

The

Ilminster

Neighbourhood

Plan

2020  
2036

Appendix A

The Character of Ilminster



**Pre-Submission, Regulation 14  
Consultation Version**

Appendix A The Character of Ilminster  
v02 FIN DRAFT 210130



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# AI Introduction



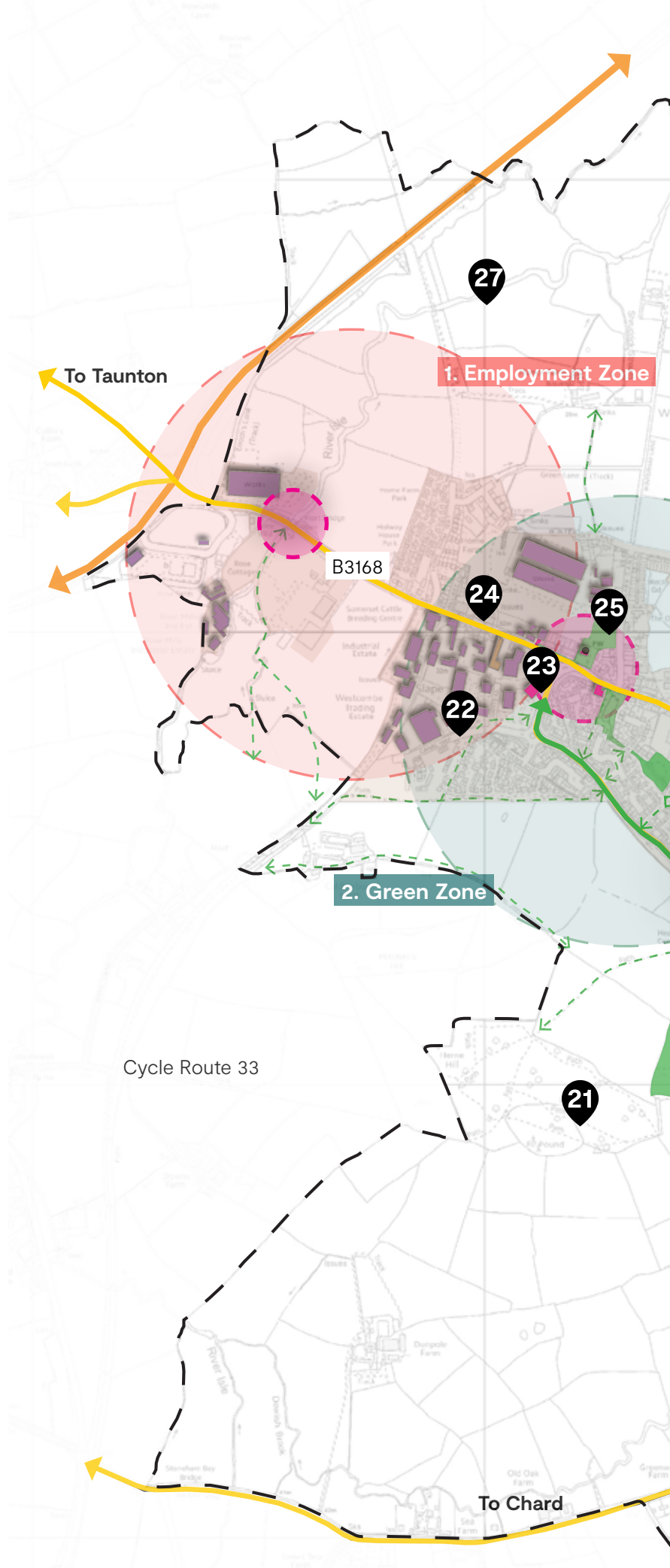
**Figure 1:  
Character Zones**

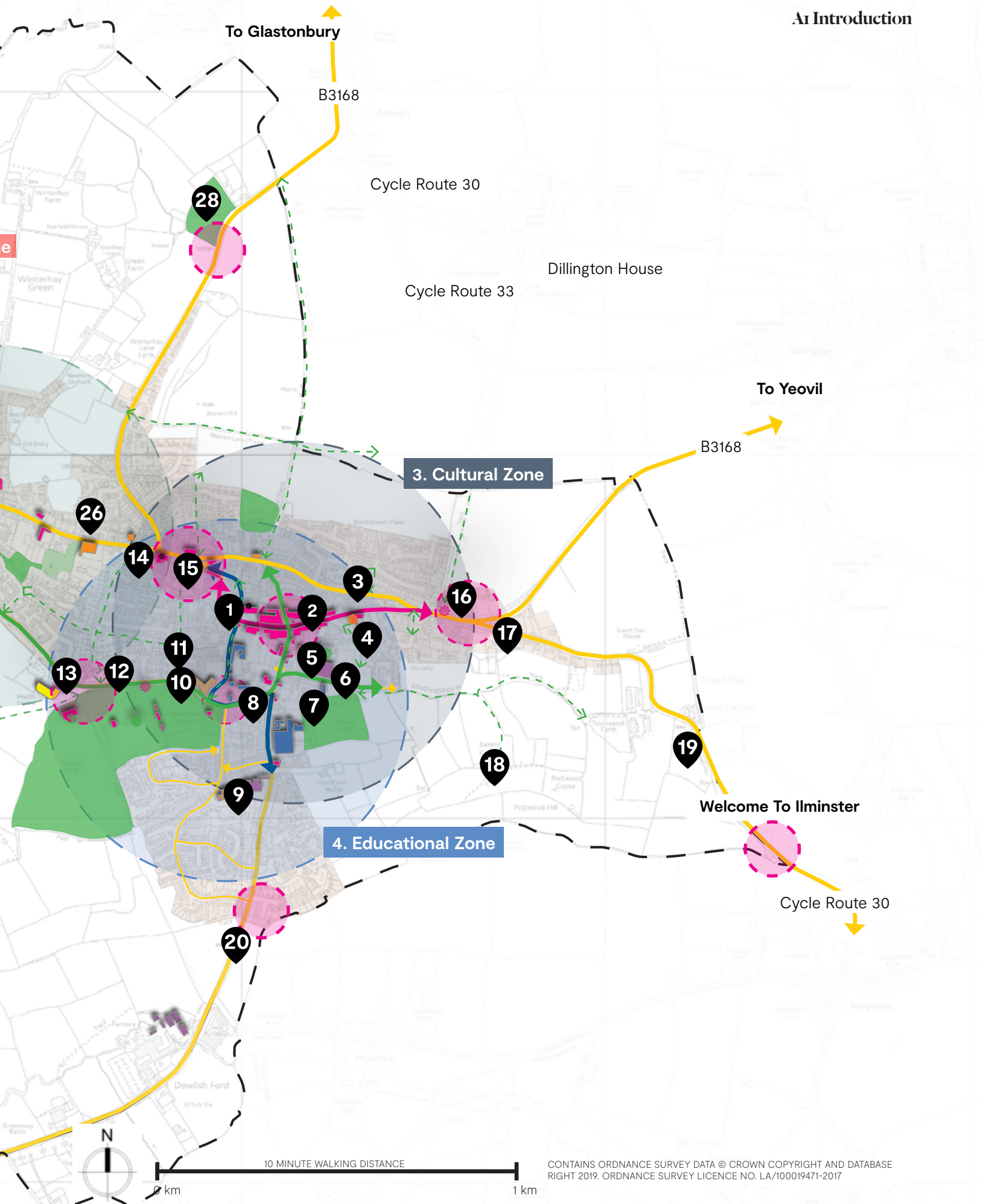
**Legend**

- Iminster Neighbourhood Plan Boundary
- ↔ A303 Iminster Bypass
- Vehicular Roads
- Shops/Pub/Leisure/Heritage Buildings
- Employment/Business
- Visitor Accommodation
- Educational Buildings
- Care Homes/Assisted Living
- Health Centre
- Place of Worship
- Cinema/Arts/Clubs
- Recreation space
- Main Walking Routes
- ↔ Potential Green Route (walking & cycling)
- ↔ Potential Cultural Route
- Potential Gateways
- 1. Employment Zone
- 2. Green Zone
- 3. Cultural Zone
- 4. Education Zone

**Locations**

1. St Mary's Church
2. Market House
3. Arts Centre
4. Youth & Sports Club
5. Superstore
6. Air Cadets
7. Swanmead Community School
8. Library
9. Retirement Living
10. Retirement Living
11. Greenfylde First School
12. Old Gate
13. Health Centre
14. Church Mews
15. Cinema
16. Old Gate
17. Old Gate
18. Pretwood Hill
19. Orchard Hill
20. Listers Hill
21. Herne Hill
22. Gym
23. Pub
24. Retirement Living
25. St Jospheh's Church
26. Hotel
27. River Isle
28. Cemetry





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**A2**

# **Employment Zone Analysis**



## Location and Context

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### Character Context

**2.1** The western end of Ilminster contains larger-scale sites currently or formally used for employment and light industry. It is one of the main vehicular entry points into the town from regional roadways and has a small amenity hub emerging towards the more centrally located eastern perimeter. This is a vital nodal point for Ilminster as the residential heritage begins to appear at this point. Stretching from Rose Mills Industrial Estate to Canal Way, the 'employment zone' comprises diverse architectural features with a flexible urban grain. Temporary and retro-fit structures are a dominant trait along Station Road in both residential and commercial capacities.

### Topography

**2.2** Land here is relatively low-lying and flat and is consequently overlooked by parts of Ilminster to the north. Although does not form part of the historic backdrop. The greatest views into the area are from the north, most notably from the Beacon and Ilminster Town Cemetery. The River Isle runs south to north through Ilminster with the majority of green space adjacent to the River Isle being prone to flooding and listed by South Somerset District Council as part of Flood Zone 2.

### Land Use

### Land Use

**2.3** Approached from the west, this gateway portrays a suburban character with a mix of

green fields, dense hedgerows and commercial units. Further east, there is a tight collection of industrial, trading and leisure units, including a gym, pub and commercial outlets. Residential buildings are secondary in this zone, with park homes and relatively new buildings filling the voids. There is a strong defining edge between urban development and green open fields.















