4. Public Art

4.1 Benefits of Public Art

A vibrant public art programme offers a range of benefits and opportunities for enhancing the urban environment, increasing the use and enjoyment of public space, and building social cohesion. Public Art provides a means of celebrating Yeovil's culture, community and rich history. It offers shared symbols which build social cohesion, contribute to civic pride and help forge a positive identity for the town. Through this art, the town projects its collective identity and vision.

Public art supports the creative industries, creating opportunities for artists and designers. Further, public art acts as a catalyst for development and economic growth through innovation, attracting visitors and stimulating investment.

Public art also:

- Energises our public spaces
- Expands our thinking
- Transforms the places where we live, work and play
- Creates places of interaction
- Contributes to tourism offering, attracting new visitors.
- Sense of civic pride which research shows leads to less crime

Public art should not be commissioned in isolation, but as part of a cohesive public art strategy. This chapter offers an overview of how public art could be successfully integrated into the public realm but does not intend to form cohesive public art strategy for Yeovil, which would take the form of a separate guidance document.

Public Art should not be seen as an add-on that can be delivered within an existing project as an after-thought and should be considered at an early stage. The artistic ambition of Yeovil needs to be taken seriously and aligned to economic, artistic and the social values of Yeovil to create a strong brand.

The nature of public art is collaborative and involves the public. It is therefore very important to engage communities through the development of the public realm. Community engagement is important in developing public art projects and appropriate mechanisms should be adopted for each project.

4.2 Existing Public Art

At present, there are few examples of public art within Yeovil's town centre.

These have occurred on a piecemeal basis over time, linked to individual developments as they have come forward and do not share a common language.

Existing bespoke street furniture within Princes Street

Existing sculpture, King George Street

Existing sculputure, Yeo Leisure Park

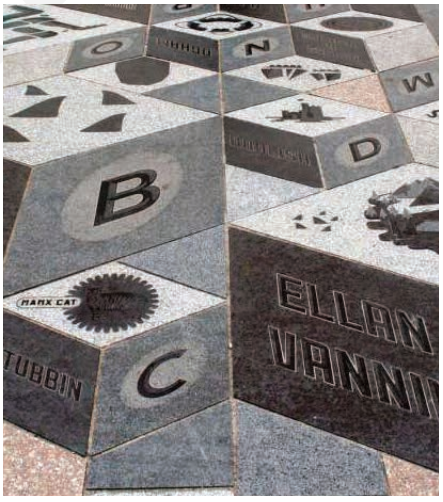
4.3 Public Art Opportunities in Yeovil

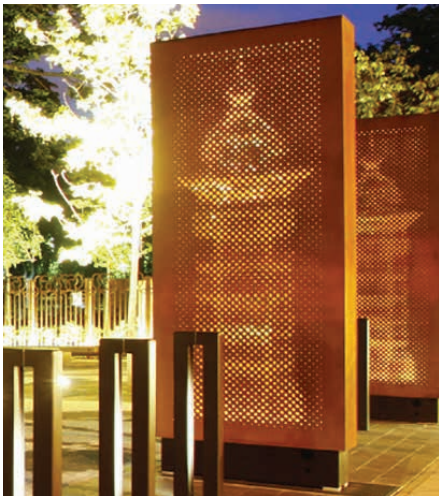
There are a number of opportunities to successfully design public art into the public realm, which may include;

- Interpretation of the town's history within the public realm
- Permanent pieces of sculpture
- Artists input in to bespoke elements of street furniture and paving designs
- Artists input into external lighting designs

The indicative images below demonstrate examples of public art within the public realm and figure 4.1 shows locations appropriate for public art work interventions.

The design of public art should be commissioned early within a scheme's progression to ensure that any interventions are well coordinated and develop a cohesive narrative.





Public Art Precedent Images

Figure 4.1 – Desired Public Art Locations Plan

5. Lighting Strategy

5.1 Existing Lighting Strategy and Lighting Review

The existing lighting in the centre of Yeovil is a mixture of new and old, public and private. Maintenance and management in some areas is good and in others could be improved. It is clear that a more coordinated approach to design, management and integration within the public realm could have a significant impact and contribute to a more attractive, safer and more economically viable city centre at night.

A review of the existing light profile has been undertaken through both a desk top study and a night-time, on-site survey of the area, identifying and commenting on the existing lighting profile across the entire site and immediately adjacent areas.

DESK STUDY

It is important to consider the local context to ensure that any future external lighting design appears in keeping with the immediate surrounds.

The site has been assessed against the ILP Guidance Notes for the Reduction of Obtrusive Light which classifies environmental zones into five categories; E0 – protected, dark environments to E4 – urban, high district brightness environments.

The site has been classified as Environmental Zone E4 as it is a town centre with a high level of night-time activity.

Sensitive receptors of the site have been classified as any residential apartments above retail units.

SITE SURVEY

The night-time survey was undertaken on Tuesday 4th June between 8.30pm and 10.30pm in accordance with ILP Professional Lighting Guide 04: Guidance on Undertaking Environmental Lighting Impact Assessments. The purpose of the survey is to identify existing sources of illumination, current illumination levels and condition of existing luminaires on site.

A range of luminaire types were found on site. The majority of areas were lit with older sodium or halogen column luminaires with a colour temperature of < 3000°K (see Figures 5.1 and 5.2 overleaf). These luminaires appeared to be beyond their average life expectancy which is classified as 15 years in CIBSE Guide M.

South Western terrace and the end of Westminster Street were lit with LED column luminaires with a colour temperature of 4000°K (see Figure 5.3 overleaf). These luminaires appeared to be relatively new and should be kept or re-used where possible.

The majority of areas surveyed are lit to current British Standard levels, however, some stretches of Middle Street are not currently lit, with background illumination solely from internal and/or signage lighting from retail units.

Photos of existing lighting within Yeovil Town Centre

5.2 Design Requirements

The following documents should be consulted and adhered to when designing the external lighting strategy for the scheme:

- Environmental Protection Act 1990;
- Clean Neighbourhood and Environment Act 2005;
- National Planning Policy Framework (NPPF) 2018;
- South Somerset District Council Local Plan (adopted March 2015);
- ILP Guidance Notes for the Reduction of Obtrusive Light GN01:2011;
- CIBSE Lighting Guide 6 (LG6) – Outdoor Environment;
- CIBSE SLL Code for Lighting 2012;
- BS 5489-1:2013 – Code of Practice for Design of Road Lighting;
- BS EN 12464-2:2014 – Lighting of Work Places – Part 2: Outdoor Work Places
- CEN/TR 13201-1: Road Lighting – Part 1: Selection of Lighting Classes
- CIE – Guidelines for Minimising Sky Glow
- Royal Commission on Environmental Pollution – Artificial Light in the Environment.

As discussed in section 1.2.3, the site has been classified as Environmental Zone E4. As such, all lighting in the area should conform to the limits identified for an E4 site within the ILP Guidance Notes for the Reduction of Obtrusive Light. Limits for each Environmental Zone are set in terms of:

- Permissible maximum upward light %;
- Illuminance into windows;
- Source intensity; and
- 'building luminance' which sets upper values for decorative lighting of any structure, statue etc.

Particular care shall be taken in designing lighting near to any sensitive receptors identified. For the Yeovil Town Centre Refresh, this will include minimising light intrusion into windows.

The town centre is targeting a Purple Flag Status as part of the Yeovil Town Centre Refresh. The Key Performance Indicators of the Purple Flag assessment related to lighting are Crime and Anti-Social Behaviour, Footfall, Perceptions and Patronage.

Improved lighting will help to reduce crime and anti-social behaviour by improving facial recognition and providing clearer CCTV images. It will also increase footfall, perceptions and patronage at peak night economy times by creating a safe, welcoming and interesting environment for town centre users.

All luminaires and lighting equipment should be placed as discreetly and concealed as practical, and cause no danger to the public through inconsiderate placing. All equipment should be vandal-resistant and mechanically, electrically and thermally safe.

A cost exercise shall be undertaken for all lighting proposals to ensure that good quality fittings are chosen whilst maintaining affordability.

LIGHTING HIERARCHY

The lighting hierarchy looks to inform the lighting design for each user area within the town centre.

User Areas	Features	Illumination Requirements
Pedestrian only areas	Pathways, shop entrances and street furniture.	Illuminated to the lux and uniformity requirements for correct P class as per BS EN 13201-2.
Vehicle areas	Roads and parking areas.	Illuminated to the lux and uniformity requirements for correct P/M class as per BS EN 13201-2.
Conflict Areas	Junctions, turning areas, traffic light areas, crossings and loading bays.	Areas that way require extra illumination due to difficulty of task or increased visual acuity requirement. Illuminated to lux and uniformity requirements for correct C class as per BS EN 13201-2.
Special Feature Areas	The Bandstand, The Borough, the War Memorial and other key orientation or heritage features.	Areas to highlight architectural, heritage or key orientation features. Illuminated in line with general guidance given in CIBSE Lighting Guide 6: The Exterior Environment.

