

5.0 – BUILDING FORM



Land Use – illustrating functionality of areas of the Town such as retail, housing, industry and surrounding agriculture.

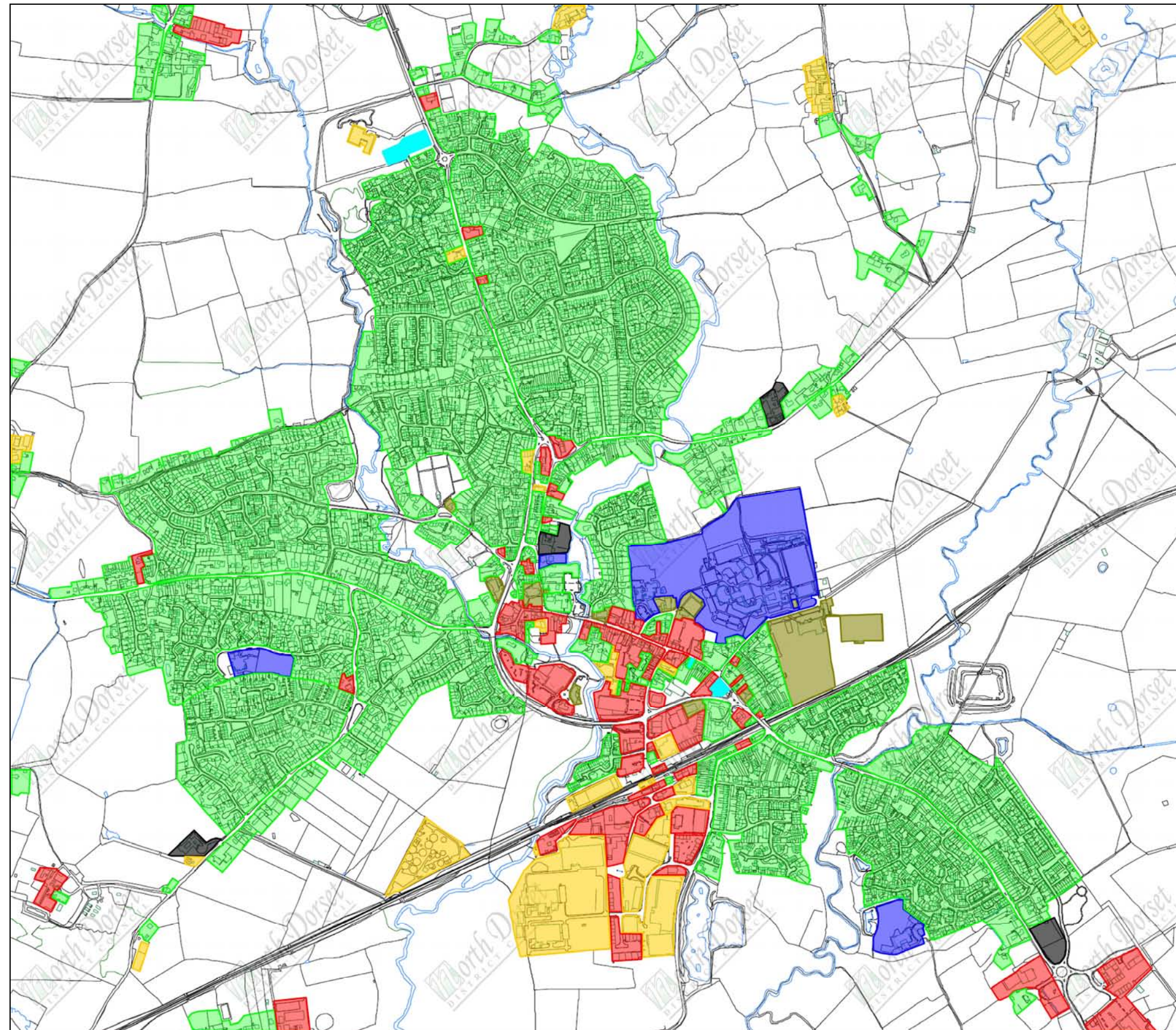


Building Heights – ranging from four storey to single storey bungalows.



Density – reviewing the various densities of different areas of the Town

LAND USE WITHIN THE TOWN



From the coloured map to the left, it can be seen that a significant area of the Town is for residential use.

Another significant area is the school site dominated by Gillingham School, due to its large catchment area and reputation. Other primary schools from outside of the Town area shown which can feed into Gillingham School include Milton-on-Stour, Bourton and Stour Provost, whose pupils are transported by bus, train and car. This category also includes an adult learning centre.

For the purposes of keeping the categories simple:

- 'Retail' includes 'High Street' shops, merchants that sell products to trade and commercial premises where a service is purchased such as a garage or accountant.
- 'Industrial' is a premises that manufactures, refines or warehouses product, which also includes farms.
- 'Community Facilities' includes halls, sports halls, places of worship and the Library.

