

Confidential Draft

OPTIONS CONSULTATION

How the consultation was run

The consultation was run during November 2017 to share the Neighbourhood Plan Steering Group's progress with developing a Neighbourhood Plan (NP) for the community and to seek feedback. The key points were the assessments of the possible sites for development that had been put forward following our Call for Sites, the extent to which the various green spaces, local character features and community facilities in the parish are valued, to test emerging ideas on a number of community projects and check that the NP objectives were well supported.

A consultation event was planned for the afternoon/evening Friday 10 November and the morning of Saturday 11th November. The event was well-publicised through posters, on the website and inclusion on a letter delivered by hand to every home in the parish and also by post to every landowner whose land was being assessed. The display with questionnaires were transferred to a smaller room in the Hall and made available for those using the Hall during the week. This included Village Cafe when some 20 visited but interestingly none wished to complete the questionnaire (as they had 'done it all before').

Invitations to attend the consultation were also sent to each of the abutting Parish Councils and to statutory consultees South Somerset District Council and The Environment Agency.

At the event plans, initial site ratings, maps, photos and ideas etc were on display and members of the steering group were on hand to answer questions.

Approximately 100 villagers attended the main event. For more details please see the separate attendance and displays record.

All attendees were encouraged to complete and return a questionnaire before the deadline of 17th November (the return could be into a box provided, by e-mail or post or hand delivered to an address provided). The analysis of those questionnaires follows.



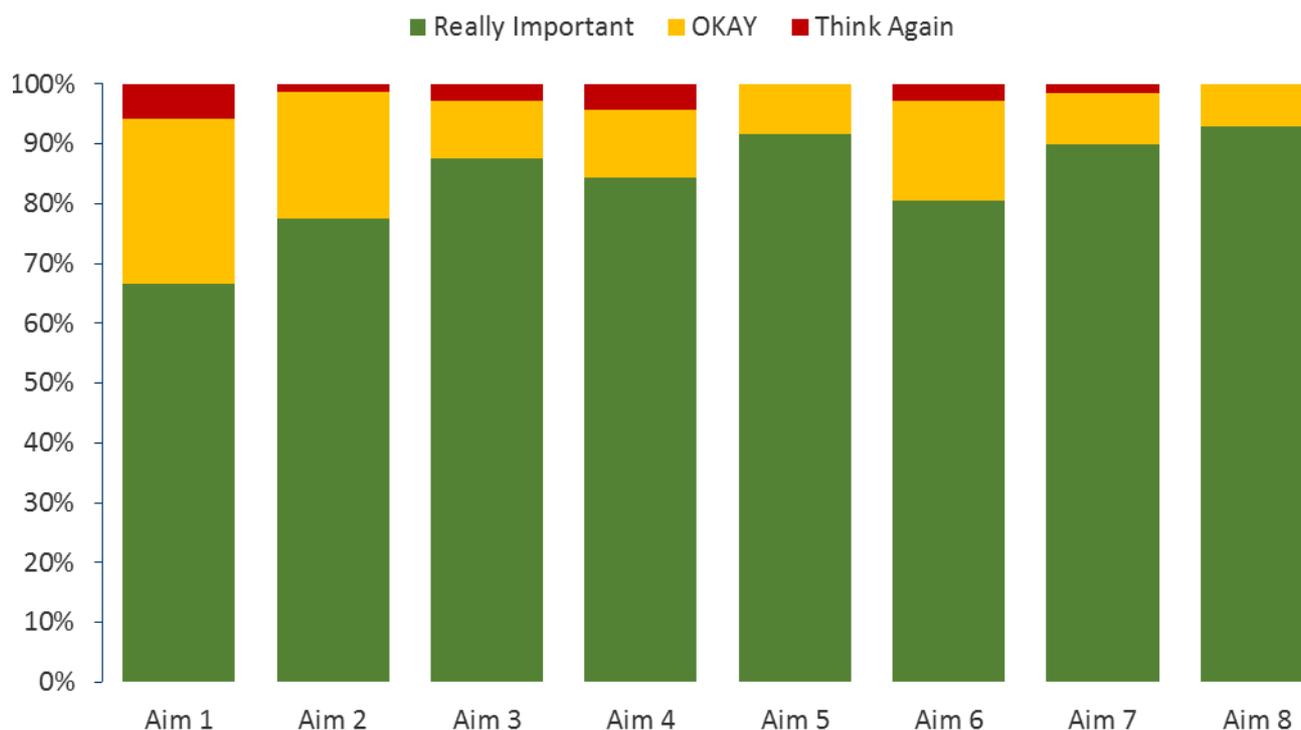
Who responded

Some 72 completed questionnaires were returned. All were from within the "BA22 7" postcode area, and the vast majority (over 90%) who gave their postcode or street name were from within the parish. Within the parish itself there appears to be a reasonable spread with no unusual clustering of respondents.

Vision and Objectives

The vision and objectives were tested as part of this consultation, to check that these were still relevant and supported by local residents. We asked whether each element was ‘really important’ ‘OK’ or needed to be changed. The Vision was broadly supported (by over 90% of those expressing an opinion), as were the 8 aims as shown in the graph and table below.

Neighbourhood Plan Aims



	Really Important	OKAY	Think Again
Aim 1: Create new opportunities for local people to live and work in the parish and so strengthen the community and the local economy	66.7%	27.5%	5.8%
Aim 2: Support businesses which provide services and employment within the community	77.5%	21.1%	1.4%
Aim 3: Improve and extend safe routes in and around the village for horseriders, cyclists and pedestrians	87.5%	9.7%	2.8%
Aim 4: Make sure there is sufficient off-road car parking for existing and new development	84.3%	11.4%	4.3%
Aim 5: Preserve existing green spaces that are valued by local residents	91.7%	8.3%	0.0%
Aim 6: Maintain, improve and extend recreational facilities to better meet the needs of local residents of every age and ability	80.6%	16.7%	2.8%
Aim 7: Make sure new development strengthens Queen Camel’s character	89.9%	8.7%	1.4%
Aim 8: Preserve and enhance the historically significant monuments and features	93.0%	7.0%	0.0%