Figure 5.1 – Proposed Lighting Hierarchy Plan

KEY	
	Pedestrian only areas
	Vehicle only areas
	Vehicle conflict areas
	Feature areas

5.3 Lighting Opportunities

The following lighting opportunities shall be considered throughout the design process and incorporated where feasible.

SAFETY AND SECURITY

Lighting can play an important role in reducing night time crime and vandalism; reducing accidents and making the town centre users feel safe. The design should ensure appropriate levels of illumination to identify potential hazards and highlight conflict areas to keep people safe and prevent accidents.

Modern, improved quality lighting provides good colour rendering to aid facial recognition and provide clearer CCTV images; this can act as a deterrent against crime and anti-social behaviour.

ACCESSIBILITY

The town centre public realm should be accessible for users of all ages and abilities.

Users with mobility scooters, wheelchairs, walking aids and pushchairs should be able to move through the public realm easily without street clutter limiting movement. To facilitate this, luminaires should be positioned outside of main thoroughfares.

Steps, ramps and changes in level should be well lit to avoid accidents.

Illuminance levels should be as uniform as possible to provide greater legibility after dark to assist with orientation and movement. The use of lighting as part of a wider wayfinding strategy should be considered as this can help individuals with varying cognitive abilities to intuitively navigate through spaces.

SUSTAINABILITY

Modern, LED technologies can provide a greater energy efficiency which will help to reduce the overall carbon footprint of the town.

Areas should not be over lit, with lighting directed towards the area of intent.

Lighting controls such as photocell detectors and passive infrared sensors could be employed to ensure that lighting is only switched on when necessary.

HEALTH AND WELLBEING

Human health, wellbeing and quality of life can be affected by obtrusive light. Common problems include excessive light intrusion into windows causing lack of sleep; and glare from high intensity lamps causing lack of visual perception due to large light differences within the visual field. It can also cause visual discomfort which can lead to impacts such as eyestrain and headaches.

In order to reduce negative impact to the health and wellbeing of residents and the public, lighting shall be directed towards the ground

Light intrusion into residential windows shall be assessed against the limits provided for the appropriate Environmental Zone within the ILP Guidance Notes for the Reduction of Obtrusive Light.

INTEGRATION INTO DESIGN

Lighting should be designed in an attractive form to appeal during both day and night time hours.

Architectural lighting should be considered in key locations to bring visual interest to spaces.

Structures created solely for lighting should not compete or overbeat other elements within the public realm. Lighting heights and mounting methods should be considerate of the scale and space of the street.

Tree canopy areas and projected tree growth should be taken into account when designing the lighting strategy.

COLOUR

Typical street and amenity lighting falls within a colour temperature range of 2700°K, warm white light, to 4000°K, cool white light. The colour temperature of the public lighting systems should be suited to the individual environment; however, the colour temperature of adjacent fittings should be kept the same the maintain visual consistency.

A high-quality colour rendering index of Ra 80 or above should be used to ensure that colours look natural and accurate.

MOUNTING

Column lighting can provide a uniform spread of illuminance over wider areas such as walkways, roads and open areas.

Lighting mounted onto buildings can reduce the number of columns required. Any building mounted luminaires, fixtures or fittings should respect the heritage and design of the building.

The mounting height of equipment should be sympathetic to the height and width of the street.

Catenary lighting allows for an accurate and flexible design as luminaires can be positioned exactly where the light is required. Due to the height of installation, illumination can be uniform across wide spaces and reduce the need for columns which create visual clutter. The structural wires would also allow flexibility for event and festive lighting.

Ground recessed uplighter fittings can provide visual interest to building facades, architectural elements and landscaping elements. Lower intensity fittings which are well shielded and properly directed should be chosen when specifying fittings of this type as to not cause unnecessary obtrusive glare or contribute to upward sky glow.

Examples of different lighting types within the public realm.

6. Wayfinding and Signage Strategy

6.1 Overarching Principles

The overall aim of the way-marking and signage strategy is to establish a legible and well interpreted place, where visitors are provided with adequate wayfinding and visitor information to enable and encourage them to explore the Yeovil town centre on foot and on bike, and interpretive information that adds to the richness of the experience.

However, the aim should not be to spoil Yeovil's streetscapes by over-signing and so in general, the aim should be to keep the number of wayfinding elements to a minimum located within key gateway and nodal points.

The main objectives of the wayfinding and signage strategy can be summarised as;

- To create a high-quality signage style used in wayfinding and interpretation that is distinctive and appropriate to Yeovil.
- To develop signage that is suitably robust in order to withstand the outdoor environment.
- To implement signage that is easy and cost effective to update over time, where it is anticipated that this will be required.
- To establish a holistic approach to wayfinding that includes consideration of landmarks and orientation points in the public realm.
- To consistently apply the wayfinding signage suite to the public realm framework in order to reinforce the hierarchy of routes and improve legibility.
- To prevent over signing of wayfinding elements in the public realm
- To present interpretation signage that is legible (including those with visual impairments), visually appealing, well written and relevant to a broad audience.
- To consider how flexibility to technological advancements can be built in to wayfinding and signage over time.

6.2 Existing Wayfinding Strategy / Locations

Existing wayfinding takes the form of finger posts that have been located within the town centre over time. Many of these have an over-allocation of information that has become confusing to visitors.

There is also a proliferation of additional signage (including road signage) that adds unnecessary street clutter within the town centre, which should be removed or minimized through the public realm enhancements.

Key pedestrian routes into the town centre from beyond Queensway and Reckleford are poorly signed at present, leading to an unclear arrival into the town centre.

There are some recent examples of signage linked with the Quedam Shopping Centre, that offer effective wayfinding maps and information monoliths. These are more intuitive and clearer to visitors.

Common Finger Post

Country Park entrance signage

Quedam Shopping Centre

Quedam Shopping Centre

Public Information Board

Street Names

6.3 Proposed Wayfinding Strategy

A range of wayfinding signage elements are needed to provide the right amount of information and these should be used in the right locations. The information below sets out a hierarchy of signage elements along with details of materials to be used and signage character.

The guidelines provided within the wayfinding strategy are intended to set key principles and paramaters. The individual content of each sign will be subject of a detailed design exercise.

The location of wayfinding and signage as part of the proposed strategy is shown below (Figure 6.1).

The design of any signage concepts will consider any requirements relating to the Disability Discrimination Act (DDA) relating to signage communications.

These may include (but not limited to):

- Size of typefaces, which will follow BSI/ISO recommendations for type size specifications.
- Typographic style, which will follow any recommendations for height to width ratios of individual characters, and their horizontal and vertical spacing.
- Colour contrast, which will be considered to ensure legibility.