### Access and Movement

**2.4** The Employment Zone uses Station Road as the main artery route, a predominantly vehicular route with a consistent footway to the south side of the road. This footway leads to a micro-amenity hub around the junction between Station Road and Riec-Sur-Belon Way which includes a pub, petrol station and church, and from where provides walking and cycling links to the wider areas of Ilminster.

**2.5** Footpaths also run through the open fields. These green links also run to the landscape offering connections the national cycle network, bridleways and footpaths. The limited pedestrian access through residential areas can stifle integration between different areas. However the pathways that do exist provide potentially for public realm improvement, such as the pond opposite Winterhay Lane. There is off-road parking for both commercial and residential means throughout the area, and the fairly flat level to the landscape encourages walking and cycling.

**Figure 2:  
Employment Zones**

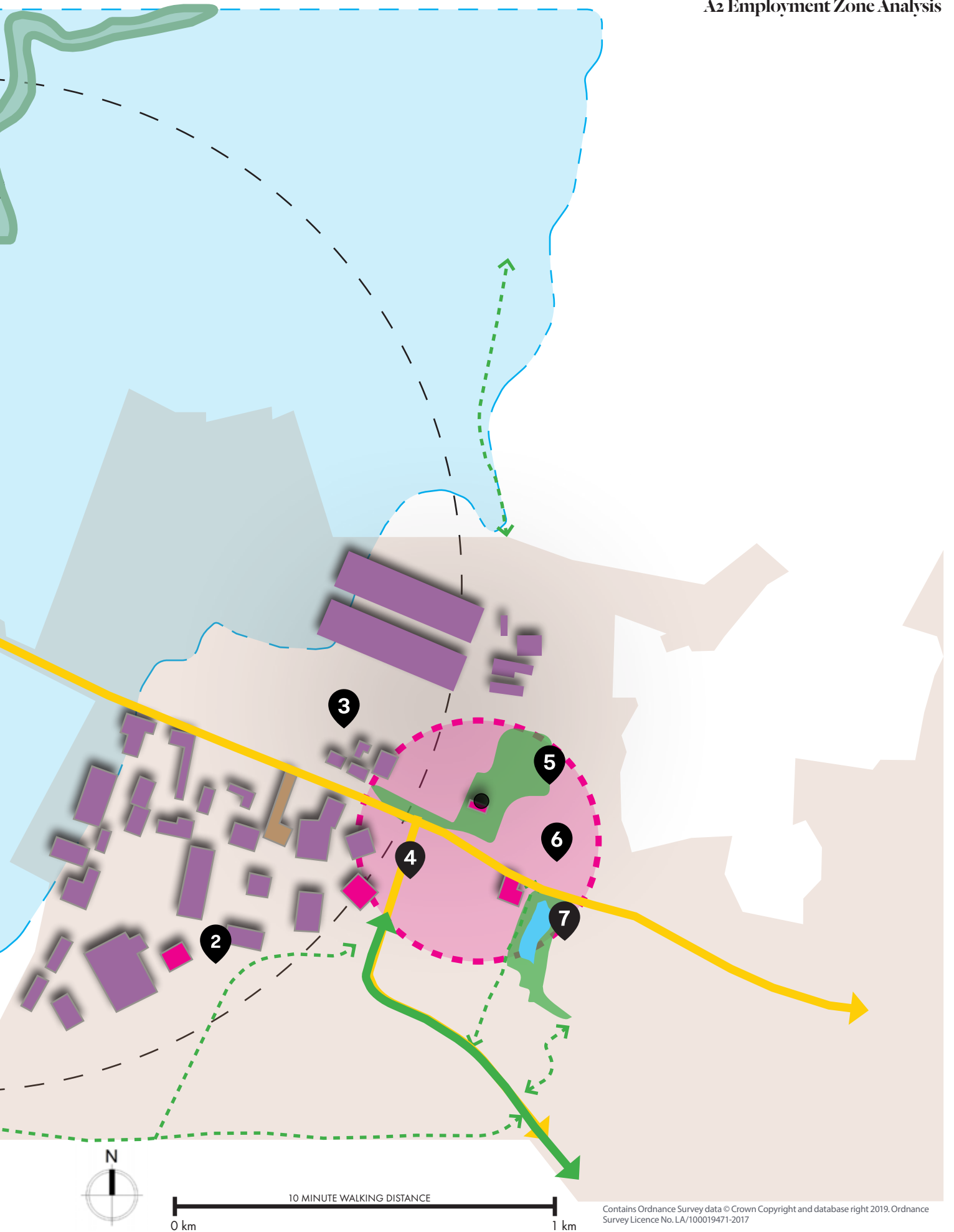
**Legend**

-  Employment Zone 5 Minute Radial Walking Distance
-  A303 Ilminster Bypass
-  Vehicular Roads
-  Local Green Space
-  Water
-  Shops/Pub/Leisure/Heritage Buildings
-  Employment/Business
-  Care Homes/Assisted Living
-  Place of Worship
-  Potential Gateway
-  Potential Green Route
-  SSDC Local Wildlife Sites
-  Development Area
-  SSSC Flood Zone 2

**Locations**

1. River Isle
2. Gym
3. Retirement Living
4. Pub
5. St Joseph's Church
6. Shop
7. Pond





## A2 Employment Zone Analysis



**1.**Potential for a sensitive mix of small-scale employment out-buildings and accessible green landscapes.



**2.**Much of the land in the 'Employment Zone' is flat, making for easy, sustainable commuter options.



**3.**The immediate area is subject to long distance views into and out of the town of Ilminster.



**4.**The pub, garage and roundabout provide a communal 'amenity hub' that strengthens connections.



**5.**Rose Mills Industrial Estate is one example of the micro business hubs located in and around Ilminster.



**6.**This junction provides the main sense of arrival to the west of Ilminster, acting as a gateway into the town.



**7.**The scale of this home park is a key example of the micro-character settings in this part of Ilminster.



**8.**There is scope for residential and commercial buildings to sensitively nestle within the same settings.



**9.**Improving character styles of commercial buildings would strengthen residential and business connections.

## Built Form

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### Urban Structure

**2.6** The Employment Zone is rich in heritage as it contains old commercial and transportation buildings, such as the old rail station house and canal way. Alongside these forgotten through-routes, development in the area is dictated by the natural landscape, waterways and flooding.

**2.7** Commercial and industrial buildings sit within their sites and provide independent access and parking. There is a slight ad-hoc nature to the placement and character of commercial buildings. Residential buildings in this area are much more formal in arrangement, with a higher density and more limited private green space. Housing types range from single level park homes to two-storey detached and terraced homes.

### Views

**2.8** The landscape at this western end of Ilminster is relatively flat, with views only to the next boundary hedgerow. There is opportunity here to provide 'micro-gateways' as each new setting within the zone is approached.

**2.9** The textile industry and associated mills have been a key asset to Ilminster's prosperity. Some of these are still used today as industrial estates, such as Rose Mills and Westcombe. The old railway station building and mills remain and have been commercially re-utilised. There are also a few 19th century buildings lining Station Road.

**2.10** There is diversity in architectural styles, ranging from temporary-style structures in the form of park homes and industrial units, to rendered and intricately detailed stone buildings.

### Public Realm

**2.11** The Employment Zone sits between two major junctions with the A303 and A358. This junction to the west is a regional junction for vehicles, readily connecting Ilminster to the south-west coast and stretching north towards the Cotswolds and London.

**2.12** The junction to the east of the Employment Zone, within Ilminster is centred around Winterhay Green and focuses on interconnections for both pedestrians, cyclists and vehicles as a nodal point.

### Potential for Change

**2.13** This area lends itself to growth and expansion of employment and business opportunities for Ilminster.

**2.14** There is a heritage of employment and transportation of workers/goods in this area, which can be built upon to encourage sustainable business ventures and communities.

**2.15** There is potential for a micro-community of workers/start-up business units with a healthy work-life ratio. The Employment Zone should promote healthy and sustainable living, independence, innovation, entrepreneurship and national connectivity.

**2.16** This area is an important gateway and if well designed could entice visitors travelling on the strategic roads into Ilminster centre. To facilitate this, all development in this area should be designed to a high standard, heritage preserved and enhanced and the public realm improved. Good signage and connections to the national cycle network would be a real benefit.

A3

# Green Zone Analysis

## Location and Context

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### Character Context

**3.1** The Green Zone acts as a buffer between commercial and residential, with the open landscape dropping into Ilminster. It encompasses three amenity nodal points where there are local shops/services, within 5–10 minute walking distances of each other. As with the Employment Zone, there is diversity in architectural features as new build homes line the southern development edge and surround the central conservation area. Community assets such as hotels, Churches, the health centre and buildings of architectural heritage begin to emerge at this point in Ilminster.

### Topography

**3.2** As the centre of Ilminster is approached, the topography of the landscape begins to undulate. Within the Green Zone, the north side of Station Road steepens, and the southern side begins to drop away into a shallow valley. Canal Way sits at the bottom of this valley and provides a flat through-route with dedicated cycle lanes and footpaths. Shudrick Stream, also within its valley, is highlighted within SSDC's Flood Zone 2. The green landscape beyond climbs to the ridge at Herne Hill to the south, a landmark that can be seen across the entirety of Ilminster. The ridge and its climb is a key attribute in the long distance views into and from Ilminster.

### Land Use

**3.3** This zone comprises high-density twentieth century residential development (two to three storeys) with pockets of green space. To the extremes of the zone are commercial and

recreational amenities that act as gateways into outlying areas. Station Road is the exception, with a variety of building types including historic villas, some with larger gardens.















### Access and Movement

**3.4** The junction of Winterhay Lane/ Station Road and Riec-sur-Belon Road, splits into two main vehicular roads. Station Road continues through to the High Street, and Canal Way offers an alternative flat, wider and more pedestrian/cycle friendly route into the residential/green areas. The perpendicular pedestrian links running north to south between these two roads are vital in preventing seclusion from one side of town to another. Canal Way has become a fundamental point of access for recreational activities into the wider southern landscape. Residential parking is generally off-road, and the health centre and football club have independent car parks.