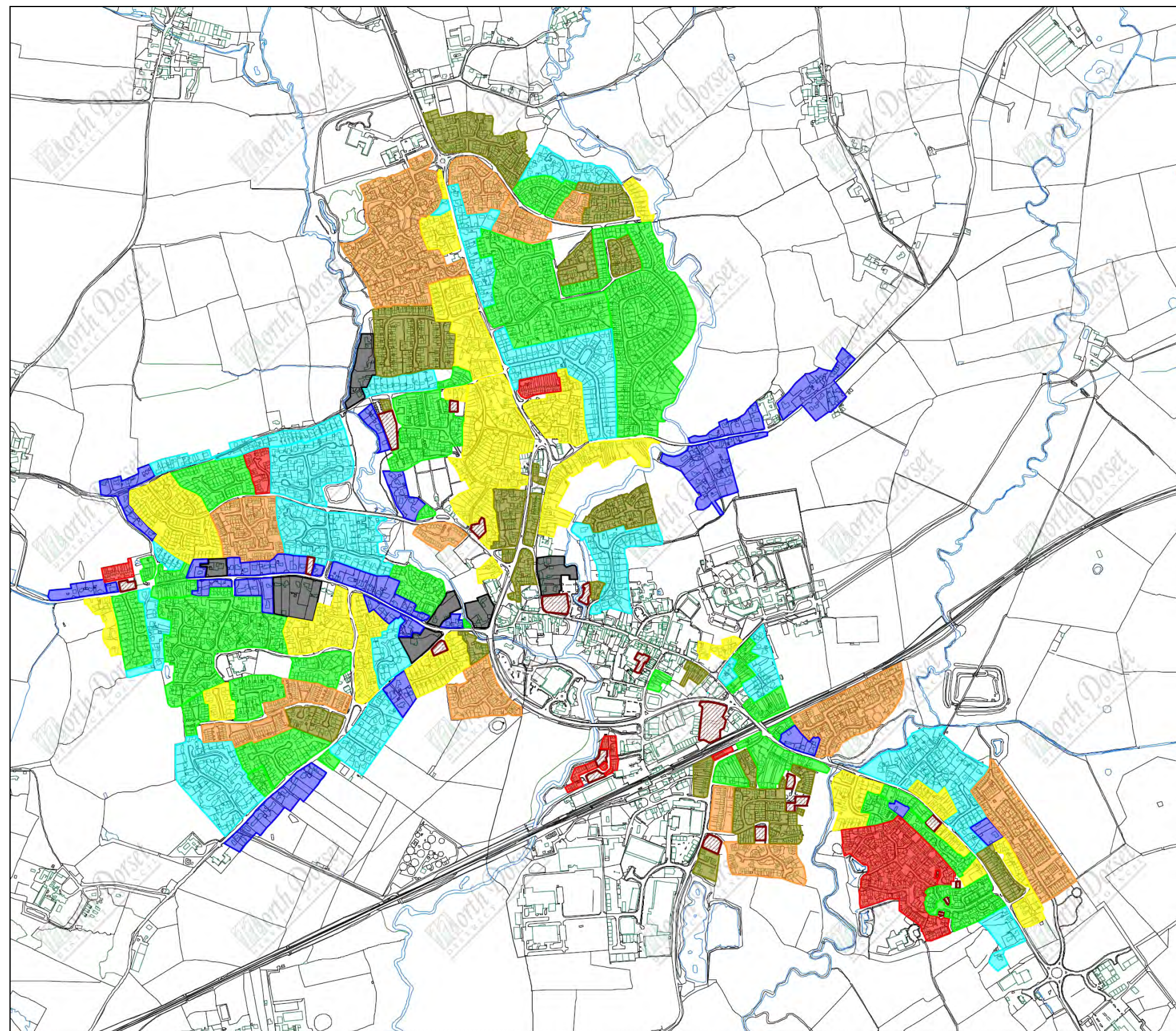
The community facilities are small by comparison to the housing, and the only medical facilities comprise two doctors' surgeries and two dentists. The nearest hospitals with full time accident and emergency facilities are at Yeovil and Salisbury. Wincanton and Shaftesbury have a restricted A&E service.

There are a number of specific residential homes for the elderly with wardens, however only three have some form of medical staffing which are shown.

 Housing.	 Community Facilities.
 Schools.	 Care Homes.
 Retail.	 Industrial.
 Medical Facilities.	

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RESIDENTIAL BUILDING DENSITY



Within the Town, the different development sites can still be seen through their distinctive layouts and their ages as seen previously. These areas also have a relatively consistent density of housing units.