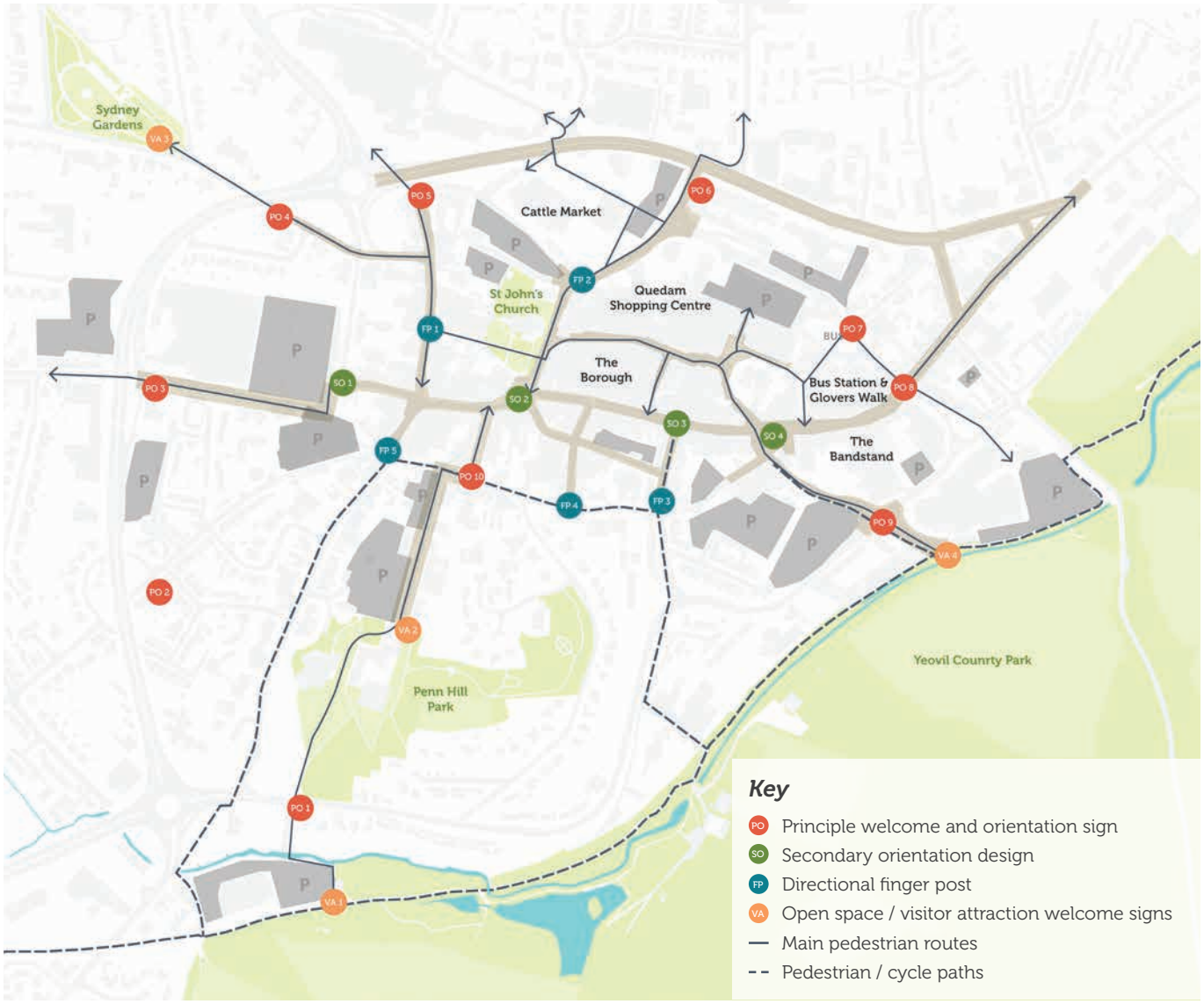


Figure 6.1 – Proposed Wayfinding Locations

Principal Welcome and Orientation Sign

- These are located at key pedestrian gateways on key walking routes.
- These are the largest signs and should be located where there is most space for people to gather.

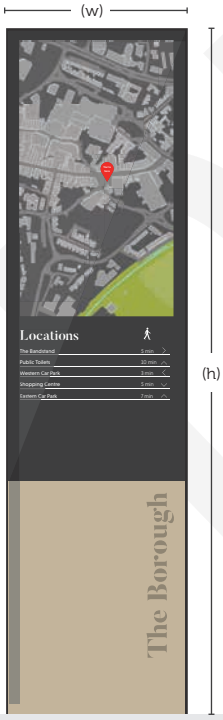
Materials

- Glass
- Resin-backed Vinyl
- DB703 Powder-coated Metal Frame
- Local Stone (e.g. Hamstone)
- Iroko Wood

Dimensions

- Height (h): 1750mm
- Width (w): 625mm

Figure 6.2 – Principle Welcome & Orientation Sign



Secondary Orientation Sign

- These are the preferred town centre wayfinding sign and are located at key orientation and nodal points.
- These narrow and tall signs can be accommodated on streets and will display map-based wayfinding information, as well as directional information and walking time contours.
- These signs should be located up against building lines on streets or within multi-functional zoned so as not to impede flow and also so that they can offer useful directional information.

Materials

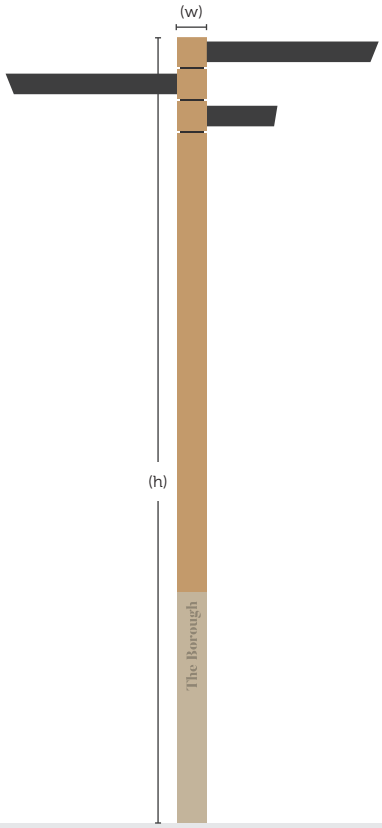
- Glass
- Resin-backed Vinyl
- DB703 Powder-coated Metal Frame
- Local Stone (e.g. Hamstone)

Dimensions

- Height (h): 1750mm
- Width (w): 450mm

Figure 6.3 – Secondary Orientation Sign

Please note, the details in the tables above do not represent the final specified materials. Those mentioned are only indicative for this proposed signage concept.



Directional Fingerpost

- These should be used sparingly within the town centre core.
- Generally, these are located at a limited number of locations at minor intersections/ orientation points, where it is considered space will be limited or where a Principal Welcome or Secondary Orientation are proposed nearby.
- These are also located to confirm direction along linear routes.

Materials

- DB703 Powder-coated Metal Frame
- Local Stone (e.g. Hamstone)
- Iroko Wood

Dimensions

- Height (h): 2400mm
- Width (w): 75mm

Figure 6.4 – Directional Finger Post

Open Space/Visitor Attraction Welcome Sign

- These are located at the main entrances to parks and open spaces within the town centre (at Yeovil County Park, Sydney Gardens and Penn Hill Gardens).

Materials

- Resin-backed Vinyl
- DB703 Powder-coated Metal Frame
- Local Stone (e.g. Hamstone)

Dimensions

- Height (h): 1050mm
- Width (w): 1500mm

Figure 6.5 – Open Space / Visitor Welcome Sign

Please note, the details in the tables above do not represent the final specified materials. Those mentioned are only indicative for this proposed signage concept.

7. Materials and Specification

7.1 Paving and Surfacing

The paving palette is designed to respond to the existing vernacular and materials palette within the town centre and seeks to enhance the public realm setting further. Any materials used within adopted highways should aim to comply with the Somerset County Council's existing highway standards. Any deviation from the standards should be agreed with the County Council in advance.

All paving should be sourced from sustainable and recognised sources. Where historic natural stone surfacing exists, this should be retained. Consideration should only be given to repaving existing natural stone surfaces if accessibility becomes an issue.

The surfacing materials tables on the following pages provide details of the surfacing materials which may be used within the town centre. Different options are provided for the various applications within the public realm including key spaces and streets.

Paving designs may comprise single materials or combinations of materials where required.

Paving and Surfacing Materials – Setts

Material	Use / Application	Sizes	Colour / Finish
Setts			
Forest Pennant or Yorkstone Setts	Preferred base material within Key public spaces and footpaths within town centre core	A choice of 400x200 300x200/300x150 /200x100mm or as appropriate for application. Depth to be adequate for loading class.	Buff or Grey Diamond Sawn and smooth finish
Granite Setts	Alternative base note to Key public spaces and footpaths		Yellow/Buff mix Diamond sawing in Fine picked finish
Porthyr Setts	Contrast strips and accent paving areas within Key public spaces		Red/Pink Diamond Sawn in flamed or fine picked finish
Blue Lias Limestone	Contrast strips and accent paving areas within Key public spaces		Blue/Grey Diamond Sawn and smooth finish
High Quality Concrete Modular Paving	Within footways and public realm areas to secondary streets. To be used where the budget for natural stone is unavailable within the town centre core.	A choice of 400x200 300x200/300x100 /200x100mm or as appropriate for application. Depth to be adequate for loading class.	Exposed natural stone aggregate finish. Buff/cream base notes and red/brown or dark grey accent areas. Grey multi-mixes not to be used.

Blue Lias Paving

Yellow Granite Sett Paving

Forest Pennant / Yorkstone Sett Paving

Porthyr Setts

High Quality Concrete Modular Paving

Paving and Surfacing Materials – Tactile Paving Flags

Material	Use / Application	Sizes	Colour / Finish
Tactile Paving Flags			
Natural stone tactile (must comply with Department for Transport's current standards)	Uncontrolled crossings and hazard warning within key spaces and streets within town centre core.	400 x 400 x minimum 100mm (thickness must be adequate to withstand vehicle overrun)	Material to compliment surrounding natural stone paving.
Standard buff reinforced concrete blister and hazard warning	Uncontrolled crossings within secondary streets and spaces within town centre	400 x 400 x 65mm (for blister tactile), 50mm thick for other hazard warning tactile	N/A
Standard red fibre reinforced concrete blister tactile	Controlled crossings on Streets. To be restricted within the town centre core.	400 x 400 x 65mm	N/A

Natural Stone Tactile Blister Paving

Buff or Natural Colour Concrete Tactile Blister Paving

Red Colour Concrete Tactile Blister Paving

Paving and Surfacing Materials – Flag Paving

Material	Use / Application	Sizes	Colour / Finish
Flag Paving			
Forest Pennant or Yorkstone setts	Preferred base material within Key public spaces and footpaths within town centre core	600 x 600mm or random length as appropriate for application. Depth to be adequate for loading class.	Buff or Grey Diamond Sawn and smooth finish
Blue lias Limestone	Contrast strips and accent paving areas within Key public spaces		Blue/Grey Diamond Sawn and smooth finish
High quality Concrete flag paving	Within footways to secondary streets. To be used where the budget for natural stone is unavailable within the town centre core.	600x600x50mm or 600x450x50mm	Conservation textured in Harvest Buff or alternative textured Buff/Natural colour finish