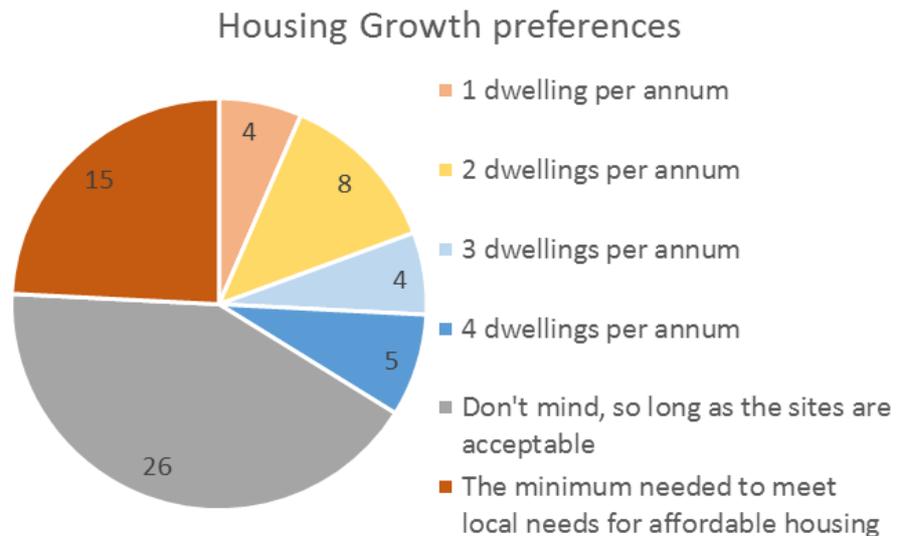
Housing growth levels

Participants were asked to review the potential sites, and after having seen what could be developed, and the possible benefits in terms of improved community facilities (which would be more likely with more housing growth), to indicate the level of housing that they, as local residents, would be happy to support.

In the previous questionnaire in 2016, although there was support for more affordable housing and housing for older people, most people said they preferred to see the village “stay as it is without further development”.

This time, the number of people wanting the minimum amount of development is clearly in the minority, representing 24% of those responding to this question (roughly 1 in 4 people). The most common answer (42% of respondents) was that local residents were not concerned about the actual level of further growth provided that the sites were acceptable.

Of the remaining who expressed a preference in terms of the level of growth, this was fairly evenly split. The average (mean) score (taking into account those wanting no growth other than affordable housing) would suggest a level of growth averaging about 1.6 dwellings per annum would be broadly acceptable to the community – ie around 27 dwellings for the period to 2037.



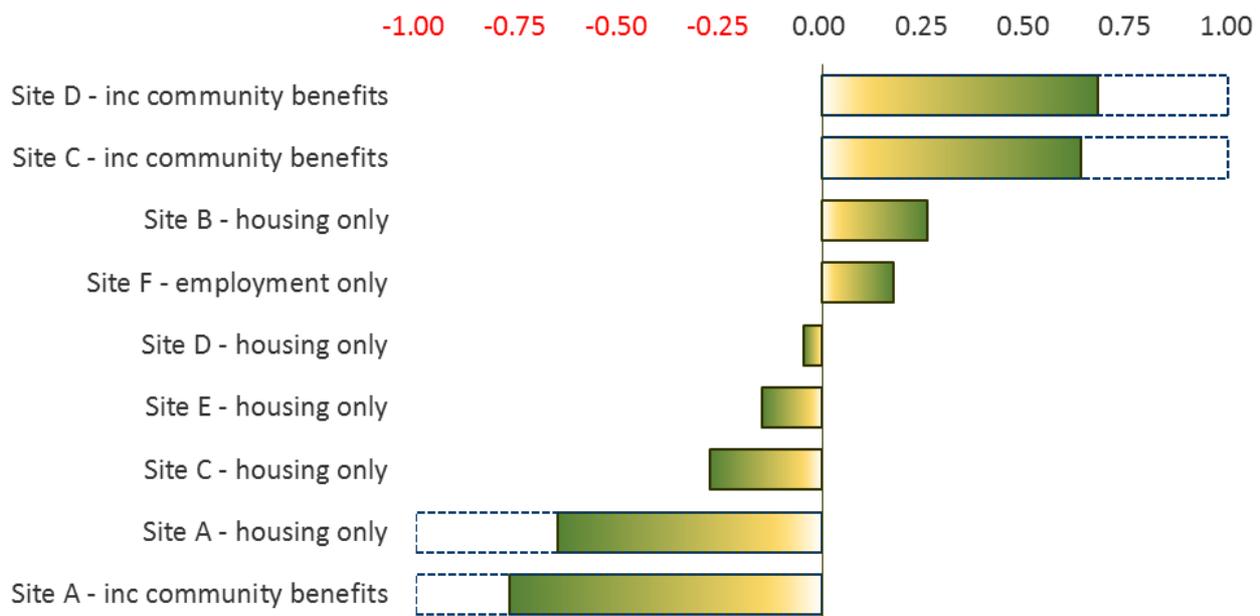
Settlement boundary

Residents were asked whether they would support limited infill within a defined settlement boundary. The previously used boundary was shown as a possible option. 55% of those responding to the questionnaire said that they would support the re-installment of the previous boundary, and a further 25% were in favour of a boundary subject to some possible changes (the two suggestions made are listed below).

- exclude open land without access.
- include houses along West Camel Road and Roman Way, Playing Field, Tennis Court land

Site options

Participants were asked to rate the suitability and acceptability of the different sites put forward for development, using a 5 point scoring scale from very unsuitable to very suitable. Where there was a specific community benefit associated with a site (such as land offered for future school expansion), two scores (one with, and one without the community benefit) were obtained. The mean and median average scores were then used to rank the sites in order of preference. The following graph lists the sites (Y-axis) against their average (mean) scores with -2 = “highly unsuitable”, 0 = “not sure / neutral” and +2 = “highly suitable”



From these results, there was a clear preference for the housing sites B, C, and D, but only the larger sites (C and D) if they were to deliver the type of community benefits suggested by the landowner. Of the two larger housing sites, there was a slight preference for site D. Without these community benefits neither of the sites were supported. Sites A and E were not favoured by the community. Site F was considered by local resident’s as suitable for employment.