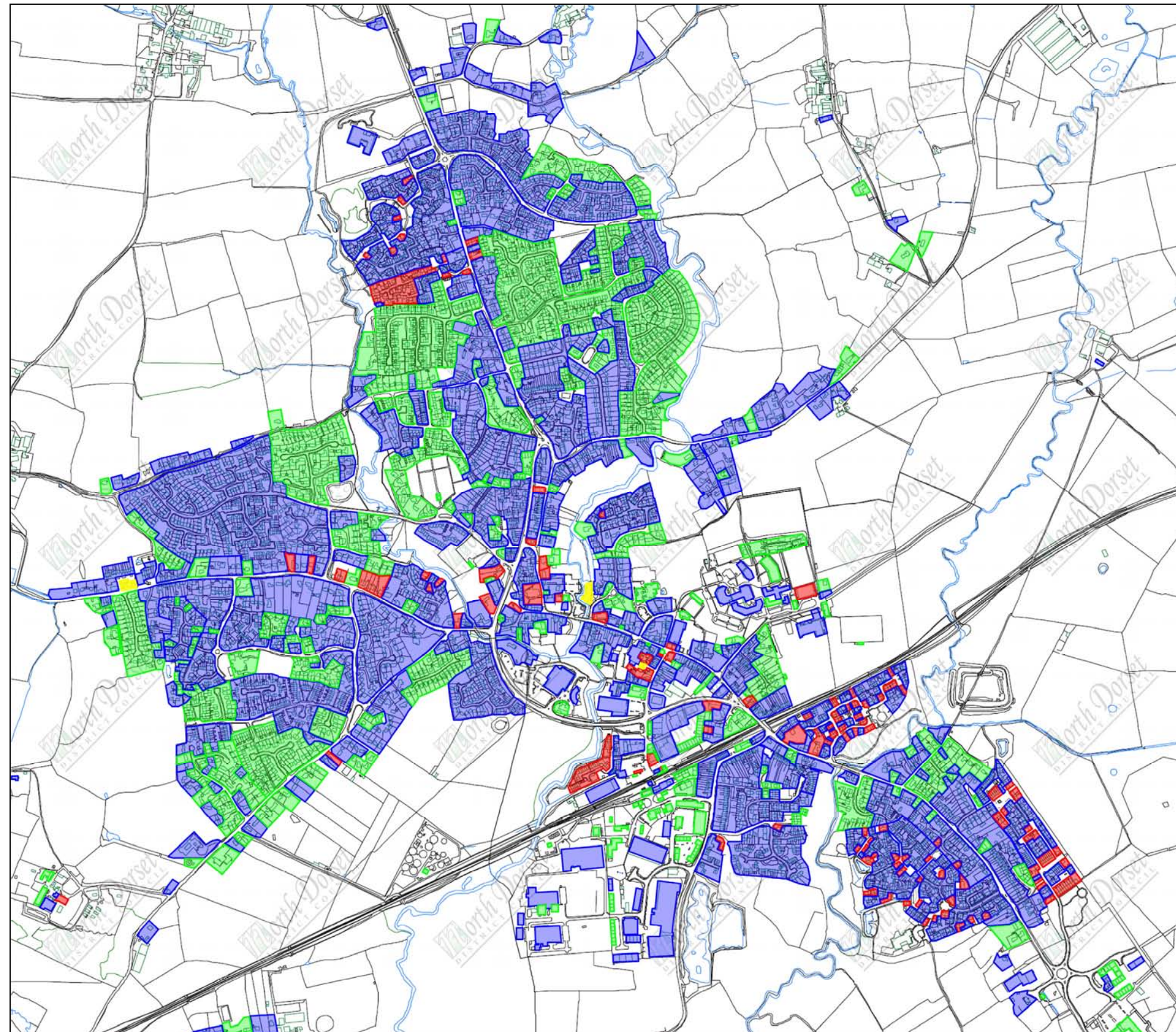
It should be noted that in order to simplify this illustration, it has been necessary to use an average density across some areas and that this also excludes mixed development, shops with accommodation over, etc.

Reviewing this information together with the building ages, it can be seen that there is also some correlation between more recent development and higher density. On average this study would suggest that the residential building density is currently at 21 to 25 units per Ha.

- 1 to 5 units per Ha.
- 6 to 10 units per Ha.
- 11 to 15 units per Ha.
- 16 to 20 units per Ha.
- 21 to 25 units per Ha.
- 26 to 30 units per Ha.
- 31 to 35 units per Ha.
- 36 to 40 units per Ha.
- Purpose built flats.

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BUILDING HEIGHTS



The comparison of building heights shown to the left should also be viewed in conjunction with the Periods of Construction map, since whilst there appears to be a significantly greater volume of two storey buildings, excluding the post-2000 estates, the ratio of single storey to two storey was much more equal.

In addition to this and also taking into account the Building Density map, the location and density of three storey buildings was restricted to the historic urban areas along the main roads into the Town and in lower density plots, prior to 2000.

This demonstrates the post-2000 large estates to date have not been representative of the Town's previous character and mix of property type.

The map also shows that previous estate development tended to be of a single housing type, albeit comprising different shapes and layouts.

For the purposes of the map, where chalet style bungalows of two storeys have been constructed, they have been shown as being two storey, whereas bungalows converted to two storeys by the addition of small dormers have been indicated as single storey.

- Single storey.
- Two storey.
- Three storey.
- Four or more storeys.

Where bungalows have had small dormers added within the roof space they have been indicated as single storey, chalet style bungalows as two storey, and industrial/retail have been viewed on their building mass.

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BUILDING MATERIALS

The materials used in construction of the Town have been influenced through their availability and cost, and the following are samples of the general variations that occur.

The Barton and The Vicarage Schoolroom, Queen Street

Parts of The Vicarage Schoolroom (on the right – main photograph below) may have some medieval elements (Newman & Pevsner 1972, 215), which together with The Barton (centre) and Lime Tree House (left) are constructed from coursed rubble and clay tiled roofs.



Old Toll House, Wyke Road

The 18th Century Old Toll House is also constructed in coursed rubble under a clay tiled roof and with a brick chimney. On closer viewing the later right side can be seen to show more uniform coursed stonework and stone lintels.



The Old Brewery, Wyke

In contrast to the domestic construction, Wyke Brewery built mid-19th Century, is constructed from coursed squared rubble with a clay tiled roof and Ashlar dressings. This may be because brewing had commenced at this site some time before 1800. The elevation away from the main road frontage has been subsequently rendered and painted.



19th Century Buildings

Along the original routes into the Town there are many examples of the coursed rubble buildings such as these in Queen Street (below left) and Peacemarsh (below right). These early buildings also tend to have slate roofs and brick chimneys.



With the commencement of the manufacture of local Gillingham brick, this slowly became more economic to use for embellishment and dressings instead of the stone details. Below are good examples of these features, from Wyke Road and Peacemarsh. Generally red clay roof tiles are used instead of slate.



BUILDING MATERIALS

Later 19th Century Suburban Villas

Due to the availability of Gillingham brick from the local factories in the second half of the 19th Century, the main walling material changed from stone to brick. Initially due to its high cost, it appeared only as dressings to windows and doors. As production increased and prices reduced, it became the main material. Embellishments were incorporated consisting of stone lintels, mullions and coins, detailed brick or contrasting coloured brick. The two examples below are located in Wyke Road.



The Baptist Chapel in Newbury was originally constructed in 1839 and was rebuilt in 1858-9 (Stell 1991) with Gillingham brick, a slate roof and Ashlar dressings (below left). Constructed slightly later is the terrace of Harwood Cottages (below right) built in 1886 with Gillingham brick and featuring rendered accents and reveals.