Blue Lias flag paving

Forest Pennant/Yorkstone flag paving

Concrete flag paving

Paving and Surfacing Materials – Carriageway Materials

Material	Use / Application	Colour / Finish
Carriageway Materials		
Resin bonded surface dressing or coloured asphalt	Footways within secondary street types within the town centre	Buff
Anti-skid surfacing or coloured asphalt	To carriageways within the town centre core	Buff
Tarmacadam (40mm AC14 close surf 100/150)	Carriageway and footways to secondary street types	

Asphalt

Coloured Asphalt

Resin-bonded Aggregate / Anti-skid Surfacing

Paving and Surfacing Materials – Kerb & Channels

Material	Use / Application	Sizes	Colour / Finish
Kerb & Channels			
Natural stone kerb (Flush/25mm upstand)	Kerbs within town centre squares and Principal Pedestrian streets (pedestrianised & semi-pedestrianised)	150/300mm wide x random length Kerb height to be appropriate for intended upstand	Silver Grey Granite or yorkstone as appropriate to paving scheme
Concrete Conservation kerb (Flush/25mm upstand)	Kerbs to Semi-pedestrianised & Historic Streets where a cheaper alternative to natural stone is required.	255x205x915mm and 63x150x915mm (Edging)	Silver Grey
Concrete bus kerb	To bus stop bays in the Borough	As required	Silver to match surrounding kerb types
Standard concrete kerbs (HB2 with 125mm upstand)	Kerbs to Secondary Street types. Not to be used within the town centre core.	To BS EN 1340:2003	N/A

Natural stone kerb

Concrete Conservation kerb

British standard concrete kerb

7.2 Laying Type

All paving build-ups must be designed by a suitably qualified Engineer who must provide evidence of compliance with the requirements of BS 7533 or accredited replacement for this standard.

Rigid Pavements

Laying of Natural Stone should use a BS 7533 compliant mortar system, which consists of a bedding mortar, priming and bonding mortar and slurry jointing mortar laid upon a concrete road base or supporting structure.

Bedding, priming and jointing of modular paving (including natural stone) must comply with the requirements of BS 7533.

To achieve a bond strength of greater that 2N/mm2 stipulated in BS 7533 a priming agent must be used between the paving element and the bedding mortar.

For heavily trafficked environments, or where recessed manhole covers are used, a high strength resinous mortar is required. High performance resinous mortar should also be used for water features.

Flexible Pavements

The use of modular concrete block paved finishes may be specified as flexible pavements.

The structural capacity of flexible pavements is attained by the combined action of the different layers of the pavement.

Build up of flexible layers are to be in accordance with Somerset County Council Highways requirements. Where full construction is required then foundation thickness (sub-base & capping layer) is to be based on in-situ CBR values.

Block Paved surfaces to be laid on 50mm sand laying course and 150mm type 1 in accordance with Somerset County Council Highways requirements.

Further Guidance

BS EN – 13108 – Bituminous mixtures – Material specifications, Asphalt concrete

BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers

Design Manual for Road & Bridges CD236 Surface Course materials for construction

Estate Roads in Somerset Specification construction notes

7.3 Road Markings

The surfacing materials tables on the following pages provide details of the surfacing materials to be used within the town centre. Different options are provided for the various applications within the public realm including key spaces and streets.

Road markings act as a visual detractor in the public realm. The following principles should be employed to minimise their impact whilst providing clear instructions to traffic.

- In collaboration with the Somerset County Council's highways department, road markings should be kept to a minimum across Yeovil town centre.
- Where future changes to street designs remove the need for road markings, traffic regulation orders should be introduced to cover these streets.
- Any required road markings to be in Thermoplastic material to be BS 3262:1989

7.4 Service Covers

Service covers should be aligned with paving to deliver a coordinated finish. The use of recessed covers allowing paving infill should be used where possible to provide paving continuity.

Paving infill cover

Hendford
An existing example where line marking is restricted within the streetscape

7.5 Drainage

Efficient, well integrated and unobtrusive drainage design is an essential component of any high-quality public realm scheme.

All drainage within adopted highways areas must be designed and agreed with the Somerset Council highways department. In particular the size and locations of new surface drainage outlets need to be discussed and agreed with the council.

EXISTING DRAINAGE

The existing drainage network through Yeovil High Street consists of a Wessex Water combined public sewer. This sewer receives surface water run-off from the High Street pedestrian and carriageway hardstanding areas, as well as foul discharge from the adjacent shops. The lower section of the High Street includes a dedicated public surface water sewer consisting of a 1050mm pipe and a 1200x1500 culvert. New SuDS systems connected to the existing combined system will need to consider the use of non-return valves to prevent foul flows from entering SuDS components such as tree pits and bio retention systems.

DRAINAGE OF FOOTWAYS

The general aim should be to drain water from footways onto carriageways or areas of soft landscape, using a minimum gradient of 1:60. within open spaces and 1:40 gradient for footpaths. The principle of draining onto carriageways can be successfully employed in all instances where a traditional kerb upstand is used, which will guide the water to road gullies.

All building down pipes should continue into the ground and connect with the existing Wessex Water combined/surface water sewer.

Generally, gullies located in footways should have galvanised steel flush grates with fixed hinges. Grates must be specified that are suitable for anticipated loading. All drainage gratings/chamber covers to be to D400 specification where vehicle loading is anticipated and should be in accordance with BS EN 124.

In order to be DDA compliant slots within the grate should be no wider than 13mm and the grate should be orientated to be at right angles to the main pedestrian flow.

For accessibility reasons dished channels should not be used.

LINEAR DRAINAGE SYSTEMS

Linear slot or pave drain system may be used within the public realm where a discrete finish is desired and is approved by the County Council Highways department.

Linear slot drains should not be used where there is a risk of soil or other debris washing into the drain, as this narrower type of channel is liable to block-up.

The use of natural stone pave drain products may be used in areas where natural stone paving is used and should match the specification of surrounding paving.

Linear slot or channel drains must be specified that are suitable for anticipated vehicle loading and accord with BS EN 124.

The use of bespoke linear drainage grilles may be considered within key town squares where a distinctive and high-quality design language is required.

SUSTAINABLE URBAN DRAINAGE (SUDS)

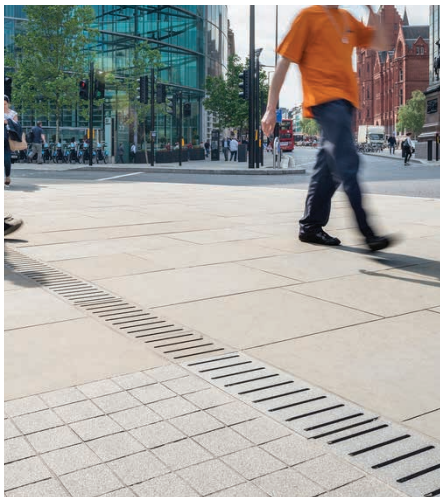
The use of Sustainable Urban Drainage (SUDs) systems should be incorporated wherever practicable to manage the quantity of surface water run-off, improve water quality, offer amenity and support biodiversity.

This may principally comprise the use of SUDs tree pits, where surface water run-off is directed into underground storage cells which regulate and reduce discharge rates.

The use of bio-retention planting beds may also be used, which are able to absorb surface water run-off from surrounding paving areas.

Surface water run-off may be directed into areas of new planting through linear drainage connections and inlet kerbs.

Where these systems are used it will be required to carefully select species types, which are tolerant to water.



Natural stone pave drain slot

Slot drain

Threshold drain

Decorative or artist designed linear drainage

Examples of SUDs features within the public realm

7.6 Street Furniture

This public realm strategy promotes the use of street furniture palettes that are distinctive to Yeovil and which can be consistently applied to the town centre, to reinforce a sense of quality and identity that clearly sets Yeovil apart. A wide range of street furniture elements are found within Yeovil at present, resulting in an inconsistent street furniture palette. The proposed palettes seek to unify the character. Street furniture types are dealt with in the following pages.

SEATING

Siting
In siting seating (seats and benches) it is important to carefully consider key locations for seating opportunities, so as not to litter the public realm with empty seats. Seating should be provided at the busiest points of pedestrian activity.

- Generally, seats should be located within the designated multi-function zones within streets (as illustrated in the street typologies figure 3.5) at points of interest or nodal gathering locations.
- The aim should be to provide sheltered seating opportunities and seats in both shaded and sunny areas.
- Avoid locating seats too close to litter and dog bins.
- Space should be provided to accommodate wheelchairs next to seating and also allow space for circulation around elements
- Seats should be provided as resting points at regular intervals along well used routes (i.e. every 50m).
- Avoid locating seats in areas where they might cause an obstruction to other services/ facilities (i.e. in front of information boards).

As well as locations for formal seating, in the design of routes and spaces, informal seating opportunities should be created. These could be in the form of seating steps, low walls or raised seating planters. These types of informal seating supplement formal provision and provide additional capacity at busy times, such as during events.

Fixing
Seats and benches should be root fixed (below ground) to provide a seamless tie-in with surrounding paving areas. Where solid concrete of monolith type seating is used these should rest upon the paving surface and adequate foundation.