Highways England and the Highway Consultant for South Somerset District Council gave their opinions on the suitability of specific sites. The Landscape Architect and the Conservation Planner for South Somerset District Council also commented on the site options. Site specific comments made by local residents have also been reviewed. These responses are all summarised below, and a fuller commentary from all the Statutory Consultees is included as the Appendix

Site	Main Comments
<p>A: land to the east side of Sparkford Road, opposite Hill View</p>	<p>LANDSCAPE - There is a potential for massing effect if developed, which would be difficult to mitigate, and likely to deflect the eye from the parish church, which is a major focal point at this north end of the village. Landscape capacity for development = moderate-low.</p> <p>HERITAGE – The open fields are important to the setting of the Church (Grade 1), Old School, bridge and conservation area. Development here will cause harm to the setting of these designated assets.</p> <p>HIGHWAYS – Highways England potential concern if significant level of traffic from potential employment development.</p> <p>SSDC preferred location for employment (to Site F) subject to providing a new entrance from the A359 further to the north-east. It may be necessary to provide a ghost island priority junction and appropriate visibility splays, and subject to assessing the landscape and ecological impacts (i.e. the removal of a hedgerow).</p> <p>RESIDENTS –</p> <ul style="list-style-type: none"> > Risk of flooding (2 comments) > Access difficult
<p>B: land to the south side of Sutton Montis Road</p>	<p>LANDSCAPE - Any development that is less than low density would be at variance with local character. Landscape capacity for development = moderate, with the proviso that house numbers are kept low, and the surrounding vegetation retained</p> <p>HERITAGE – The site is not well integrated with the existing village, and abuts the edge of the conservation area. Any development here would erode the character of the village edge, and the sense of isolation enjoyed by Camel Farm and Camel Farm Cottage to the south (both grade II).</p> <p>HIGHWAYS – No Highways England objection</p> <p>SSDC - development on this site could lead to pedestrians walking along the edge of Sutton Montis Road in the absence of a footway and lighting. The widening of Sutton Montis Road to a minimum width of 5.5m should be considered. There appears to be sufficient frontage to Sutton Montis Road to provide appropriate visibility splays but this will require a significant length of hedgerow to be removed.</p> <p>RESIDENTS –</p> <ul style="list-style-type: none"> > Suitable for good quality 3-bed bungalows > Access problems
<p>C: land on the south side of West Camel Road, west of the school</p>	<p>LANDSCAPE - Development would step beyond a strongly defined edge, which has a moderate level of visibility in the local landscape. Landscape capacity for development = moderate-low</p> <p>HERITAGE – No additional heritage impacts identified</p> <p>HIGHWAYS – safe crossing of West Camel Road and a footway across the site frontage should be provided. West Camel Road would need to be widened to a minimum width of 5.5m from the western end of the school frontage across the whole site frontage in addition to a footway being provided on the south side of West Camel Road and suitable visibility splays. This will require a significant length of hedgerow to be removed.</p> <p>RESIDENTS –</p> <ul style="list-style-type: none"> > Support for school expansion only (6 comments) > Would spread out village too far (3 comments) > Would turn village into a town and place strain on medical centre

Site	Main Comments
	<ul style="list-style-type: none"> > Adds to traffic problems on the already dangerous West Camel road (3 comments)
<p>D: land on the north side of West Camel Road, behind South View</p>	<p>LANDSCAPE - Not well-related to the village core, as separated by the playing field area. Its westward projection and open aspect would have a moderate level of visibility in the local landscape, and have little association with existing built form. Landscape capacity for development = moderate-low, though a restrained scheme that has a closer association with the existing residential areas could work in this location.</p> <p>HERITAGE – No additional heritage impacts identified</p> <p>HIGHWAYS –Additional links from the site to the village could be made via the playing fields. West Camel Road would need to be widened to a minimum width of 5.5m from the western end of the school frontage across the whole site frontage. There appears to be insufficient frontage to West Camel Road to set out an appropriate means of access incorporating the necessary geometric layout and extent of visibility splays. This could be a very significant constraint with this site</p> <p>RESIDENTS –</p> <ul style="list-style-type: none"> > Support for playing field extension > For Roman villa only, no housing (2 comments) > Would spread out village too far (2 comments) > Adds to traffic problems on the already dangerous West Camel road (2 comments) > Would turn village into a town and place strain on medical centre
<p>E: land to the west and north of Englands Mead</p>	<p>LANDSCAPE - If working within the constraints posed by the floodplain, and a limit on the western projection of growth, there would appear to be a moderate landscape capacity for development here.</p> <p>HERITAGE – No additional heritage impacts identified</p> <p>HIGHWAYS – No comment received (due to conflict of interest)</p> <p>RESIDENTS –</p> <ul style="list-style-type: none"> > Risk of flooding > Access difficult
<p>F: land at Camel Hill on the A303 (employment only)</p>	<p>LANDSCAPE - A prominent skyline location where employment form could appear singularly bulky. Divorced from the village. Landscape capacity for development = low.</p> <p>HERITAGE – The site is adjacent a scheduled ancient monument, which should be regarded a significant constraint.</p> <p>HIGHWAYS –Highways England - new access would need to conform to current standards of safety and visibility, and the cost of any new access would need to be borne by the developer. SSDC raised concerns that the site was not easily accessible on foot, by bicycle or by public transport</p> <p>RESIDENTS – there were no specific comments on this site</p>

The feedback would suggest the following:

A: land to the east side of Sparkford Road, opposite Hill View

- Site A is not favoured as an acceptable site by local residents, and is unlikely to be suitable for development due to likely heritage impacts on the setting of the church which would be difficult to mitigate effectively.

B: land to the south side of Sutton Montis Road

- Site B did receive a degree of support as a potentially acceptable site by local residents, but may not be acceptable due to the difficulty of achieving safe access into the village for pedestrians. At most the site should only accommodate a very limited number of new dwellings and retain and reinforce the surrounding vegetation.