Generally roofs have been clad with plain clay tiles, with some exceptions using slate or, in only a few sites, thatch. Windows would have originally been timber sash, and of more generous sizing than earlier buildings. These have been replaced over time with modern plastic framed alternatives, which has lost some of the older character through manufacturer style, but to the benefit of better thermal and noise efficiency. The brick chimneys are also a common feature of these properties.

20th Century Housing

Early 20th Century buildings were almost exclusively constructed with Gillingham brick or a similar, slightly darker red brick. Their roofs were covered with plain clay tiles or dark coloured, slightly profiled concrete tiles. Exposed concrete lintels also feature above window and door openings.



Coronation Road



Lockwood Terrace

A recent second storey extension in Fairey Crescent, which is highlighted with dashed outline in the photograph to the right, illustrates that modern brick and tile materials can be sourced to blend in with these older properties.



Reconstituted stone became popular in the late 1960s, with a number of housing estates using this material for both the houses and boundary walls. The different modular sizes of the bricks were either coursed or randomised depending on the builder. Some later 1980s developments included feature lintels. At the same time, modern concrete roof tiles replaced clay or slate almost completely.



Barnaby Mead



Sylvan Way

BUILDING MATERIALS

Late 20th Century Housing

Between 1980 and 2000 a number of larger housing estates were constructed. They tended to be more about the national standard design and materials of the developer than being in sympathy to the locality. However, given the size of these developments, they have created their own micro areas of character. These estates utilised variation through a mixture of brick colours in simple banding details, such as in Camelot Way (below left) and Cherryfields (below right), but there is an overall theme that permeates the developments.



In other developments, reconstructed stone was used as the main wall material. In the example to the right, Cloverfields, contrasting brick bands and reconstructed stone coins have been used. The 'stone' bricks themselves are slightly rounded. Below and below right is Freame Way that has used smaller, more squared stone bricks with feature stone lintels and reveals.



Generally buildings constructed in this period have utilised concrete interlocking tiles on their roofs, and although all are heated by gas central heating, some have chimneys for feature gas appliances.



Freame Way



Post-2000 Housing

A small number of large housing estates has been constructed since 2000. In contrast to the late 20th Century details shown on the left side of this page, these have a relatively random mixture of bricks and rendered walls, together with slate and concrete tiled roofs. The style appearing to have been taken from a development in Poundbury, Dorchester, where one of the concepts has been to create a new area of the town in a way to suggest that it has a depth of construction period through the mix of building materials, styles and layouts. Unfortunately this does not transpose into the limited areas of development undertaken, and does not take into account the character of Gillingham.



King John Road



Trent Square



Leddington Way



Melchester Close



Oake Woods



Bay Fields



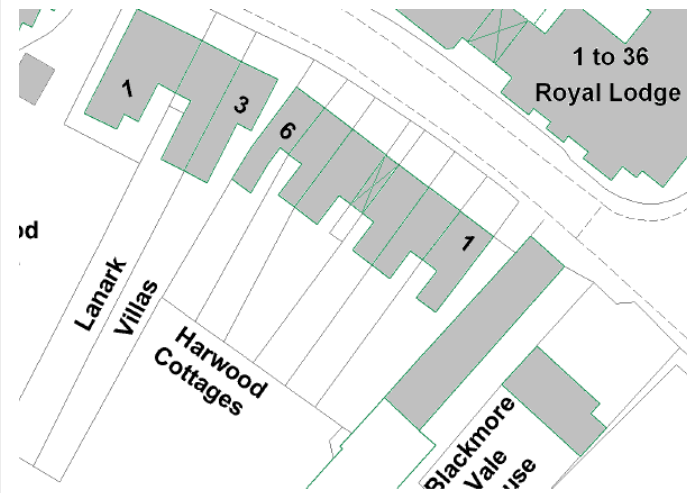
Hawthorn Avenue

HEDGES, WALLS AND FENCES

The boundary treatments to housing areas have changed through different periods of construction, influenced by available materials, density of the development, time period and developer preferences. It is also noted that the potential width of existing carriageways has also increased to accommodate larger vehicles and pedestrian footways, so the front garden area to main road fronting properties seen today, may well have been reduced over time. The call for metal to recycle during the two world wars may also mean the current railings are not original.

Pre 20th Century Housing

Garden space to the smaller terraced and semi-detached dwellings in the main importantly contained a small front garden area and generally a long narrow rear garden. The size of the rear garden would have provided the opportunity to grow vegetables. Below, the map and photograph shows this in relation to Harwood Cottages, Newbury. The frontage was delineated with railings, some with low walls beneath and the rear with simple post and plain wire fences.



Peacemarsh (above) St Mary's Church (below)

Wyke Street (above)

Victoria Terrace (below)



The larger villas and town houses, generally detached or semi-detached, were set further back from the carriageway, and bounded with hedges or rubble walls, within a much larger plot.



Wyke Road



Wyke Road

Early 20th Century Housing

Up until the late 1950s the housing continued to follow the same format, but with slightly larger front garden areas, setting the dwellings further back from the edge of the carriageway. This did result in a diminished rear garden, but the overall plot size retained sufficient space for vegetable growing, due in part to the war time shortages. Boundaries became less ornate, comprising simple post and plain wire, with possibly low chain link or brick walls across the frontages. The extra front garden space has also allowed the use of hedges and shrub planting to soften/reinforce the low walls and open fences.