**Figure 3:  
Green Zone**

**Legend**

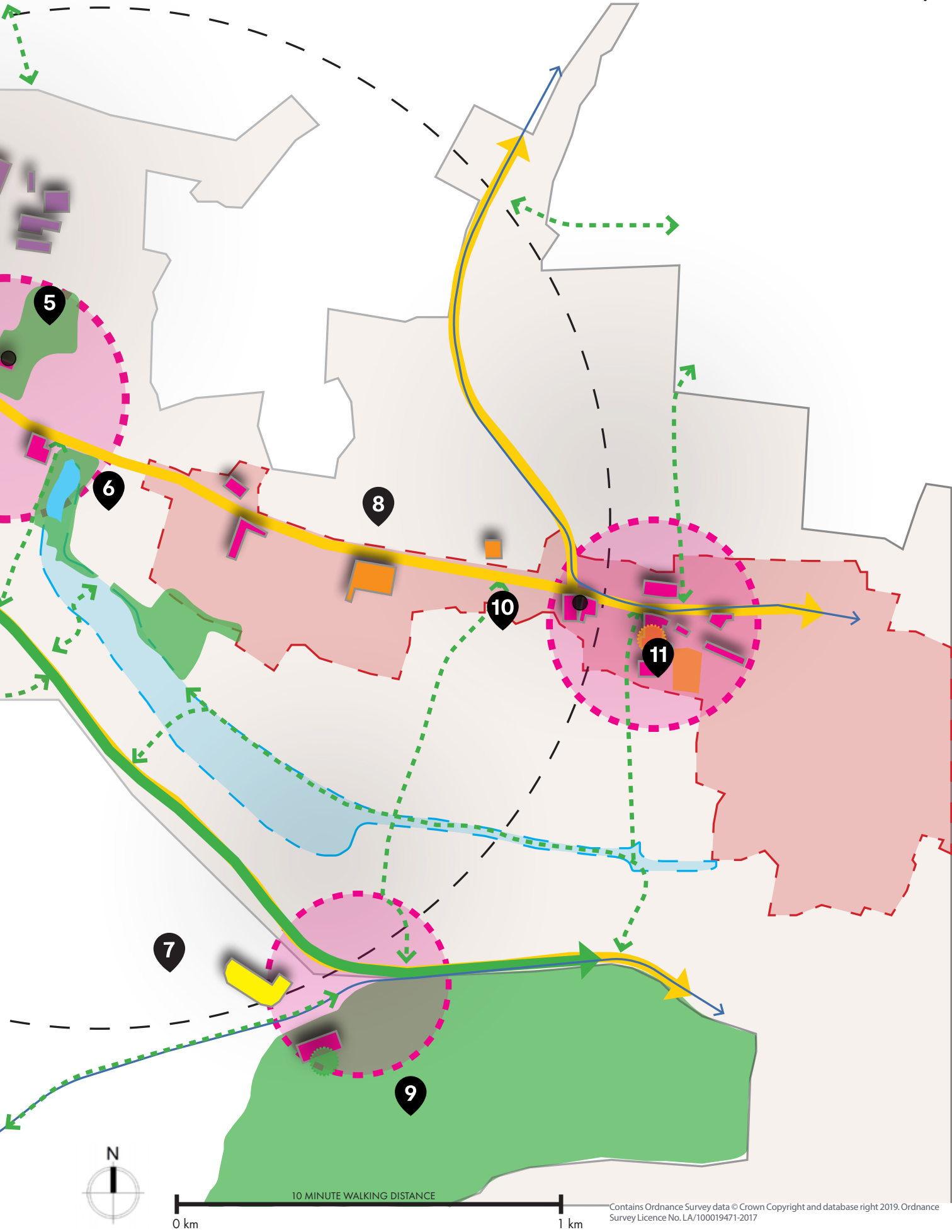
-  Employment Zone 5 Minute Radial Walking Distance
-  A303 Ilminster Bypass
-  Vehicular Roads
-  Local Green Space
-  Water
-  Shops/Pub/Leisure/Heritage Buildings
-  Employment/Business
-  Care Homes/Assisted Living
-  Place of Worship
-  Potential Gateway
-  Potential Green Route
-  SSDC Local Wildlife Sites
-  Development Area
-  SSDC Flood Zone 2

**Locations**

1. Retirement Living
2. Gym
3. Pub
4. Herne Hill
5. St Joseph's Church
6. Pond
7. Health Centre
8. Hotel
9. Ilminster Recreation Ground
10. Church Mews
11. Warehouse Theatre







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## A3 Green Zone Analysis



**10.** Canal Way is a key access link into Ilminster for motor vehicles, cyclists and pedestrians.



**11.** There are pockets of biodiversity, green heritage such as this section of old canal waterway.



**12.** The southern edge of Ilminster provides vital pedestrian connection points into the rural landscape beyond.



**13.** This traditionally rural style boundary treatment reflects the urban/rural edged nature of this development.



**14.** Access through residential areas is tricky, however there are vital links between the town and green space.



**15.** The southern green ridge and development on the northern ridge are very visible within Ilminster.



**16.** This old school gate sits in an example area that could become a lively public garden, celebrating heritage.



**17.** Ilminster has two national cycle routes running through the town, this is one area that could be enlivened.



**18.** Ilminster Recreation Ground is a vast, well-used space that benefits all demographics within the community.

## Built Form

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### Urban Structure

**3.5** The Green Zone has an undulating landscape with the built environment comprising mainly of residential dwellings, tightly packed together with limited private green space with large recreation grounds and rural landscape to the south. The exception is the larger villas along Station Road.

**3.6** The layout of housing varies and includes dwellings along the pavement to the north and then in the south they are set back from the pavement in uniform estates with more suburban layouts.

**3.7** Housing types range from two and three storey terraces to detached family homes.  
Views

**3.8** Higher ground on Station Road hosts some long views across the town to the hillsides beyond. The road is lined with traditional buildings, some 18th century with generous gardens. From these dwellings, there are views down to the late 20th/21st century developments and across to Herne Hill. Equally, views are in abundance from Canal Way looking to the northern green ridge of Beacon Hill.

**3.9** Herne Hill and the green public space below is highly visible from many near and far locations throughout Ilminster.

### Architecture and Heritage Assets

**3.10** The north of Ilminster along Station Road has a collection of pre-20th century buildings, including Churches, pubs, hotels and private

Villas. The southern area of the Green Zone hosts mainly late 20th/21st century new builds.

### Public Realm

**3.11** The public realm includes wide roads dominated by the car and then much narrower estate roads. Public realm is generally of fairly poor quality in this area, although the views and heritage buildings make a positive contribution in places.

**3.12** The steep topography can, in places deter walking and cycling, but this area is generally well linked into the town and wider countryside.

### Potential for change

**3.13** The Green Zone has a varied built form and topography. There is much potential for public realm enhancements, which could encourage more walking and reduce short car trips.

**3.14** There is potential for the pavement on Station Road/ High Street to be widened in places and for trees to be introduced along Canal Way. Traffic speeds should be reduced with traffic calming measures and more road crossings provided.

**3.15** The large recreation ground caters mainly for team sport activities and there is potential for more facilities to be provided here to encourage use by a wider sector of the community. This could include more equipment and wildlife gardens/ corridors adjacent to the former canal.

A4

# Cultural Zone Analysis

## Location and Context

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### Character Context

**4.1** The Cultural Zone is in the centre of Ilminster and accommodates a diverse range of unique amenities and heritage assets. At the centre is the Grade 2 listed Market House dating from 1800, an important covered outdoor space for community events and way-finding landmark for visitors. Within a five minutes walk of this, are footpaths to Dillington Park, Beacon Hill and Herne Hill. In the immediate vicinity are a range of commercial premises; shops, cafés, pubs, hotels, Churches and entertainment facilities. Much of the conservation area lies within the cultural zone; with an array of long distance views across the valley and ridges and great local architectural heritage.

### Topography

**4.2** This area is the most undulated of Ilminster's public streets and spaces. A steep gradient, declining from streets to the north of the High Street, results in the north and south of the town being highly visible to one another. Green fingers of open landscape infiltrate developed areas to the south, with development sitting along a strong ridge-line to the north. As with the Employment and Green Zones, there is an attributed SSDC Flood Zone 2 running the length of Shudrick Lane coherent with Shudrick Stream.

### Land Use















**4.3** This is a mixed use area, dominated by commerce and recreation. The lengths of East Street and Silver Street are lined with shops and eateries whilst much of the developed and urban green space to the south is dedicated to sport and recreation (including a youth club). The area includes The Minster, an Arts Centre and Warehouse Theatre, as well as modest two to three-storey homes with generous back gardens. There are courtyards, play parks and allotments nestled amongst clusters of housing.

### Access and Movement

**4.4** Vehicles and pedestrians share many of the routes which meander through tight streets dictated by strong but organic building lines. The national cycle network runs along some of the narrow streets in the centre of the town. Ilminster developed long before the introduction of the car, therefore much of the urban grain does not accommodate cars and some of the road junctions are now dominated by the needs of the car. There is limited on-street parking, although there are some dedicated car parking courtyards hidden within existing development and Tesco provides a large car park which is accessible to the town centre. But this creates a high density vibrant environment with a lot of pedestrian activity.