General Design Requirements
There are a number of general requirements that all seating should conform;

- Seating products shall be applied in families which are complementary to one another and should reflect a contemporary and robust style.
- Shall be composite galvanized steel and powder coated to a specified RAL colour or brushed grade 316 stainless steel with FSC hardwood timber; or pre-cast smooth finished concrete.
- Seating should include backrests and armrests to support and assist users.
- Single sided benches should not be used within the within the town centre core. In these locations, double sided or open sided seating should be preferred to maximise usage.
- Shall include anti-skateboard devices appropriate to location.
- Concrete seating units will be of sufficient weight to resist movement.
- Bespoke seating design may be considered within the town centre core where it is combined with other street furniture such as planting islands or seating steps.
- All seating to meet DDA requirements.

OPTIONS FOR SEATING WITHIN THE TOWN CENTRE CORE

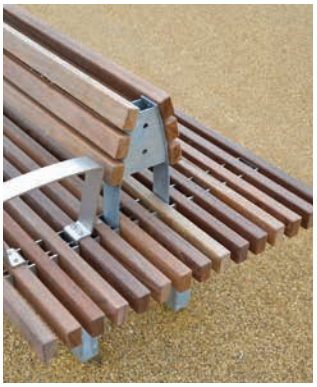
Product (or similar approved)	Materials / Finish	Sizes	Use
Bespoke seating steps	High quality pre-cast concrete with acid etched or natural stone finish	Min 500mm width x 450 – 550mm height	To be used within town centre key squares of the Borough and Bandstand where appropriate.
Bespoke or Modular raised seating planters	Pre-cast concrete, natural stone, steel or hardwood timber components	Varies dependent on design. However, seating element to be a min 500mm width x 450 – 550mm height for seat x 700mm perch height.	To be used within pedestrianised and semi-pedestrianised streets within the town centre core and key town centre squares.
Bailey Streetscene Double Sided Woking Seat	Galvanised and powder coated steel frame with hardwood slats	L:3000mm x D:1280mm x H:894mm	Town centre core streets and spaces where double sided seating can be accommodated.
Streetlife Long & Lean bench	Galvanised steel frame with hardwood slats	L:3230mm x D:890mm x H:770mm	Town centre core streets and spaces where double sided seating can be accommodated.
Bailey Streetscene Medway Seat	Pre-cast concrete with hardwood seat (Optional)	L:2000mm x D:1000mm x H:450mm	Town centre core where a flexible and robust seat is required.

Example of a raised seating island

Example of a raised seating planter

Precast concrete or natural stone seating steps

Bailey Streetscene Double sided Woking Seat



Streetlife Long & Lean bench

Bailey Streetscene Medway Seat

OPTIONS FOR SEATING WITHIN THE WIDER TOWN CENTRE PUBLIC REALM AND GREEN SPACES

Product (or similar approved)	Materials / Finish	Sizes	Use
Bailey Streetscene Retiro Seat	Iron frame with hardwood timber slats	L:1800mm x D:550mm x H:850mm	Within Green spaces and wider town centre areas where seating is required
Furnitubes Railroad Inline Seating & Tables	Galvanised and powder coated steel frame with hardwood slats	Varies dependent on design.	Modular seating system to be used within Green spaces and wider town centre areas where contemporary seating is required
Furnitubes Glenham seat	Teak	L:1795mm x D:645mm x H:900mm	Green spaces where a classic design is required within a sensitive and historical setting.

Bailey Streetscene Retiro Seat

Furnitubes Railroad Inline Seating

Furnitubes Glenham Seat

BOLLARDS

Siting

As part of the overarching principle to minimise street clutter, the use of bollards should be minimised and only used where there is a significant requirement on safety or security grounds.

In many instances, it will be possible to use other items of street furniture, such as seats, lighting and street tree planting to perform the same task.

Where bollards are used within adopted highways, they will be required to meet the relevant Highways standards and typically be spaced at 1200mm as a minimum. They should be located 450mm behind the front edge of the kerb line.

Consideration should be given to using a bollard of the appropriate size and type for its setting and use.

Design

- Generally, bollards should be root fixed into concrete. A square root is preferred where the bollard is to sit in paving (a round root would work better in tarmacadam).
- Surface fixing using a base plate should only be specified where there is a need to retain existing surfacing or where there are below ground constraints.
- Consideration should be given as to whether there is a need for an 'anti-ram' specification (to prevent any attempt at vehicle overrun), which would consist of a reinforced steel core and extended root. Timber bollards should not be used where an anti-ram specification is required.
- Removable bollards should be used where occasional access is required
- Automatic rising bollards are to be avoided due to ongoing maintenance issues.
- It is essential that all bollards either contrast in tone to their surrounding context/ surfacing or incorporate a visibility band.
- The use of stainless steel, ferrocast, cast iron and timber bollards may be considered but must coordinate with the surrounding street furniture palette to develop a consistent design language.

Product (or similar approved)	Materials / Finish	Sizes	Use
Stainless steel banded bollard	G316 satin polished stainless steel with reflective bands	115 or 140mm diameter bollard with 1000mm above ground	Within the town centre core and key spaces
Woodscape Hardwood Timber Bollards	FSC Certified Hardwood	150mm square profile 1000mm above ground	Within town centre green spaces or within the public realm where appropriate

Stainless steel bollard

Steel low bollard

Timber bollard

Bespoke timber bollard

CYCLE PARKING

Cycle stands should be provided in areas with good natural surveillance and/or CCTV surveillance and located at key arrival and nodal points within the town centre.

Cycle stands should be located in the multi-function zones identified within the street designs (refer to figure 3.5) in groups of three, as a minimum and should be positioned so as not to impede pedestrian movement when the stands are being used.

The provision of electric cycle (and scooter) points should be considered as part of public realm designs to ensure that future trends are accounted for. The use of electric bike and scooter hire schemes and sustainable modes of transport are becoming increasingly popular and it is important that Yeovil's public realm is able to adapt to changes in sustainable transport.

Design

- Generally, cycle stands should be root fixed into concrete.
- Cycle stands should be spaced at 1000mm centres and with adequate free space to ensure cycles do not overhang carriageways or footways.
- Sheffield cycle stands in G316 stainless steel should be used within the core of the town centre.
- Galvanised steel polyester powder coated in black to be used in wider town centre areas.

Product (or similar approved)	Materials / Finish	Sizes	Use
Sheffield Cycle Stand	Stainless Steel Grade 316	800mm (H) x 715mm (W)	To be used with the core of the town centre.
Sheffield Cycle Stand	Galvanised & Polyester powder coated or Duracast Polyurethane finished in a specified RAL colour	800mm (H) x 715mm (W)	To be used within secondary areas within the town centre.
Bailey Streetscene Multiplicity Cycle Stand	Aluminium with timber	611mm (L)x 152mm (D)x 910mm (H)	To be used where cycle stands are used within key squares within the town centre core.

Sheffield cycle stand in stainless steel

Sheffield cycle stand in galvanised & powder coated finish to specified RAL colour

Bailey Streetscene Multiplicity cycle stand

LITTER BINS

Litter bins must be carefully located where they are most needed, close to seating areas and key spaces, bus stops and take-away food and drink outlets. The number and capacity of bins should respond to the expected levels of use.

Bins should be located within the specified multi-functional zone as specified in street designs (see figure 3.5).

Litter bins used in Yeovil should encourage recycling through the provision of independent or combined recycling bins. Bins should also have an ashtray to enable collection of smoking litter.

Bins should be 'seagull proof' with flaps used to discourage pedestrians from using recycling compartments incorrectly.

Generally, unless space is limited all bins should have a capacity of at least 80 litres.

All bins should be bolted to a concrete base.

It is recommended that the addition of town centre crests or motifs are laser cutting to maintain a clean and uncluttered look.

The same family or product lines should be used where possible throughout the town centre to secure a consistent character.

All painted components of litter bins should share the same RAL colour, which is common to the surrounding street furniture palette.

Litter bin types suitable to Yeovil's public realm are shown below. Where possible, a single style should be selected for any given space to develop a cohesive appearance.

Product (or similar approved)	Materials / Finish	Sizes	Use
Broxap Derby Eros Litter bin	Galvanised steel and polyester powder coated to specified RAL colour.	115 Litres – 1100mm high x 500mm diameter	Town centre core
Furnitubes Zenith Litter bin	Galvanised steel and polyester powder coated to specified RAL colour.	90 Litres -1100mm high x 500mm diameter	Town centre core
Broxap Maelor Trafflex Turvy High Security Litter Bin	Plastic with stainless steel inner	90 Litres -1100mm high x 500mm diameter	Secondary or periphery areas of the town centre where a more economic product is required
Bailey Streetscene Deacon Litter Bin	Timber with Galvanised steel and polyester powder coated to specified RAL colour.	120 Litres -650x500x1000mm high	Green spaces
Bailey Streetscene Buffalo recycling bin	Zintec Galvanised steel and polyester powder coated to specified RAL colour.	240Litres -960x480x1030mm high	To be strategically located within Key nodal points within the town centre.