Fairey Crescent (above)

Common Mead Avenue and Victoria Road (below)



HEDGES, WALLS AND FENCES

1960s and 1970s Housing

During the 1960s and 1970s the frontage appearance of housing estates changed considerably. Using Shreen Way which was built circa 1967 as an example, the front boundary consisted of a medium height wall constructed with the dwelling brick. The side and rear boundaries remained post and wire, and a lot of these have been supplemented with hedging, brick or timber panels.



Shreen Way

At around the same time or shortly afterwards and in complete contrast, an open plan aspect became prevalent. These developments were characterised with large open communal spaces in front of the dwellings.



Claremont Avenue



Roseberry Gardens

Late 20th Century Housing

From the 1980s, development sites became bigger, and given the extended period of construction of these sites, the developers became aware of a need to control the potential for householder changes to the frontage, for at least the period of their development (to ensure the visual street scene remained relatively unchanged until they had sold all the units). Side and rear boundaries with feeder roads were defined generally with high brick walls or robust timber fences, to preserve the visual approach. These were interspersed with small pockets of shrub planting to soften this hard landscape.



Woodsage Drive

The overall size of the plots became noticeably smaller and there was also a partial reversion back to the enclosed front garden aspect, through the use of low knee rail fences or ground cover shrubs. The typical side and rear boundaries were defined with a single 1.8m timber panel and simple timber post and plain lines wires. In some areas the rear gardens were enclosed with high timber palisade fences, and low planted margins have been used in carriageway visibility splays to create an attractive aspect.



Foxglove Close (above)

Clover Fields and Milestone Way (below)



HEDGES, WALLS AND FENCES

Post-2000 Housing

Since 2000, the significant housing estates that have been constructed have in the main reverted back to a minimal front garden area. Typically the initial front areas of these estates have contained some larger proportioned plots, and these have been defined with timber knee rail fences or metal railings. The size of these front garden plots may become overly onerous in proportion to their limited size and maintenance requirements, and for simplicity they are likely in time to become hard landscaped by the owners.



Melchester Close



Newbury

However, further into these developments the building density increases, and the size of these front garden areas is reduced to narrow margins that have simply been gravelled and undefined, or nothing at all.



Fernbrook Lane



Weatherby Road

In addition to there being no planting to soften the hard surface visual impact of these areas, a further negative effect of minimal plot frontages is a lack of space to set out recycling and refuse collection containers, which is further emphasised in areas where the footway width is also reduced or the carriageway is a narrow, shared surface.

The requirement for utility service strips outside of the main carriageway width has created the opportunity for some narrow grassed strips. These are generally unfenced, but demarcated with precast concrete edgings finished flush with the ground level to provide a permanent marker.



Hawthorn Avenue

Other typical fencing and wall details

Timber infill above dwarf brick walls is also common in the Town, with various details as shown below.



Newbury



Deane Avenue

Rear gardens have generally been enclosed with timber post and 3 lines of plain wire, timber overlapped boards or timber palisade fencing, which has been dependant more on the developer rather than the period or character of the development.

BUILDING FORM SUMMARY

The New Plan for North Dorset – The Draft Core Strategy and Development Management Policies Development Document, dated March 2010 and published by North Dorset District Council sets out amongst other things, the approach to new development design. In detail, the Policy DM3 covers design principals relating to:

- Character.
- Continuity and enclosure.
- Ease of movement.
- Quality of the public realm.
- Legibility.
- Adaptability.
- Diversity.
- Safety and security.
- Energy efficiency.

Any built environment and its surrounding spaces are made up of a number of different aspects of built and un-built form. In summary these are:

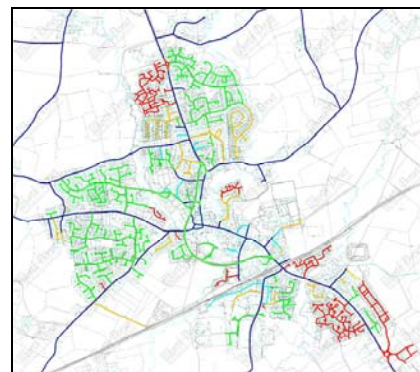
- 1) Layout – urban structure and grain.
- 2) Density and mix.
- 3) Scale – height and massing.
- 4) Appearance – building details and materials.

With specific respect to Gillingham and drawing on the information detailed within this document, the Draft Policy DM3 can be summarised as shown below. For any development, the Council will expect developers to demonstrate how the relevant aspects of development form have been designed to reflect the pertinent design principles.

1) Layout - Urban Structure and Grain

The street layouts illustrated in Section 4 demonstrate the wider straight carriageway alignments of the Town prior to 2000, and highlight some of the contrasting winding, irregular dense layouts constructed post-2000. From this it can be shown that the Town has previously followed a regularised layout, with the later winding layouts being uncharacteristic.

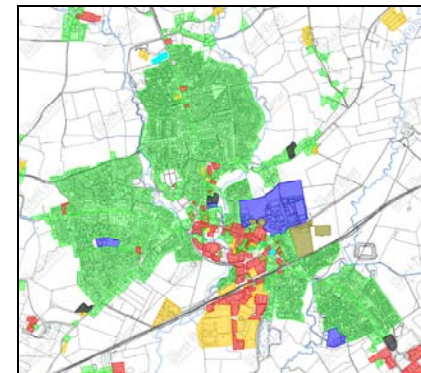
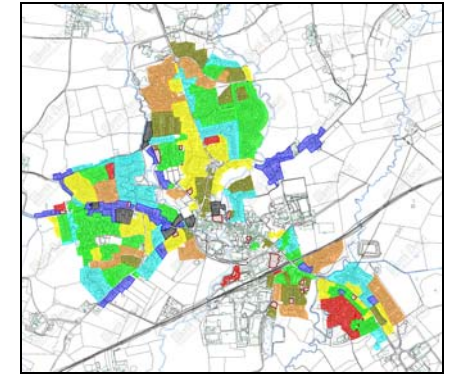
The Draft Policy DM3 promotes ease of movement around and through a development, which is something some recent areas of development do not adequately consider. This is further backed up with comments from the public during the early consultation phase of this document, where the lack of easy permeability was identified as a negative characteristic. Key to future growth of the Town will also be ensuring alternative routes are made available to cope with increased traffic flows during peak times, especially on wet school days.