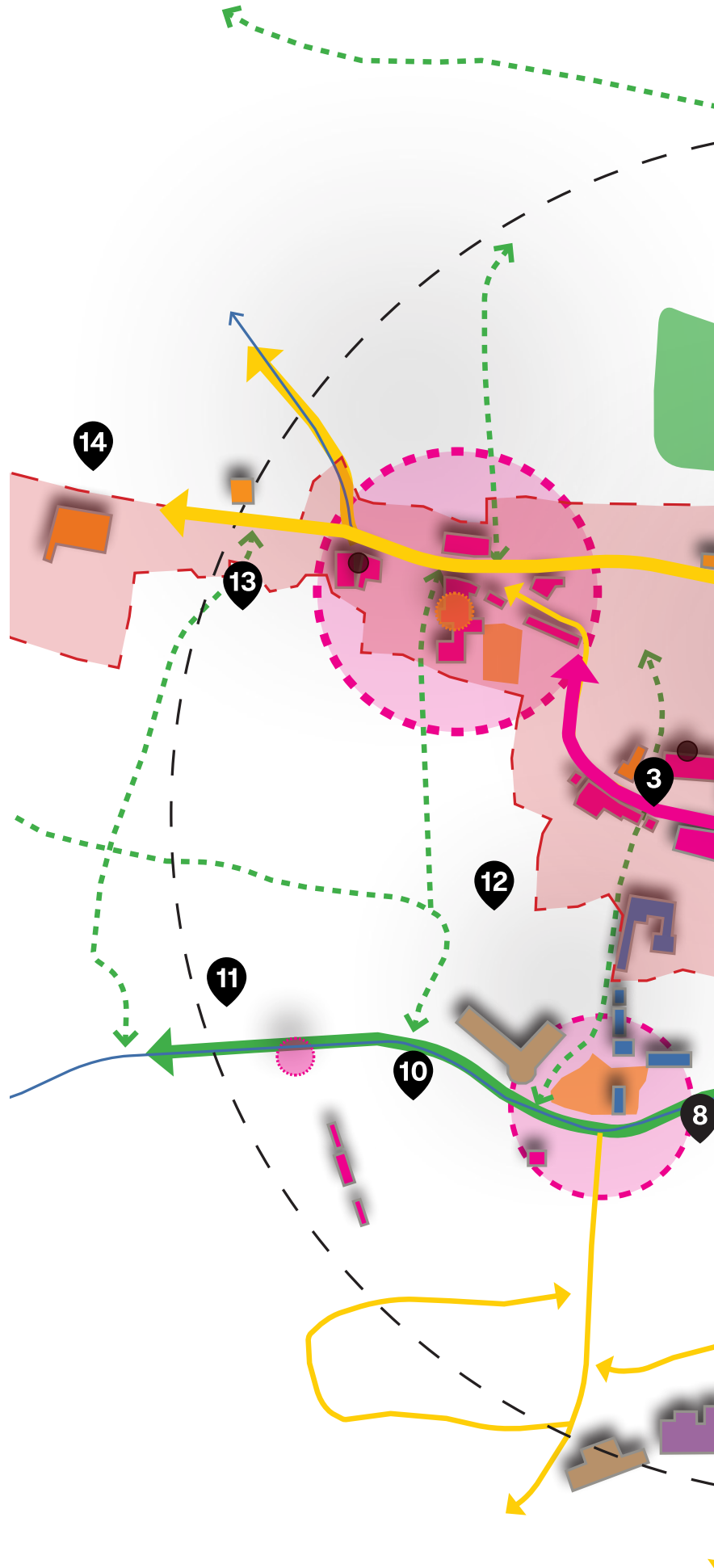
**Figure 4:  
Cultural Zone**

**Legend**

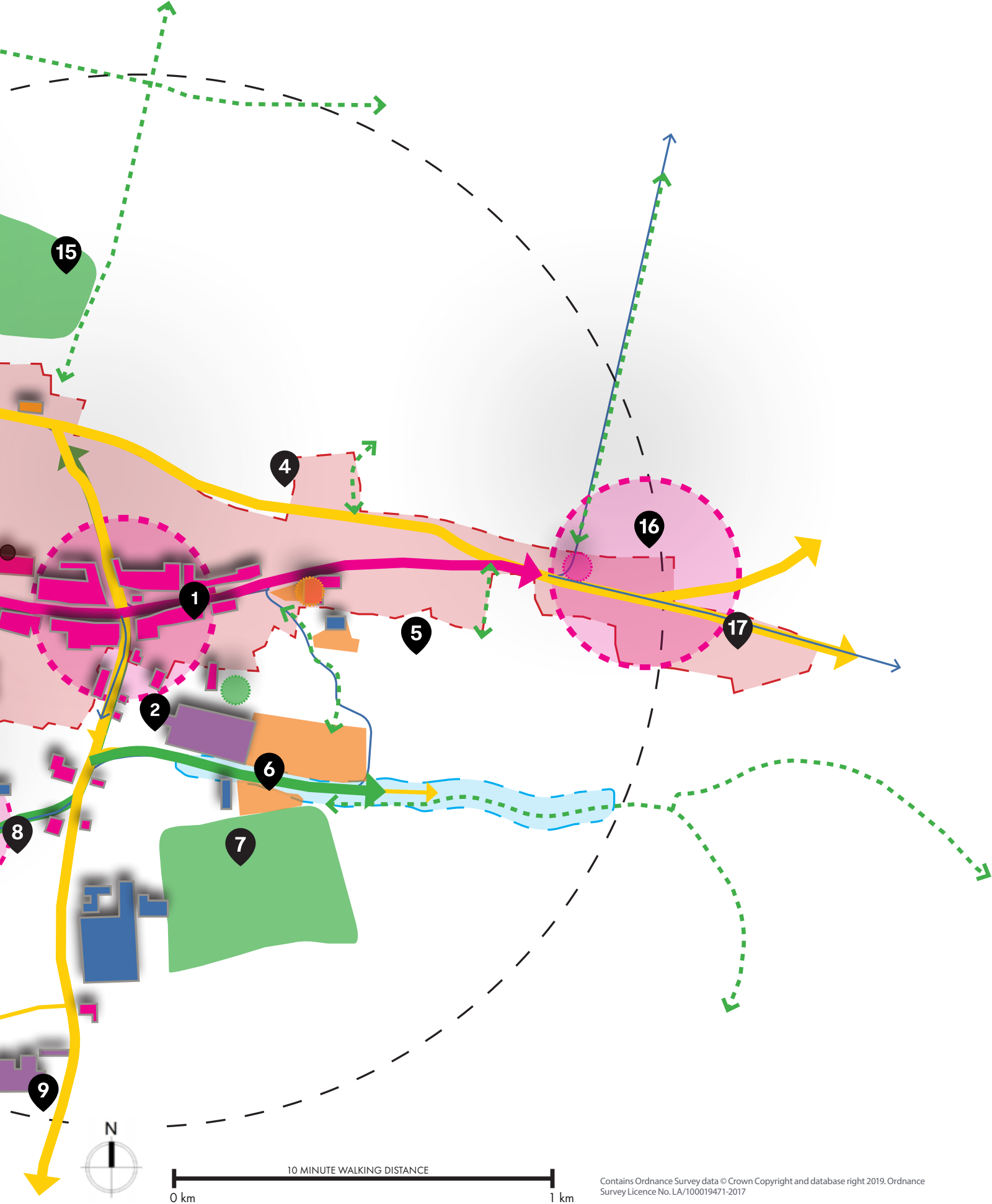
-  Employment Zone 5 Minute Radial Walking Distance
-  A303 Ilminster Bypass
-  Vehicular Roads
-  Local Green Space
-  Water
-  Shops/Pub/Leisure/Heritage Buildings
-  Employment/Business
-  Care Homes/Assisted Living
-  Place of Worship
-  Potential Gateway
-  Potential Green Route
-  SSDC Local Wildlife Sites
-  Development Area
-  SSDC Flood Zone 2

**Locations**

1. Market House
2. Superstore
3. St Mary's Church
4. Arts Centre
5. Youth & Sports Clubs
6. Air Cadets
7. Swanmead Community School
8. Library
9. Retirement Living
10. Retirement Living
11. Old Gate
12. Greenfylde First School
13. Church Mews
14. Hotel
15. Allotments
16. Old Gate
17. Old Gate







## A4 Cultural Zone Analysis



**19.** This view to St. Mary's Church is a typical long vista that assists in way-finding throughout Iminster.



**20.** The architectural character of the East Street suggests diversity and bustle as it is approached from any direction.



**21.** Currently motor vehicles dominate the central market space and deter from what could be a lively public realm.



**22.** There are many heritage gateways throughout the town. An eastern gateway, this one leads to Dillington Park



**23.** Iminster Arts Centre is a key communal building for both residents and tourists, along the main high street.



**24.** A traditional town, Iminster offers space for public celebrations and events.



**25.** The surrounding landscape is treasured as a beautiful vista and also leisure and recreation space.



**26.** Iminster has many hidden alleys and secluded tracks that link communities together.



**27.** There is potential for improvements to the public realm re-use of vacant and underused commercial buildings.



## Built Form

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### Urban Structure

**4.5** As well as Market House, there are several landmark features which include the old school gate at the recreation ground; the Dillington Park entrance along Butts; Ilminster Arts Centre; and The Minster with associated Graveyard and historic buildings to the north. These act as way-finding points where people congregate.

**4.6** The conservation area provides a cohesive collection of historic buildings of two-three storeys, with few gaps between and generally built up to the pavement edge. Building lines define the street edges, with a high density nature to frontages. These large properties have traditionally spacious plots to the rear which have lent themselves to mews developments and public courtyards and through-routes.

**4.7** The ground floors of many traditional builds along the main routes are commercial, with residential properties secondary in streets beyond the high street.

### Views

**4.8** There are views of the historic town and the rural landscape beyond from almost any street in the Cultural Zone. The architecture is of high quality, detailed, diverse and often frames the long distance green views.

### Architecture and Heritage Assets

**4.9** The area includes a high density of historic buildings which are mostly built in the local Hamstone. Roof pitches are shallow with detailed fenestration being the dominant architectural feature. Street-level windows and doors are proportionate to residential scales, encouraging independent/small-scale commerce.

### Public Realm

**4.10** There are gateway 'attractions', winding pathways, historic plaques and public buildings that all contribute to the way-finding experience within Ilminster. There is a soft merge between indoor/outdoor public use that would be strengthened by reducing motor-vehicle access into the town centre.

**4.11** There is an abundance of public realm and open space however pedestrian/event use of the space is currently secondary to parked vehicles.