Broxap Derby Eros litter bin

Furnitubes Zenith stainless steel litter bin

Bailey streetscene Deacon litter bin

Broxap Maelor Trafflex Turvy High Security litter bin

Bailey Streetscene Buffalo recycling bin

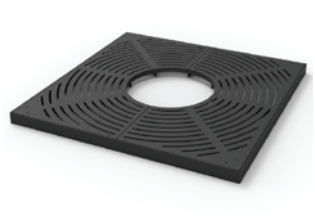
TREE GRILLES AND GUARDS

- Tree grilles should be used for all trees planted within hard paving areas.
- Tree grilles should be installed level with the surrounding paving surfaces to eliminate the risk of trip hazards.
- The use of square or rectangular tree grilles is preferred to ensure more effective and robust tie-in with surrounding paving.
- The following tree grilles have been selected as suitable for use within Yeovil. Grilles should be fixed as per the manufacturer's specification
- A consistent use of tree grille design should be used where possible to develop a consistent character within the public realm.
- Where trees are located in hard surfacing they should be planted as rootballed semi-mature specimens (20cm girth +), with a stem clearance of 2.1m minimum. The size of tree and use of underground guying will preclude the need for tree guards.

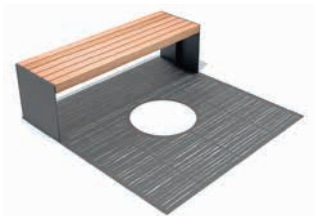
Product (or similar approved)	Materials / Finish	Sizes	Use
GreenBlue Urban Castle tree Grille	Galvanised steel	1200x1200mm	Heavy duty tray system allowing paving infill to match surrounding public realm. To be used within key town squares or within the town centre core where a discrete finish is required.
GreenBlue GBU ArboResin Precast tree grille	Galvanised steel and powder coated steel	1200x1200mm	To be used in streets and spaces where SUDs tree pit systems are proposed
GreenBlue Urban Themes tree grille	Galvanised steel and powder coated steel	1200x1200mm	To be used in secondary streets.
Streetlife Solid Grille Benches	Galvanised steel and powder coated steel with integral bench	1200x1200mm	To be used in public realm areas where seating opportunities considered beneficial.

GreenBlue Urban Castle tree grille

GreenBlue Urban GBU ArboResin tree grille



GreenBlue Urban Thames tree grille



Streetlife Solid Grile Benches

PLANTERS

Permanent raised beds/planters
Raised planters may be considered where existing underground services preclude ground level planting within the public realm.

The location of permanent raised planters should be carefully considered and not impede pedestrian movements.

The preferred approach to provision of planters is that they should be bespoke and permanent features, which form an integral part of the design of new spaces within the public realm.

Consideration should be given to the provision of formal or informal seating in the design of permanent planters. It is recommended that all permanent planters be constructed from natural stone facing, which complements the surrounding paving character.

Modular raised planters could be considered, where their design and character compliments the public realm design.

Although it is anticipated that most permanent planters would be located in the town centre core this approach would also be appropriate in gateway spaces. The photographs opposite provide some examples.

The volume of the planter must be sufficient for the planting intended and must ensure good anchorage (otherwise a means of fixing must be supplied).

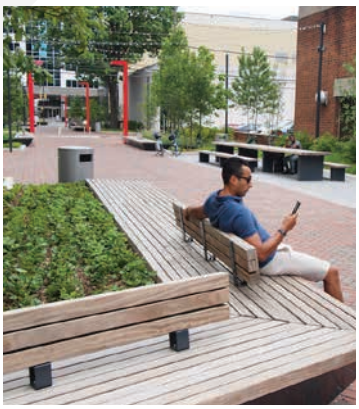
Portable Planters
Where there is a need for planters, but there is also a need for them to be moved to offer a more flexible space, high quality durable and portable planters may be incorporated into schemes.

Planters should be selected that are robust, easy to clean and utilise high quality materials, such as pre-cast concrete, plastic and hardwood. The following planters are considered suitable for use within the town centre.

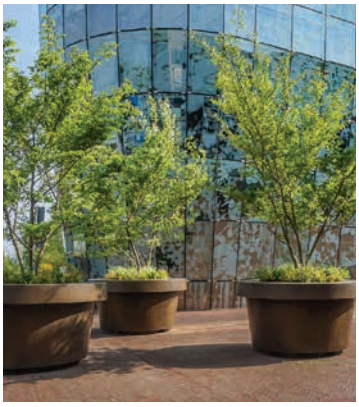
Temporary Planters
Each year the council uses temporary planters and containers for seasonal bedding displays as part of 'Yeovil in Bloom'.

These should be located in coordinated locations on existing street light columns to avoid additional street clutter.

The following products show the types of containers considered suitable for use.

Examples of permanent raised beds / planters

Examples of Portable Planters


Examples of Temporary Planters

7.7 CCTV

CCTV cameras play an important role within Yeovil town centre in creating a sense of safety, as well as helping to police the public realm.

It is essential that operational requirements are considered from the outset in the design of CCTV systems. Component parts must be selected that are fit for purpose. The design of all CCTV systems must be approved by South Somerset County Council.

In order to reduce street clutter, CCTV units should be mounted on lighting columns and buildings, wherever possible, rather than on stand-alone columns.

Where CCTV cameras have to be mounted on stand-alone columns these should be located so as not to obstruct pedestrian access routes or block key views.

Cameras should be carefully located to ensure that they achieve maximum visual coverage and sited so they do not conflict with tree canopies or structures within the public realm which could block visibility.

CCTV camera mounted to building

CCTV cameras mounted to existing lighting column

CCTV camara column to coordinate with street furniture palette

7.8 Accessibility

Public realm and street design should be carried out in accordance with current national and local accessibility policies and best practice. These factors must be considered from the outset, rather than requirements being applied retrospectively. The following provides design guidance on key principles as well as references to further information.

It is recognised that public realm enhancements will occur within the existing environment, which may present constraints in meeting all accessibility requirements. However, there will be an intent to attain best practice guidance wherever possible.

Level Changes
Where an access route has a gradient steeper than 1:60, but not as steep as 1:20, a level landing for each 500mm rise of the access route should be provided. Access routes on level ground should have resting places not more than 50m apart for people with limited mobility.

Level changes within the public realm should be at a maximum gradient of 1 in 20. Any steeper gradients should be designed as ramps and steps with handrails. Within new development, discrepancies in level between internal and external spaces should be made up inside the building, wherever possible.

Ramps
A ramp should have the lowest practical gradient within the range 1:20 to 1:12. No individual length of ramp should be more than 10m, or a rise of more than 500mm.

The width of ramp and landings should be consistent throughout and should not be less than 1500mm with a handrail on both sides.

Intermediate landings should be at least 1800mm with a maximum gradient of 1:60 along their length and cross fall of 1:40.

Steps
Dimensions for steps should be between 150-170 mm for the risers and 280-425mm for the going (tread). This should be consistent throughout the flight or series of flights.

No flight on an external stepped access route should contain more than 12 risers.

A stair should always be provided in addition to a ramp, unless the change in level is less than 300mm.

The width of a stair should be not less than 1200mm clear width between handrails. Where the width between handrails exceeds 1800mm, the stair should be divided into two or more channels with a distance between handrails no less than 1000mm.

Each step nosing should incorporate a permanently contrasting continuous material for the full width of the stair on both the tread and the riser. The material should be 50 mm to 65mm wide on the tread and 30 mm to 55 mm on the riser.

A level landing should be provided at the top and bottom of each flight of steps of a minimum 1200mm length.

To give advance warning of a step, 800mm tactile paving with a corduroy hazard warning surface should be provided at the top and bottom of each flight.

Handrails
A handrail should be provided on each side of a ramp or stair flight throughout its length (including intermediate landings)

The top of the handrail should be between 900-1000mm from the surface of the ramp or line of the stair and between 900-1100mm from the landing.

Consideration should be given to the use of a second handrail installed with its top surface 600 mm from the ramp surface or pitch line to assist children and those with a short stature. Where necessary, structural guarding should be provided of sufficient height to prevent a child falling if they climb on the handrail.

The handrail must be easy and comfortable to grip and provide adequate resistance to hand slippage. Suitable profiles include circular or oval. A handrail with an oval profile should have dimensions of 50 mm wide and 39 mm deep. The profile should have rounded edges with a radius of at least 15 mm. Any circular handrail should have a diameter of between 32 mm and 50mm.

The material selection for handrails be selected for robustness and resistance to vandalism. There will be a preference for G316 stainless steel, Hardwood timber or galvanised and powder coated steel.

Handrails should be terminated horizontally at least 300 mm beyond the start and finish of the ramp/stair and designed so that they do not catch clothing.

Tactile Paving

The use of tactile paving shall be in accordance with the current DfT guidance on the use of tactile surfaces.

Tactile paving must be well designed and implemented to ensure seamless integration with the surrounding public realm. Within the town centre core, the use of natural stone finishes, metallic studs or complimentary paving finishes should be explored where possible and their use is consented.

Elsewhere, signal controlled pedestrian crossing points should use red blister paving unless deviation from this is consented. All other types of tactile paving (including blister paving at uncontrolled crossing points) should avoid red and provide a sufficient contrast with surrounding materials.

Further Guidance

- BS 8300-1:2018 Design of an accessible and inclusive built environment. External Environment – Code of Practice.
- DfT - Guidance on the use of tactile paving surfaces, December 2005 (updated June 2007)
- Inclusive Mobility : A guide to best practice on access to pedestrian and transport infrastructure DfT 2005.
- Access to and Use of Buildings, 'Approved Document M', Building Regulations 2010, published 2015.

7.9 Trees and Planting

Trees and other ornamental planting within urban environments offer a number of benefits that improve the visual and environmental quality of the public realm. However, new planting should only be undertaken where it would make a positive contribution to the public realm and where adequate maintenance can be provided to keep it in good upkeep.

EXISTING TREES

There are a limited number of trees currently found within Yeovil's town centre public realm. The mature trees that are found tend to be associated with key spaces within the Borough and St.John's Church precinct and King George Street. These species comprise London Plane (*Platanus x hispanica*), Birch (*Betula pendula*), Common Lime (*Tilia x europaea*). There are also small groups of mature street trees within parts of Middle Street – these comprise Alder and Silver Birch.

There are very few street trees present within the streets within the town centre.

It is recommended that the town centre's existing trees are evaluated on their individual merit to determine whether they should be retained, removed or replaced. Consideration should be given to their current appearance, age, condition and future management implications (particularly where they are close to buildings). Existing trees should be retained, wherever possible, where they add value to the public realm.

However, where significant public realm enhancement proposals would be compromised by existing tree constraints, selective removal should be considered as appropriate if the replacement trees can be provided as mitigation or where the resulting benefits outweighed any loss.

Picture of existing trees

Benefits of Urban Trees

There are a number of benefits associated with street tree planting. These are illustrated below.

- A 10% increase in urban green space can postpone the onset of health problems by up to 5 years.
- Research has indicated that a 10% increase in tree canopy was associated with roughly a 12% decrease in crime.
- Many species of wildlife depend on trees for habitat. Trees provide food, protection, and homes for many birds and mammals.
- There is up to a 24% reduction in particulate matter near a mature tree.
- Students who have a green window view recover from mental fatigue faster and thus pay attention for longer.
- Particulate levels on tree-lined streets can be up to 60% lower than those without trees.
- A series of international third-party studies have shown that trees can increase property prices anywhere from 5% to 18%.
- Trees can help reduce stormwater runoff. For every 5% of tree cover, stormwater runoff is reduced by 2%.

Source: GreenBlue Urban

LOCATING TREES WITHIN THE PUBLIC REALM

Trees should only be planted where it is appropriate and consideration should be given to the following factors that will influence siting:

- Adequate space for mature canopy and roots
- Natural surveillance/position of CCTV cameras
- Impact on night-time lighting levels
- Views of important and attractive building facades
- Underground services (in important locations and where budget allows consideration should be given to rerouting and grouping services in ducts).
- Proximity of vehicle and pedestrian routes

Generally, street trees should be coordinated in avenues or consistent lines within the street within dedicated multi-functional zones. The use of specimen trees that provide gateway features or focal points within the public realm should be carefully sited at gateways or to terminate key views.

Street Trees

Many of the streets within Yeovil's town centre lack tree planting. The use of street tree planting along these routes would help improve the quality of the streets for pedestrians in particular, creating attractive vistas and encouraging visitors to explore further afield. The use of suitable upright small/medium tree species, which can tolerate planting in urban environments, should be used in these locations. A selection of suitable street tree species are provided below.

STREET TREES

Species	Height/Spread	Form & Features
Tilia cordata (Greenspire)	10-15m+ height	A medium sized compact pyramidical tree suited to urban street planting. The use of Tilia x euchlora may be considered where aphid drop needs to be avoided.
Pyrus calleryana 'Chanticleer' (Callery Pear)	10-15m height	Medium sized tree with a conical crown suitable for urban street planting. Exhibits white flowers in spring and good autumn colour.
Platinus x hispanica (London Plane)	20m + mature height.	Large tree for use in avenues where there is sufficient space to grow. Bark Interest.
Quercus palustris (Pin Oak)	Up to 20m height	Medium size pyramidical tree for use in avenues. Good Autumn colour.

Tilia cordata 'Greenspire'

Pyrus calleryana

Platinus x hispanica

Quercus palustris

Specimen Trees within Gateways and Spaces

Ornamental tree planting should be planted within key spaces and gateways to announce arrival points and emphasise a change in character of the public realm. Species should generally be consistently used and will be selected for their distinctive colour, form or blossom. A selection of suitable street tree species are provided below.

Tree Planting within Surface Car Parks

Commonly surface car parks within the town centre are devoid of any tree planting and these act as a poor first impression of the town. Additional tree planting could do a great deal to assist in enhancing these spaces. A consistent use of species within a car park will help to develop a coordinated look. It is anticipated that trees would be small sized and able to cope with urban conditions.

SPECIMEN TREES WITHIN GATEWAYS AND SPACES

Species	Height/Spread	Form & Features
Prunus avium 'Plena' (Double Flowered Wild Cherry)	10-15m	Medium sized deciduous tree with spring blossom and autumn colour.
Liquidamber styraciflua (Sweet Gum)	Up to 25m	Large deciduous tree with intense autumn colour
Ginkgo biloba (Maidenhair Tree)	Up to 25m	Large deciduous tree with narrow habit and striking foliage and bright yellow autumn colour.
Betula pendula (Birch) or Betula utilis var. Jacquemontii (Himalayan Birch)	Up to 25m	Medium sized deciduous tree with elegant light appearance with attractive white bark.

Prunus avium 'Plena'

Liquidamber styraciflua

Ginkgo biloba

Betula Pendula

TREE PLANTING TO CAR PARKS

Species	Height/Spread	Form & Features
Acer campestre 'Elsrijk' (Field Maple)	7-12m	A medium deciduous tree with compact oval form. Suitable to urban planting.
Pyrus calleryana 'Chanticleer' (Callery Pear)	10-15m	Medium sized tree with a conical crown suitable for urban street planting. Exhibits white flowers in spring and good autumn colour.
Quercus robur 'Fastigiata Koster'	10-15m	Medium sized deciduous tree with columnar and narrow canopy.

Acer campestre 'Elsrijk'

Pyrus calleryana

Quercus robur 'Fastigiata Koster'

Tree Planting within Raised Planters

In some areas of the public realm the use of raised planters or tree tubs may be used. These may be particularly useful where a temporary or flexible feature is required, or where underground constraints necessitate the need for above ground planting methods.

Tree species used within raised planters will be small multi-stem trees and appropriate for the size of the intended planter.

TREE PLANTING WITHIN RAISED PLANTERS

Species	Height/Spread	Form & Features
Amelanchier lamarckii (Snowy Mespilus)	5-8m	Small multi-stem deciduous tree with spring blossom and autumn colour
Prunus serrula (Tibetan Cherry)	Up to 10m	Small multi-stem deciduous tree with striking copper red, peeling bark.
Betula nigra (River Birch)	10-15m	Medium multi-stem deciduous tree

Amelanchier lamarckii

Prunus serrula

Betula nigra

Tree Pit Design and Specification
All tree planting should have an appropriate tree pit detail for the location and application proposed and will achieve an adequate soil volume to sustain healthy growth over the lifespan of the tree. The design of tree pits will need to be considered on a case by case basis depending on site conditions and constraints.

Root barriers/root directors should be used as an aid to direct the spread of the root system and prevent damage to buildings, services and surfacing.

Where trees are planted within hard paved surfaces the use of a suitable structural root cell system such as the Green Blue Urban Rootspace or StrataCell should be used to provide both adequate soil volume and support the paving surface above.

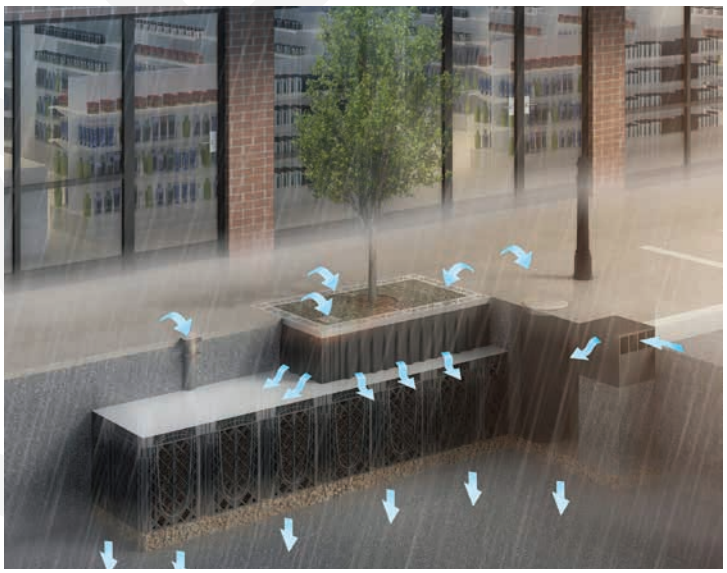
All tree planting within public realm areas should specified at a suitably robust size of a semi-mature 20cm + girth with a 2100mm clear stem. This will offer immediate impact and also reduce the likelihood of vandalism.

Rather than using tree guards, it is proposed that trees are and anchored using a suitable below ground tensioner and anchor system.

Tree pits should be filled with imported topsoil in accordance with BS 3882 and suitable for the tree species proposed.

The use of suitable rootball irrigation and aeration rings should be used to ensure adequate maintenance can be undertaken. Inlet caps should be suitable to the paving setting.

Where considered appropriate, tree pits may be designed as part of a coordinated SUDs or surface water management system using an appropriate system such as the Green Blue Urban ArboCell or ArborFlow product range or Hydro-International Hydro Bio-filter.



Examples of Tree Pits within hard paving areas.
Source: GreenBlue Urban

Ornamental Shrub and Perennial Planting

Ornamental shrub and perennial planting should be carefully incorporated into the design of the town centre public realm to maximise aesthetic benefits where there is adequate maintenance provision in place.

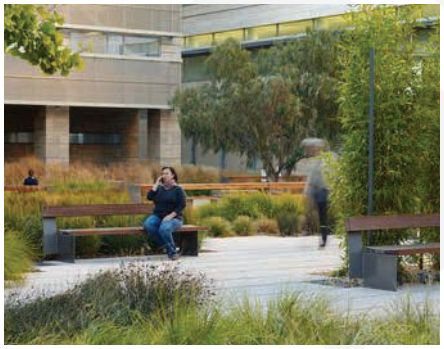
This planting should predominantly be located within key public spaces and pedestrianised areas within the town centre core such as the Bandstand, Middle Street and the Borough.

Generally planting within the public realm should be designed using simple bold, single species blocks, selected from a limited palette, which allows for repetition of species to unify a space or define a route. The palettes of species chosen for any one planting scheme should provide year-round interest, with a good proportion of evergreens creating structure during the winter months. All species selected must be suitably hardy and robust to ensure survival in the public realm.

Where planting forms part of SUDs features within the public realm such as bio-retention planting beds, careful selection of water tolerant species will be required.

The use of ornamental grasses and perennial planting, which provides visual interest and a low maintenance contemporary planting type should be considered instead of annual bedding displays.






Annual Bedding Displays
It is recommended that wherever possible, ornamental shrub and perennial planting schemes are used to decorate the public realm. These schemes represent a longer-term investment and more sustainable approach to planting in comparison with annual bedding.

However, it is understood that 'Yeovil in Bloom' is valued by both residents and visitors and annual bedding does have a role to play in decorating some parts of the public realm and offering seasonal highlights.

The use of bedding plants should therefore be used to enhance and compliment more permanent ornamental shrub and perennial planting types and be focussed around key gateways and within the town centre core.

Amenity Grass Lawn and Wildflower areas
Amenity grass lawn areas can be particularly valuable space during the summer months, as well as offering visual relief to hard urban environments. These should be located to respect main pedestrian desire lines and located predominantly within green spaces.

The use of wildflower seed mixes within street verges and ancillary planting areas within the town centre should be considered as an alternative to amenity grass seed. This type of planting reduces the maintenance and mowing regimes required, whilst contributing positively towards enhanced aesthetics and biodiversity.

Annual Bedding Planting

Annual Bedding Planting within hanging baskets

Bulb Planting

Wildflower Verges

Wildflower Areas

Amenity Lawn

7.10 Water Features

Water features can provide a dynamic focal point within the public realm that elevate the character and sense of place.

However, the siting and design of water features should be carefully considered prior to implementation and be provided only within key public spaces where adequate maintenance and management is in place. It is currently proposed that a water feature forms part of the enhanced Bandstand at the heart of the town centre.

Where it is considered appropriate, the design of water features should be undertaken by a specialist water feature consultant and be considered at an early stage of a public realm project.

The use of inground water jets, which can be integrated into paving surfaces and controlled, are favoured to ensure that they do not provide any obstacles within the public realm. The use of standing water within features is not recommended due to concerns relating to user safety, risk of mis-use and ongoing maintenance issues.

Water Features

Water Features

Water Features

7.11 Supporting Infrastructure

The function of public realm spaces can be enhanced by the provision of a number of supporting infrastructure.

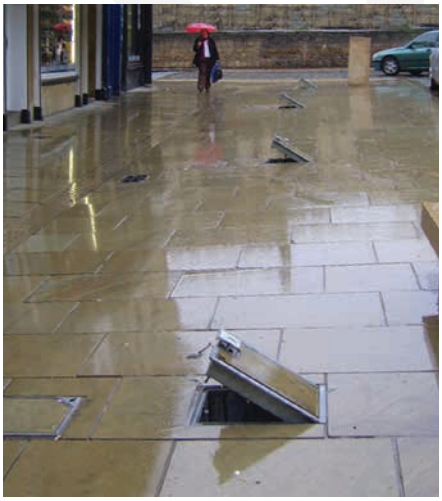
Electric Power Points
The provision of pop-up or flip lid external power supplies should be provided within key town squares or spaces where it is intended that events or markets are likely to take place.

Such units should be carefully sited and be designed to coordinate with the surrounding paving scheme.

Portable Water Drinking Fountain
As part of a drive to reduce plastic waste, there is a growing movement towards the provision of potable water drinking fountains within public realm areas.

The siting of such features should be carefully considered and provided within key town centre squares or nodal points within the public realm.

Christmas Tree Support
An inground Christmas tree support will be provided within the Borough to support the annual festive season.



Supporting Infrastructure

Supporting Infrastructure

Supporting Infrastructure

7.12 Management and Maintenance

To ensure that all public realm enhancements are adequately maintained it is important that a well-funded maintenance strategy and programme are put in place prior to the implementation of any significant new public realm schemes. The maintenance of implemented schemes must be budgeted for as an ongoing cost that is accounted for within initial project planning.

Where improvement works take place with adopted Highways areas, maintenance requirements must be discussed with Somerset Council Highways prior to implantation. It may be required that maintenance of the public realm features may require a commuted sum or by carried out under a separate license by South Somerset District Council.

It is important to recognise that in order to sustain the high-quality transformation of Yeovil's public realm, set out in this PRDG, an overall increase in annual maintenance budgets will be needed.

To enable adequate guidance regarding management of public realm enhancements it is recommended that the preparation of a maintenance strategy for individual schemes or the entire town centre public realm is produced prior to works. This strategy will need to identify the personnel within the council's maintenance departments that will be involved and their roles and responsibilities. It will also need to cover both the hard works and softworks and planting elements of the project.

Reinstatement works of paving or public realm features should maintain the original quality. Poor reinstatement of materials following public utility and public authority work is a nationwide issue. Wherever possible establishing good working relations and lines of communication between the council and utility companies is considered the best way forward.

To increase the chances of correct repair reserve or surplus stocks of materials at the implementation stage should be considered, in order that materials are readily available as repairs and reinstatement are required (without the problems of lead-in times and matching colours etc). If storage is an issue then an arrangement should be made with the supplier.

HIGHWAYS MAINTENANCE

The maintenance of the public highway is the responsibility of the Highways Authority. Somerset County Council are the Highways Authority for Yeovil. The Highways Authority have a duty to inspect the highway and make good defects under Section 58 of the Highways Act 1980 and so regular inspection and work already takes place.

It is important to be aware that in delivering the aspiration for a public realm of the highest quality in Yeovil, additional budgets will need to be set aside to enable the Highways Authority to maintain in the use of materials such as natural or concrete block stone surfacing, which are above normal adoptable standards.

The use of materials within the public realm will also need to be approved by the Highways Authority via an appropriate Highways Application/ Agreement or carried out under license.

8. Making it Happen

8.1 Delivery Process

The guidance contained within the PRDG is adopted as a Supplementary Planning Document (SPD). It will therefore be a material consideration in any planning application delivering public realm areas.

It will also provide guidance to any other party seeking to implement public realm within Yeovil town centre.

The guidelines will be used to inform the ongoing development of public realm proposals identified as part of the Yeovil Refresh, which are currently being progressed by SSDC.

8.2 Funding Mechanisms

A number of funding sources have been identified, including existing SSDC funds, potential borrowing, developer contributions via CIL or section 106 and receipts from the asset management strategy. The council has also successfully secured funding from the High Streets Fund, with potential to access additional future funding.

Private sector developments, which deliver public realm areas as part of their proposals will be required to fund their own public realm implementation.

8.3 Priorities and Phasing of Projects

Decisions relating to project phasing will be based upon a number of factors which include;

- Funding availability
- Stakeholder and public consultation feedback
- Landownership and planning issues
- Wider context i.e. if linked with surrounding development projects
- Relative benefit of the project
- Complexity and risk of the project

The order and extent of public realm enhancements will be the decision of the authority or private body responsible for the procurement of individual public projects.

QUICK WINS

Often funding becomes available for projects which must be delivered in a short space of time. Low cost, low risk projects or the carrying out of elements of long-term studies would be the most appropriate means of taking advantage of these funding opportunities.

The delivery of such quick win projects will be the decision of the authority or private body responsible for delivery of individual project proposals.