



Land South Of Kithill, Crewkerne [144 dwellings]

[Resubmission - Appeal]

Design and Access Statement
In Support Of Reserved Matters Application

rev E Nov 2024

cover image: Resubmission Layout for 145units [1644_P520 December 2023]

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1.0 Introduction

1.1 Introduction

This Design and Access Statement has been prepared by Grainge Architects on behalf of Tilia Homes in support of a Reserved Matters application for Land Kithill, Crewkerne.

The application seeks Reserved Matters approval for Appearance, Landscaping, Layout and Scale, in respect of Outline Consent 18/01737/OUT.

The outline consent is for 'residential development of up to 150 dwellings, public open space, landscaping and associated works with access from Lang Road'.

This document was originally prepared to describe the resubmission of Reserved Matters application 23/01295/REM (December 2023). That resubmission comprised a proposal for scheme of 145no dwellings, which sought to address feedback from the Somerset Quality Review Panel [SQRP] in September 2023 on a previous Reserved Matters application for 150no dwellings (submitted April 2023).

Reserved Matters submission 23/01295/REM was itself a follow up to an initial phased approach, comprising a Reserved Matters submission for a first phase of 89no plots [22/01908/REM] which was refused in January 2023.

The design response to the SQRP feedback on the 150no plot scheme is outlined in the '**Design Development**' section [12].

A number of amendments were made to the proposals during determination, in response to comments from the Placemaking Manager and others, however, proposals were refused on 10th July 2024 - a decision that Tilia are now appealing.

Following this refusal, a small number of subsequent amendments are being proposed, in response to specific points within the Reasons for Refusal.

As such, this document has now been updated to reflect the current proposals. Minor updates have been made to main body of the document to reflect the changes, and an **Addendum - Post Submission Updates [13]** added, which details the changes made during determination, and the subsequent revisions in response to the Reasons For Refusal (RfR).

1.2 Proposals

The proposed development comprises

- 144no new dwellings [including 51no affordable]
- Associated highways, infrastructure and landscaping.
- Allotments, orchard and local Equipped Area of Play [LEAP]

The proposals have been developed in response, where appropriate, to comments received within the previous refusal documents, and to comments received from the SQRP and the Authority Placemaking

Manager.

This Design and Access Statement seeks to explain the rationale behind the design approach and describe the relationship between this proposal and the surrounding neighbourhoods of Crewkerne. It will explore the site-specific opportunities, and the appearance and character of the development. It will also discuss how the proposals have responded to previous concerns.

1.3 Site Details

The proposed site is located on the southern periphery of Crewkerne, approximately 1km from the Town Centre.

The total Outline site area comprises 15.44Ha of agricultural land.

The 'Development Area' within this is 5.45Ha, the balance of 9.99Ha is to be retained as green space, in accordance with the approved outline proposals.

1.4 Supporting Information

A number of detailed technical assessments and reports have been undertaken in the preparation of the application and are submitted in support of this application.



Site Location

2.0 Outline Masterplan

The site benefits from an Outline consent for up to 150 new dwellings and a significant area of public open space.

The outline submission was supported by a number of parameter plans and an Illustrative Masterplan which indicates a potential layout for the site.

This Masterplan offers the following benefits:

Land Use

- Overall site area of 15.44 Ha, of which;
- 5.45Ha Total Development Area
- 9.99Ha Public Open Space

Quantum

- Up to 150no dwellings
- Average density across the site of 39 dph
- 35% affordable homes
- Range of house types from 1 bed to 4bed

Scale

- Generally 2 storey dwelling houses
- 1no 3 storey apartment block

Landscape

- Landscape Led scheme including:
- Significant area of strategic open space
- 1.45Ha of POS within the Development Area
- LEAP
- Allotments
- Community Orchard

Movement

- Vehicular access from Lang Road
- Pedestrian connections to adjacent neighbourhoods and Open Space

This masterplan is only illustrative, however, the fundamental principles established in its preparation will be essential in developing an appropriate set of detailed proposals for the site.

These principles are outlined in a subsequent section [6] of this document, which also explores how they respond to the specific constraints and opportunities of the site.



Outline Illustrative Masterplan

3.0 Site Context

3.1 Site Location

The site is located on the periphery of Crewkerne, a historic Market Town in South Somerset, approximately 1.5km from the town centre.

3.2 Town Character

The historic town centre has a very distinctive Somerset town character, with a strong architectural vernacular.

Continuous elevations along the ancient streets define the public realm, creating dense, enclosed streetscapes.

The core of the town is almost exclusively local Ham stone, with red clay and slate tiled roofs.

Built forms are very simple, with sash windows in Georgian proportions and generally no canopies or dormers.

Streets are punctuated with occasional 3 storey buildings and intermittent render façades.

3.3 C20th Expansion

The subsequent historic expansion of the town has been predominantly to the south, and comprises a succession of mid-late C20th developments each with their own identity.

These developments can generally be characterised as reflective of their period of construction, rather than of their location, being of generic appearance.

These are predominantly finished in red or buff brick, with occasional use of render infill panels.

Some of these developments saw a proliferation of bungalows alongside typical 2 storey homes.

3.4 Adjacent Development

The developments immediately adjacent to the site have sought to reflect some of the materials found throughout the historic town centre, with the use of reconstituted stone cladding and interlocking clay tiles.

The immediately adjacent Henley View, Cowen Close and Seaborough View developments comprise very simple housetypes arranged in terraces and semi detached configurations.

These are all finished in red or buff brick.

To the west of the site access lies Manor View, which comprises detached houses and bungalows finished in reconstituted stone.



Above: Urban Context photographs (May 2022)

4.0 Site

4.1 Description

The overall site covers an area of 15.44Ha, and is comprised of 4no pastoral fields [defined as the 'Development Area' within the Outline documents], and further area of less formal agricultural land [defined as 'Public Open Green Space' within the Outline documents].

The site is bounded by residential development to the north, with properties backing onto the site. This is the current settlement edge of Crewkerne

To the west and south west it is bounded by Lang Road and Cathole Bridge Road respectively. Further residential development lies beyond Lang Road to the west.