### Potential for Change

**4.12** Strengthening pedestrian and cycle access into the town centre would encourage greater use of the public realm for events/social interaction. The area connects sports, the arts, education, retail and residential developments uses. These disciplines could use public space to interact and showcase.

**4.14** There is much potential to improve the quality of the public realm which would reduce the dominance of the car, encourage more walking and visitors and improve the setting of adjacent listed buildings.

**4.15** Most shops and cafés close in the evenings making the centre very quiet, with the exception of the local pubs which are reasonably well frequented. There is little for young people to do in the evenings. Consideration should be given to introducing a late night opening one day a week, certainly at the Arts Centre, Youth Club and Cafés.

**A5**

# **Education Zone Analysis**

## Location and Context

---

### Character Context

**5.1** The Education Zone overlaps the Cultural Zone and includes two Schools and important recreation facilities and amenities. It is centred on the Library and recreation ground which is centrally located and within walking distance to most residents in Ilminster. Most development in the south of this area dates from the late 20th century with wide roads and homes set back to compensate for the rise in motor vehicle use.

### Topography

**5.2** Similar to the north of Ilminster, Lister Hill to the south sits on an incline and is visible from many locations across the town. Ilminster Recreation Ground and Herne Hill are prominent landscape features that provide recreational access into the countryside. The Education Zone provides valuable outdoor recreation space for residents, contrasting to much of the densely built up parts of town.

### Land Use

**5.3** Visitor attractions and commercial amenities are focussed to the north of this zone. A health centre; library; schools; learning centre; retirement living, sports pavilions and retirement living are examples of how this zone caters much more for everyday life of residential communities. The area also contains a large supermarket. Much of the immediate surrounding green space is accessible to

the public connecting different residential communities.

### Access and Movement























**5.4** There are two national cycle routes (Sustrans 30 and 33) running through the Education Zone. The Ditton Street/Orchard Vale junction is an important connection point for both vehicles and pedestrians. This zone also offers easy access into the wider landscape via the Recreation Ground, Shudrick Lane, and to the north of the High Street towards allotments and Dillington Park.

**5.5** Many pupils and parents walk between Swanmead and Greenfylde Scjool North to South from Silver Street to Listers Hill. It passes by the Wharf Lane/Canal Way junction and encompasses the dual Orchard Vale/Ditton Street/Shudrick Lane junction. This forms a potential 'Educational Route' where pedestrian crossings could be improved and pavements widened.

**5.6** There are many direct but narrow and undulated pedestrian/cycle ways that connect the schools and green space with the Cultural Zone, with focused direction towards Silver Street and East Street. Vehicle access is restricted between the Education and Cultural Zones as access through Ilminster generally runs east to west.

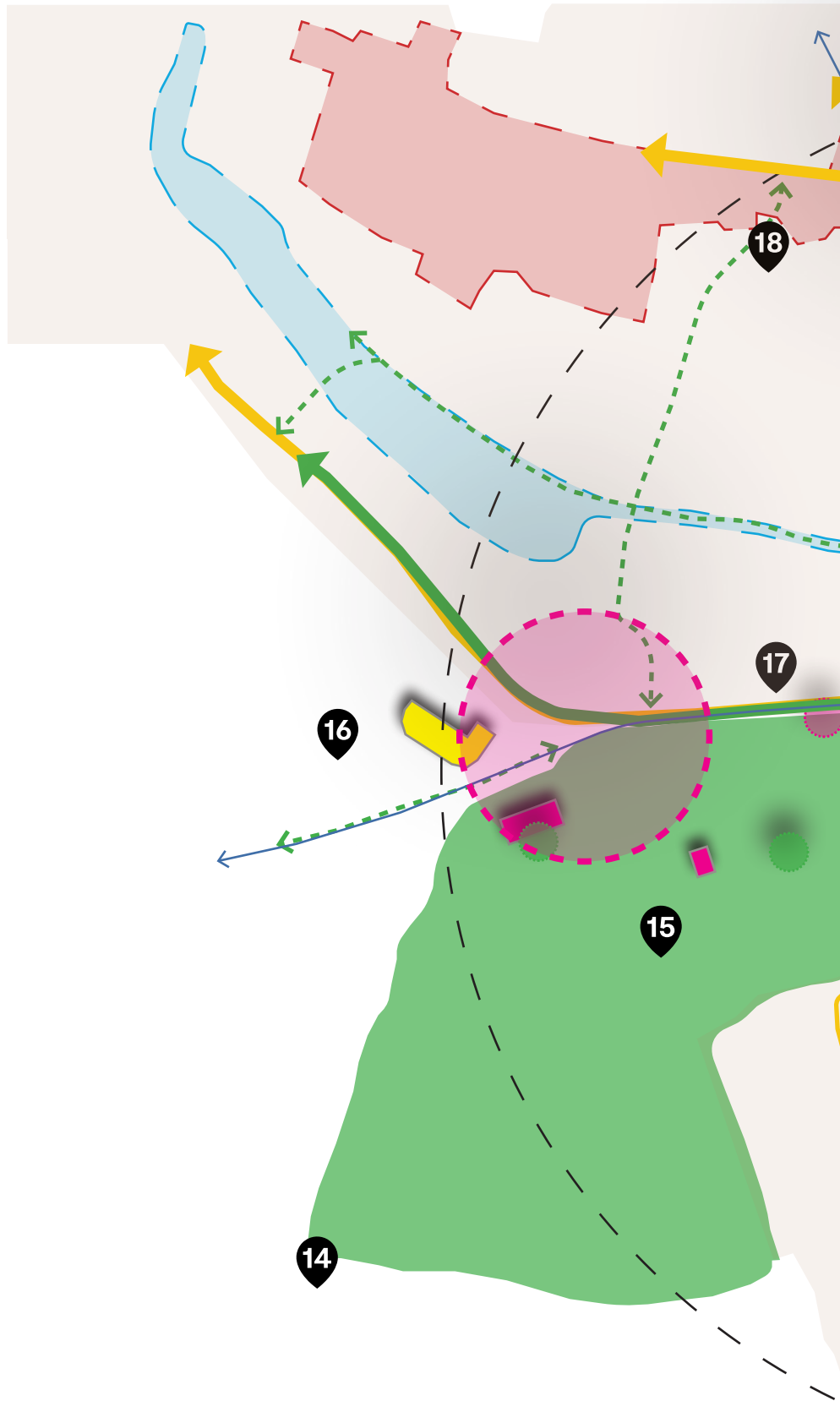
**Figure 5:  
Education Zone**

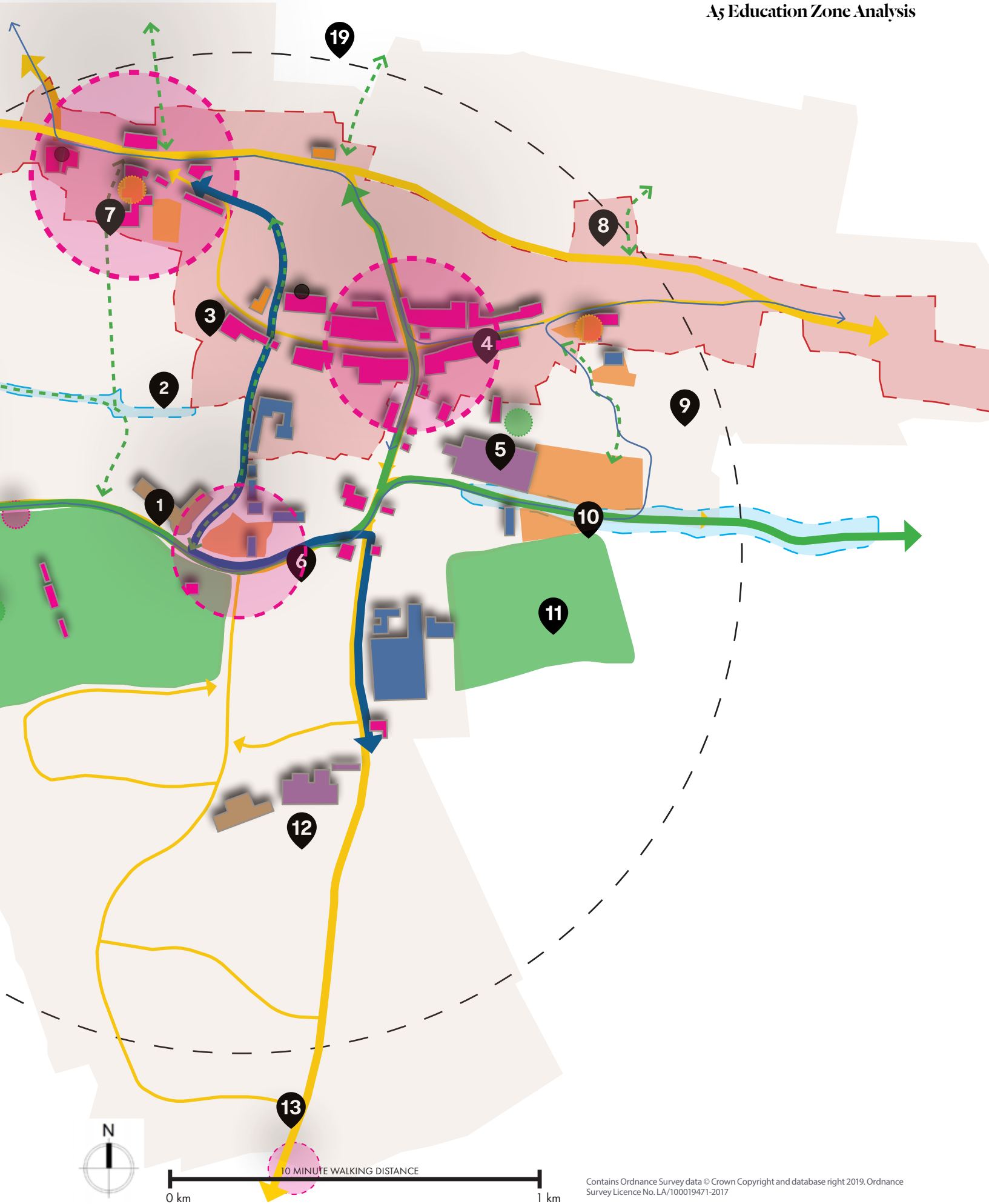
**Legend**

-  Potential Green Zone
-  5 Minute Radial Walking Distance
-  Vehicular Roads
-  Local Green Space
-  Shops/Pub/Leisure/Heritage Buildings
-  Employment/Business
-  Visitor Accommodation
-  Educational Buildings
-  Care Homes/Assisted Living
-  Health Centre
-  Car park
-  Place of Worship
-  Cinema/Arts/Clubs
-  Heritage Landmark/Gateway
-  Formal Recreation Space
-  Walking Routes
-  Cycle Routes
-  Potential Educational Route
-  Potential Green Route
-  SSDC Conservation Area
-  SSDC Ilminster Development Area
-  SSDC Flood Zone 2