C: land on the south side of West Camel Road, west of the school

- Site C was generally favoured as an acceptable site by local residents providing that other benefits came forward in tandem (as suggested by the landowner). However any development in this location would step beyond a strongly defined village edge and would need to include suitable landscaping to reduce this impact, as well as secure improvements to pedestrian access into the village

D: land on the north side of West Camel Road, behind South View

- Site D was similarly supported by local residents, and marginally preferred, to site C. It may also be easier to integrate into the form of the village. However vehicular access could be a problem if the landowner is unable to negotiate access via Roman Way.

E: land to the west and north of Englands Mead

- Site E was clearly not favoured as an acceptable site by local residents, although no notable constraints would suggest it should not be developed.

F: land at Camel Hill on the A303 (employment only)

- Site B did receive a degree of support as a potentially acceptable site by local residents, but is unlikely to be suitable for development due to heritage impacts and substantial costs of improving access, with little prospect of local people being able to access the site on foot.

General (non site-specific) comments from local residents are also noted below

- Whilst change is remorseless, as are needs, new housing development without parallel infrastructure development is dangerous.
- Plenty of room central to village better suited to development.
- According to Wessex Water sewerage system is at full capacity (2 comments)
- Acknowledging that 'open market' housing may be approved as a trade-off to fund provision of land for affordable housing - any set target should be a maximum level and not a number to be aimed for.
- Good road access must always be considered fully (2 comments)
- Wherever housing is built - well lit, pavements and safe for pedestrians.
- Favour all types provided parking is in place
- Include housing for elderly and infirm
- Build big houses suitable for large families. It is important to have a range of income and ages, not just low income and elderly. Use local stone and styles

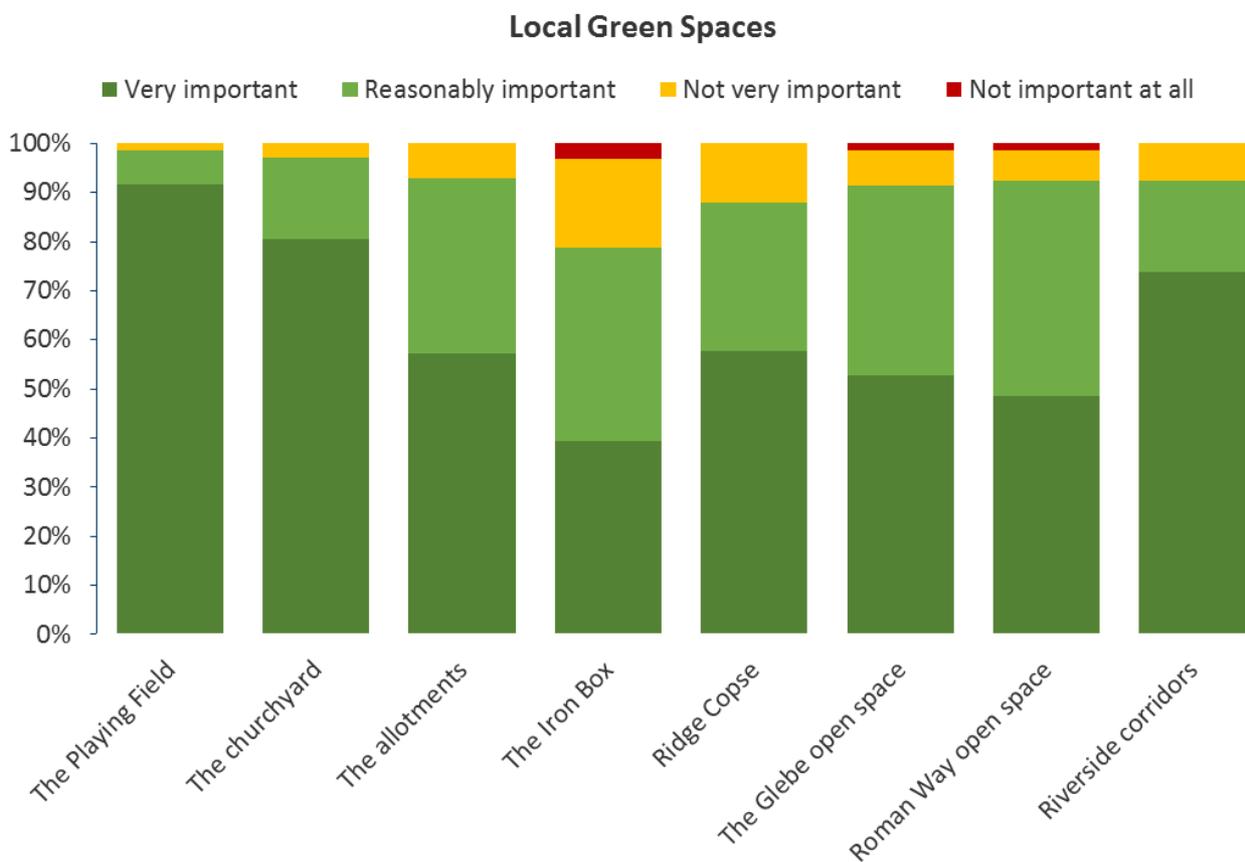
The suggested housing need target has been assessed as about 36 dwellings for the period 2017 - 2034. The responses from local residents suggest that this is higher than 31% of residents wish to see, but could be acceptable to the majority of local people if the sites were acceptable.

Either Site C or Site D (land off West Camel Road) could accommodate in excess of the entire projected housing need and deliver some community benefits. From the data available, a smaller development area (around 1.5 to 2 ha) on Site D would potentially be the community's preferred option, subject to securing sufficient associated community benefits and suitable highway access. Although Site E performs comparably if not slightly better from a sustainability perspective, feedback from local residents is that they would not support a plan proposing development in this

location. Conversely, although Site B did engender a reasonable amount of support, if this site were to be included the heritage and access issues would need to be satisfactorily addressed, to ensure that the site would not give rise to harm to nearby heritage assets and could be safely accessed. The potential to allow some infill development, potentially through re-designation of a settlement boundary, could be considered to provide further options for limited growth in the plan area.