The southern extent of the site is defined by the railway, with open countryside beyond. Further open countryside lies to the east of the site.

The 4no fields are defined by established hedgerows.

There is a former stable structure within Field A, and a number of smallholding sheds within Field B.

4.2 Topography

The 'Development Area' occupies an area of elevated plateau which is broadly level. Field A is flat, and average gradients across fields B and C are around 1 in 15.

The Outline LVIA identified this area as suitable for development .

The 'Open Space' area is far more topographically challenging, occupying an area of steep sided valley. This has precluded its consideration for development.

A stream runs along the base of the valley to the east of the site.

There are views across the valley from the elevated plateau.

4.3 Landscape and Ecology

The Development Area is defined and traversed by mature species rich hedgerows. There are also a number of mature trees within and adjacent to the Development Area.

The Open Space Area includes larger areas of mature woodland along the line of the stream.

The Development Area, being pasture land, comprises semi-improved grassland, and is consequently of low ecological value.

The ecological value of each habitat is detailed in accompanying Ecology Reports.

4.4 Access and Connections

The site is approximately 1km from the town centre -

around a 15min walk along Lang Road.

There are 4no bus stops within 150m of the site, located on Kithill, which offer regular services into the town centre and beyond.

The adjacent residential development around Kithill features very good pedestrian permeability between neighbourhoods, offering footway connections to open spaces and facilities.

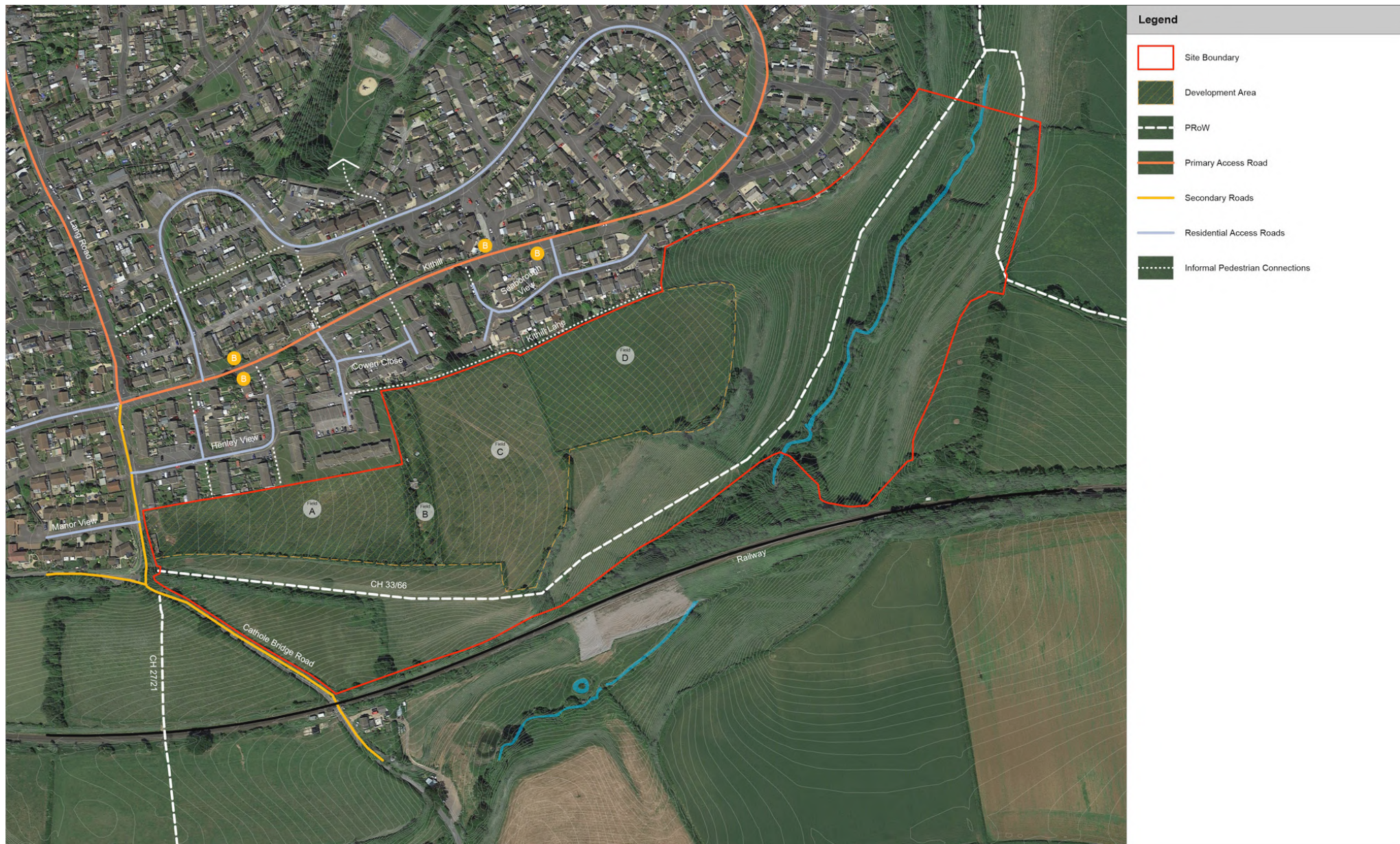
An agricultural lane, Kithill Lane, runs along the northern boundary of the site offering rear access to properties along Seaborough View. There are a number of existing agricultural access points onto this lane from the site.

A Public Right of Way [PRoW] traverses the length of the Open Space area, connecting Lang Road with the A356 to the north. A spur from this, in the north east of the site, offers a pedestrian connection Crewkerne station, around 3/4km to the east.

There is an existing agricultural access to the site from Lang Road.

4.5 Adjacent development

The adjacent to the north comprises long, linear terraces of 2 storey homes to Henley View and predominantly semi detached 2 storey properties to Seaborough View and Cowen Court.



Existing Site Plan

5.0 Constraints And Opportunities

The proposals for the site are informed by the specific constraints of site, and the opportunities that those conditions present.