**Locations**

1. Retirement Living
2. Greenfylde First School
3. St Mary's Church
4. Market House
5. Superstore
6. Library
7. Cinema
8. Arts Centre
9. Youth & Sports Club
10. Air Cadets
11. Swanmead Community School
12. Retirement Living
13. Listers Hill
14. Herne Hill
15. Ilminster Recreation Ground
16. Health Centre
17. Old Gate
18. Church Mews
19. Allotments





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## A5 Education Zone Analysis



**28.** The 'Education zone' provides a strong link between residential, commercial and public green spaces.



**29.** Ilminster has a rich educational heritage with many buildings and landmarks within the town signifying this.



**30.** Ilminster Recreation Ground is a highly valued pocket of green space linking education with the open landscape.



**31.** Ilminster offers a range of extra-curricular activities such as this centrally located Air Cadets hub.



**32.** The Ile Youth & Community Centre sits on a through path between the Air Cadets and the Ilminster Arts Centre.



**33.** Swanmead Community School, seen from Shudrick Lane, sits to the southern edge of the educational trail.



**34.** Ilminster Library is an important community asset, but pedestrian access is impeded by this busy junction.



**35.** Ilminster has an abundance of hard-standing space dedicated to cars, what happens when they're not around?



**36.** Another example of breathing space within a more dense urban setting



## Built Form

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### Urban Structure

**5.7** The Education Zone is a transitional area between modern residential estates and the historic centre and Cultural Zone of Ilminster. The zone is centred on the Library, a busy thoroughfare for both pedestrians and vehicles passing between schools, shops, playgrounds and homes.

**5.8** Density of housing in the Education Zone is moderate in comparison to the rest of the town. There is some off-road parking here with expanses of rural fields lining the boundary of the built environment. The size and shape of developed plots are fairly organic, whilst the buildings that sit atop the plots are quite uniform.

### Views

**5.9** There are short-distance views from the centre of the Education Zone; to the greenery at the end of a road or of the buildings that line the next street corner. These are assets for way-finding along the educational route. The longer distance views begin towards the south of the residential area, as the landscape inclines towards Herne Hill. From here, there are views back and forth to the most northern top ridge of Ilminster. The built and rural landscapes in the Education Zone are visually exposed.

### Architecture and Heritage Assets

**5.10** Greenfylde School and also the former Grammar School are important historic buildings. They also form an important part of the social heritage of the town. Outside the conservation area, to the south, the architecture is of medium to extremely low quality in places. However there are some attractive groups of terraced housing and older buildings inter-dispersed.

### Public Realm

**5.11** The quality of the public realm in this area is varied, but dominated by the car even though there is a high volume of pedestrian movements here.

### Potential for change

**5.12** There are pockets of underused public space along these routes such as wide verges and school car parks. Further south along Listers Hill there is also an old employment area that could become more enlivened. The Education Zone should evolve as a more sustainable hub where cycling and walking is made easier. There is potential to create more jobs and improve facilities in this area.