Local Green Spaces

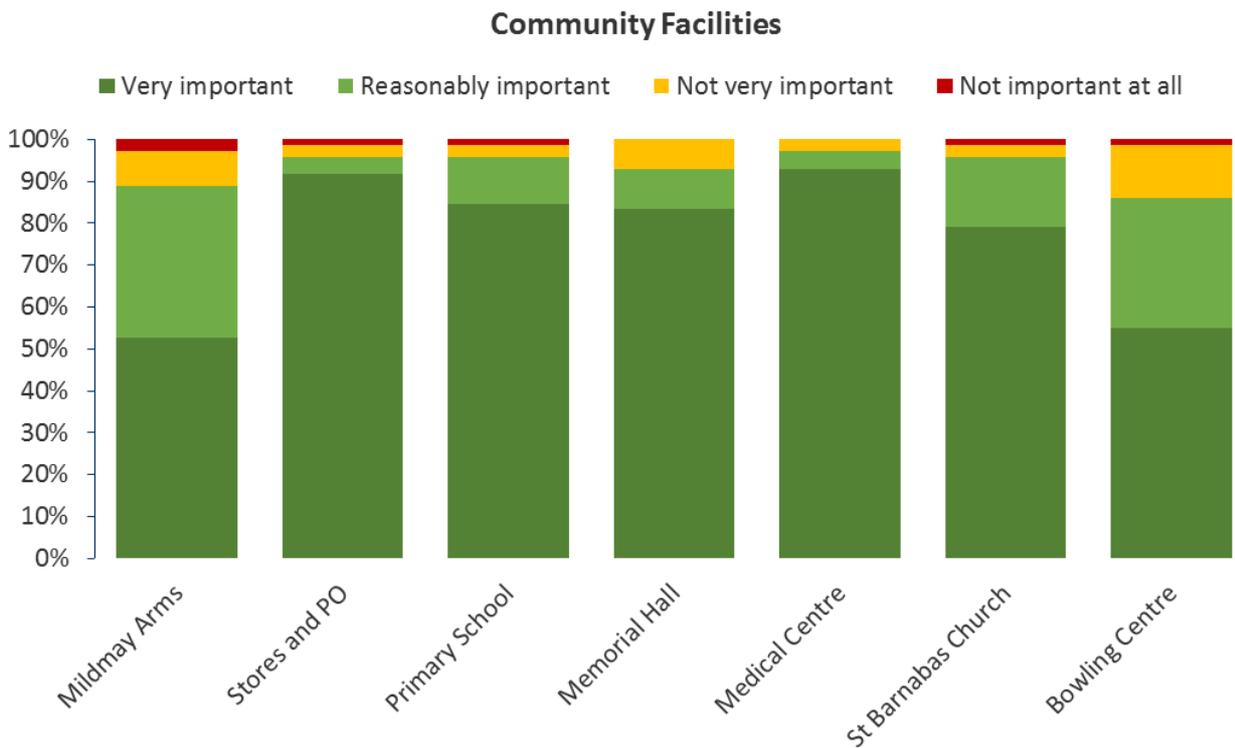
All the local green spaces listed elicited a high degree of local support. With the exception of the Iron Box (GS-4), at least 50% of respondents agreed that each of the spaces was ‘very important’ and over 85% agreed that they were all at least reasonably important. The Iron Box was still very much supported, with only 11% of those answering proposing that it was not important.



Sparkford Hill Copse was suggested as an important recreational area by one resident, the open land on the south facing slopes from Camel Hill and Sparkford Copse was suggested as another important open space by another respondent, and public footpaths were suggested as being particularly important by two respondents.

Other Community Facilities

Similarly, all the community facilities listed elicited a high degree of local support.



At least 50% of respondents agreed that each of these facilities was ‘very important’ and over 85% agreed that they were all at least reasonably important.

The open land on the south facing slopes from Camel Hill and Sparkford Copse was suggested as another important open space by one respondent, and public footpaths were by two respondents.

Features of Local or Historic Character

The specific features identified as potentially important in defining the character of Queen Camel were photographed and displayed as part of the consultation. The attendees were asked to rate each of these as either important or not.

Do you value the following local characteristics / heritage features?		Important	Not important
- LC 01	The Church, Old School House & bridge landmark group	100%	0.0%
- LC 02	Sparkford Hill Copse as a local landmark	92.9%	7.1%
- LC 03	Strong building lines defining the main streets	86.8%	13.2%
- LC 04	Stone walls and railings or hedges as boundaries	91.3%	8.7%
- LC 05	Mainly 2 storey buildings	83.8%	16.2%
- LC 06	Local, natural building materials, blue lias stone, clay tiles	90.3%	9.7%
- LC 07	Panelled painted doors, white sash / casement windows,	62.3%	37.7%
- LC 08	Visual interest provided by appropriate detailing	80.3%	19.7%
- LH 01-03	The Cobbled Pathway (Church Path) and the Standpipe	100%	0.0%
- LH 04	Stone Stile on footpath to Windsor Farm	80.0%	20.0%
- LH 05-08	Royal Mail Pillar-box and Post-boxes	87.5%	12.5%
- LH 09	Flagstones at entrance to houses (particularly on High St)	84.7%	15.3%
- LH 10-11	Finger Signposts (eg Iron Box and Blackwell Road)	88.4%	11.6%
- LH 12	Sheep Bridge over River Cam	90.1%	9.9%
- LH 13	Remains of one of the oldest cottages in the village	75.4%	24.6%

All of the listed characteristics and features were generally supported as important to local residents. The least important comparatively was the treatment of doors and windows, and whether the remains of one of the oldest cottages in the village (by the wooden bridge over Henshallbrook in Grace Martin's Lane) was of particular interest.