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2) Density and Mix

The density of development has a huge influence on the character of that area. A significant proportion of the Town has a density of less than 25 units per Ha, which reinforces a ‘countryside feel’ that is a positive attribute of the Town and clearly a distinct preference received from public consultation. Density of future developments needs to be in character with the surrounding area and should not significantly impact on the open vistas and space available to those areas.



With continuing changes to family structures, such as where dependants are tending to remain with their parents, and also the demands of an increasing average population age, the developments need to provide a balanced mix of housing to take into account these factors, together with related aspects such as sufficient car parking and amenity space.

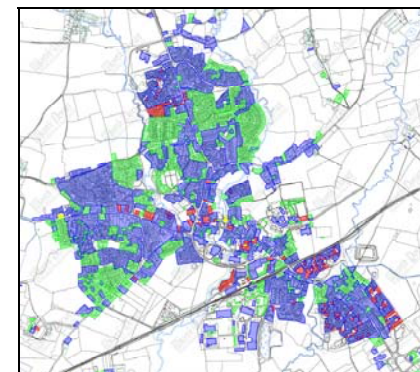
The mix of development within the Town is currently segregated into well defined areas. This should be followed with future developments. In order to expand constrained areas such as employment and industrial provision, new areas may also need to be carefully defined that are sympathetic to adjoining land uses.

3) Scale - Building Height and Massing

The scale of developments in terms of the size of a building in relation to its surroundings has changed in the Town over time. Combining the maps which show building ages, heights and density provides an almost uniform average up until 2000. Pre-2000, there is a range of older either three storey houses set in low density areas with plenty of space around and set back from the carriageway or two storey small isolated terraces. Mid to late 20th Century developments are only single or two storey developments with an increased density, but the low height counter-balances the reduced plot sizes.

However post-2000, there has been a sudden and large increase in both the density and construction of three storey dwellings, even to the extent of new areas of dense three storey development immediately backing on to existing medium density single storey areas.

As the Draft Policy DM3 promotes, the scale of new development has to be related to the adjoining buildings in that area, and the overall Town itself, and maintain the views and vistas that already exist which connect the resident with the surrounding countryside. Taking the evidence gathered in this and previous sections, it can be shown that three storey housing in dense areas of development are out of character for the Town. The use of larger buildings in the creation of ‘land-mark’ buildings in the street scenes is of particular benefit in helping with navigation and providing interesting vistas, but this is only successful where the building has particular architectural merit, say in the older style of the Town. In a number of new developments this appears to have been attempted using standard units, with only limited success as a result.



BUILDING FORM SUMMARY

4) Appearance - Building Details and Materials

Throughout the pre to mid 20th Century areas of the Town, the richness of the building stock has been enhanced through the use of contrasting materials or decoration. For example, the Gillingham brick around windows and door reveals in early stone elevations, and the use of mouldings and/or contrasting bricks within later brick elevations. Even late 20th Century developments have utilised stone effect lintels and reveals in the reconstructed stone housing and contrasting brick details in brick built developments. It should also be noted that each of these developments has a defined theme which can be followed throughout the particular development area.

Post-2000, some developers have sought to provide variation through painted or coloured renders, or with simple mock stone sills, lintels and door canopies. All of these embellishments have also been randomised, intended to create the appearance of a depth in time of the development construction. Instead this has provided a real mixed development of no particular theme, which is contrary to the overall character of the Town which is one of identifiable pockets of development.

In addition, the architectural features that a developer brings into the development needs to be sympathetic with the Town as a whole. For example (see photograph to the right), a completely new 'colonial style' development was constructed during the 1990s that was different to the character of the Town. Whilst the density and layout of the development is well proportioned and in keeping with the Town, providing open spaces and aspects, the detailing to windows, soffits and bargeboards are not seen elsewhere.



Sorrel Way

Future developments therefore need to acquire the feel and character of the local materials, textures and embellishments which are specific to Gillingham, rather than the developer's standard, as promoted by the Draft Policy DM3. Below, the reconstructed stone walls and window reveals are similar to the early stone buildings, and combined with the open layout, promote a significant feeling of space.



Hawthorn Avenue

Summary

The growth of Gillingham has provided a wealth of character and variation which is unique to the Town. With the possibility for the size of the Town to double over the next 40 years, this existing character needs to be protected through sympathetic design within new developments to ensure that current features such as the materials, details, density and layout are not overwhelmed by simple standardised design that is used by developers regardless of the location. Above all, the 'countryside feel' and other important aspects that combine to make Gillingham a distinctive and pleasant place to live has to be adequately protected through sensitive design.



Buttercup Close

As well as considering the built environment, new developments also have to make significant provision for expansion of green areas, river corridors and other amenities to keep pace with the increasing needs of the residents.