# A6

## Heritage Assets

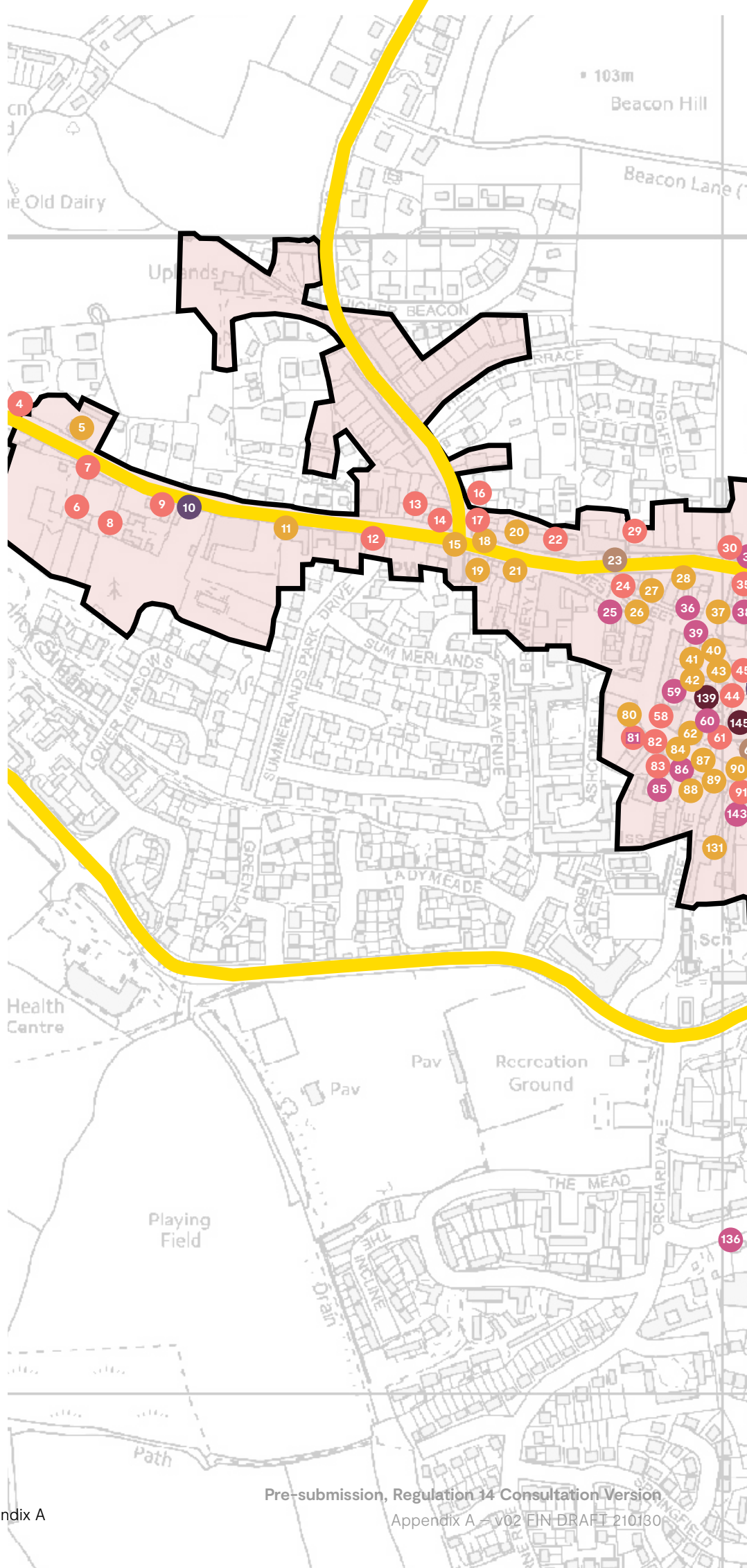


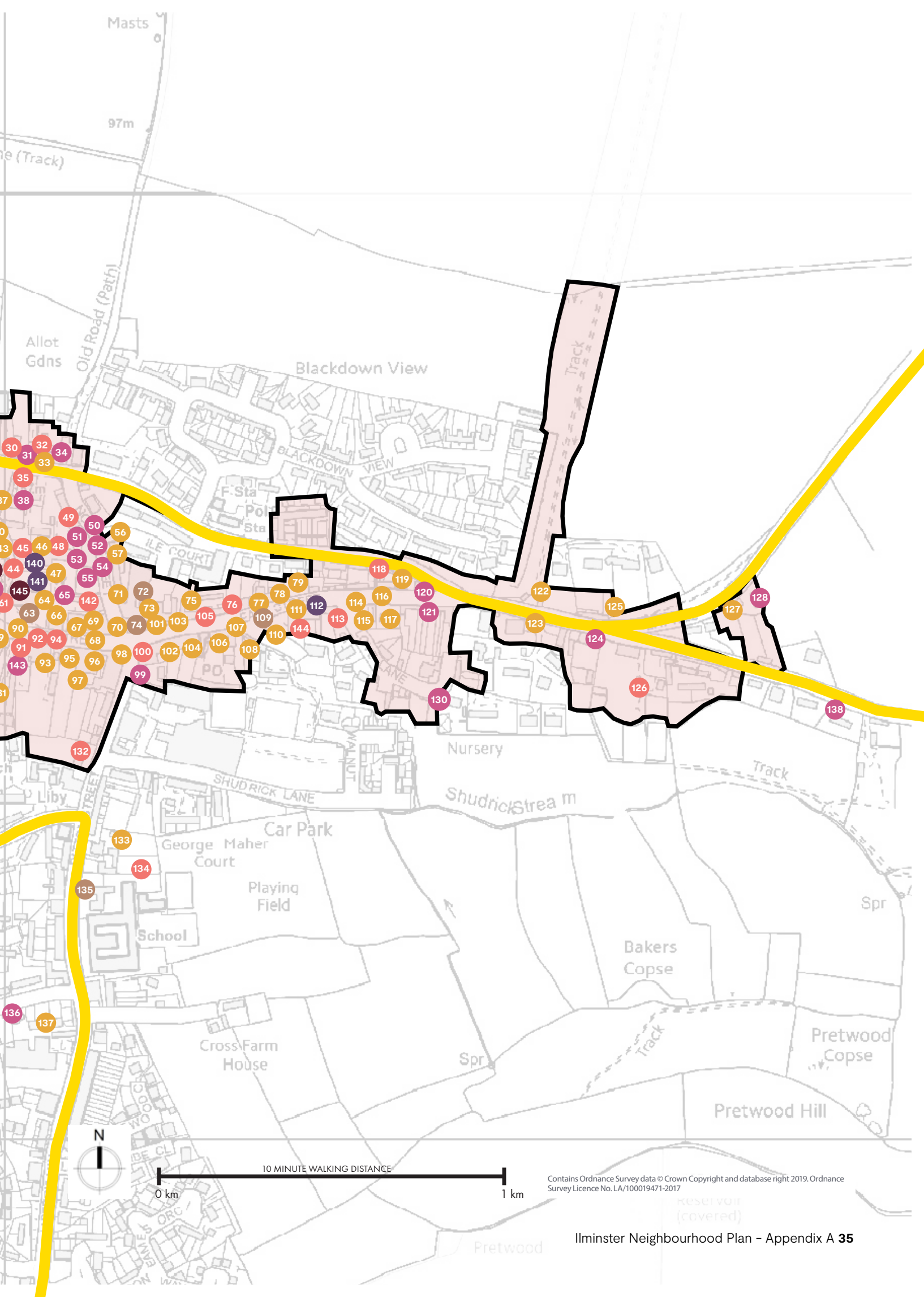


**Figure 6:  
Designated Heritage Assets**

**Legend**

- Vehicular Roads
- SSDC Conservation Area
- SSDC Ilminster Development Area
- 15th Century Listed Building
- 16th Century Listed Building
- 17th Century Listed Building
- 18th Century Listed Building
- 19th Century Listed Building
- 20th Century Listed Building





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## List of Heritage Assets – see Figure 6: Designated Map Assets

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### Grade II Listed Buildings

1. Rose Mills early C19 (original building only)
2. Old Toll House and Attached Railings mid C19
3. Former Great Western Railway Station c1868
4. Acacia House c1830
5. Hazelwell House and Attached Walls and Railings c1830
6. Doniet House c1700
7. Westerholme and Attached Gates, Gate Piers and Railings to North West C18
8. Coach House (approx. 30m South of Westerholme early C18
9. 31 Station Road late C18
10. The Hermitage and Attached Pier and Walls mid C16
11. 25 and Attached Walls, Gates and Railings early C19
12. Summerrods and Attached Walls and Railings late C18
13. 2 Station Road c1740
14. 1 New Road C18
15. Walls and Railings to Wesleyan Methodist Church c1887
16. 4 New Road C18
17. 2 New Road early C18
18. 28–34 West Street early C19
19. Wesleyan Methodist Church and Church Room 1887
20. The Laurels (22A) and Attached Railings to 22A and 26 c1840
21. 33 and 35 West Street early C19
22. 8 and 10 and Attached Outbuildings, Walls and Railings mid C18
23. K6 Telephone Kiosk designed 1935
24. 6 West Street mid C18
25. 11 West Street late C17
26. 9 West Street mid C19
27. 2 and Byrnes and Attached Wall to East early C19
28. 47 and 48 Attached Walls early C19
29. 21 High Street mid C18
30. 14 High Street C18
31. 10 High Street C17
32. 7 High Street late C18
33. 6 High Street early C19
34. Bell Inn late C17
35. 54–56 and approx. 20m of Wall East and South into North Street late C18
36. Court Barton Cottage and Attached Wall and Railings C17
37. Masonic Lodge early C19
38. Abbots Court and Attached Walls and Gate Piers C17
39. 8 and 9 and Attached Railings C17
40. 7 Court Bartkon early C19
41. 5 and 6 Court Barton early C19
42. The Coach House and Attached Walls early C19
43. Walls, Gates, Piers and Railings Attached to The Chantry C19
44. Chest Tomb NW corner of churchyard of Parish Church of St Mary early C18
45. Cross House and Attached Wall, Gate and Railings c1700
46. The Old Library early C19
47. 27–29 Walls with Gate Piers and Fronting Gates early C19
48. The Vicarage late C18
49. 7 Coach House and Associated Gate Piers and Rear Brick Wall early C18
50. Holly Cottage C17
51. Beam End C17
52. 13 North Street C17
53. 15 North Street C17
54. Little Minster The Flat C17
55. 7 and Attached Walls, Railings and Gate Piers mid C17
56. North Street School and Attached Walls and Railings 1853
57. 16 North Street early C19
58. 24 Silver Street c18
59. Stables to West of Courtyard to Dolphin Public House late C17
60. Dolphin Public House late C17
61. Railings, Gates and Revetment Wall to Churchyard of Parish Church of St Mary C18
62. Standpipe to SE corner of Dolphin Public House mid C19
63. War Memorial in St Mary Churchyard 1917
64. Four Chest Tombs St Mary Churchyard c1800
65. Garden Wall, Gate Piers/Gates and Railings to South of Vicarage 1700
66. 18 and 20 Silver Street c1850
67. 8 Silver Street early C19
68. Lloyds Bank c1800
69. 1 North Street early C19
70. Shaft to Drinking Fountain C19
71. 1 East Street early C19
72. 3 and 5 East Street 1916
73. The Market House c1813

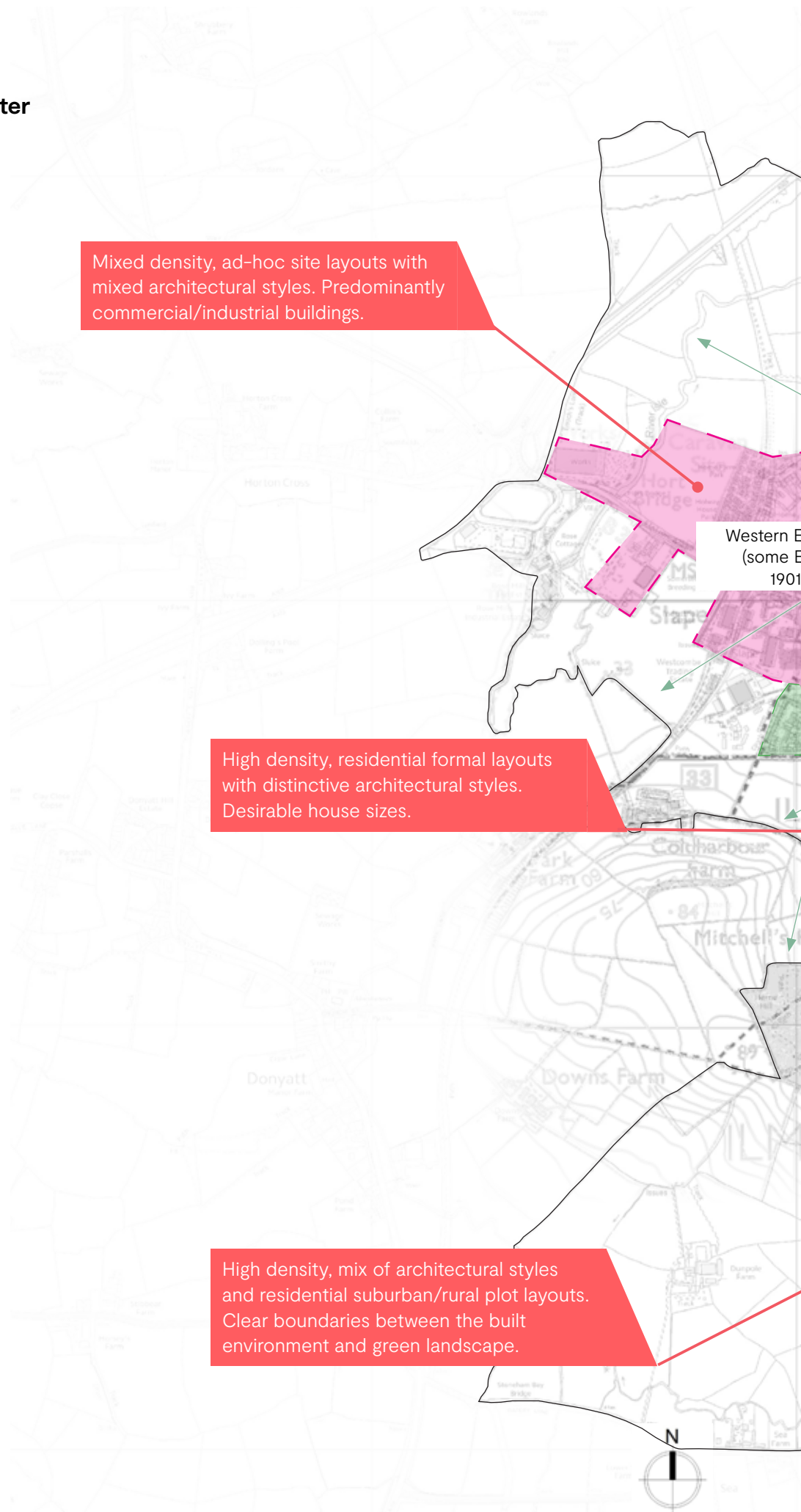
74. Telephone Kiosk West of Market House designed 1935
75. 11,13,15 and Attached Railings and Gateway early C19//
76. Monksmead late C18
77. Petherton Cottage early C19
78. 33A East Street mid C19
79. 33,35,35a and Attached Walls, Gate Piers and Railings early C19
80. 45 Silver Street c1840
81. 43 Silver Street C17
82. 41 Silver Street C18
83. 39 Silver Street C18
84. 37 and Attached Railings early C19
85. 35 Silver Street C17
86. 33 Silver Street C17
87. 31 Silver Street early C19
88. 29 Silver Street early C19
89. Greenfylde North Entrance Gates 1878
90. 25 Silver Street C19
91. 23 Silver Street late C18
92. 17 Silver Street late C18
93. 15 Silver Street mid C19
94. 13,12a and Warehouse to Rear mid C18
95. 9,11 Silver Street early C19
96. 7 Silver Street mid C19
97. 5 Silver Street early C19
98. 1,3 Silver Street c1840
99. 1 Ditton Street C17
100. 2 East Street late C18
101. 8 East Street c1850
102. National Westminster Bank c1860
103. Barclays Bank c1840
104. 20,22 East Street early C19
105. 24 East Street late C18
106. 26 East Street early C19
107. 28 East Street early C19
108. 30 and Attached Railings early C19
109. Gates, Piers and Walls to Unitarian Churchyard 1913
110. Three Chest Tombs to SW of Unitarian Church early C19
111. 32,34 Attached Wall and Railings early C19
112. 36, 38 Attached Wall and Railings C16
113. Angle Cottage C18
114. 1 Love Lane c1800
115. 42 East Street early C19
116. 44 East Street early C19
117. 46,48,50 East Street early C19
118. 55,57 East Street early C18
119. Pump and Recess East Street end late C19
120. 52,54 East Street C17
121. 58,60 East Street C17
122. 2,3 and Attached Railings, Gate Piers and Gates early C19
123. Bay House c1840
124. White Horse Public House and Attached Wall C17
125. 10,11 and Attached Railings c1840
126. Cottage to Rear of 14 C18
127. Toll House early C19
128. 13 Bay Hill late C17
129. Knott oak House and Attached Outbuildings early C18
130. 17 Love Lane late C17
131. GreenFylde School 1878
132. Ditton Lea and Walls, Railings and Gates mid C18
133. 33 and Attached Walls c1820
134. Ditton House and Walls, Gate Piers and Gates c1720
135. Commemorative Flagpole former Ilminster Boys School c1920
136. 5 and Attached Railings late C17
137. Prospect Buildings c1840
138. 22 Townsend c.17
- Grade II\* Listed Buildings**
139. The Chantry mid C15
140. 28 Court Barton c1586
141. 29 Court Barton early C16
142. George Hotel mid C17
143. 19-21, Attached Gateway and Outbuildings C17
144. Unitarian Church and School House 1718
- Grade I Listed Buildings**
145. Parish Church of St Mary C15

**A7**

# **Architectural Characteristics**

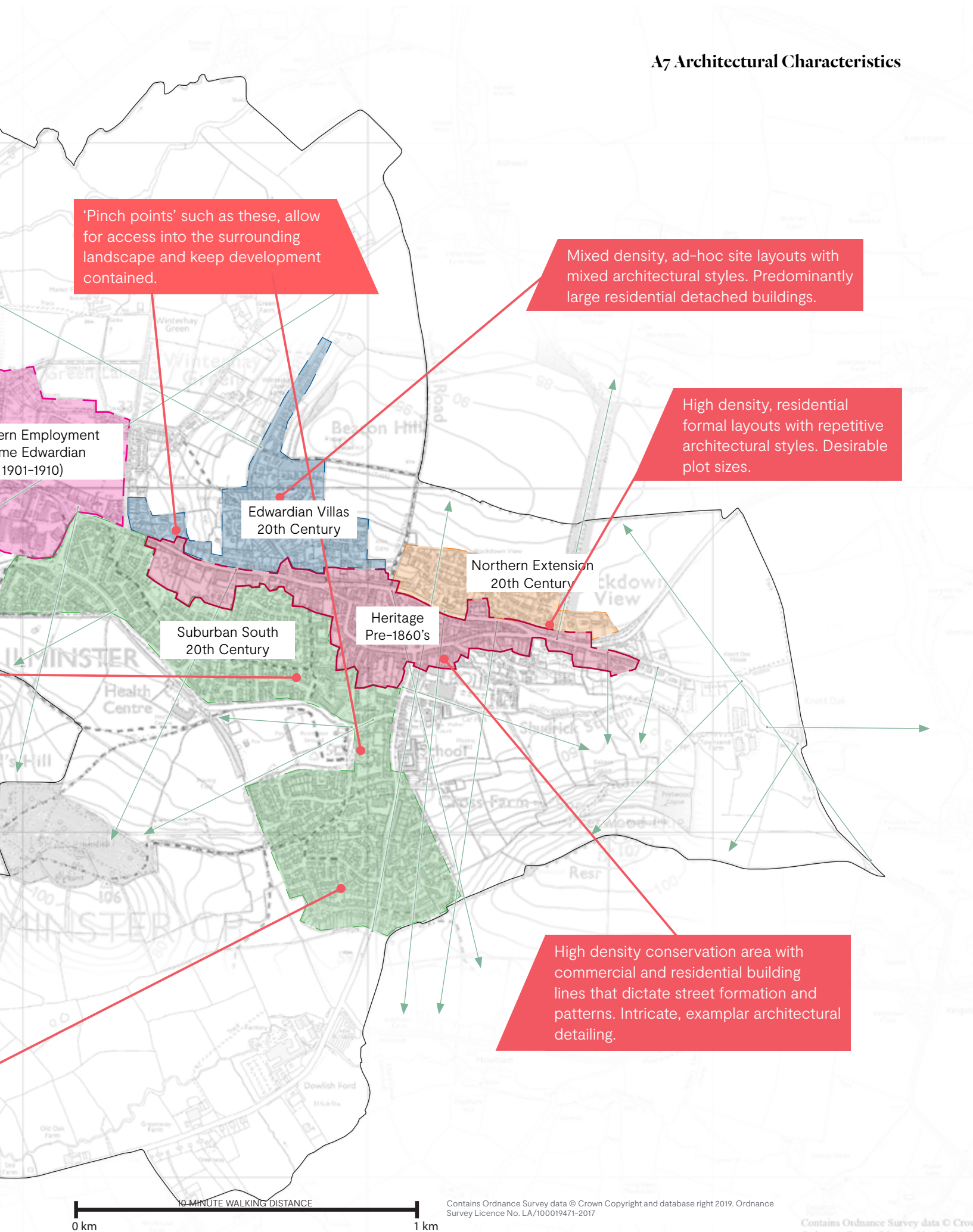


**Figure 7:  
Density and Layout in Ilminster**





## A7 Architectural Characteristics



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## A7 Architectural Characteristics

### 7.2 Scale, Form, Massing and Use in Ilminster



1. Most properties are 2-3 storey terraces opening directly onto public pathway, a characteristic of a market town.



2. It is common for properties around the square to provide independent shops with accommodation above.



3. Fenestration is simple and elegant, reflecting architectural heritage and cottage-style proportions.



4. Most properties have a simple and traditional pitched roof building typology, a characteristic of their heritage.



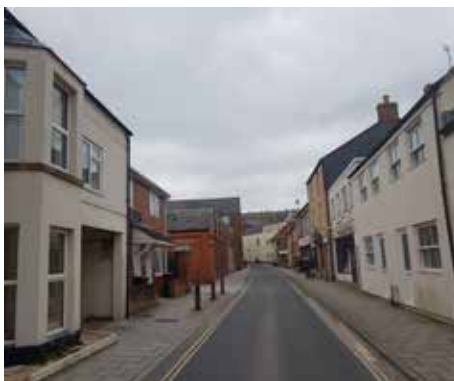
5. Larger, detached properties occupy the width of their boundary with little or no access to the property side.



6. New and old Industrial units equally display their heritage with pitched roofs and brick barn-like typologies.



7. Singular large detached properties dwell within picturesque landscapes on the east of the town.



8. A mix of building mass and scale is illustrated representing a variety of architectural periods.



9. Important countryside views are maintained throughout Ilminster.



### 7.3 Building Materials Used In Iminster

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1. Many buildings around the centre of town use local Hamstone, a dominant material characteristic of Iminster.



2. Breaks in the use of Hamstone offer the street scene relief from being entirely uniform, creating diversity.



3. Where properties break from using Hamstone a similar tone is used with brick Moolham stone or paint.



4. Medieval buildings with ad-hoc fenestration.



5. Neutral tones in materiality are seen throughout Iminster, and compliment the historic Hamstone.



6. A good example of decorative independent shop front with ornamental and stained glass detailing.



7. This striking pink property expresses individuality and character, helping to establish diversity within the town.



8. This lock-up/ storage unit, although tired, expresses an element of quirkiness and signifies working heritage.



9. Moolham stone façades are also a characteristic of the area, nicely blending with the Hamstone's warming tone.

## A7 Architectural Characteristics

### 7.4 Boundary Treatments in Ilminster

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**1.** Boundary wall is low to offer views out to the rolling hills and natural environment.



**2.** A mix of boundary wall and materiality of the buildings promote an appearance that is unique to every house.



**3.** High walls define boundaries and emphasise the characteristic narrow countryside pathways.



**4.** Decorative railings offer a distinct separation between private and public space on narrow pathways.



**5.** Mix of boundary wall materials unique to building offer privacy and a soft appearance, greening the street scene.



**6.** The staggered boundary wall, reducing in height close to the entrance point, visually aids way-finding.



**7.** The low wall defines a clear boundary whilst offering views to the Minster and green space behind.



**8.** Low walls to a corner building encompass the junction and overlooking windows enhance visual appeal.



**9.** Brick pillars offer grandeur to the entrance, with soft, low boundary treatment nestling the building.



7.5 Pathway Treatments in Ilminster



1. Poorly placed street furniture, and road signage creates clutter obscuring historic features.



2. Curbs and varied paving creates uneven surfaces difficult for less mobile to navigate.



3. Pathways are narrow emulating countryside tracks, as a result these cause accessibility issues in some areas.



4. Vehicle signage on a pedestrian pathway may not be appealing, but is a neat solution. Is it needed at all?



5. Shops over-spill onto the pathways, creating a more interactive route, promoting goods for shop keepers.



6. Pathways lined with trees provide separate spaces, refuge and shade for birds and residents.



7. Well maintained hedgerows line an overlooked pedestrian/cycle path, enhancing access and safety.



8. Pathways to both side of the road are not provided again reflecting the towns rural heritage.



9. Could there be softer landscaping at junctions such as this, to encourage walking/cycling?





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