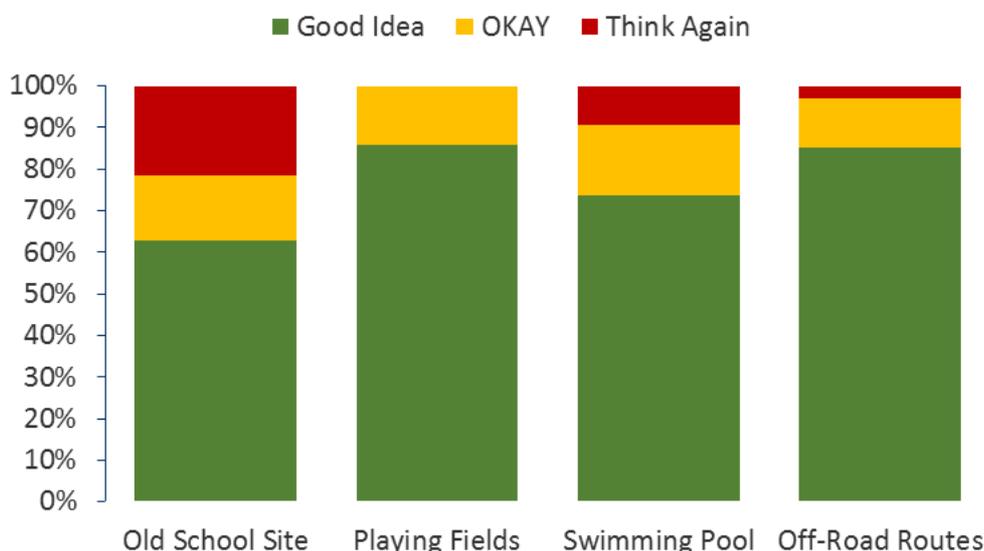
Few comments were made on this question, the most relevant to the question being:

- architectural 'vernacular' is important as part of the street scene but should not exclude other ideas of merit.
- also incorporate modern, e.g. English wood with glass and natural stone.
- consider Blackwell in Blackwell

Community Projects

We provided details on a number of community projects that were being considered, and asked for feedback on whether people broadly support these proposals, these were:

- **Old School Site:** the Community Land Trust is investigating the feasibility of acquiring the old school site for use as a community hub, for health & well-being and start-up artisan type businesses.
- **Playing Fields:** the Playing Field Committee is planning to upgrade the play area, provide equipment for teenagers, and in the long term to extend the field to create space for a new pavilion and car park.
- **New School Swimming Pool:** a space has been kept for a swimming pool to replace the one at the old school site (that was filled in because it needed extensive repair and the school was moving).
- **Safe Off-Road Routes:** this is a project looking at the feasibility of providing bridle paths from Queen Camel to West Camel and Marston Magna, and upgrade footpaths to make them accessible for all.



All of the project enjoyed broad support, the one that elicited the most concerns being the proposals for the old school site. The main comments made were as follows:

Old School Site

- a very important community opportunity
- needs to be financially self-sufficient
- option for disabled of all ages to meet others of similar disabilities
- no 'artwork' on the outside as this will ruin the countryside feel (2 comments)
- should be partially developed for housing (3 comments)
- the Victorian building should be restored as a community venue.
- Grade II opportunity for a nice restaurant.

Playing Fields

- concern over increased facilities for teenagers may encourage others from outside QC to congregate with an increasing change of anti-social behaviour.

New School Swimming Pool

- only an indoor pool would do
- school pool use by parishioners unlikely - insurance, safety, access due to security
- difficult to administrate / not a reality (2 comments)
- include a hoist for pool to allow for disabled

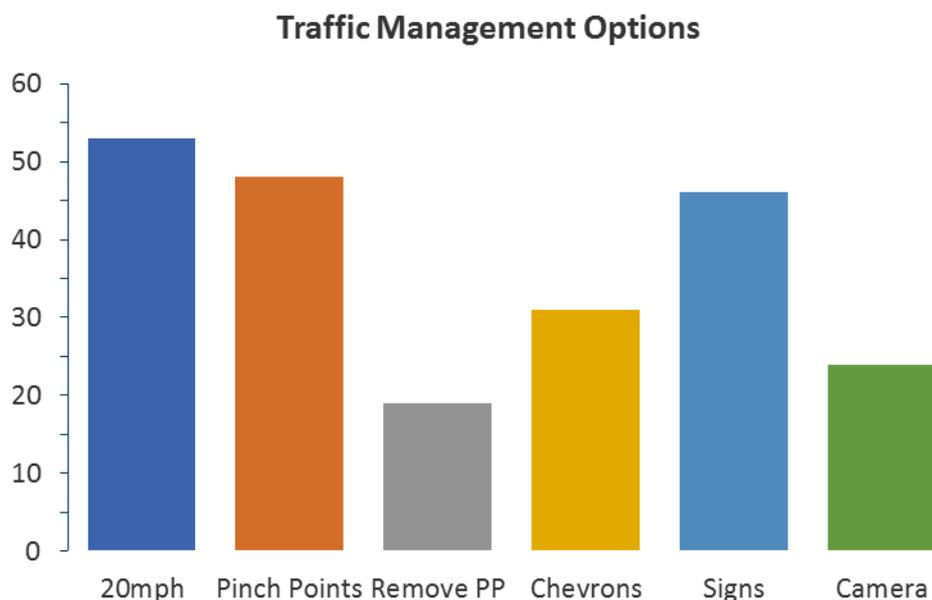
Safe Off-Road Routes

- No comments

Traffic management issues

The opportunity was taken to revisit a frequently raised point from earlier consultations regarding concerns about road safety. The community plan of 2005 had suggested the removal of the pinch points in the High Street, with the idea that these should be replaced by chevrons, flashing speed signs or a camera. This and alternative options were therefore tested through this consultation, with respondents asked to select the options that best reflected their opinion at this time, with possible options being:

- Extend the 20mph limit along the entire High Street and past the school on the West Camel road
- Retain the pinch points
- Remove the pinch points
- Paint chevrons onto the road to indicate areas which should be kept free of vehicles
- Install flashing speed signs
- Install a camera
- Other (describe)



Of the options, three were supported by the majority of respondents. The most popular idea was the extension of the 20mph limit. Retaining the pinch points and also installing flashing speed signs were also supported.

There were a significant number of comments and alternative suggestions:

- enforce lorry weight limits (6 comments)
- better parking / enforce against cars parking on pavement (4 comments)
- pedestrian crossing between shop/Memorial Hall (3 comments) or outside old doctors' to the bus stop.
- speed bumps (2 comments)
- another pinch point at the south end of High Street
- create a bypass
- crossed out chevrons, inserted box junction
- revitalize the speedwatch
- raised yellow lines across the road to slow the traffic
- enforce speed limits
- mirror to aid drivers emerging from Church Path
- install traffic lights from Mildmay to other side of Bridge
- traffic lights to manage flow

We also took this opportunity to ask about parking in general, particularly whether from person experience local residents felt that the level of parking provided at their homes was sufficient.