Rolls Bridge Way

6.0 – INFRASTRUCTURE



The High Street – Courtesy of David Hansford Photography



Gillingham Railway Station viewed from Newbury Bridge



Electricity sub-station in Kingfisher Avenue

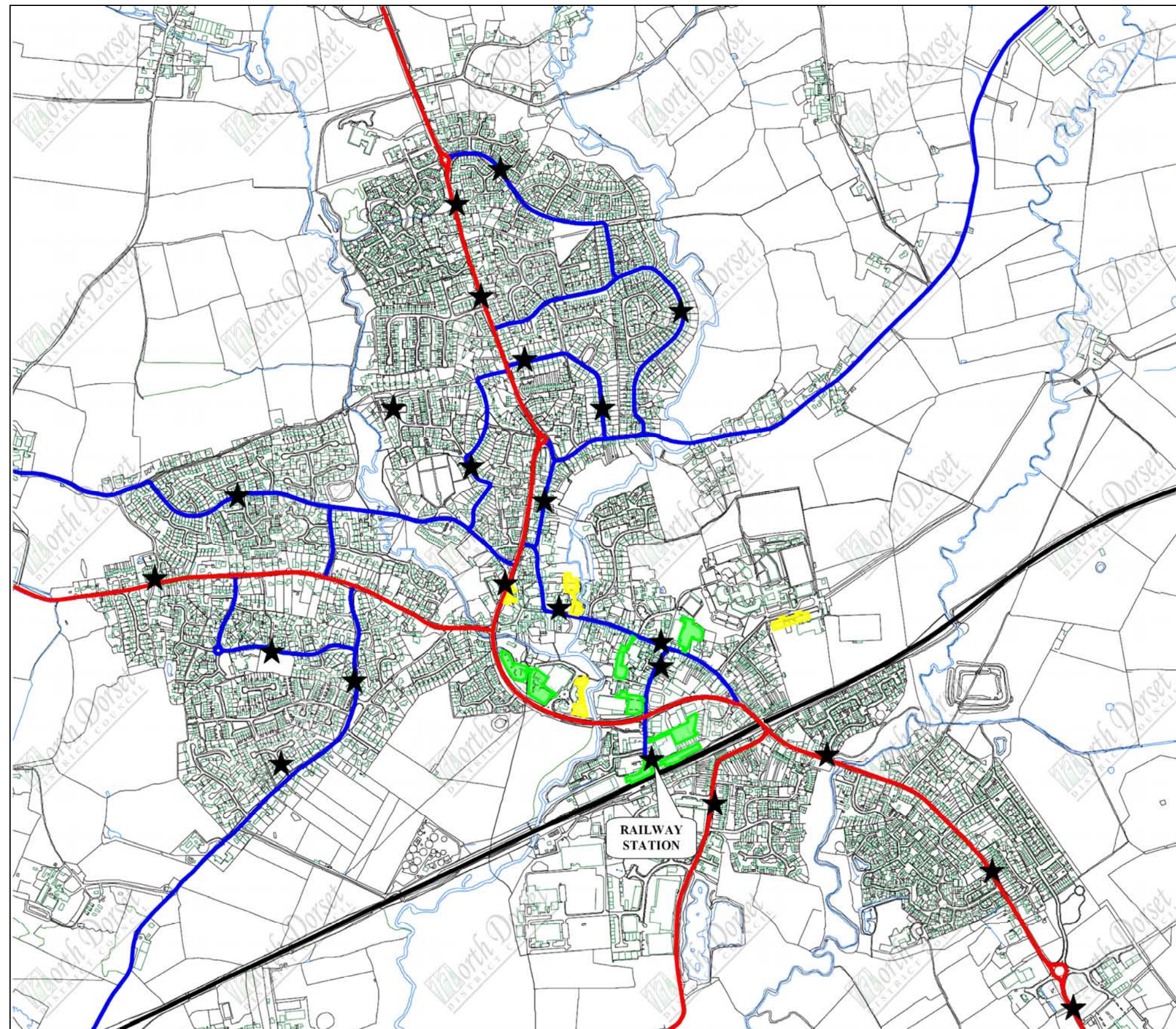


Small sewerage pumping station in Hawthorn Avenue



Overhead electricity and telephone lines and poles in Bay Lane

TRAFFIC INFRASTRUCTURE



Gillingham is well served with traffic infrastructure to the surrounding areas. It has a railway station on the Exeter to London Waterloo main line, and good road links to the nearby A303 trunk road and A350.

The primary through routes have been coloured red on the map to the left, and all areas of the Town have simple, direct access to these. There are also a number of roads that provide links that not only assist to distribute vehicular traffic, but also provide alternative access to the main routes and outlying areas. All of these roads are wide and relatively free flowing, and there is provision of footways to both sides along almost all of the urban frontages.

During peak periods, congestion of the primary road junctions occur which affects traffic flow through and around the Town. Any future development should therefore consider provision of alternative primary routes, with additional link roads as a minimum.

The Town has two small public car parks, which are supplemented by private car parking areas provided for the patrons of the larger retail premises and Railway Station. A regular bus service currently operates, with the formal bus stop locations provided by a local bus service indicated; however there are some alternative, less formal local bus services that also operate, which are not shown.

- Primary Roads. — Link Roads.
- Railway Line.
- Public Car Parks.
- Private Car Parks.
- ★ Regular Service Bus Stops

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LOCAL ROADS AND FOOTWAYS

Prior to 2000.

Even though the main routes through the Town have been in use for a considerable period of time, these and almost all of the other carriageways are sufficiently wide to allow two vehicles to pass in opposite directions.



Wyke Road



Shaftesbury Road

The carriageways within development areas have tended to follow a distinct hierarchy of characteristics that enable simple navigation and aid traffic flow. Above and to the right are examples of the wide primary routes through the Town (coloured red on the map within the previous page). With only one exception, the alignments contain only gentle changes in direction, providing good visibility.

Due to the fact that most properties along these routes have their own off street parking, traffic is generally free flowing and unhindered by parked cars.



Peacemarsh

Local feeder roads branch off these main routes through standard T junction layouts, and are equally well designed to convey traffic into the development areas. Again these are wide and free flowing.