The adjacent diagram illustrates the Constraints and Outline parameters offered by the site, which are detailed as follows:

5.1 Access

The principal proposed access to the site was approved at Outline, and is located from Lang Road, at the point of the existing agricultural access. This comprises the single vehicular access point, and a footway connection to the town.

The existing agricultural access points along the north of the site, onto Kithill Lane offer an opportunity for more direct pedestrian connectivity to the neighbouring communities and facilities, and to the existing bus stops along Kithill.

Field access points to the south also offer an opportunity to connect the development with the PRoW through the Open Space, offering direct access to natural amenity space for residents, and potentially better connections to the space for existing residents.

The existing PRoW also offers an established connection to the railway station. New links to this PRoW from the site will help to promote sustainable, healthy lifestyles for new and existing residents.

5.2 Topography

As discussed, the Development Area of the site is comparatively level, presenting no material challenges to development. However, its elevated position overlooking the valley, means that, while it benefits from excellent views, it is visually prominent in prospect.

The Outline LVIA highlighted that this presented an opportunity to provide an improved settlement edge to this part of Crewkerne. Therefore it is essential that the massing and arrangement of build form along the southern and eastern boundaries of the site are carefully considered in order to present a positive, but appropriate edge to the development.

The elevation of the development area above the steep sided valley of the Open Space, combined with the existing vegetation along its perimeter, means that most new development will actually be largely protected from local views, particularly from the PRoW.

The prevailing fall across the Development Area will determine the location of drainage features at the lowest point in relation to their respective catchments. This locates them predominantly along the eastern and southern edges.

The very steep topography across the remainder of the site presents no constraint to development, however, it will dictate the nature of any footpath connections

from the Development Area to the PRoW.

5.3 Landscape and Ecology

The mature, species rich hedgerows which define the Development Area are to be retained where possible. This will determine the structure of any proposals, and will form the basis of a Landscape led layout.

In order to preserve existing habitats and protect the ecological value of these assets, an appropriate ecological buffer will be provided to all retained hedgerows.

Where possible, these resultant green areas should be incorporated into the public realm, offering valuable natural amenity within the development, and allowing ease access for maintenance.

Likewise, all trees within the site are to be retained where possible, and the associated root protection areas [RPAs] to be respected and incorporated into green open space.

Any hedgerow removal will be suitably mitigated as part of the Ecological Mitigation strategy for the site.

There is an opportunity to increase these buffer areas to the south and east of the site, in order to provide more significant areas of open space to the perimeter of the development, which would incorporate the drainage features.



Constraints and Opportunities Diagram

5.0 Constraints And Opportunities

These would provide enhanced green edge to the development, which would assist in further softening its visual impact, with opportunities for additional planting. The additional setback, would also further reduce its presence from within the Open Space.

onto the development site. The relationship between these and any new dwellings must be carefully considered in order to ensure that adequate levels of privacy.

5.4 Additional Constraints

5.4.1 Water Main

The site is traversed by a Water Main, with an associated 6m easement to either side (12.4m overall corridor)

In the west of the site this easement lies outside of the Development Area, where it does not affect potential development arrangements. However, it does pass through the eastern portion of the Development Area, and as such represents a significant constraint in terms of the arrangement of the development, as no structures can be located within the easement.

Potential for planting is significantly constrained within the easement, which will affect how new tree planting can be arranged to mitigate the visual impact of the proposals, particularly in the south west.

5.4.2 Adjacent Development

The neighbouring residential areas of Cowen Close and Seaborough View feature dwellings which back



1. Site Access from Lang Road



2. View across Field A from Cowen Close



3. View across Field C from Kithill Lane



4. View to wider countryside across Parkland



5. View across Field C towards Cowen Close



6. View towards Site from the south

6.0 Outline Principles

We understand that the outline application was very contentious, and that the quality of the Masterplan was a contributory factor in its success at appeal.

Feedback from discussions with the SQRP on the previous submission stated clearly that it had deviated too significantly from the intent behind the original masterplan, and that a closer adherence to the principles of the Outline proposals would offer a much stronger starting point for a revised design.

As such it is important to understand what the fundamental principles established within the Masterplan and supporting information are, and also to highlight where subsequently identified site constraints will impact on their delivery.

The key principles established within the Outline documents are illustrated on the adjacent diagram, and are detailed as follows:

6.1 Movement

Vehicular access to the site from Lang Road was approved at Outline

The masterplan indicates a clear movement network,

with a strong, legible hierarchy of streets, comprising:

- Primary Street
- shared surface streets
- private drives

This is complimented by a number of potential connections to the adjacent Kithill neighbourhood, and to the retained Public Right of Way (PRoW) to the south.

The Primary Street comprises a wide, tree-lined corridor and is punctuated by Nodal spaces on the journey through the site.

Traffic calming is to be incorporated along the Primary Street to ensure vehicle speeds are kept to a minimum.

The secondary streets are conceived as Shared Surface areas, which will ensure a pedestrian and cycle-centric development.

The tertiary streets comprise private drives and courtyards

The design of these respective areas is to be informed by the 'Manual for Streets' to ensure safe and attractive environments for all.

The vehicular movement network is complimented by a supplementary network of pedestrian connections which offer permeability throughout the site, linking the different sub neighbourhoods of the development.



Outline Principles Diagram

6.0 Outline Principles

6.2 Landscape

The majority of the site has been established as Open Space, with the Development Area confined to the northern area, adjacent to the existing residential area.

This provides a significant green buffer to the development, and protects and enhances existing habitats, while providing additional ecological mitigation benefits.

The existing PRow has been retained within this space, ensuring the POS is a valuable amenity space available to all.

Additional landscape buffers have been offered to the south and east of the development area, which sets back the development within the site. These allow for attenuation features and additional planting, which will further to soften the built edge on response to recommendations within the LVIA.

Additional communal amenity spaces [LEAP and allotments] are provided within the Development Area, ensuring they are accessible and well integrated into the development.

A community orchard is proposed within Field 2, to compliment the allotment provision to the north of this field.