Of the 72 respondents that participated, nearly all (96%) considered that the amount of parking spaces available at their home was adequate. Only 9 households sampled had more cars than off-road spaces, and of these 8 had sufficient space available on-street. However there were mixed views as to whether in general most houses in the village had enough parking spaces, with only 22% reasonably certain that parking was not an issue, and 32% feeling that it was (the rest were unsure).

The data showed quite clearly that, of the sample responding, the number of cars was equivalent to the number of adults living in the house.

Number of adults	Average number of cars/vans	Typical % all homes (2011 Census)
1	1.00	34.4%
2	2.02	52.4%
3	3.00	13.2%

Given the occupancy levels recorded in the 2011 Census, this would suggest that on average any development should seek to provide the equivalent of 2.2 car parking spaces per dwelling.

Suggestions put forward through the consultation included a number of comments specifically regarding the parking issues affecting the High Street:

- a village parking area would be useful (5 comments)
- create additional offroad parking
- offer parking spaces on High Street
- enough except for most on the west side of High Street
- more off road parking if site could be found centrally
- enhanced publicly available parking for the church and Memorial Hall would be useful for some larger events
- unsure what can be done but if Hall parking was used it would affect the store.
- High Street parking is dangerous for pedestrians (2 comments)

- street parking slows traffic (2 comments)
- parking on pavements makes it unsafe for pedestrians – this should be discouraged (3 comments)

There were also ideas put forward in terms of dealing with parking in general:

- new development must have adequate parking (2 comments)
- all new development should include a minimum space for TWO plus ONE for every additional bedroom over two bedrooms.
- people should use garages to park cars
- maybe extra parking spaces for all when the new housing developments are created
- allow off-road parking (driveways) and lowering of kerbs.

Appendix A – Responses from Statutory Consultees regarding site options

Highways England

Given the location of Queen Camel in relation to the A303 we would be unlikely to have any objection to the housing sites as shown in the assessment. The number of houses (35-40) in the period 2018 to 2034 is unlikely to have a material traffic impact on the A303. Our only concern could be the level of potential employment at site A for which there are no further details at the moment.

In the absence of any employment details for site F we have undertaken a quick analysis which shows that in the worst case scenario (ie if the site was completely developed into offices) it would potentially generate 112 two-way vehicle trips in the AM peak hour and 99 two-way trips in the PM peak hour. In reality, not all of the site will be offices and there will need to be space for internal roads, footways etc but at this stage, we don't know what percentage of the site will be office/industrial and what will be supporting infrastructure.

Looking at the map showing the possible development sites, it appears that site F would require a new direct access onto the A303. Our primary concern here would be safety of traffic on the A303 and therefore any new access would need to conform to current standards of safety and visibility. You should also bear in mind that the cost of any new access will be borne by the developer.

South Somerset District Council – Highways

Site A - is located within a reasonable walking distance of most of the local services and facilities in Queen Camel. Safe crossing facilities of the A359 would need to be considered. A footway across the site frontage (as a minimum from the access point to the crossing point) is likely to be required. Cycling would involve using the A359 which may deter inexperienced cyclists. Bus services operate along the A359. A dedicated bus stop at an appropriate/safe location should be provided along the site frontage. Upgrading of any existing bus stop infrastructure opposite the site for northbound buses should also be included. Bus stops should include shelters and seating, high access kerbing for low floor buses, timetables, bus stop highway markings, etc. The access point would need to be located away from the sharp bend at the southern end of the site.

Depending upon the level of development proposed and the corresponding volume of traffic generated, it may be necessary to provide a ghost island priority junction. There appears to be sufficient land available to implement any such requirement. Visibility splays at the point of access for emerging traffic would need to be commensurate with the speed of traffic on the A359. As an alternative site for employment, Site A is far better located [than Site F], both in terms of sustainable transport options (accessibility and connectivity – with the potential to link into the existing footway network into the village) and also in terms of access.

Site B - is located within a reasonable walking distance of most of the local services and facilities in Queen Camel. However, there appears to be no existing footways (or lighting) on Sutton Montis Road. It may not be possible to provide a footway and safe crossing point from the nearest part of the footway network (on the A359, north side) to the site. The distance from the current site access to the A359 is not too far but development on this site could lead to pedestrians walking along the edge of Sutton Montis Road in the absence of a footway and lighting. There appears to be bus stops on the A359 to the west of the Sutton Montis Road/A357 junction; however, there seems to be no infrastructure present (i.e. bus shelters, high access kerbing for low floor buses, timetables, bus stop highway markings, etc.). There is a footway on the north side of the A359 but nothing on the south side. The widening of Sutton Montis Road to a minimum width of 5.5m should be considered. The standard of its junction with the A359 should be assessed in terms of visibility splays for all traffic movements – i.e. for drivers emerging from Sutton Montis Road onto the A357 but also the turning movements from the A357 into Sutton Montis Road (forward

visibility). There appears to be sufficient frontage to Sutton Montis Road to provide appropriate visibility splays but this will require a significant length of hedgerow to be removed. This appears to be a well-established hedge so the landscaping/visual impacts of such works would need to be considered. The geometric layout of the access (access width, junction radii, etc.,) would need to accord with local standards.

Site C - is located within a reasonable walking distance of most of the local services and facilities in Queen Camel. Safe crossing facilities of West Camel Road would need to be considered, although the zebra crossing in front of the new school could provide the optimum crossing point. A footway across the site frontage should be provided linking to any such facility that crosses the school frontage. Again, after West Camel Road, cycling would involve using the A359 which may deter inexperienced cyclists. Bus services operate along the A359. The same comments made above in respect of Site B in terms of the existing nearest bus stops and infrastructure and the current standard of those stops would apply equally to this site. West Camel Road would need to be widened to a minimum width of 5.5m from the western end of the school frontage across the whole site frontage in addition to a footway being provided on the south side of West Camel Road. This will require a significant length of hedgerow to be removed and replanted. There appears to be more than sufficient frontage to West Camel Road to provide appropriate visibility splays. The geometric layout of the access (access width, junction radii, etc.,) would need to accord with local standards.

