
 Predominant boundary treatments: buildings, or low railings
 Typical road width: 5.5 metres
 Typical pavement width: 1.7 metres
 Typical property set back: 0 metres
 Level of hard landscaping: high



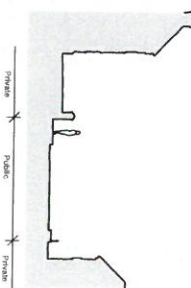
The street scene is hugely varied, but roads and pavements are generally narrow, not designed for the car. Some parking exists but it is peppered or hidden from public view. There is lots of hard surfacing, with trees and landscaping generally confined to private front gardens. Street lines are formed by either heritage buildings with no front gardens or low sets of painted railings, stone walls and/or hedgerows. There is range of street furniture, from heritage features to poorly placed benches. The organically laid out public realm includes alleys, steps and The Market House creating buildings and open courtyards. The backdrop of ramely heritage buildings have variety and rich character creating a strong sense of place. The densities and heights create a well overlooked public realm.

Terraces
 Predominant boundary treatments: low brick walls and gates
 Typical road width: 4.9 metres
 Typical pavement width: 2.12 metres
 Typical property set back: 3.1 metres
 Level of hard landscaping: high



The terraces have pavements and carriage ways which are fairly uniform and devoid of features such as furniture, although road signs provide unnecessary clutter. Steps and walkways are used on the public realm adjacent to some terraces. The public realm has wider pavements and roads allowing sufficient space is provided for on-street parking and 2 cars to pass in most places. The public realm is generally devoid of trees, or street furniture. Regular low front boundary walls provide strong formal boundary treatments and front gardens are good defensible space. As a result of these features, the character of the street scene is largely of the buildings which comprise a strong urban backdrop. The varied topography allows for a variety of building heights.

Villas
 Predominant boundary treatments: low brick walls and gates
 Typical road width: 5.75 metres
 Typical pavement width: 2.66 metres
 Typical property set back: 5.65 metres
 Level of hard landscaping: medium



Villas in Ilminster are located predominantly on wider main roads where the pavements are narrower and the road widths are largely designed to accommodate moderately fast cars (30 mph). These roads would have been the main thoroughfare for carriages when they were built. The public realm is bounded by low walls usually topped with railings and landscaping which makes a significant contribution to the pleasant and green aesthetics of the street scene. Gaps between these larger scale buildings are important features and allow for off road parking and trees to be accommodated. This means that the buildings have retained their front gardens as they are not required for parking.