All above ground infrastructure, such as attenuation basins, is also located within Development Area, allowing the retained POS area to function purely as a natural amenity space, with optimised ecological benefit.

Existing landscape assets are generally retained within the layout, although allowance is made for hedgerow removal to accommodate development, with suitable mitigation

6.3 Layout

The masterplan is arranged as a series of perimeter blocks, with development backing on to existing development to the north.

Frontage is offered the south and east, presenting a positive edge to the development, maximising the benefits of the elevated situation

The southern and eastern edge has a low density, informal arrangement, which seeks to address the transition from urban to rural environments. Generally these areas are served by private drives, ensuring a softer edge.

A simple gateway arrangement at the site entrance is achieved by siting dwellings fronting the access.

Single sided development to the Primary Street, with incidental green spaces opposite to areas if the site where proportions cannot facilitate full blocks ensures maximised frontage to the south.

The alignment of buildings in the western parcel (field A) responds to the existing grain to the north, offering continuity of built form

The structure of the layout in the east (fields C and D) is determined by the route of the water main

Orientation of dwellings has been considered to maximise the environmental benefits of a southerly aspect

The Primary Street alignment through the development, with 90deg turns, offers direct access to each of the sub-neighbourhoods within the development, ensures vehicle speeds are kept to a minimum, and allows the shared surface streets and private drives to deliver desire line connectivity for pedestrians and cyclists.

The LEAP is centrally located, is well overlooked, and extends the wider green infrastructure into the site.

Higher densities of housing feature to the north and west of the site, adjacent to existing development

The narrow, linear Field B has been utilised as part of the green infrastructure, which maintains the existing field structure and retains two of the most significant hedgerows within the site.

The masterplan identifies 4 nodal spaces at key intersections of streets within the development.

Where the Primary Street passes through green spaces, buildings are arranged to create gateways to each parcel

The layout is structured so that vistas through the site

are generally to open spaces. However, where this is not the case, building frontage is located to positively terminate these vistas.

Generally open space is fronted by development

Active gables are presented to the perimeter, which helps to break up the linearity of built form to the edges.

7.0 Design Principles

As outlined previously, the SQRP felt that a better quality development would be delivered by closer adherence to the Outline Masterplan. Therefore it is clear that, where possible, the principles established within that design are translated into the Reserved Matters proposals.

During the detailed design process a number of subsequent factors which will inform the design were identified that are in conflict with the delivery of some aspects of the Outline Masterplan.

As such, a different approach was required in some areas. The adjacent diagram, and following section, details where variations are required, but how the overall intent of the layout still reflects the fundamental principles of the Outline, as outlined previously.

7.1 Movement

The proposed access and movement structure remains fundamentally the same. The alignment and hierarchy of streets remains as per the Masterplan, but responds to local design decisions.

A number of connections are to be made to the northern boundary of the site, to facilitate alternative movement routes through the existing neighbourhood.

A restructuring of the eastern parcel allows improved on-site permeability, with additional pedestrian connection to the north east.

The enhanced Primary Street corridor width, including an avenue of streets trees in a verge, continues to the LEAP location, as per the Outline.

7.2 Landscape

Increased attenuation capacity requirements identified in the emerging drainage design have determined the provision of an additional basin in the central parcel (field C).

This has resulted in a reduced developable area in the central parcel (Field C), which constrains development in this area to the north of the water main easement, but increases the green buffer offered to the sensitive southern edge of the site.

The revised approach offers an increase in the area of POS/green buffer offered within the proposals, both to the south (field C) and the east (field D).

Likewise, increased attenuation requirements to the eastern parcel have pushed the development line back in the east.

Elsewhere, the onsite POS delivery remains as per the Outline Masterplan, with pockets of open space in the western parcel, Field B set aside for green amenity spaces, and the principle of an additional green buffer to the south and east incorporated.

7.3 Layout

The increase in green buffer to the south of the central parcel is complimented by single sided development to the north of this space, which offers the same positive frontage to the open space, and the wider countryside beyond, in accordance with the outline principles.

The structure of the western parcel had been retained as per the Outline, with the alignment and form of development responding to the north/south axis of Henley View.

This offers continuity of the built form, despite no physical connection possible between the two neighbourhoods.

The framework offers the same arrangement of perimeter blocks, whilst backing on to the existing developments

Informal, lower density development to the southern and eastern boundaries offers the same softer built edge to the site, providing the important improved settlement edge to Crewkerne.

3st apartment block remains in the same location



Design Principles Diagram

8.0 Development Proposal

The proposals have sought to reflect the Outline Principles, and best respond to the Constraints and Opportunities of the site, and to ensure that the design and layout of the development are appropriate to their setting and create a high quality, characterful new neighbourhood.

The proposals offer the following benefits:

8.1 Quantum

The development comprises 144no new homes, including 51no affordable dwellings (35%).

The proposals include a mix of 1, 2, 3 and 4 bed homes in a variety of types, sizes and arrangements.

Affordable homes provision comprises 41no Social Rented homes (80%) and 10no Shared Ownership homes (20%), and are of the minimum space standards as set out in the s106.

The mix of affordable housing is compliant with the explicit requirements of the s106

Along with the range of housetypes featured across the site, the proposals include an apartment block comprising of 9no units across 3 storeys.

8.2 Access

The highway network across the whole development site is to be comprised of a legible hierarchy of streets,

accessed from Lang Road.

This includes the Primary spine road, shared surface streets and private drives, and is complemented by an independent network of pedestrian routes, which offer connectivity between parcels and to the surrounding Open Space.

The hierarchy of these streets is reinforced by a different character, each of which is outlined in the following 'Movement' Section [8.4].

The Primary Road comprises a linear route, affording access to the whole development, connecting all parcels via a series of simple nodal spaces.

The highway in the eastern parcel is aligned to follow the route of the existing water main.

The pedestrian access onto Lang Road will ensure integration with existing communities, and offer direct access through to existing public transport infrastructure. A number of pedestrian linkages are provided through to the Open Space, which will ensure that the wider community can directly benefit from this valuable area of natural amenity.

These pedestrian links to the existing PRoW traversing the Open Space area are predominantly provided through existing hedge openings within the central and eastern parcels.

2no pedestrian connections are proposed to the

northern boundary with Kithill Lane to offer informal pedestrian linkages to adjacent communities.

For full details of the Highways Design, please refer to the accompanying Highways information.

8.3 Layout

8.3.1 Site Structure

The proposals have been designed to create a development that sits comfortably on the threshold between the town and the countryside, whilst integrating into the immediate context.

The layout has been structured to create a series of perimeter blocks, offering strong frontage to all streets and open spaces. This ensures clear public/private relationships throughout.

New homes have been positioned to offer clear back to back relationships with the existing dwellings, ensuring minimum distances between habitable room windows in excess of 21m, ensuring appropriate levels of privacy for existing and future residents.

Streets throughout the site are enclosed by positive frontage and feature a consistent building line, which creates a very strong street scene.

Frontage is offered to the south and eastern edges of the site within the central and eastern parcels, ensuring that the new development positively addresses these



Updated Proposed Layout [P122N Extract]

8.0 Development Proposal

edges where the site is most prominent in prospect within the wider surroundings.

A significant green buffer has been established to the eastern perimeter of the development area, which includes SUDs features, and is overlooked by dwellings.

The incorporation of allotments and an orchard into field 2 brings a significant area of green space into the development. This, combined with the retention of the other north-south hedgerow (between fields C and D), breaks up the overall mass of development into 3no distinct parcels. This reduces the overall visual impact of the development.

The LEAP is centrally located, but also incorporated into the integrated Open Space provision within the site.

8.3.2 Density and Grain

The density and grain of the proposals have been considered such that they define the transition from urban to rural.

The predominant density and arrangement of the dwellings reflects the adjacent developments and the general pattern of the expansion of Crewkerne, but the proposed arrangement of dwellings to the south and east of the site is significantly looser and lower density.

Proposed development to the western parcel follows the linear grain of Cowley Court. The orientation of dwellings within the centre of this parcel follow north/south axis of Henley View development, offering continuity of built form, and retaining views through the site from the existing neighbourhood.

Likewise, dwellings to the east of this parcel have been oriented to front the allotments and orchard, which mirrors the linear edge of Cowen Close.

The southern edge of the western parcel presents a loose arrangement of occasional frontage and gables punctuated by large areas of open space and parking courts.

The central parcel is structured to align development with the existing adjacent dwellings, which also responds to the retained landscape assets. The northern area of this parcel features the highest density, with a strong, linear edge of close semis facilitated by frontage parking. The southern edge features more detached properties fronting the open countryside, which offer a reduced density edge in this elevated position.

The eastern parcel has also been structured to ensure positive frontage to all open spaces. This has been achieved with a far looser arrangement of detached properties, delivering a significantly reduced density to the east, whilst offering a much more informal, softer edge to the development.

8.3.3 Legibility

The layout has been structured to offer desire line connections between each of the parcels.

The Outline Masterplan identifies a series of ‘moments’ along the Primary Street, which correspond to the main intersections within the site.

The first is located at the mid point of the primary corridor in the western parcel. The junction with the courtyard spaces to the north and south have been formalised into a Square, featuring a raised table with offset carriageway alignment and planting areas. The buildings that define the Square have been positioned to terminate pedestrian views towards it. These buildings are picked out in dark weatherboarding and red pantile roofs, to contrast them against the prevailing buff brick treatment of the Primary Street.

The nodes at other junctions are all highlighted with raised tables, and are enclosed by key building groups, reinforced with natural stone facades and dark weatherboarding.

Where the Primary Street enters each parcel, dwellings are mirrored either side to reinforce the gateway, either with frontage or active gables.

Throughout the proposals, where views do not extend to surrounding green space, buildings have been positioned at the end of streets to ensure that there is no negative space terminating views through the site.

8.0 Development Proposal

8.4 Movement

As outlined above, the movement network comprises of a clear hierarchy of streets, defined as follows:

8.4.1 Primary Street

- 5.5m wide carriageway with 2m footway to both sides.
- southern footway is segregated from the road by a 2m tree lined verge
- raised tables to key junctions and crossing points to reinforce nodal spaces and to enhance road safety
- consistent building line with enhanced areas of defensible space to building frontage on the northern side
- parking is on plot to the western and central parcels, with some frontage parking to one side in the eastern parcel. This is punctuated with further tree planting to break up the parking and maintain the rhythm of street
- generally semi detached dwelling arrangements, offering a familiar rhythm to the street
- each of the 90degree turns affords access to the Secondary network

8.4.2 Secondary Streets

The Secondary network is a less significant movement route than the Primary Street, and is conceived as shared surface 'home zones':

- 5m wide carriageway with 2m footway on one side only
- variation in building line set back
- some larger areas of frontage parking, punctuated with tree planting
- access (but not exclusively) to Private Drives.

8.4.3 Tertiary Streets

The principal vehicular movement routes described above are complimented by a number of private drives and court yards, which are inherently more private in nature:

- typically these private drives are located around the perimeter of the site, in order to offer softer, less formal edges to the development.
- Private Drives have been used to front retained hedgerows, offering a less formal definition to the edge of these more natural spaces.
- the private drives to the eastern perimeter feature detached homes, set back from the vehicular access, such that the density is conspicuously reduced to the edges of the development.

8.5 Scale

Although bungalows are present along Lang Road, on approach to the site and to Manor View opposite the site access, the existing housing immediately adjacent to the north of the site, on Henley View and Cowen Close, is entirely 2storey.

As the site has a more direct relationship with the latter areas, a predominantly 2 storey development is considered to be the most appropriate scale for the site, as set out in the Outline documents.

A 3storey apartment block, comprised of one bedroom apartments, is also proposed as part of the development, located to the north of the central parcel, as per the Outline Masterplan.

This variety of housetypes and sizes, including the apartment block, offers a development which meets the housing needs of communities today.

8.6 Architectural Details and Materials

6.6.1 Materials

Primary facade material is brick, reflecting the predominant exterior treatments found on the adjacent developments and C20th expansion of Crewkerne.

Red and buff bricks have been selected, with the distribution of the two different types of brick considered carefully, to offer variety, and to reinforce nodal spaces.

The key buildings, which are featured throughout the site to reinforce gateways and are clustered to create memorable spaces at important nodal points, are highlighted in natural stone or with contrasting dark weatherboarding.

8.0 Development Proposal

These plots have been utilised to define the gateway into the development, where they reflect Manor View opposite, and to key buildings within the development, where they terminate vistas, and to reinforce nodal points.

Occasional use of render has been incorporated to create variety within the streetscene and to ensure that a sense of uniformity is avoided.

Dark boarding details have also been included throughout to introduce additional variety.

Roofs are to be clad in two contrasting materials (Grey Concrete Tile and Red Pantile), creating a varied roofscape, which reflects the materials found locally.

8.6.2 Boundaries

A number of boundary treatments, appropriate to the semi-rural context are proposed throughout the development.

Brick screen walls are proposed to provide privacy to gardens where they abut public areas.

Timber knee rails to Public Open Space allow these spaces to feel open and accessible, whilst protecting from undesirable vehicle parking and again reinforcing the rural character.

Defensible space to the frontage of properties fronting the Primary Street in the western parcel is enclosed by 1m high hedges, enhancing the green character of the route, which compliments the street tree planting.

Elsewhere, frontage to properties feature low level defensive shrub planting (see accompanying planting proposals).

Close boarded timber fences are provided to ensure privacy between rear gardens.



View of the Informal Square



Proposed street section through eastern parcel



Proposed Massing in view towards the site from the south



Proposed massing in view towards the site from the east

9.0 Landscape

The landscape design strategy has been prepared by FPCR Environment and Design Ltd in the context of a thorough and detailed understanding of the site landscape and its context and within the framework of relevant policy and design guidance.

The landscape design embraces broader Green Infrastructure and sustainable development principles and seeks to maximise these multifunctional benefits wherever practicable.

All of the landscape areas (hard and soft) and features will be managed and maintained in the long term. This will be achieved through the implementation of a comprehensive landscape management and maintenance regime, to ensure the successful establishment and continued thriving of the planting and grassland proposals.

9.1 Private On-Plot Landscape

Within the development, on-plot street trees, single species hedges and ornamental shrub planting has been utilised to soften the built form. These plants fall within character areas that have been carefully selected to reflect and compliment the rural character of the site and to provide structure and seasonal interest.

Formal domestic hedge planting has been proposed along the Primary Street to enhance the green character of this corridor.

Where possible, the layout has been designed to accommodate the network of existing hedges and allow space for maintenance access. Private gardens are defined by formal hedges which create a defensible space, with ornamental shrub and herbaceous planting behind or turfed lawns where space allows. The planting palette has been selected based on robustness, seasonality, colour, texture, scent and biodiversity value.

9.2 Public Green Infrastructure

The landscape strategy has been developed to protect and enhance the existing landscape framework and to implement the objectives from the outline planning application. Where possible, existing trees and hedgerows will be retained, strengthened and designed in to the layout to create green focal points and gateway features.

There are a few small, incidental areas of public Green Infrastructure within the residential area. These areas include native planting in the form of species rich hedgerows, trees, bulb planting and amenity grassland.

The landscape strategy includes the delivery of a Locally Equipped Area of Play (LEAP) and allotments which will benefit the existing community as well as residents of the proposed development.

The wider area of the site includes land set aside as an extensive area of green space. Current access to

this land is facilitated by public footpath referenced CH 33 / 66 which passes from east to west through the site. Much of this green space will be subject to a following strategy but new structural tree and woodland planting will be provided to enhance the existing Green Infrastructure network and to provide new habitat.

The application is accompanied by a Green Infrastructure Plan, which provides detail of the extensive planting and also reflects the full extent of hedgerow retention across the whole site.



Soft Landscaping Plan [Extract]

10.0 Sustainability

The following outlines the considerations made in reference to this site:

10.1 Energy Consumption

Tilia Homes take a 'fabric first approach' to carbon reduction.

All Tilia homes are designed to comply with Building Regulations requirements for thermal performance, resulting in further beneficial energy savings.

10.2 Travel

There are a number of bus stops in close proximity to the site ensuring the best possible access to the public transport services available. However, it is inevitable that residents will travel for work and amenity by car.

Dedicated secure cycle storage has been integrated into the design of the apartment block.

EV charging points will be installed in accordance with the latest building regulations.

10.3 Waste Management

As outlined in Part G of the Building Regulations, the new homes are to be designed to meet a water efficiency standard of 110l per person per day consumption. Detailed design will establish the appropriate approach to this, with the following mechanisms considered:

- Water efficient white goods
- Aerated taps
- Dual flush toilets
- Low output showers
- Reduced bath sizes (to point of overflow)

10.4 Construction Environment Management Plan (CEMP)

In addition to the above strategies, the Construction Environment Management Plan (CEMP) that will be prepared in due course, will outline protection measures to ensure that the development minimises its impact on the environment during the construction period.

These measures will include, where practicable;

- Recycling of construction waste
- Accommodation of construction spoil on site
- Maximisation of the reuse and recycling of raw materials on site during construction
- Reduction of on-site emissions

11.0 Additional Benefits

11.1 Cycle Storage

Secure cycle storage is to be provided for all plots, including an integrated cycle store within the apartment block.

Garages, where provided, will also offer secure cycle storage.

11.2 Security

The arrangement of the proposals has been designed to ensure frontage to the open public spaces. This not only creates a positive streetscape but also infers a perception of security by ensuring natural surveillance.

Clear back to back relationships also ensure strong public/private distinctions.

Rear service accesses are gated to ensure a safe environment for residents.

11.3 Refuse

On plot waste storage areas are indicated on the plans ensuring adequate provision.

Communal bin collection points have been included within 25m of the adopted highway where private access to the kerbside is not possible.

11.4 Affordable Housing

Arranged in a number of clusters. All affordable dwellings are designed to be tenure blind, so that they are indistinguishable from the Open Market homes.

The affordable homes sizes are in accordance with the requirements of the s106 agreement.

11.5 Parking

The parking provision has been considered against the Local Authority parking requirements.

Crewkerne has been identified as lying within the 'Amber Zone'.

In accordance with this policy, the layout delivers a total of 361 spaces, including 29 visitor spaces. Care has been taken in the design of the layout to keep the prominence of parked cars to a minimum.

Generally parking is located on plot, particularly along the Primary Street. Where frontage parking is provided, it is punctuated with tree planting.

For more details of the parking arrangements, please refer to the accompanying 'Parking Plan' and Residential Travel Plan.

12.0 Design Development

The initial proposals submitted for consideration with this application sought to address concerns expressed regarding the original reserved matters application for 89no units (22/01908/REM October 2022), which was refused.

Many of the comments on the original refused scheme related to the phased nature of the initial proposals, and how this resulted in a perceived lack of coherence in the development and a failure to demonstrate how the strategic principles of the Outline consent would be successfully delivered over time.

The April 2023 Reserved Matters submission of a complete scheme for the full 150no dwellings, sought to inherently address the concerns regarding the phased approach, whilst specific design concerns relating to context, character, movement, ecology and open spaces were individually addressed.

However, as discussed previously, these proposals were reviewed by the SQRP, who felt that the reconsidered proposals did not adequately deliver on the intent of the Outline Masterplan.

Despite fundamental principles from the outline being reflected in those proposals, the Panel were clear in their opinion that a far closer adherence to the Outline Masterplan itself was required in the layout.

As such, where possible, the resubmission proposals were reconsidered to more directly reflect the Outline Masterplan itself.

The following sets out how the December 2023 resubmission responded to the specific comments raised by the SQRP:

12.1 Layout

'The proposed layout is dominated by the carriageway and parking, without a clear hierarchy of streets, routes and spaces and hierarchy.'

The revised proposals now follow the same structure as the Masterplan, and delivers the same hierarchy of streets, designed to the same character profiles, including tree lined spine road, and shared surface secondary streets. Prominence of parking has been reduced throughout, with parking generally located on plot, behind the building line.

'Consideration should also be given to the relationship between the surrounding context and the proposals, including key views through the scheme. While it won't always be possible to create street connections to the surrounding context, pedestrian, cycle and visual connections could help the proposals to feel more contextually responsive and to integrate the scheme within Crewkerne.'

In reverting to a layout structure that directly reflects the masterplan, the key views through the site from surrounding development which were considered significant at Outline have been incorporated.

'The panel notes that front gardens and arrival spaces feel very constrained. It encourages the team to consider further how the proposals could embed a sense of generosity'

A greater variation in areas of defensible space to the property frontages has been introduced, in particular more generous arrival spaces along the Primary Spine Road, where residential hedges have been introduced to enhance the character of this route.

'The panel recognises that there are several constraints, including an existing water main with associated easement and lack of rights of way over Kithill Lane, that need to be carefully considered. However, the design team could identify more successful solutions to many of these constraints, including the inclusion of street trees and connections to the north.'

A formal avenue of trees has been incorporated into the design of the primary movement corridor. Footpaths are offered the boundary with Kithill Lane, which will facilitate informal offsite pedestrian connections to surrounding communities.



Previous Proposed Layout [P112B Extract]

12.2 Landscape

'The quality of the landscape and public realm proposals will be critical to the success of the scheme, but current proposals are described in terms of a response to constraints and technical requirements. A more comprehensive and compelling landscape strategy, including clarity on how constraints have helped inform the spatial design of proposals, should be produced.'

The structure of landscape provision throughout the proposals has been reconsidered to reflect the Outline Masterplan. This offers a community orchard and generous allotment provision within the heart of the development, which is well overlooked. Significant areas of structural green space, incorporating above ground SUDs features are offered to the southern and eastern perimeter, creating a high quality green edge to the development. These also help to integrate the development into the wider landscape context.

'The design of the main route has been largely influenced by standard plot sizes and technical highway considerations, which is not conducive to good placemaking. The panel encourages the applicant to explore opportunities for the main street to deliver multiple layers of benefits, including a good sustainable urban drainage strategy, meaningful tree planting, a habitat corridor and opportunities for play.'

The design of the Primary Spine Road corridor has been reconsidered to include an avenue of street trees, reflecting the intention of the outline proposals.

'The panel would also like to see better connections to the proposed public open spaces and the surrounding context, and further consideration of the experience of using these routes and spaces.'

Multiple connections between the development and the Open Space have been incorporated, in line with the Masterplan.

'The panel encourages the team to introduce a greater proportion of street trees and planting, with careful thought given to how this could help to define routes, control views, and contribute to a robust hierarchy of streets and spaces.'

Street trees are provided throughout the scheme. These contribute to the hierarchy of streets by reinforcing the primary nature of the spine road.

12.3 Connectivity

'Routes should help connect residents, and surrounding neighbourhoods, with key amenities like the town centre and the train station. The emphasis should be on pedestrian and cycle connections to help people choose active forms of travel over cars.'

Footpaths are taken to the northern boundary with Kithill Lane, to facilitate offsite connections through existing neighbourhoods. These will also allow existing residents more direct access to the existing PRoW and the new open space.

Multiple connections are to be made from the development through the Open Space, and on to the PRoW.

The layout also incorporates excellent permeability throughout, ensuring connectivity between sub-neighbourhoods within the development ensuring maximum convenience for pedestrians and cyclists.

12.4 Car parking

'The applicant should review the approach to car parking across the site, which currently seems excessive and dominates the layout and street scene.'

'Further consideration should be given to more visually discrete approaches to car parking, including parallel to kerb on-street parking, parking set behind the building line (either open parking or in garages), or parking in blocks within landscaped squares. Tandem parking set back between detached and semi-detached houses is acceptable.'

Whereas it is essential that the development remains policy compliant in all areas, including parking provision, care has been taken in the distribution of the enhanced parking space numbers to ensure that it does not dominate the streetscenes.

Generally, parking is on plot, behind the building line. This approach is utilised where possible where additional spaces are required to 3 bed and 4 bed dwellings. In some areas, frontage parking is provided, but broken up with tree planting, reflective of the character illustrated on the Outline Masterplan.

13.0 Addendum - Post Submission Updates

As outlined in the introduction, meetings were held with the Local Authority Team during the determination period, and a number of sets of comments received from the Placemaking Manager. Updates to the design were then duly incorporated into the proposals in response to the sets of comments received. Additionally, some minor changes have been made subsequent to the refusal being received, which have been issued as part of the appeal submission.

There have been three rounds of updates to the proposals:

- March 2023, in response to placemaking comments received 5th January 2024 on the submission of December 2023
- May 2024, in response to placemaking comments received 27th March 2024 on the above March revisions. (The Authority declined to consider these amendments and refused on the basis of the March issue).
- November 2024 (post refusal).

The following details the amendments made to the proposals on each of these occasions:

13.1 March 2023

Initial comments from the Placemaking Manager on the Resubmission were received on the 5th January 2024, which focussed on the strength of key buildings, materials, the perceived uniformity of treatment,

dominance of parking, garden sizes and connectivity. A subsequent meeting was then held with the Authority team on the 26th February 2024 to discuss the comments received. Following this meeting the proposals were amended as follows, and issued to the authority on 14th March 2023 [Layout P122 rev E]:

- The reconstituted stone previously indicated to key buildings was omitted and replaced with natural stone in response to concerns from the Placemaking Manager that the reconstituted stone was not appropriate, as it was not locally distinctive, given that the character of historic Crewkerne was so firmly linked to the local ham stone.
- A contrasting dark weatherboarding was introduced to other key buildings and to some homes to the southern and eastern edges of the development. This sought to clearly define nodal spaces and gateways, reinforce the 'rural edge' character area, and create strong visual identity for the development. This reflects the approach taken on the precedent Station Road development.
- Soldier courses and arched soldier window heads were introduced to the plots within the 'Secondary Streets' character areas.
- Inclusion of additional 2.5storey units to the Primary Street to offer relief and variation in the roof scape and streetscene
- Refuse collection strategy amended in response to comments from the Somerset Waste Management team.

13.2 May 2023

Further comments were received from the Placemaking Manager on the revised proposals (above) on 27th March 2024. These contained points about highway geometry and residual concerns regarding parking, placemaking characteristics and garden sizes. In response to these comments, the proposals were amended as follows, and issued to the Authority on 8th May 2024 [Layout P122 revJ]:

- Reduction in quantum to 144no units, with the omission of former plot 56 within the southern central parcel and the substitution with an appropriate housetype for the remaining plot 55. This allowed an improvement in garden sizes and configurations for this sub-parcel, which, combined with the associated changes to parking arrangements here, improved the private amenity of homes in this area. The resultant reduction in density in this parcel also improved the relationship between the visually sensitive southern edge of the development and the surrounding countryside.
- Addition of garages, where possible, in lieu of the third parking space where 'triple stacked' parking had previously been utilised to deliver the additional 0.5spaces to 3 bed homes, as required by the Somerset residential parking standards. This ensures compliance with the policy, addresses comments from the Town Council (who's concerns were that insufficient parking provision would result in antisocial



Initial Resubmission Layout [P122D Extract]

parking within and the around the development), and offers homeowners the flexibility and added amenity associated with a garage.

- Reconfiguration of dwellings around the western 'Informal Square' to strengthen arrangement of Key buildings and reinforce the distinctiveness of this space.
- Introduction of second Informal Square on the Primary Street, at the point it intersects with the north/south green corridor in Field B. This provides a significant pedestrian priority crossing area, connecting the allotments and the community orchard. It also formalises the chicane feature into a strong traffic calming intervention at this point on the Primary Street.
- In order to help mitigate some of the placemaking concerns about the character (but not the technical design) of the junctions and turning heads, the proposals have been amended to include an alternative approach to the geometry of some of these areas
- Contrasting block paving has been introduced to the raised tables and to the private drives to enhance the character of the development and to improve variety.
- A contrasting colour finish has also been introduced to the shared surface areas, which reinforces the distinction between these areas and the Primary Street.
- Addition of render façades (as requested by the Placemaking Manager) and boarding highlights to porches and bay windows, to introduce further variation and interest in the streetscene.
- Juliette balconies added to the apartments to introduce additional visual interest to this key building.

13.3 November 2024

As outlined previously, the above May changes were not considered for determination by the Authority, and the application determined on the basis of the 14th March issue. Further to the receipt of the refusal notice, some additional minor revisions have been made to the proposals in respect of the specific points raised in Reasons for Refusal (RfR) 1 and 2.

The revisions proposed are as follows:

RfR 01 – Design

- Grey windows/facias etc introduced to bring a coherence to the proposals which ties in better with the dark boarding.
- Increase in extent of boarding on specific plots to strengthen the presence of key buildings.
- Introduction of a more contrasting red pantile (in place of previously proposed brown concrete tile) to enhance the distinctiveness of the key building groups.
- Reconfiguration of parking in local areas to reduce size of banks of frontage parking and increase landscaping opportunities, including relocation of visitor parking bays to where parallel parking opportunities lie adjacent to open space.

RfR 02 - Amenity

- Garden sizes increased to plots 2-6 & 14-18 with a modest reduction in the previously enhanced front garden depths along the northern side of the Primary Street. This has also improved the relationship between the proposed and existing Henley View properties by increasing separation

distances to a minimum of 21.5m where back-to-back.

- Garden sizes to plots 51-52 increased by reconfiguring plot 55 garden
- Garden sizes to plots 125-126 increased by moving garage 132/133 forwards.
- Gardens to 2bed maisonettes (plots 119&120) increased by reconfiguring adjacent highway arrangement
- Gardens to Flats over garages (FOGs) (plots 35 & 36) increased in size and access improved so that they are more closely associated with their respective front door locations.