Site D - is located within a reasonable walking distance of most of the local services and facilities in Queen Camel. An existing footway across the frontage of housing immediately to the east of the site on the north side of West Camel Road could provide safe access to the village for walkers. Additional links from the site to the village could be made via the playing fields (via the area annotated D-b). After West Camel Road, cycling would involve using the A359. The same comments made above in respect of Sites B and C in terms of the existing nearest bus stops and infrastructure and the current standard of those stops would apply equally to this site. West Camel Road would need to be widened to a minimum width of 5.5m from the western end of the school frontage across the whole site frontage. However, unless Site C is developed, such widening may not be possible. There appears to be insufficient frontage to West Camel Road to set out an appropriate means of access incorporating the necessary geometric layout and extent of visibility splays. This could be a very significant constraint with this site.

Site E – officer unable to comment due to conflict of interest

Site F - is not well connected to any settlement and therefore accessing the site on foot, by bicycle and by public transport are unlikely to be options and/or not achievable. Consequently, with reference to the NPPF, positioning an employment site in this location is unlikely to constitute sustainable development, particularly in transport terms. Highways England (HE), responsible for managing and maintaining the A303 which forms part of the strategic road network (SRN) will need to be consulted on this proposal and will no doubt provide its own view of the accessibility and connectivity of the site. Equally, in terms of access, HE will need to consider and provide a recommendation to SSDC in respect of any development proposals that may come forward where the scheme would derive direct access to the SRN as would be the case in this instance.

South Somerset District Council – Landscape

Site A - The site lays to the north of the River Cam, which sets it outside the main concentration of the village, for the relationship to be less than convincing and at variance with settlement character. The site is an open and attractive pasture on gently rising ground, to thus contribute positively to the village setting. However, in partially laying over rising ground, there is a potential for massing effect if developed, which would be difficult to mitigate, and likely to deflect the eye

from the parish church, which is a major focal point at this north end of the village. I consider the landscape capacity for development to be moderate-low.

Site B - An enclosed pasture that lays at the southeast edge of the village. With the density of the settlement being dilute in this part of the village, any development that is less than low density would be at variance with local character. Visually contained. I consider the landscape capacity for development to be moderate, with the proviso that house numbers are kept low, and the surrounding vegetation retained.

Site C - A large open field that lays to the south of the West Camel Road that with the singular exception of the school, currently defines the southwest limit of village growth. Development would step beyond a strongly defined edge, which has a moderate level of visibility in the local landscape. Consequently, I consider the landscape capacity for development to be moderate-low.

Site D - A large open field to the west of the village. Not well-related to the village core, and separated by the playing field area. Its westward projection and open aspect would have a moderate level of visibility in the local landscape, and have little association with existing built form. Again, I consider the landscape capacity for development to be moderate-low, though a restrained scheme that has a closer association with the existing residential areas could work in this location.

Site E – Lays at the northwest edge of the village, adjacent existing housing to have a credible relationship with village form. If working within the constraints posed by the floodplain, and a limit on the western projection of growth, there would appear to be a moderate landscape capacity for development here.

Site F – A prominent skyline location where employment form could appear singularly bulky. Divorced from the village. With the impending improvements to the A303 in prospect, I consider the capacity for development to be low.

South Somerset District Council – Heritage

Site A - The open fields are important to the setting of the Church (Grade 1), Old School, bridge and conservation area. Development here will cause harm to the setting of these designated assets.

Site B - The site is not well integrated with the existing village, and abuts the edge of the conservation area. I would be concerned that any development here would erode the character of the village edge, and the sense of isolation enjoyed by Camel Farm and Camel Farm Cottage to the south (both grade II).

Site C – No additional heritage impacts

Site D – No additional heritage impacts

Site E – No additional heritage impacts

Site F – The site is adjacent a scheduled ancient monument, which should be regarded a significant constraint.

Historic England

No site-specific advice. General comments summarised below:

The Site Assessment Report identifies a need of between 35-40 new homes and at present 6 sites are being assessed to accommodate them. The Sustainability Checks (p2) uses a scale of 0 – 4 with which to gauge the efficacy of the sites from a heritage perspective. A more detailed appraisal will be necessary to understand whether, and in what form and to what level, harm to an asset is likely, to comply with provisions in the NPPF. There is also a need to consider the cumulative impact that would arise if more than one site were to be proposed; even a couple of sites could well have the potential to dramatically alter the relationship of the settlement with its rural hinterland. At present the settlement is almost entirely covered by the conservation area within which most of the relevant Listed Buildings are clustered. There is a firm delineation between the urban built form of the village and its rural hinterland and the setting of the conservation area and

views into and out of it are no doubt key attributes of its historic character and appearance (if an appraisal / management plan doesn't exist the community will need to address this point). We would recommend that you consider our guidance on Site Allocations, Setting, and SEAs and that you liaise with South Somerset DC planning and conservation officers to ensure that your assessment methodology best provides the necessary evidence to support your eventual proposals and secure endorsement from them and us.

Environment Agency

No site-specific advice. General comments summarised below:

Some of the sites have correctly been identified to contain Flood Zone 3 (High Risk) and Flood Zone 2 (Medium Risk) as defined under the National Planning Policy Framework Planning Practice Guidance within their boundary. If new development is located in a flood risk areas then it may be required to pass the Sequential Test as required by National Planning Practice Guidance.

If historic use of any of the sites may have caused contamination then National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to, or being put at risk from unacceptable levels of water pollution.

Natural England

No site-specific advice. General comments summarised below:

We have checked our records and, on the basis of the material supplied with the consultation, can confirm that significant effects on sensitive sites that Natural England has a statutory duty to protect (including statutory designated sites and landscapes) are unlikely to occur as a result of the quantum of development being proposed for the sites identified in the Site Assessment Summaries.

We are not aware of significant populations of protected species likely to be affected by the proposed development in relation to the sites under consideration.