Claremont Avenue



Gylas Way



Rolls Bridge Way

Whilst the regular, square, dendritic layout of the individual estate roads that join the local feeder roads are narrower than either of the foregoing, they are still wide enough to easily allow vehicles to permeate through them, including heavy goods vehicles making household deliveries. Their simple shape makes navigation easy, and there are very few shared surfaces with pedestrians. The radii of curves is reduced, but good forward visibility is maintained, especially in these residential areas where children may be present.



Swallow Fields



Foxglove Close

Carriageway widths are still generally sufficient to permit two large vehicles to slowly pass each other, and any on street parking does not impede access for large vehicles.



Prospect Close



Orchard Road

In summary and in conjunction with Section 4.0 Settlement Pattern and Shape – Street Layouts, the network of roads constructed prior to 2000 can be seen to exhibit relatively wide and straight characteristics, with good forward visibility even within the housing areas.

LOCAL ROADS AND FOOTWAYS

Post-2000

Recent developments have utilised some different approaches to the layout of carriageways and footways. Instead of the simple hierarchical form laid out in open lines and curves that characterise Gillingham, these subsequent designs have employed squares, courtyards and winding carriageways that merge into shared pedestrian surfaces. Whilst in places this can be attractive, in others coupled with the high building density, it makes navigation difficult and lorry home deliveries almost impossible.



Kingfisher Avenue



Fernbrook Lane

Even at the distributor road level entering such developments, on-street parking exists due to limited off-street parking space provided. The distributor road quickly dissipates into estate roads, which are narrow, winding and with sharp turns. Parked cars in these areas not only make negotiating these areas more difficult (as can be seen below left), but they obscure street name plates impacting navigation. Confusing shared surfaces (below right) suggest that these are private drives, whereas in reality this accesses a number of houses.

A combination of parked cars on footways, and constantly changing widths mean that is also unclear where pedestrians should walk.



Jay Walk



Casterbridge Way

Add to this a large number of small accesses (right) with other vehicles and pedestrians permeating through and the overall effect is disorientating and distracting.

In contrast, other developments have used straight roads, courtyards and squares to create a sense of open space. Whilst this overcomes the points from above, it does not reflect the character of the Town, where the only squares are more compact and to be found right in the centre of the Town. However, providing these areas are properly maintained in the future, these areas work well in providing open space in otherwise dense developments.



Casterbridge Way



Trent Square.

In another recent smaller development (below left), the scale has enabled an attractive village aspect. However, with grassed service margins and no footways, this also does not reflect the existing Town landscape. Areas of another recent small development capture some of the layout character (below right).



Hawthorn Avenue



Bay Fields

UTILITIES AND STREET FURNITURE

Utilities

In general terms, the presence of statutory utility services within the Town is generally hidden from view through being laid underground. The Town benefits from mains water, foul sewerage, electricity, telephone, gas and in modern areas, dedicated surface water sewers. The only sign of their existence is manhole and access covers in the carriageways and footways. Where control kiosks and junction cabinets have been installed, these are standard, urban and plain.

In some older parts of the Town pre-1980, electricity and telephone lines are still provided by overhead cables on poles or fixed to buildings. Although recent changes through the use of bundled electricity cables has helped to reduce their visual impact, the cables in these areas still detract from the overall street scene. Below are examples from Wyke Road and Common Mead Lane.



The Town has an adequate strength terrestrial television signal, served from the Mendip transmitter, resulting in generally nominally sized aerials, or the possibility of hidden loft aerials. The current Planning Regulations together with developer covenants within house sale deeds also mean that the installation of household satellite dishes has been sympathetic to the locality.

Local Pedestrian Signage

Beyond the main High Street area, the amount of pedestrian signage throughout the Town is relatively limited. Where existing routes are extended, or new routes join, the opportunity should be taken to improve/update the signage along the existing routes. The sign directions indicated need to be robustly fixed.

Where public footpaths pass through new developments, they need to be suitably positioned to avoid being obscured by parked vehicles and of sufficient number to be easily followed through the development.



Street Lighting

Due to continuing improvements in street lighting efficiencies and the medium term life span of the steel columns, the Town has a broadly similar style of street lighting columns, with only a few exceptions of post-2000 new housing estates. There is currently an ongoing programme of replacement.



The far and centre left are examples of the older style of lamp column slowly being phased out. The centre photograph shows the replacement column alongside the existing on Le Neubourg Way (it is noted that these are 6m high columns due to their location along the relief road).

The upper right two photographs are of modern ornate columns that have been used within recent large developments. Whilst these appear less utilitarian, care should be taken to ensure replacement columns are available at reasonable cost. In some cases a simply styled replacement has been used, just painted black.

In addition, there are a number of footways that have the benefit of illumination given their route away from carriageways. These have been achieved through the use of illuminated bollards, examples are shown to the right.



UTILITIES AND STREET FURNITURE

Street Furniture

Beyond the utility street furniture, there is a small amount of other furniture such as benches, litter and dog waste bins. In all cases these are basic, recognisable and functional, and due to the different periods that these have been installed, there is a large variation in their style.

Benches:



Although the blue metal benches appear modern, are robust and relatively maintenance free, they are not particularly comfortable in cold weather and their lack of back means they need to be sited against some form of wall in order to provide support. For these reasons, the preferred option is a traditional style timber bench as indicated below, with ornate or straight back, and mounted on a formal hard surfaced area.



Litter and dog waste bins:



Bins should be robust, weather proof, easily emptied, and ideally have a common design.

Street Nameplates

A simple and utilitarian approach to street name plates has been followed throughout the Town, which generally follows the two examples shown below. These are mounted on standard square aluminium or tubular steel posts, are easy to read and robust.



Other examples from around the Town are indicated below:

