

QUEEN CAMEL NEIGHBOURHOOD PLAN 2019 to 2030



Foreword to the Draft Queen Camel Neighbourhood Plan 2019-2030

I have pleasure in commending this Neighbourhood Plan covering the development of the village in the period to 2030. The Plan, when adopted, will form part of a hierarchy of plans at local levels within the National Planning Policy Framework. The NPPF provides a strict framework for developing plans, particularly on housing, which we have carefully observed. Taking this Plan through its remaining stages so that it can be a final approved Neighbourhood Plan to support all that we want is a very significant step for the village.

The background to the process to develop the plan is set out in the detailed sections which follow. I would emphasise that a very detailed analysis of the wishes of the village, covering in particular the housing needs and the availability of land for development, has been made by the Neighbourhood Plan Steering Group of the Parish Council (NPSG) along with the Parish Council itself and its advisor from Dorset Planning Consultant Limited and South Somerset District Council. Therefore do read the policies and the background to them thoroughly as a lot of careful analysis of what could be appropriate for the village is described in this document.

The Parish Council have carefully considered the range of comments that were made on the draft plan and made some changes as a result. We hope that, with these changes, this plan is in the best possible state to get it through its final stages for approval in a Parish referendum.

I would like to thank many people who have put a lot of hard work into developing this plan, particularly the NPSG comprising Rosemary Heath-Coleman (Chair), Parish Councillor Bryan Norman, John Corbett, Steve Millard, Kate Oram, Terri Plummer and Tim Cook from South Somerset District Council. Thanks go to South Somerset District Council's Community Heritage Access Centre for use of their photographs. I would also like to thank Jo Witherden from Dorset Planning Consultant whose invaluable advice has been essential to this project. Finally I would like to thank South Somerset District Council for its support in many technical areas and for the substantial funding provided.

Simon Thornewill, Chairman of the Parish Council
November 2019

Preface

Queen Camel is a parish steeped in history with valuable heritage and a community that should be supported and encouraged to develop. Investment and change in the years ahead will be worthwhile only if both make a real difference to the lives of local people and safeguard the future of the community

Neighbourhood Plans were introduced following the Government's Localism Act of 2011 and aim to give local people more influence about how their area is developed.

The Queen Camel Neighbourhood Plan (the Plan) started when Queen Camel was awarded Frontrunner status following the enactment of the Localism Act 2011, with the specific objectives to trial aspects of planning as changed by the Act. The original draft Plan was publicised on the website but did not proceed to referendum. This edition is an update of the original draft Plan.



How the Plan is organised

It is divided into four sections:

Section 1: gives an introduction that includes a portrait of Queen Camel, how the Plan fits into the planning system, its purpose and scope, and some of the significant constraints.

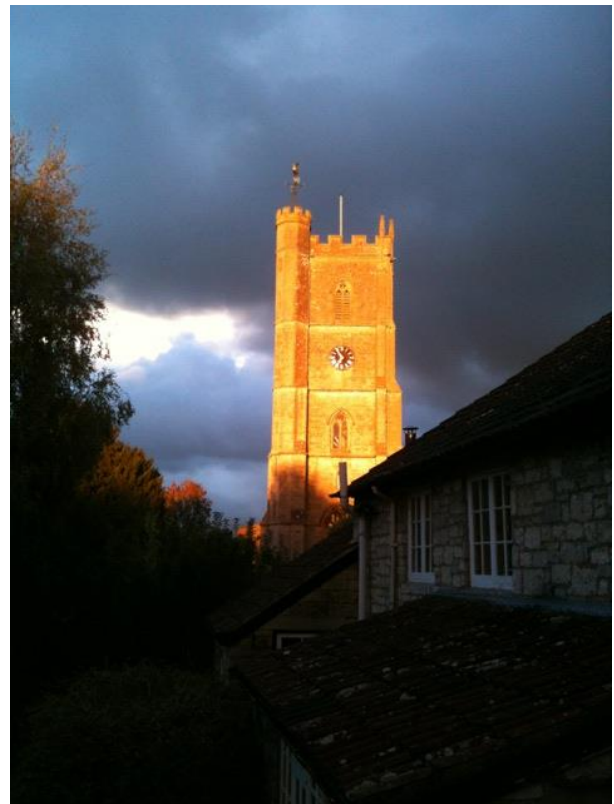
Section 2: describes the constraints on the parish, and how the people of Queen Camel would like the parish to develop in the years to 2030.

Section 3: sets out policies which will help Queen Camel to develop in this way.

Section 4: sets out some of the projects that we plan to achieve.



The Blackwell – Grade II listed
(see Appendix 2)



St. Barnabas at night – Grade I listed
(see Appendix 2)

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SUPPORTING EVIDENCE

Additional supporting evidence referenced in creating this Plan includes:

- Basic Conditions Statement
- Community Plan 2005 and Development Plan 2009
- Consultation Statement
- Demographic Statistics
- Housing Needs Assessment 2017
- Site Assessments 2017
- Technical Assessment by SSDC of Community Facilities 2014
- Traffic Audit Report May 2017 / 2019

1. INTRODUCTION

1.1. Introduction to Queen Camel's Neighbourhood Plan (the Plan)

1.1.1. The Plan has been developed by a steering group on behalf of the Parish Council, supported by SSDC and with extensive consultation with the people of Queen Camel. It has built on the Parish Council's Development Plan of 2009 which evolved from the Community Plan of 2005. Some development proceeded in parallel with the earlier drafting of the Plan namely 20 affordable houses in Roman Way (completed 2015) and building a new County Primary School with integrated pre-school (opened 2016).

1.1.2. A Consultation Statement accompanies the plan and provides an overview of the consultation with the Parish and demonstrate that the Plan fully accords with legislative requirements on consultation under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. The Plan was amended where appropriate in response to the consultation comments received.

1.1.3. Under the provision of the Localism Act, Neighbourhood Plan policies must conform to higher level planning policy (see 1.1 below). The Basic Conditions Statement that accompanies the plan provides more detail on this.

1.1.4. The Plan covers the period to 2030. It provides a vision for the future of the Parish and sets out policies by which the vision can be achieved.

1.1.5. The policies in the Plan will be used as a guide to whether planning applications are approved or refused and so will help shape the future of the Parish.

1.2. How the Plan fits into the Planning System

1.2.1. The Government's intention is that local people should generally decide what happens in their own Parish but the Localism Act 2011 sets out some important qualifications, in particular that all Neighbourhood Plans must comply with the National Planning Policy Framework (NPPF) and conform with the strategic policies of the Local Plan, in our case the South Somerset Local Plan which was adopted in 2015 and is now in the process of being updated.

1.2.2. The adopted Local Plan defines Queen Camel as a 'rural settlement'. District wide Policies SS3 and SS5 identify a requirement for at least 13.99 hectares of employment land and 2,242 dwellings respectively across all rural settlements over the Local Plan period.

1.2.3. Policy SS2: Development in rural settlements is particularly applicable to Queen Camel. This policy allows for the development of housing (market and affordable),

employment and community facilities to meet local needs if the rural settlement has two of more of the following: shop, Post Office, primary school, pub, children's play area/sports pitch, village hall, health centre, faith facility. Queen Camel has all of these. However, proposals should be in keeping with the scale and character of the Parish and generally have the support of the local community.

1.2.4. The Local Plan includes a range of development management policies covering housing, employment, transport, open space, energy, design and the environment. The Plan has locally derived policies which add further detail to the strategic policies in the Local Plan.

1.2.5. Neighbourhood Plans must also be in line with European regulations on strategic environmental assessment and habitat regulations.

1.3. Its purpose, boundary and scope

1.3.1. The *purpose* of the Plan is to provide a legal framework that will help to ensure that Queen Camel develops in accordance with the wishes of its residents.

1.3.2. The *boundary* of the Plan is the whole of the parish (Fig 1) as designated through an application under the Neighbourhood Planning Regulations 2012 (part 2 S6) and approved by South Somerset District Council on 7 March 2013.

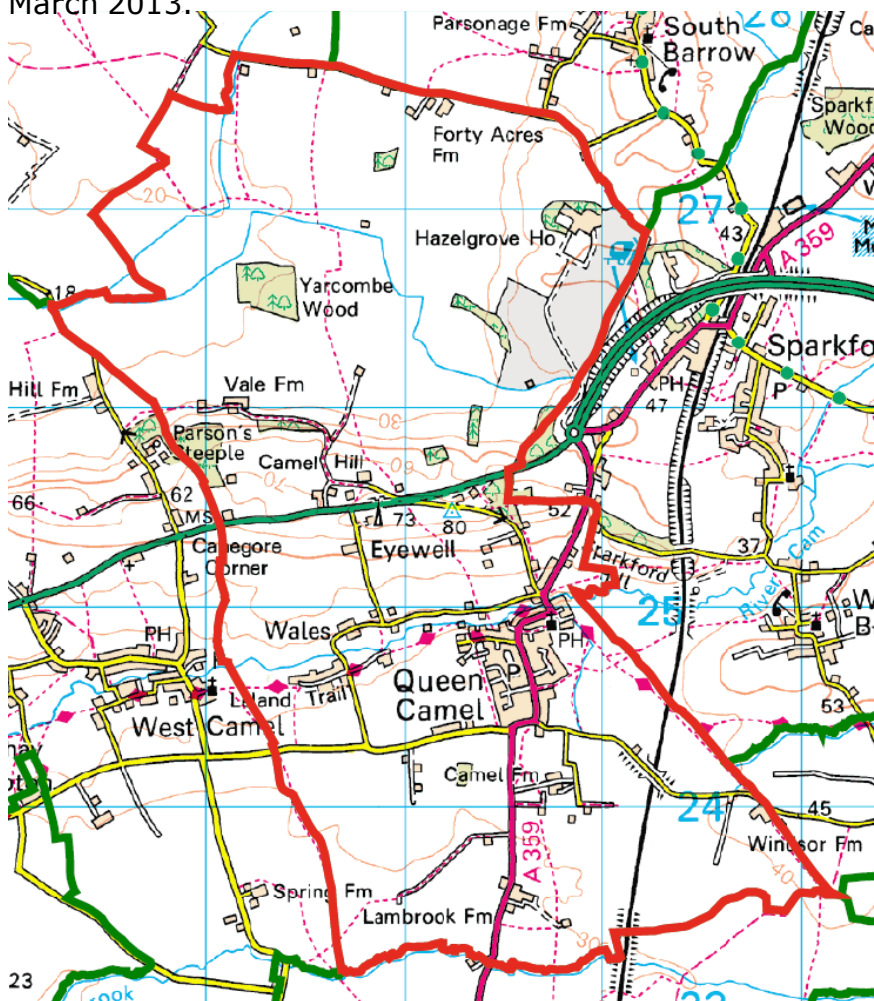


Fig 1 - Parish Boundary

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1.3.3. The *scope* of the Plan covers six areas:

1. Housing
2. Business and Employment
3. Community Services and Facilities
4. Getting About
5. Environment
6. Heritage

1.4. Precursors of the Plan

1.4.1. The Parish Council has played an active role in the development of the village and in 2005 published a Community Plan which set out how residents hoped to see their Parish develop. A number of parish groups were set up to implement that Community Plan. These groups reported regularly to the Parish Council and included local volunteers who were not Councillors. In 2009 the Planning & Development Group produced a Development Plan. The Parish's Community Plan and Development Plan are two of the base documents that have provided useful background for the Plan.

1.4.2. The steering group has liaised closely with several other parish organisations. These included the Parochial Church Council, the County Primary School, the Memorial Hall Committee and the Playing Field Committee, each of which contributed to the Plan.

1.4.3. In 2015 there was a significant change in the make-up of the Parish Council. New Councillors had reservations about the policies covering housing, the old school site and aspects of the Playing Field and in July 2016 the Parish Council commissioned a village questionnaire covering these policies. The resulting 'Survey '16' now forms an evidence document referenced in the Consultation Statement together with the 'Consultation '17' survey.

1.5. A Portrait of Queen Camel

1.5.1. To plan successfully for Queen Camel's future it is necessary to understand its present which in turn is a product of its past, so a brief review of the Parish's geographical and historical legacy is a sensible starting point.

1.5.2. Queen Camel is situated some six miles north of Yeovil in South Somerset. Comprising over 2000 acres of farmland it is bisected by the river Cam running roughly east to west, with a low-lying alluvial plain on the south bank and the Sparkford and Camel hills to the north. There are around 1,000 residents: most live in the core village but there are smaller settlements around Hazlegrove House (now an independent

preparatory boarding school) in the north of the parish, in the hamlet of Wales and at Eyewell in the west and on five outlying farms.

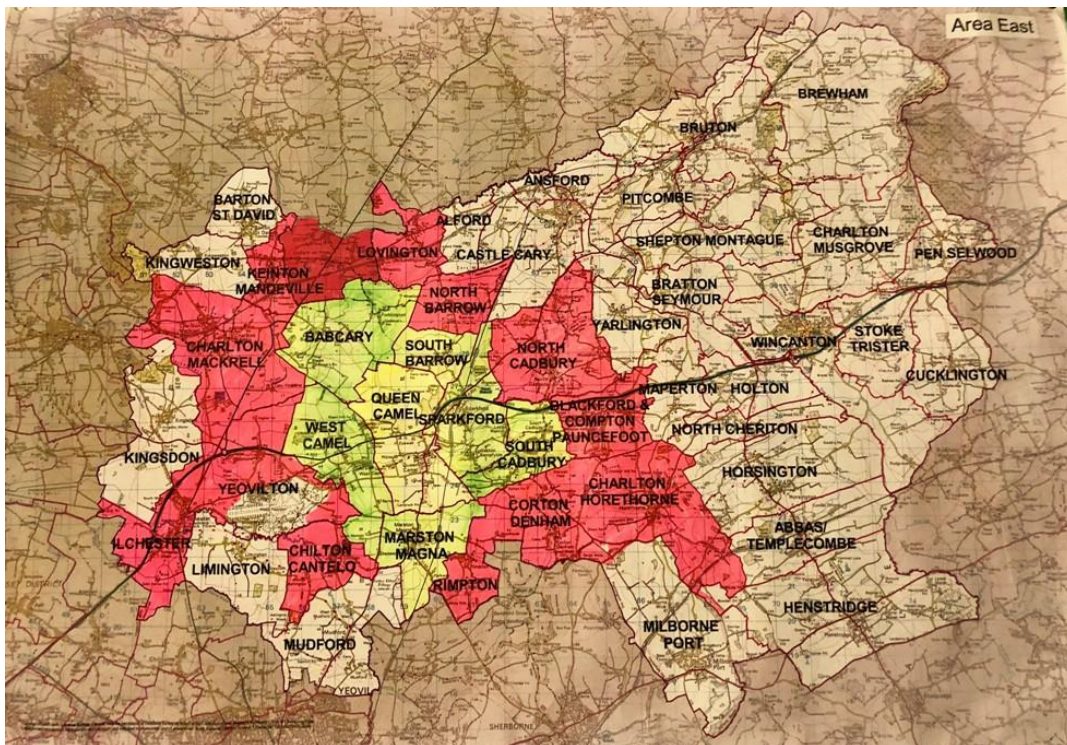


Fig 2 - Map of South Somerset District Council Area East
with Queen Camel and the surrounding parishes
coloured to depict the 3-tier cascade (see also Appendix 1)

1.5.3. Traces of Neolithic, Bronze Age and Iron Age life have been found within the parish along with remains of a substantial Roman villa. In the eleventh century what was then called East Camel belonged to the Godwin family but after Harold Godwin's son was killed at the battle of Hastings it was confiscated by the crown. In the Middle Ages the queen consort was frequently granted a life interest in the manor and it came to be known as Queen's Camel. In 1558 it was bought by the Mildmay family who eventually sold their estate in the 1920s

1.5.4. For most of its history Queen Camel had mainly depended on agriculture and the cloth trade, along with tanning and quarrying. Its past prosperity is attested by the large 14th century church but it was hard hit by the long agricultural depression of the late nineteenth century and over the last 150 years most of its retail businesses closed. However, due to its excellent road and rail links to local, regional and national centres¹, its fortunes have revived and over the last 100 years more than 200 new houses have been built in a dozen public and private developments (see 1.4.1 and the pictorial history of developments in Appendix 3). Today the village enjoys the benefits of

¹ The A303, the major trunk road linking south-east and south-west England, passes through the parish and the A359 passes through the middle of the village. Twenty minutes away by car are stations on the two main railway lines linking London with the South West; both can be reached by public transport.

thriving community services and facilities and is a rural hub for the surrounding villages and hamlets.

1.5.5. There follows a brief description of the six main areas covered by the Plan.

Housing

1.5.6. Queen Camel has a slightly higher proportion of older people than the District and national average (13.4% aged 75 and over compared to 10.4% for South Somerset and 7.8% in England, 2011 Census). Some residents find that as they age their housing needs change and they are confronted with a lack of choice within the Parish as housing suitable for older owner-occupiers is limited. As a result, some residents find themselves either having to live in unsuitable properties or having to move away from their friends in the local community. This potential lack of mobility can affect the housing market, with young families unable to find family properties and the assets of older residents locked up in larger properties than they neither want or need. Nevertheless, the Parish needs a good range of all types of houses to allow it to be a thriving community.

1.5.7. There are many housing styles in the Parish. Most of the older properties are constructed of local, natural stone with slate, thatched or tiled roofs. There are three terraces of 1920/30's semi-detached and terraced red brick houses along roads radiating from the core village. Within the core there are three estates and several smaller developments whose detached and semi-detached houses and bungalows are mainly constructed from reconstituted stone with slate or tiled roofs.

Extract from Community Plan 2005 regarding housing developments:

Not many years ago The Glebe and Cleaveside on the south and Mildmay Drive and Orchard Close on the east of the High Street were new developments. They are now integral parts of the village (as are the developments at Rectory Close, Rectory Farm and Old Farm Court). Without these developments the village population would have dwindled and we would not have been able to sustain the service and facilities we do still have and enjoy, including the new Medical Centre, nor would we have had the contribution that many of the people living in these developments bring to the village. These developments, however, do not come within the bracket of 'affordable starter homes' and, apart from The Glebe, there are few families, most residents being retired.

Without some innovative, creative planning and development of some affordable housing, the age range of the village will continue to move up with a consequential effect on business, school, social and community events and services, and there may come a time when there is no one locally to do any of the 'service' type jobs that everyone needs, particularly as age increases.

The Parish should become proactive in planning for the future to meet the needs of the local community

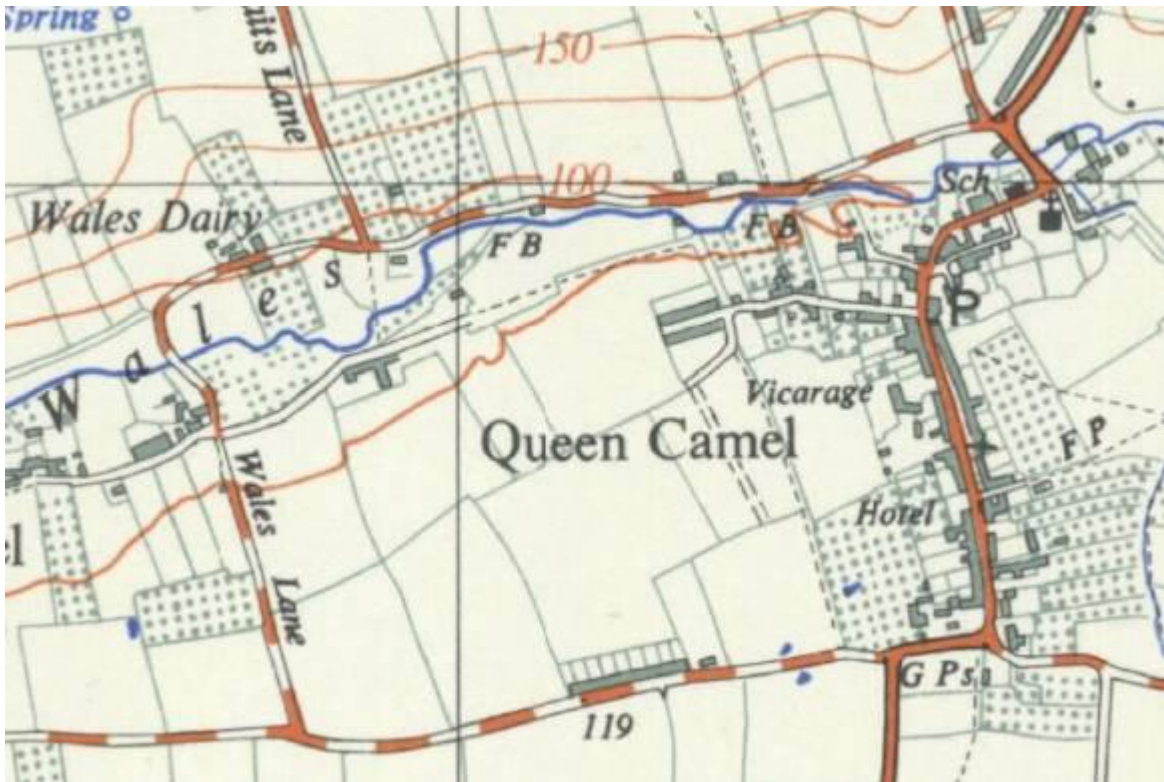
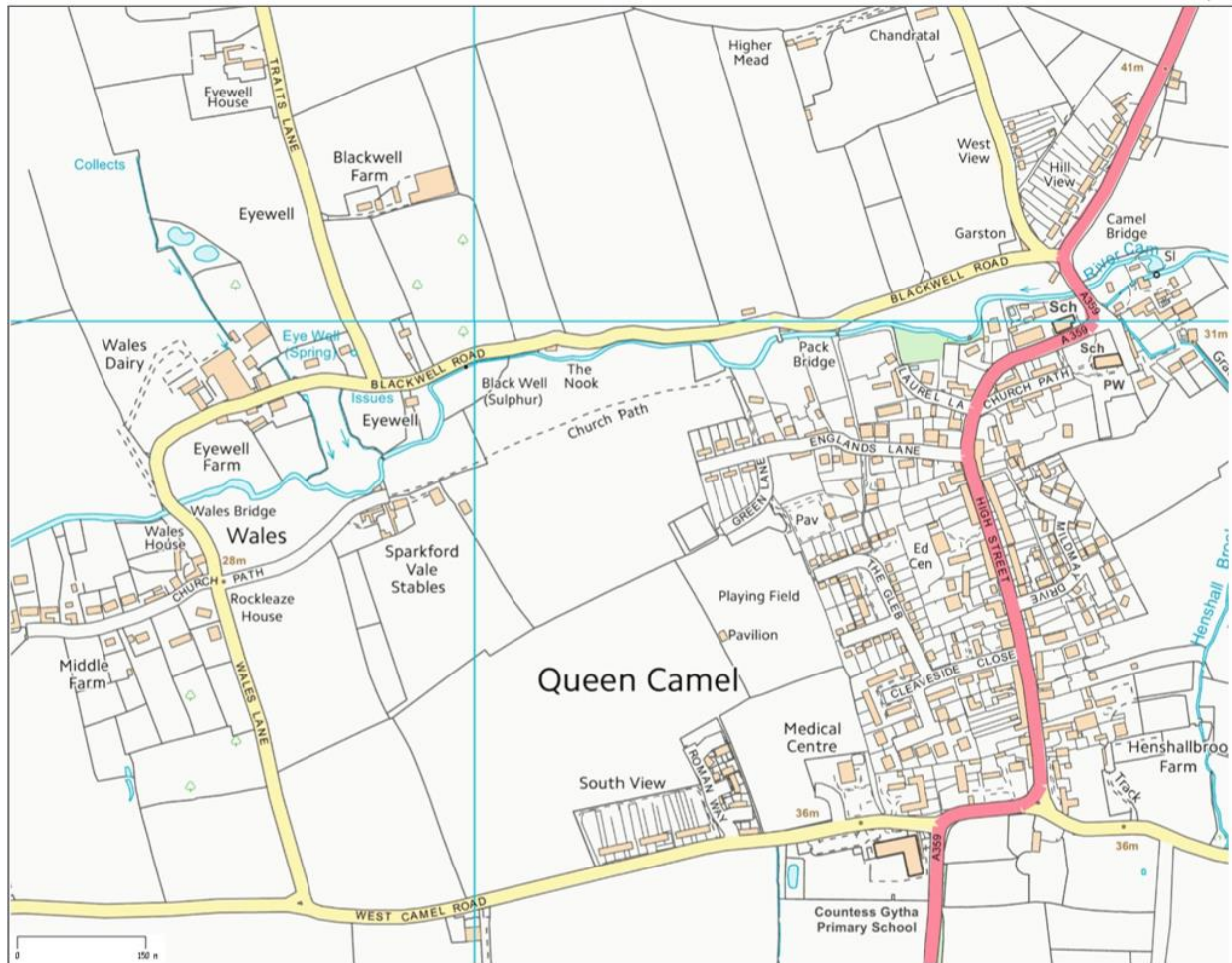


Fig 3A - Queen Camel village and Wales 1959



Queen Camel CP



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Fig 3B - Queen Camel village and Wales, 2018

Business and Employment

1.5.8. Queen Camel is a rural settlement classified by SSDC as a more sustainable service centre because its County primary school, Medical Centre, village shop and Post Office and Playing Field provide significant services for the surrounding smaller villages.

1.5.9. The major employers within the Parish are the schools and the Medical Centre. Other employers include the village shop, Post Office, the pub, several farms and other small businesses. The level of self-employment is 20% (compared to a national rate of 13.9%). Many of the working population travel to work by car (72%) and 11% walk to work (national average of 6.9%). Public transport accounts for only 1.5% of work travel.

Community Services and Facilities

1.5.10. The Parish has a Medical Centre, village shop and Post Office, an Anglican church, a pub, a County pre and primary school, and also a private preparatory school that offers some sporting facilities, e.g. swimming pool.



1.5.11. There is a well-maintained village hall that can comfortably seat 120 (without tables) but there is parking for only a dozen cars and no safe space outside for children to play.

1.5.12. There is a 6-acre Playing Field with a cheaply constructed pavilion, two football pitches, a cricket square, basketball court and a young children's play area together with an adjacent bowling green with clubhouse and two floodlit tennis courts (with land recently purchased for two more). There are limited public indoor sporting and recreational facilities for youth, older people or those with special needs. Residents who wish to access such facilities have to travel outside the parish.

Getting About

1.5.13. Nearly 90% of households have at least one vehicle, (compared to a national average of 75%) and this is the principal means of transport for residents. However, some properties have little or no off-road parking (e.g. High Street) and there are no public car parks. This results in roadside parking (see also 2.3 below).

1.5.14. The parish has a commercial bus service run by South West Coaches. Weekday services run roughly once an hour to the district centre of Yeovil and the small towns of Castle Cary and Shepton Mallet. These services connect to mainline rail services (at Castle Cary, Yeovil Pen Mill and Yeovil Junction railway stations) and also to Berry's Express Coach Service to London.

1.5.15. Roads and lanes in the parish are also much used by cyclists, runners, horse-riders and walkers but because of the speed and density of motor traffic this has become hazardous. There are effectively no bridleways or cycle paths but there is an extensive network of footpaths (Fig. 4).



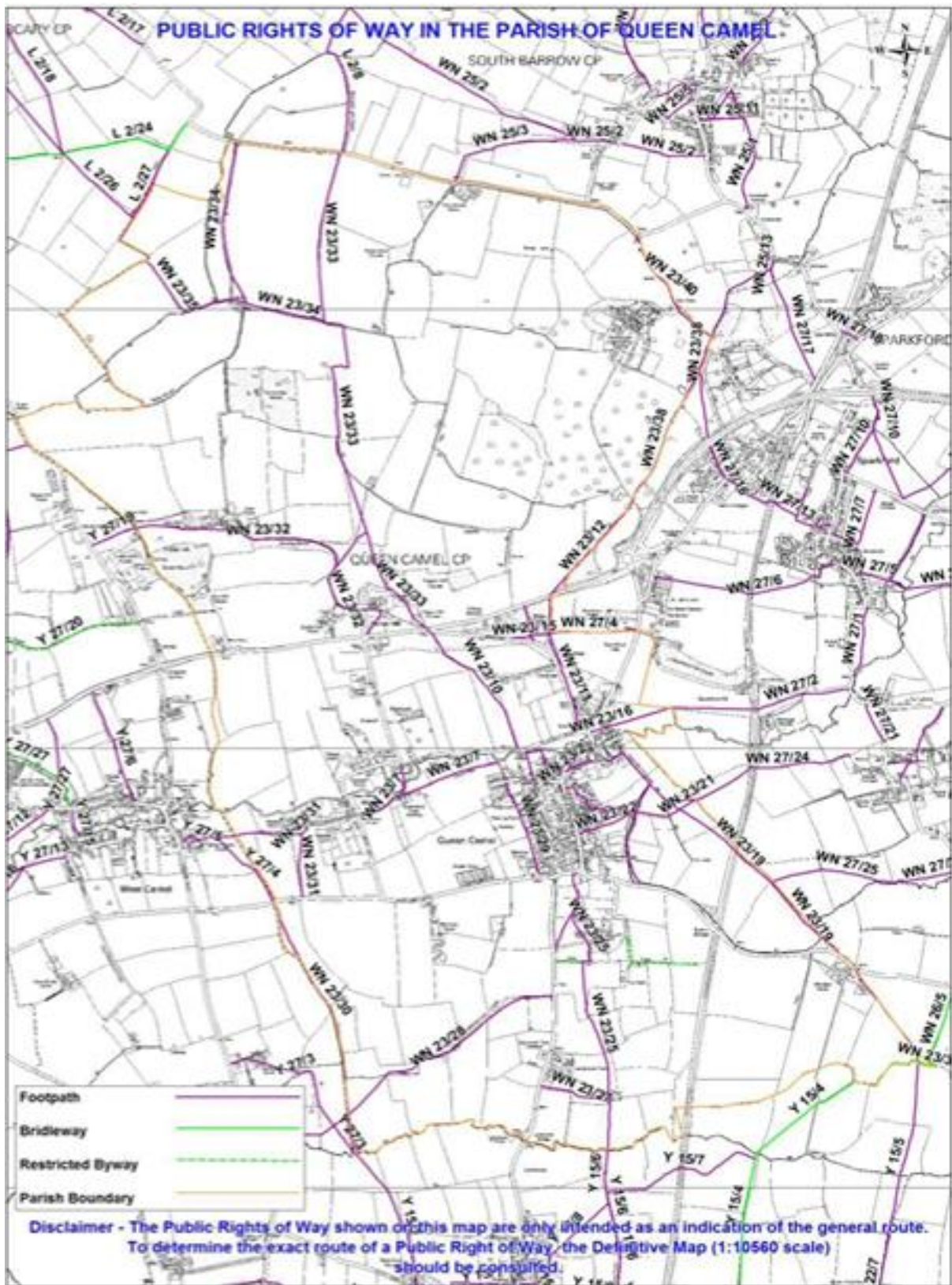


Fig 4 - Map showing Public Rights of Way within the Parish

Environment

1.5.16. Queen Camel is an appealing village with an attractive High Street, an imposing Grade I listed church and some fine houses, much designated a Conservation Area (Figs 5A & 5B). The scenic contrast between the rolling hills in the northern part of the parish, the flatter countryside in the southern part and the river that separates them creates some very pleasant views.

1.5.17. Part of the village is on a designated flood plain (Figs 5A & 5B): on several occasions in recent years the main road (A359), the vacated primary school and nearby houses have been flooded. Recent work by the Environment Agency seems to have reduced but not eliminated the risk of future flooding.

1.5.18. In recent decades the streets and lanes in the parish have become increasingly cluttered with unnecessary signage, ugly cables and urban style road markings.

1.5.19. The increasing volume and the speed of traffic along the High Street is causing danger to pedestrians, cyclists and horse riders and is a danger to health through pollution both noise and fumes.



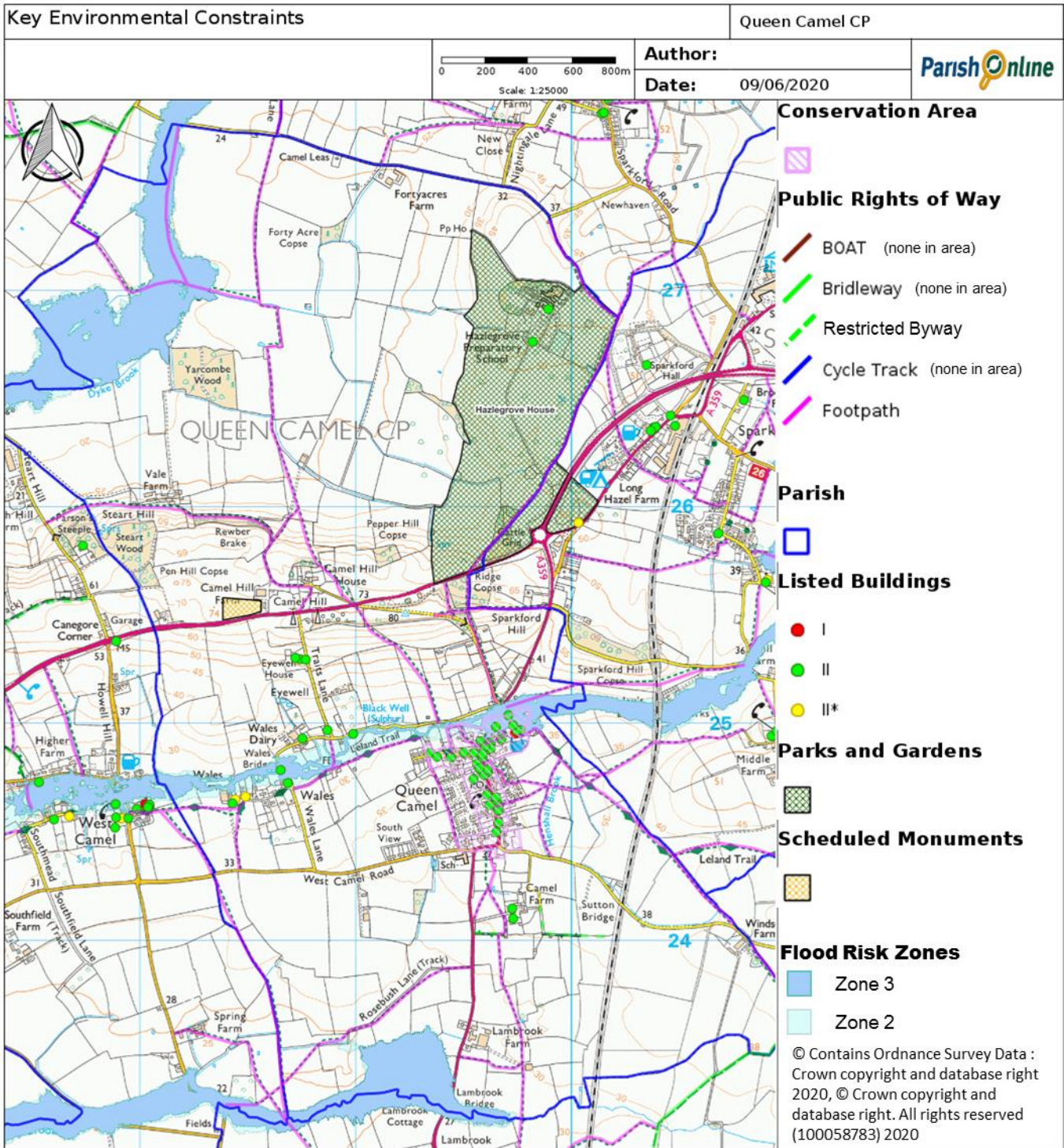
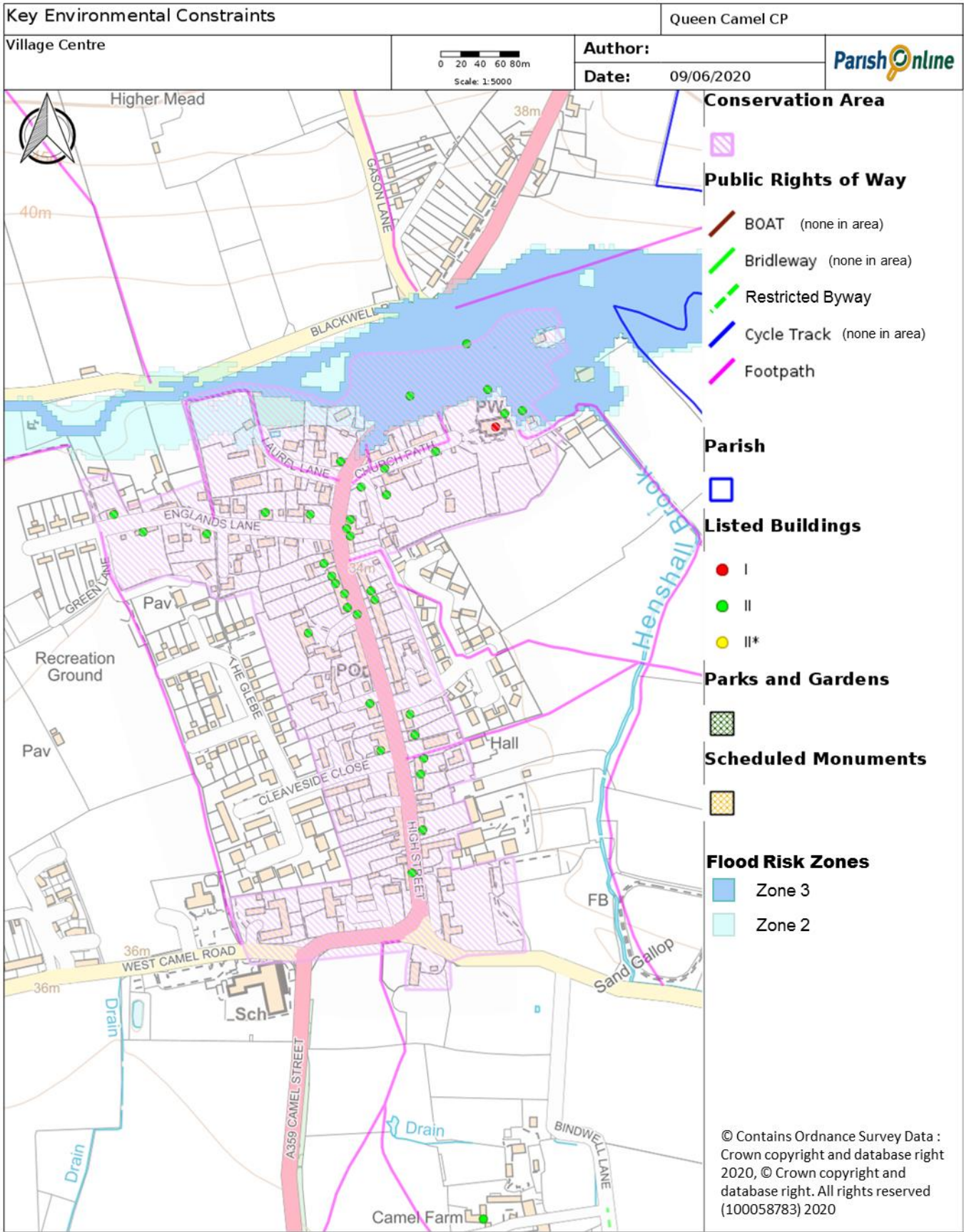


Fig 5A – Environment Map

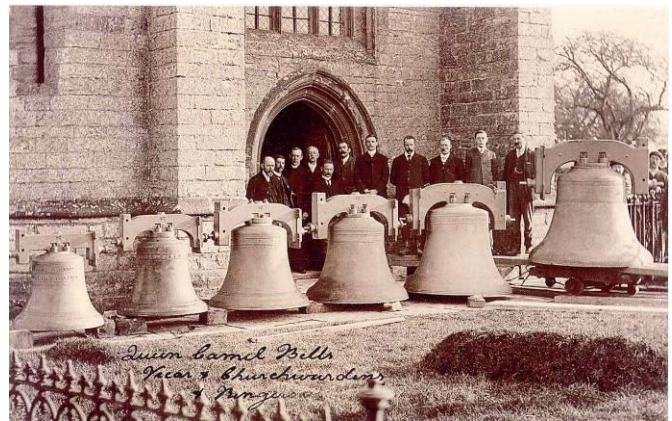


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Fig 5B – Map enlarged for village centre

Heritage

1.5.20. In addition to the Conservation Area, Queen Camel has many buildings, walls, railings, bridges and other features listed by Historic England (see Appendix 1 and Figs 5A and 5B). These include the only Grade 1 listed building: St. Barnabas Church, built between 1350/1380 and having a lofty tower containing the heaviest peal of six bells in the world, and also many Grade II listed buildings including the old schoolhouse and Hazlegrove House. Other features of historical interest include a cobbled path to the church, a telephone box, a pillar box, two wall post boxes, two finger signposts (see Table 4 and Fig 11 in Section 3).



1.5.21. There is one scheduled Iron Age settlement site in the parish (north of the A303) and many other archaeological sites including a Roman villa on land adjacent to the Affordable Housing in Roman Way (See Appendix 2 and Fig 6).

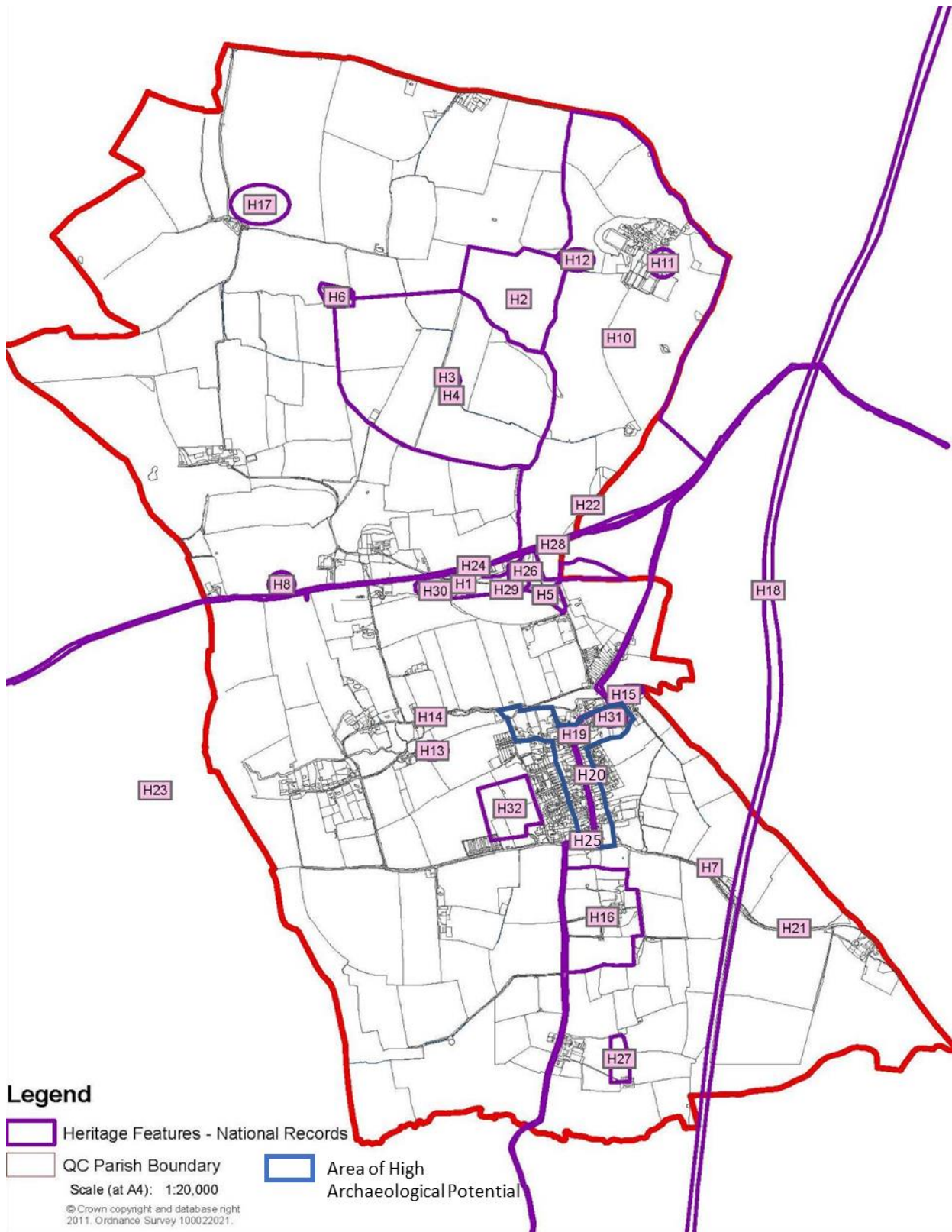


Fig 6 - Locations of Archaeological Sites, Monuments and other Heritage Features

1.6. Community Engagement and Consultation

1.6.1. The Plan has been prepared by the people of Queen Camel. There has been substantial input from the community through the Parish's Community Plan of 2005 and Development Plan of 2009 and through a number of public consultations including Annual Village Meetings, ad hoc Village Meetings, a 'Planning for Real' programme and, in respect of housing, the old school and the Playing Field, a village questionnaire in 2016 and a public consultation in November 2017. This information is detailed in a Consultation Statement.



1.7. Local Plan Review

1.7.1. The review of the Local Plan has commenced, and consultation on the Preferred Options ran from June through to September 2019. The draft plan proposes a change to the approach taken in the adopted Local Plan, by adding a further category of 'village' between the rural centres and rural settlements. Queen Camel is named as one of the 12 villages. As a village, there are no identified development areas, but the supporting text states that growth is expected to take place "adjacent to the existing built settlement". The level of growth anticipated across South Somerset (as set out in draft Policy SS2) is 'at least' 14,322 dwellings for the plan period 2016 to 2036, of which 1,314 is to be provided within the villages (of which 592 have been completed or committed as at 31 March 2018). The Local Plan suggests (in the case of Queen Camel) the housing target for a village would be the pro-rata proportion of the remaining need for growth (ie $722/12 = 60$), but this may change (and could go higher or lower) in response to the feedback received through the consultation and possible updates to the national housing need projections.

1.7.2. The potential change in Queen Camel's status, if agreed through the Local Plan examination (likely to be late 2021 at the earliest), would trigger the need for the Parish Council to consider an early review of the Plan. This would allow the

community the opportunity to consider the changes to Local Plan policies and what changes, if any need to be made to the Neighbourhood Plan.

1.8. Monitoring

1.8.1. In order to assess whether this Neighbourhood Plan is achieving its objectives, and to inform the timing of its review, the Parish Council will monitor on an annual basis:

- Progress on the Local Plan Review
- The capacity of the Countess Gytha Primary School and projected need for its expansion
- New dwellings created within the parish (net)
- New employment space created within the parish (net)
- Road traffic accident data within the parish
- The extent of any increase / improvements made to safe routes in and around the village for horse riders, cyclists and pedestrians
- The extent of any increase / improvements made to recreation facilities within the parish
- Any issues raised in regard to loss or harm to any historically significant monuments and features within the parish

2. CONSTRAINTS

2.1. Conservation Area & Listed Buildings

2.1.1. The centre of Queen Camel is a designated Conservation Area (Figs 5A & 5B). The natural stone dwellings on and off the High Street are notably irregular and varied in size, style, roofing materials (including thatch) and roofing levels. There are some 52 buildings and other features in the parish that are listed by Historic England (Appendix 1). These include the registered parkland surrounding Hazlegrove House.

2.1.2. The controls associated with a Conservation Area and listed status restrict development opportunities to ensure development does not harm a listed building or its setting or harm the character or appearance of a Conservation Area. This helps to protect Queen Camel's architectural heritage and character, to the benefit of residents and visitors alike.

2.2. A Flood Plain

2.2.1. Queen Camel has suffered flooding too often and feels particularly vulnerable to the more extreme weather predicted to be a feature of climate change. The River Cam together with Henshallbrook, a tributary, sometimes overflow after heavy rainfall,

especially when the River Yeo into which the River Cam discharges has also burst its banks. Parts of Queen Camel near the river lie within a flood plain designated in 2016 as Zone 3 (Figs 5A & 5B) which has flooded on a number of occasions in recent years.

2.2.2. The County Council's Flood Risk Management Team would expect to see a strong SuDS (Sustainable Drainage System) approach on individual application sites and developments to meet any local policies in terms of discharge rates. A Developer Guide can be found on their webpage: <https://www.somerset.gov.uk/waste-planning-and-land/sustainable-drainage-in-somerset/>.

2.2.3. The now vacated primary school buildings which lie on the flood plain have been severely flooded more than once and this is a significant reason why a new school has been built in a new location (and why the Environment Agency has made clear that the Old School Site would not be suitable for housing).



2.3. Main road

2.3.1. The A359 which runs through the village links a major trunk road (the A303) with Yeovil and Sherborne and carries a substantial and increasing volume of commuter traffic. New housing developments (ongoing and proposed) on the northern and eastern fringes of Yeovil and in Sherborne and Wincanton will lead to substantial further increases in traffic volume. As a result the roads and lanes are becoming increasingly hazardous for pedestrians, cyclists and horse riders and there is increasing pollution on the High Street. The commuter traffic does, however, make a major contribution to the viability and commercial success of the village shop.

2.3.2. There is a 7.5t weight restriction on all the roads and lanes in the Parish but there is an exemption for commercial vehicles serving local farms and businesses (between Queen Camel and Yeovil and Sherborne) are exempt and in recent years there has been a substantial increase in commercial vehicle sizes and movements thus adding substantially to the safety risk for pedestrians, cyclists and horse-riders, especially for children and older people.

2.3.3. There is a particular problem on the High Street where many cars are always parked along the roadside because the village shop and a number of the older houses have no private parking. One effect of this roadside parking is to narrow the carriageway and this help to slow the traffic down, but it also increases congestion and consequent pollution. The only satisfactory answer is to build a bypass.

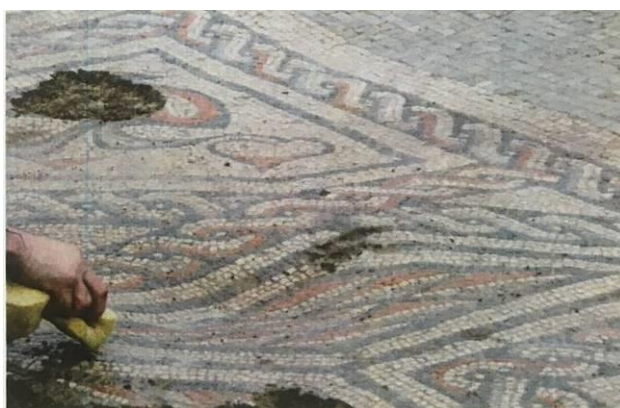
2.3.4. The northern half of the parish including Hazlegrove estate lies on the far side of the A303 which is extremely busy, especially during weekends, in holiday periods and for much of the summer. Crossing it at such times is hazardous, involving either a dash across the busy carriageway or a detour through the neighbouring village of Sparkford. However, because of the A303 barrier the northern part of the parish is comparatively unfrequented and offers excellent walking to those who can manage to get there.

2.3.5. In August 2018, Highways England submitted an application for a Development Consent Order as part of the overall proposal to upgrade the A303 to a high-quality dual carriageway generally following an alignment close to the existing A303, with construction planned to start in the Spring of 2020 and complete within two/three years. This will impact on the Plan's proposals in respect of a bridleway between Traits Lane and Gason Lane, but it will make crossing the A303 on foot easier and safer.



2.4. Archaeological sites

2.4.1. The discovery of a significant Roman villa off West Camel Road has restricted recent development and was the main reason the new primary school was built on a less favoured site. These archaeological discoveries contribute to Queen Camel's rich historical heritage and could be exploited to attract visitors to the parish (see map at Fig 6).



2.5. RNAS Yeovilton

2.5.1. Queen Camel lies near a flight path for RNAS Yeovilton and the noise can be intrusive.

2.6. Public Transport

2.6.1. Queen Camel has limited public transport facilities (see 1.4.4 above).

2.7. Minerals Safeguarding

2.7.1. Much of the area is a minerals' safeguarding area for building stone (as defined in the Somerset County Minerals Plan). This does not preclude development provided what is proposed does not sterilize an economically viable resource that could be extracted without harm to local communities of the environment.

2.8. Vision for how we see the Parish in 2030

2.8.1. Queen Camel will be a parish that provides its residents with accommodation and services appropriate to their needs so that if they wish they can live comfortably in the parish throughout their lifetimes in good quality housing and with appropriate levels of care.

2.8.2. There will be an enhanced standard of local service provision delivered by the Shop and Post Office, Medical Centre, School with community facilities, regular bus service, public car parking and sports and social facilities including the Pub, Playing Field and Community Enterprise and Education Centre at the Old School Site, which will include

a number of small business units giving local small businesses, artisans and young people the opportunity to start or to grow their businesses.

2.8.3. The health and well-being of residents and visitors alike will be enhanced by a network of well-maintained footpaths and bridle/cycle-paths linking both halves of the parish (either side of the A303) and Queen Camel with its neighbouring parishes.

2.8.4. A wide range of indoor and outdoor recreational facilities will meet the needs and the aspirations of local residents of every age and ability.

2.8.5. The village will have retained its character and remained attractive to residents and visitors thanks to:

- an improved built environment, with energy-efficient buildings and well-maintained roads, drains and rivers.
- increased and improved open spaces with some wildflower areas;
- the removal of redundant or unnecessary street signs and clutter;
- the removal of overhead cables within the Conservation Area; and
- an upgraded riverside walk, with seats and rest areas suitable for every age and ability.

2.8.6. Historically significant sites, buildings and features (unless privately owned) will be accessible to all, preserved and, where appropriate, developed to enhance their educational appeal to residents and visitors alike, contributing to Queen Camel's heritage.

2.9. Aims of the Plan

- To create new opportunities for local people to live and work in the parish and so strengthen the community and the local economy
- To make sure new development strengthens Queen Camel's character
- To support businesses which provide services and employment within the community
- To improve and extend safe routes in and around the village for horse riders, cyclists and pedestrians
- To make sure there is sufficient off-road car parking for existing and new development
- To preserve existing green spaces that are valued by local residents
- To maintain, improve and extend recreational facilities to meet better the needs of local residents of every age and ability
- To preserve and enhance the historically significant monuments and features

3. POLICIES

3.1. Detailed Policies

3.1.1. Section 2 sets out the overall vision and aims of the Plan. This Section 3 sets out the detailed policies through which that vision and those aims could be realised. Each policy is preceded by a justification – a short description of the problems, situations and circumstances which the policy seeks to address - and by a Policy Intention that details the aims of the policy.

3.1.2. Please note that where the word 'should' or the words 'where feasible' are used in a policy, the requirement is not "optional" and does need to be met if at all feasible. However, if there are good reasons why, for instance, the policy requirement is not achievable on a particular site, this should be clearly explained in the application documents so that this can be taken into account in coming to a decision.

3.2. Housing

The Amount and Type of New Housing

3.2.1. Outside South Somerset's market towns and larger rural centres, the Local Plan does not specify how much housing needs to be built in smaller villages or the wider rural area. It expects that development in villages such as Queen Camel should be 'commensurate with the scale and character of the settlement' and should 'meet identified housing need, particularly for affordable housing'.

3.2.2. Looking at a range of factors, as shown in Table 1, a housing target of an average per year of about 2 to 2½ homes would be appropriate for the Plan period, primarily focused on delivering two and three-bedroom homes comprising both open market and affordable homes.

3.2.3. A growth rate of around 2 to 2½ homes a year would mean about 22 – 28 homes could be built within the Plan's 11 year period.

3.2.4. The South Somerset Local Plan (2015) sets a target of 35% affordable housing on sites of 6 or more dwellings (although at the time of writing this plan, this threshold was only being applied to sites of 11 houses or more, and is expected to be reviewed through an update to the Local Plan), accepting that a lower proportion may be justified on some sites to make developments viable.

Table 1 - Queen Camel's Housing Need Assessment

Source	Potential requirement
Local Plan and associated projections and targets	1.9 to 2.4 dwellings per annum, derived from the Local Plan's target for rural settlements.
Past Build Rates during period 2006-2017	2.1 dwellings per annum
Affordability and evidence of local housing need	2 dwellings per annum, primarily 2 to 3-bedroom suitable for people with more limited mobility.
Market demand	Suggests that supply is not currently meeting demand, and focus should be on 2 and 3-bedroom and more affordable homes.
Service provider views	Suggests additional housing unlikely to cause significant infrastructure issues, and that some facilities would positively benefit.
Local resident's views	Acceptable level of growth primarily depends on the sites chosen, although up to two dwellings per annum would appear to be supported by most residents based on the consultation evidence.
Census and population / housing stock data analysis	Suggests that 1, 2 and 3-bedroom properties are required, with larger home styles, if incorporated, potentially being designed to allow flexible changes in the form of annexed accommodation (e.g. for carers or dependent relatives) or separately accessed apartment/bedsits, to address better the range of potential needs.
OVERVIEW	1.9 - 2.4 dwellings per annum The provision should be focused on 2 and 3 bedroom and more affordable homes.

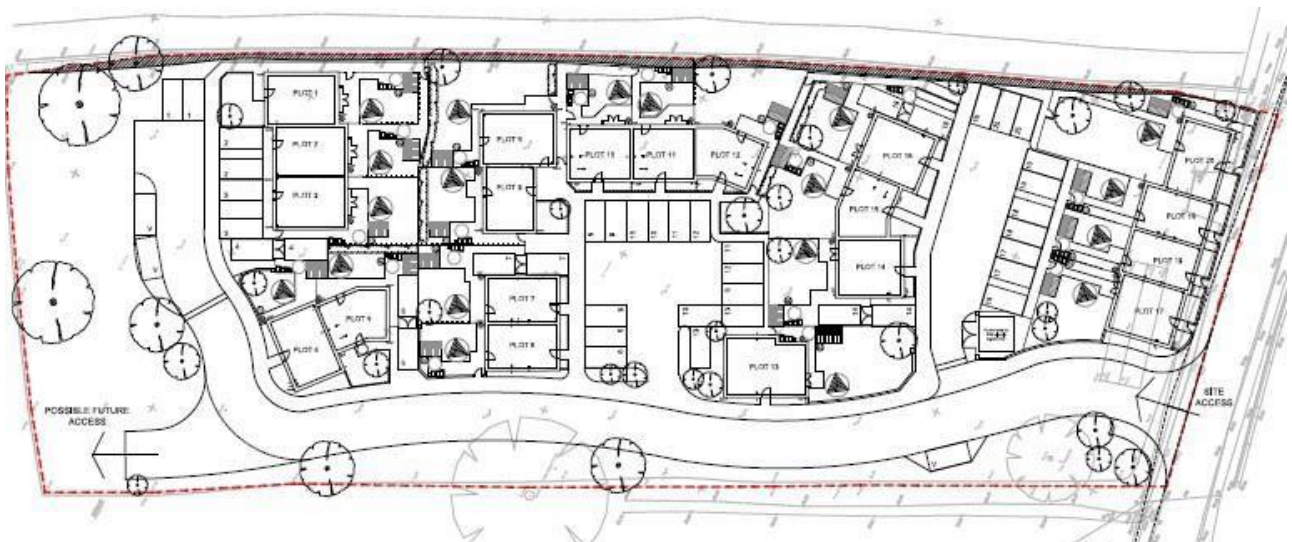
3.2.5. The age profile of the parish is broadly aligned with South Somerset, with the main difference being the high proportion of young school-aged residents (possibly due to the presence of boarders at Hazlegrove School), a slightly higher level of adults aged 75 and over and a distinct lower level in the 20 – 34 age range. This points towards an ageing population (with associated housing needs), a shortage of younger families and affordability difficulties (exacerbated by the higher proportion of detached and 4 or more-bedroom homes that make up the housing stock).

3.2.6. Anecdotal evidence also suggests that properties situated on the High Street are less attractive to families with young children due to the proximity to the main road.

3.2.7. The housing needs assessment identifies a clear need for Affordable Housing, more affordable types of open market housing (such as semi-detached and smaller properties) and there is a continuing need to cater for both young adults and an ageing population through a variety of house types designed for their needs.

3.2.8. The definition of Affordable Housing continues to expand through changes in national guidance to reflect different methods of provision that can be appropriate (see definition in the Glossary at Appendix 1). The inclusion of self-build plots could provide some bespoke and innovative designs to be included within a development and may be more affordable and attractive to younger adults and families and also to those wishing to downsize, that struggle to find the right housing for their needs.

3.2.9. A Community Land Trust was set up in December 2011 and its first priority was to provide 20 Affordable Houses at what became Roman Way. The houses were built in partnership with Hastoe Housing Association on what was exception site land that was first identified by Planners and subsequently supported locally during 'Planning for Real' community consultations. In view of its success the Community Land Trust may be well placed to deliver and manage future affordable housing elsewhere within the parish.



The layout of the 20 Affordable Houses at Roman Way

Policy Intention

3.2.10. To provide sufficient housing of the right type to meet anticipated local needs, taking into account the ageing population, normal expansion, the relative lack of young adults and younger families and the benefits of providing housing to meet the likely needs of the parish. For example, this would suggest the inclusion of bungalows and wheelchair-adaptable homes for the needs of an ageing population, and allowing designs that would provide flexibility for a carer to support people in their home.

3.2.11. Restrictions should be imposed on affordable housing to ensure that people who live in the parish or have a local connection (i.e. who have jobs, family or work responsibilities locally) or have specific needs are prioritized over those without any local connection or eligibility. The affordable housing should remain affordable in perpetuity. The Local Connection criteria and cascade allocation is depicted in Fig 2 and set out in the Glossary at Appendix 1.

Policy QC1. Housing

Provision is made for at least 30 new homes to be built in Queen Camel parish between 2019 and 2030, to meet the projected local needs of the community. These should be delivered through

- a) Sites allocated for development (Policy QC3)**
- b) Infill or redevelopment opportunities (in line with Policy QC2)**
- c) Conversions or replacement of dwellings (in line with the Local Plan policies or permitted development rights)**
- d) Rural exception sites for affordable housing.**

Where developments are providing for affordable housing, in accord with Local Plan requirements, the affordable housing will be subject to the local occupancy criteria set out in Appendix 1.

To provide a wider housing mix:

- Open market housing should provide a mix of smaller 2 and 3-bedroom homes.**
- Larger homes of four or more bedrooms should not make up more than 20% of the number of units per site, unless required by the particular character of the site and/or the surrounding area;**
- The provision of starter homes (as defined in the NPPF) and self-build plots will be supported.**

Infill development within the village of Queen Camel

3.2.12. In addition to sites allocated specifically for development, the principle of limited infill development and redevelopment within the village was broadly supported. Any such development would need to be in line with adopted Local Plan Policy SS2, which strictly controls development in places such as Queen Camel. Land within or in close proximity to the flood risk zone (primarily in the vicinity of the church) should not be built on in order to limit flood risk. It is also expected that any development should be appropriate for infill given their general character and distance from the key community facilities.

Policy Intention

3.2.13. The following policy is intended to provide guidance on what infill development would in principle be supported, and factors that would indicate that development would be inappropriate, such as loss of residential amenities (e.g. privacy, loss of daylight), insufficient parking or if the development would adversely impact on the village's character.

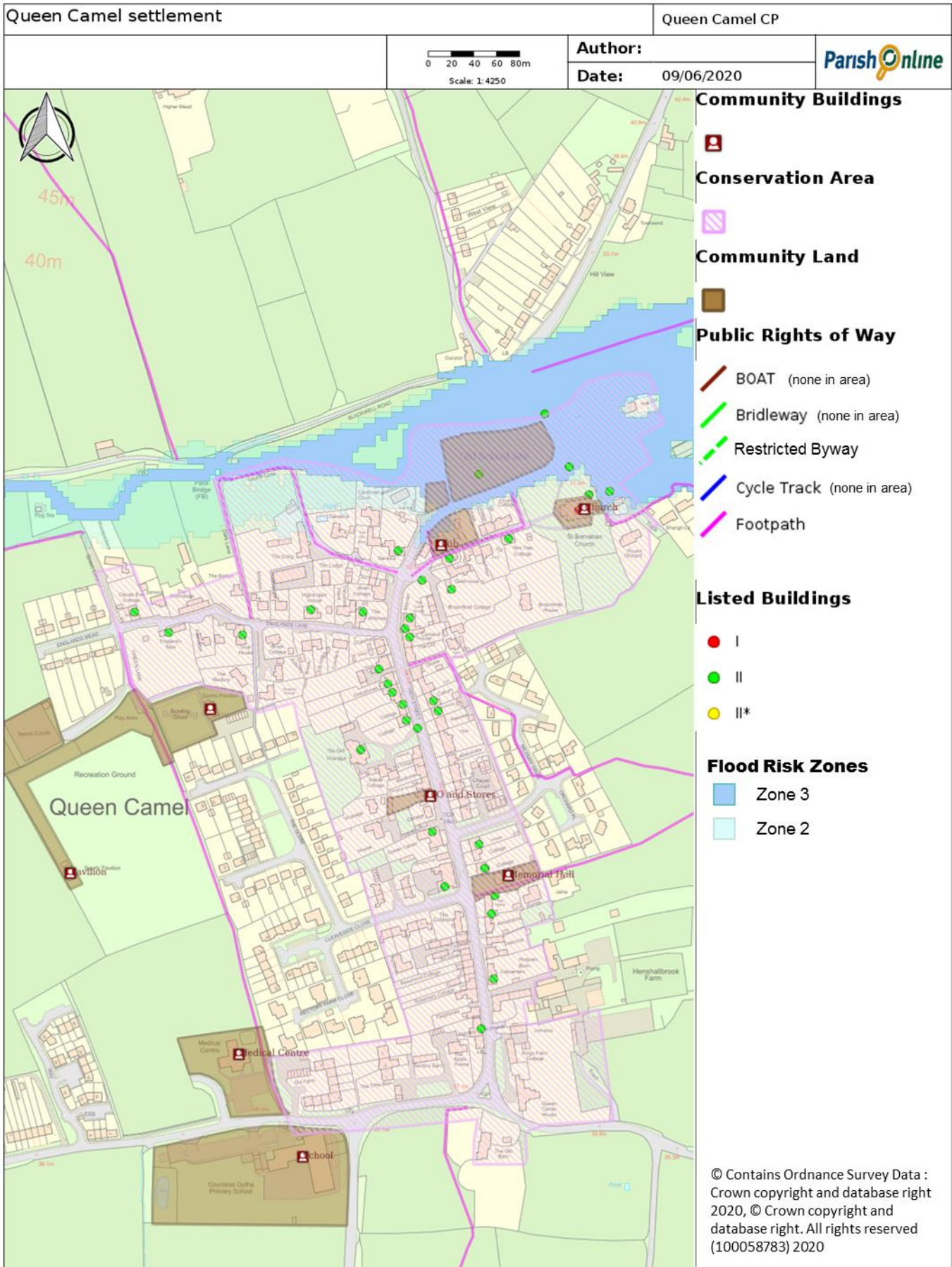


Fig 7 The village of Queen Camel

Policy QC2. Infill development

Infill development, including the replacement, conversion of a building or subdivision of an existing dwelling, will be supported (as shown on Fig 7), subject to:

- a) the protection of important local green spaces**
- b) the protection of heritage assets (both designated and non-designated), and their setting**
- c) the provision of safe access by pedestrians, cyclists and motor vehicles**
- d) sufficient off-road parking (in line with Policy QC9)**
- e) the protection of community facilities**
- f) the protection of residential amenities (of the occupiers of the proposed and nearby properties)**
- g) the sympathetic design and layout of the proposed development being in keeping with, or enhancing, the character of the village**
- h) the type and size of housing built should be in accordance with Policy QC1.**

Greenfield Sites for Housing and associated development

3.2.14. As the potential for conversions and infill development within the village of Queen Camel is limited, it was clear that reliance on this source would not deliver the amount of housing needed over the Plan period. A local call for sites was undertaken as part of this plan's preparation. Five sites around the village, and a further area alongside the A303 which could be considered for employment, were submitted by owners. Members of the Neighbourhood Plan Steering Group, together with their planning advisor, visited all of the sites, and took notes of possible issues. Their findings were made available as part of the site options consultation, and professional support was also sought from the District and County Councils regarding landscape, heritage, highways, flooding and contaminated land considerations.

3.2.15. As a result of this work, two sites were originally selected for inclusion in the plan, and as a result of feedback received through the pre-submission draft consultation, this has been reduced to one site. The allocated site was assessed as the most suitable by local residents, scored well against the Plan's objectives, and did not raise any significant sustainability concerns (although it would result in the loss of some of the better quality agricultural land).

3.2.16. This site should be able to deliver about 30 new dwellings, focusing on smaller and more affordable housing types, custom or self-build dwelling plots and homes specifically designed for an ageing population, together with the extension of the Playing Field and potential for an archaeological heritage interpretation centre.

Additional sites may be identified and allocated in a future review of this plan, as and when needed.

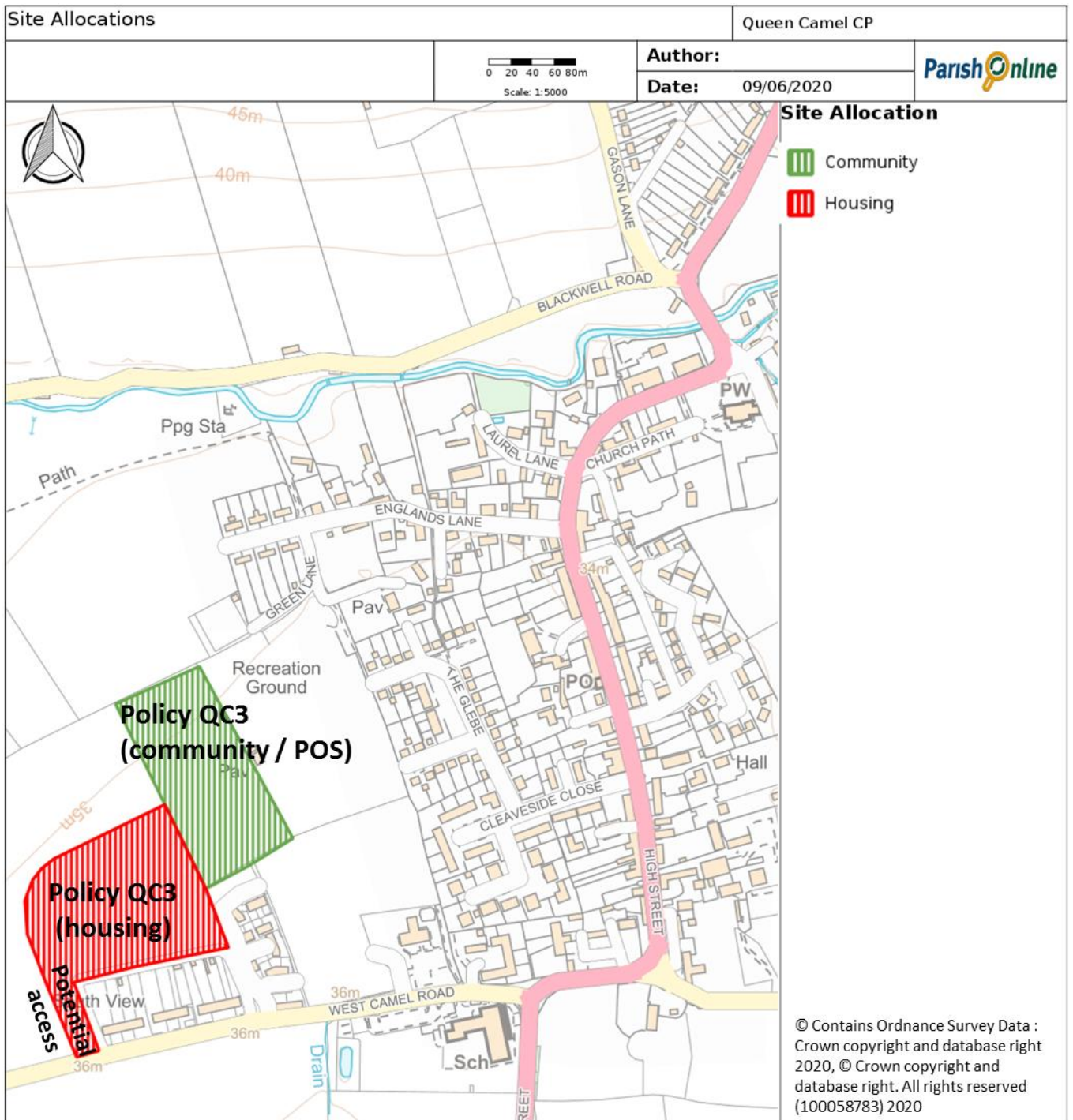


Fig 8 Site Allocations

Land on the north side of West Camel Road, behind South View



SITE DESCRIPTION

3.2.17. A large and relatively flat field, gently sloping down to north, providing medium grade farmland. The entire field extends to about 8.7ha, and is therefore far in excess of the area likely to be required for development. It is relatively open and exposed, visible from the approach to Queen Camel along West Camel Road, from the Playing Field and the community green space on Roman Way, and in longer distant views from footpaths on rising ground to north and south.

ACCESS

3.2.18. The site is within reasonable walking distance of most community facilities. Roman Way provides potential access subject to landownership / archaeology, otherwise a new access would need to be formed on land to the west of South View.

HERITAGE, LANDSCAPE AND BIODIVERSITY FEATURES

3.2.19. The site is some distance from the Conservation Area and any Listed Buildings. However, the site of a Roman Villa lies within the eastern portion of the field identified for housing, and on land to east. This archaeological find is currently classified as of local interest, but potentially of national interest. A geophysical survey and some excavations have previously been carried out to establish the size of the mosaic pavement, the nature of the building in which it lay and the likely extent of the surviving remains.

3.2.20. Advice received from the Senior Historic Environment Officer at Somerset County Council in response to the site options consultation, was that the site identified for housing would require geophysical survey and most likely trial trenching prior to determination of a planning application. Dependant on the results of the evaluation it

is likely that mitigation will be required involving excavation of any remains prior to the site's development.

3.2.21. The area identified for recreation land and archaeological heritage interpretation includes the location of the Roman villa and so will require special attention as it is potentially of national significance. A management strategy would have to be developed prior to any planning application being determined (the details of which would depend on the intended use of the site and the treatment of the Roman period remains).

3.2.22. There are distant views out from the site to the church tower as a local landmark.

3.2.23. There is a mature oak tree on site boundary within the established hedgerow, of landscape and possible ecological interest.

FLOOD RISK, CONTAMINATION AND OTHER MATTERS

3.2.24. No major flood risks have been identified in the initial site appraisal, although consideration will need to be given to managing surface water run-off given the size and sloping nature of the site. The County Council should be contacted regarding the potential need for prior extraction of minerals resources. No other matters were noted.

PROPOSED USE

3.2.25. The landowner has proposed that part of the field to the north side of South View could be developed for housing (extending to about 2.7ha) allowing an extension to the existing recreation field (and possibly the provision of allotments), a multifunctional car park, an interpretation area of the Roman Villa, vehicular access from West Camel Road and associated strategic landscape buffers around the site boundaries. The amount of housing land proposed is significantly more than what is required within the plan period, and therefore a more modest level of development is proposed (with a smaller site area), whilst securing suitable community benefits.

Policy Intention

3.2.26. It was clear from the consultation that local residents considered that the recreational benefits tipped the planning balance in favour of housing development in this location.

3.2.27. The allocating of the site for housing will help meet the identified needs, with criteria to ensure the site is appropriately designed relevant to its location, and a range of community benefits. There was also support for further opportunities for local residents and visitors to appreciate the archaeological find of the Roman Villa.

The land proposed for community use (recreation and heritage interpretation) should be transferred to the Parish Council, and a financial contribution sought towards its provision and ongoing maintenance.

3.2.28. A limit is placed on the number of dwellings to be provided, in order to restrict the scale of growth to be consistent with the adopted Local Plan's spatial strategy relating to rural settlements. On this basis, it is anticipated that about 30 dwellings should be built within the site. The site area is potentially larger than the land area likely to be required for this level of development, taking into account the potential need to include some flexibility pending further archaeological assessment and also to allow for landscaping and green spaces within the site appropriate to its village character. The highway connection to West Camel Road is shown to the west of South View, but alternative options may be possible.

Policy QC3. Land to the north side of West Camel Road

Land to the north side of West Camel Road, as shown on Fig 8, is allocated for about 30 dwellings, to be built on an area of no more than 1.7ha. in the southern part of the site, and the adjoining area to the east is allocated for recreation land and archaeological heritage interpretation. This development is subject to all of the following requirements:

- a) The area to the north of Roman Way, as indicated on Fig 8, is provided for community benefit in perpetuity, for recreation and/or an archaeological interpretation area, with a contribution towards its provision and future maintenance secured in line with the requirements set out in the Local Plan.**
- b) A detailed evaluation of the archaeological interest of the site is provided to inform the layout and appropriate mitigation secured to avoid harm, including a management strategy in relation to the Roman Villa remains.**
- c) A suitable safe vehicular access point onto West Camel Road is provided, and measures secured to enable safe pedestrian and cycle access connecting to the village High Street.**
- d) The type and size of housing accords with Policy QC1**
- e) The design of the development is landscape-led and of high quality, and accords with Policy QC4**
- f) The existing hedge / tree planting along the site boundary with Roman Way should be retained, and strategic landscape planting belts, using native species, are secured along the western and northern boundaries and any new vehicular link from West Camel Road as part of any landscaping and biodiversity enhancement plan. These should be of sufficient width and incorporate suitable planting (including large specimen trees) to provide a soft transition with the**

countryside and reduce the prominence of any built development in wider views, and provide recreational route linking from the Playing Field.

Design of Buildings and their surroundings

3.2.29. Village design describes the distinctive characteristics of a locality and provides design guidance to influence future development and improve the physical qualities of the area. Understanding the characteristics of the parish is important in designing new developments, and those within or adjacent to the Conservation Area (Fig 5B in Section 1) must preserve and enhance the character of the area. This should not prevent high quality innovative design, ideally the design of new or the conversion of existing buildings should reflect the best design principles of their time so that the richness of varied character continues and is extended into the future, and the buildings are energy efficient and functional to today's living requirements.

3.2.30. A character appraisal of the village was undertaken during the preparation of this Plan. This helped identify features of local interest, as well as the main characteristics in terms of layout, design and materials.

3.2.31. The core village sits on fairly flat land and has a strong north – south emphasis. Its character is derived mainly from its built form rather than any surrounding landscape features, although Sparkford Hill at the northern end is significant as is the meandering route of the River Cam. The approach from south is well defined, owing to the established hedge and trees on south side of Marston Road. This opens out quite suddenly when one turns north towards High Street. From the north the Church and bridge dominate the village approach. Around the Church to the north the area has a largely open and spacious character, which contrasts with the tightly defined and picturesque Church Path with its gently curved alignment and cobbled path terminating with the Church tower.

Housing our Ageing Population: Panel for Innovation

Features that underpin 'age-ready' housing (HAPPI design principles):

- *Generous internal space standards*
- *Plenty of natural light in the home and in circulation spaces*
- *Balconies and outdoor space, avoiding internal corridors and single-aspect flats*
- *Adaptability and 'care aware' design which is ready for emerging telecare and tele-healthcare technologies*
- *Circulation spaces that encourage interaction and avoids an "institutional feel"*
- *Shared facilities and community 'hubs' where these are lacking in the neighbourhood*
- *Plants, trees, and the natural environment*
- *High levels of energy efficiency, with good ventilation to avoid overheating*
- *Extra storage for belongings and bicycles*
- *Shared external areas such as 'home zones' that give priority to pedestrians*

3.2.32. Away from the historic streets the village has grown during the C20th primarily to the west and to a lesser degree the east, with little impact on the historic core. These modern areas have a less distinct character, and the suburban estate forms does not reflect the prevailing village character and should not be seen to have set a precedent.

3.2.33. New sites should reflect local styles and settings, with non-repetitive layouts and a variety of local materials, and should give a sense of place so that in 100 years people will still want those homes.

3.2.34. In designing new homes, thought should also be given to the future occupants, particularly bearing in mind that Queen Camel already has a higher than average number of older people, and that these residents have told us that there is limited choice within the Parish for old-age friendly housing. With this in mind, the principles identified in 2016 by the All Party Parliamentary Group on Housing and Care for Older People, known as the HAPPI(3) principles (Housing our Ageing Population: Positive Ideas) provide clear guidance on this point².

Table 2: Detailed Design Guidance

Feature	Materials
Building form and layout	Generally, buildings are two storeys in height and are often grouped together in terraces. Most buildings are vernacular in style and fairly modest with a relatively low eaves height. Buildings sit at the back edge of the pavement on west side of High Street but are generally set back slightly further on east side. Where buildings are set back the front boundaries are well defined by stone walls and railings (some are listed), supplemented by formal clipped hedges to the front of some properties, adding to the well-defined street frontage. Almost all buildings face the road with eaves parallel to the road, creating a really well-defined street frontage particularly at southern end. The building line is very important along the High Street. Buildings are generally flat fronted, with occasional small porches and bays but these aren't common.
Wall materials	Pale grey/white lias stone is used almost exclusively through the historic core. There is almost no render and very little brick. The prevailing colour is pale grey and white derived from the consistent use of the local stone. Stone is generally evenly coursed and dressed, although there are some examples of rubble stonework.
Roofs	Nearly all roofs are covered in orange and red clay tiles, with some

² The full report can be found here, which details the advice shown in the box in this plan https://www.housinglin.org.uk/_assets/Resources/Housing/Support_materials/Other_reports_and_guidance/HAPPI3_Report_2016.pdf

	darker concrete replacements. There are a few examples of thatch and isolated examples of slate and corrugated. Roofs are steeply pitched and roof lines are irregular.
Windows	Nearly all window frames are painted white and are mainly sash or casement in style with small panes divided by glazing bars. Timber windows are the traditional material and contribute more to local character than modern replacements in uPVC (which should not be used on Listed Buildings or generally within the Conservation Area).
Doors	Where historic doors remain, they are generally painted of a traditional four or six panelled design. Traditional dark paint is often used.
Architectural detailing	There are some ham stone surrounds to openings, though most openings are dressed walling stone and fairly plain. Timber lintels and low stone arches support the masonry above window and door openings. Brick chimneys sit on gables or party walls and contribute to the skyline character when looking up from High Street. Buildings are generally plainly detailed apart from the old schoolhouse, the Church and the boundary wall to Morven. There are some historic surfaces worth noting, particularly the cobbles on Church Path.

3.2.35. The parish is not on the gas grid, making heating costs more expensive for most residents. Future residential development in the village should, therefore, include high energy efficient measures. Additionally, the Conservation Area makes the adoption of renewable energy options in development more sensitive.

Policy Intention

3.2.36. To preserve and enhance the character of the village whilst using the best design features characteristic of the local area. This does not require developers to replicate past designs, as contemporary and innovative design and build techniques and features can contribute positively to the local distinctiveness and historic character of the village. All designs will need to ensure that the historic character of the area is preserved.

3.2.37. Although Neighbourhood Plans cannot require energy efficient standards in excess of the current Building Regulations, for reasons of climate change resilience and particular vulnerability of residents to fuel poverty, measures to achieve higher energy efficiency standards in the parish are encouraged.

Design Features

Local stone, excellent pointing



Irregular roof line – typical throughout the village



Wall with typical 'cock & hen' topping



Stone built houses generally have windows with glazing bars dividing the glass panes. Brick built housing outside the Conservation Area have not generally followed this design. style.



The newest estate at Roman Way used a mixture of white lias stone, warm red brick and some render, to bring together materials used within the village. The roof line is irregular, the windows have glazing bars and the front doors are a mixture of dark blue, red, green. The estate layout can be seen on page 25.



Policy QC4. Design of Buildings

Development should be designed to complement and reinforce the local distinctiveness, historic character and rural scale and nature of Queen Camel. Proposals should be based on a detailed site and character analysis and include reference to and consideration of all of the following matters, as described in more detail in Table 2:

- The building form respecting the prevalence of 2-storey buildings and irregular roof lines, and the layout respecting the traditional building lines and groupings found in the local area.**
- The use of stone walls and railings or hedges as boundary treatments**
- The use of local, natural building materials, e.g. white lias stone and clay tiles**
- The use of panelled painted doors, and white sash / casement windows with glazing bars on domestic buildings.**
- The visual interest provided by appropriate detailing**
- The incorporation of parking and turning areas, service, utility and storage provision, including waste and recycling, should be shown clearly in the designs in order that their impact can be assessed.**

Views of the Church, Old Schoolhouse & bridge should be respected as a landmark group. Where possible clear views of the church tower should be allowed for in the layout and design of new development.

The sensitive inclusion of renewable energy and other energy-efficient and eco-friendly measures over and above that required by building regulations will be supported, subject to avoiding harm to nearby heritage assets.

New housing should be designed to take account of the Housing our Ageing Population: Panel for Innovation (HAPPI) principles.

3.3. Business and Employment

3.3.1. The 2011 Census data shows economic activity levels are broadly similar to the rest of South Somerset, with 68% of all usual residents aged 16 to 74 in employment, 2% unemployed and 20% retired.

3.3.2. The Business Register and Employment Survey 2016 (available at ward level) shows the main business sectors (in terms of employees) to be public administration and defence; education; accommodation and food service activities; water supply;

sewerage, waste management and remediation activities. These account for approximate 62% of all local jobs.

3.3.3. The main employers within the Parish include the two schools (Countess Gytha County Primary School and Kings School Bruton's junior school at Hazlegrove House) and the Medical Centre. The pub, village shop, the local farms, the 'Tin Shed' on the junction with Blackwell Road, the Fabric Barn just south of the village and the Shell garage and restaurant on the A303 also provide local employment.

3.3.4. Business enterprises that provide local services are considered to provide wider benefits other than employment opportunities. The growth of existing businesses and community facilities, farm diversification and the development of small sites close to the village or with good links to the A303 may provide further employment opportunities.

3.3.5. The number of people who work from their homes is quite significant, accounting for 23% of the working population in 2011 (and possibly more today). If their businesses grow they may benefit from relocating to small business units nearby, and the Old School Site has been identified as a potential location that may provide rented accommodation for start-up businesses.

Policy Intention

3.3.6. To retain and increase opportunities for local employment, commensurate with the scale and rural nature of the village. Businesses that will provide a facility or service to the local community are particularly encouraged.

3.3.7. A flexible approach is also taken that would allow new small-scale enterprises elsewhere within the Plan area, providing there is reasonable prospect that the business use will be viable, and the premises could support other businesses that would also contribute to the local economy.

3.3.8. Where appropriate, conditions will be used to ensure that potential detrimental impacts would be controlled (for example, by the restriction of operating hours to avoid disturbance to neighbours either late at night or very early morning, limiting the level and type of traffic movements to that appropriate to the highway network, controlling the level of external lighting where this would adversely impact on local character) and to ensure that permitted development rights could not be used to result in inappropriate development that would not otherwise have been allowed.

3.3.9. Given the following is a generic policy, matters such as flood risk will be considered in line with the relevant Local Plan and national policy.

Policy QC5. Business & Employment

Proposals for the extension or alteration of existing business premises (including local services and facilities), and the provision of new small scale business premises, will be supported provided:

- a) The site is well-related to the village or to an existing business premises, or the proposed business would re-use an existing building that has a good connection to the highway network;**
- b) Any previously developed land related to the site is used in preference to development of greenfield land;**
- c) There would be no adverse impacts on the character and appearance of the area, or on environmental or heritage designations, arising from the proposed use, design, parking and storage requirements, signage and lighting;**
- d) The proposed use will not be detrimental to local residential amenities or other neighbouring uses through noise, odours, traffic movements or other disturbance;**
- e) development is designed to reduce and manage the impact of flood risk, in line with the relevant policy EQ1 of the Local Plan and national policy on flood risk.**

3.4. Community Services and Facilities

3.4.1. The village has a modest range of community assets that provide services and facilities used and valued by the community:

- Mildmay Arms public house
- Car park opposite the Mildmay Arms public house (used in association with the Church, Pub and Old School Site)
- Supply Stores and Post Office
- Countess Gytha Primary School
- The 'Old School Site'
- Memorial Hall
- Medical Centre
- St Barnabas Church (the churchyard is proposed for protection as a Local Green Space – see Policy QC12)
- The Allotments (currently associated with the church - these may need to be relocated at some point in the future when the existing site is needed for use as a burial ground, but it is not anticipated that this need will arise during the lifetime

of this Plan).

- The Sports Pavilion and Playing Field (proposed for protection as a Local Green Space – see Policy QC12)
- Bowling Green and Clubhouse
- Tennis Courts

3.4.2. Where appropriate, community assets can be protected by registering them as Assets of Community Value (ACV). Similarly, outdoor recreation areas can be protected as Local Green Spaces provided they meet the criteria stipulated in national policy. The pub was registered as an ACV by the Community Land Trust when the pub's future was in doubt, before its purchase by the current owner. The 'Old School Site' was registered as an ACV by the Parish Council in August 2016. The Playing Field is identified as appropriate for designation as a Local Green Space. Retaining all these assets will be crucial if the community is to continue to thrive.

3.4.3. Surveys of residents and also a Technical Assessment of Community Facilities by SSDC (2014) have both concluded that there is a lack of indoor and outdoor recreation facilities, for both young people and also for the older generation. Whilst it is acknowledged that there is a well-maintained Playing Field it is generally considered to be very much under-used by the local community and this is probably because it lacks facilities. Requests for improvements include a youth shelter, facilities for youth and running circuit, better changing and shower facilities and a new pavilion/club house or an integral community centre that meets the needs of the community and adjoining parishes that may use its facilities.

3.4.4. Currently, there is no venue dedicated for indoor sports or one big enough for gatherings in excess of 120 apart from the church (which has mainly fixed pew seating and was originally stated as having 'sittings for 320 persons'). The Memorial Hall provides a venue for various clubs and activities such as Pilates, karate and table tennis. The new school includes a hall (10m x 16m) and some associated facilities (toilets, kitchen etc.) that were designed to allow for community use when not required by the school.

3.4.5. Service providers operating in the area were contacted in 2017 to get their views on the possible impact of further development in the parish. A number recognized that an increase in population would support the viability of their services. The main potential impact of increased housing noted was on the provision of recreation, with the tennis club and Playing Field suggesting that they may need to invest in improving and extending their facilities to cater for additional demand. Whilst the school is near or at capacity, in response to the Community Facilities survey undertaken as part of this Plan's preparation, the Head indicated that any additional

classrooms that may be required can be built within its curtilage, and also confirmed that a swimming pool is no longer an aspiration.

Policy Intention

3.4.6. To retain and support the improvement and viability of the community assets that provide services and facilities used by the community.

3.4.7. A number of community PROJECTS are being progressed, that may help deliver some of the improvements suggested:

1. **Old School Site project:** the Community Land Trust has acquired the old school site and planning permission has been granted for its use as a 'Community Enterprise and Education Centre' that would include uses such as start-up artisan-type businesses that will provide learning opportunities; office/archive facilities; health & wellbeing, potentially incorporating a café; a sensory garden; and car parking.
2. **Playing Field's project:** the Playing Field Committee is planning in the short-term to upgrade the play area and provide a shelter and equipment for youth and in the longer term, and in conjunction with the Parish Council, to extend the field to create space for a new pavilion and car park.

Policy QC6. Community Facilities

Development proposals to improve the provision of community facilities and services (including those listed below) in a manner in keeping with the character of the area will be supported.

- **Mildmay Arms public house**
- **Car park opposite the Mildmay Arms public house**
- **Supply Stores and Post Office**
- **Countess Gytha Primary School**
- **The 'Old School Site' as a community enterprise and education centre**
- **Memorial Hall**
- **Medical Centre**
- **St Barnabas Church and burial grounds**
- **The allotments**
- **The Pavilion associated with the Playing Field**
- **Bowling Green and Clubhouse**
- **Tennis Courts**

Every effort should be made to work with the local community and relevant authorities to investigate potential solutions to avoid the loss of community

services and facilities, including the provision of an alternative facility of equal value and accessibility for community use.

3.4.8. Policy QC3 deals with the provision of extension to the Playing Field and is likely to provide a suitable site for a replacement Sports Pavilion and parking, subject to avoiding areas which are of high archaeological interest.

3.5. Getting About

3.5.1. Resolving the problems of getting about safely in Queen Camel and to and from adjacent parishes is a high priority for local residents.

Road Safety

3.5.2. The volume of heavy agricultural and goods vehicles passing along the High Street is a cause of great concern (reference Traffic Audit Reports of May 2017 and May 2019, which recorded a total vehicle count over a 12-hour period of 6,846 on 11 May 2017, and a further increase in 2019). The A359 between Sparkford and Yeovil is subject to a weight limit of 7.5 tonnes but there is an exemption for commercial vehicles serving local farms and businesses (including Perry's Recycling at Marston Magna and Hopkins off Sutton Montis Road) and this makes policing the weight limit more difficult.

3.5.3. Another major concern is the number of vehicles thought to be exceeding the 30-mph limit through the village. Residents consider the number, size and speed of vehicles passing along the High Street such a hazard, to cyclists and horse-riders as well as to pedestrians, that they fear crossing the road.

3.5.4. A traffic-calming scheme operates along the High Street with the road narrowing to a single lane in three places: on the bridge over the River Cam and at two specially constructed 'pinch points'. These may help to slow the traffic but they also create their own hazards. Some motorists try to beat oncoming traffic to the gap, resulting in intermittent confrontation, angry exchanges, near misses and log jams particularly at the southernmost pinch point (opposite the Memorial Hall) because of the adjacent bus stop and road junction with Cleaveside Close.

3.5.5. 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 tested through the Neighbourhood Plan options consultation in late 2017, with respondents asked to select the options that best reflected their opinion at this time. The most popular idea was the extension of the 20mph limit. Retaining the pinch points and installing flashing speed signs were also supported. There were a significant number of comments and alternative suggestions, particularly relating to better enforcement (in relation to HGVs and cars parking on pavement).

Policy Intention

3.5.6. Improvements to traffic-calming measures on the High Street do not need to be included in a policy given that they will not require planning consent but are instead noted as a PROJECT that will be pursued by the Parish Council working with the County Council as the Highways Authority. Contributions may be sought towards this project to mitigate adverse impact on traffic and highway safety within the village.

Policy QC7. Road Infrastructure Improvements

Where development could have an adverse impact on traffic and highway safety within the village, planning obligations (as financial contributions) may be sought to secure traffic-calming measures in order to mitigate this impact.

Footways, Public Footpaths and Bridleways

3.5.7. The Community Plan of 2005 cited a key need as the 'resolution of access problems throughout the Parish for those with special needs'.



3.5.8. One particular problem area is at the southern end of the High Street, opposite the Iron Box. The narrow nature of the carriageway, the sharp bend and restricted visibility on the corner means that long vehicles and HGVs travelling north have to hug the inside corner, often with wing mirrors overhanging the pavement which is particularly narrow at this point (at just 86cm whereas the generally accepted minimum width for such footways is 1.8m). This footway provides the main pedestrian access from the village to the school and Medical Centre south of the village. Although the public right of way (WN23/29) across the 'Medical Centre' field

to the link into The Glebe has been surfaced to provide an all-weather alternative, it is a footpath (and therefore not for use by cyclists) and a gate has been installed between the field and Playing Field which cannot easily be operated by all users.

3.5.9. Similarly, stiles and kissing-gates on some of the most popular footpaths effectively exclude many of those with mobility problems.

3.5.10. Residents have also called for lighting on the footpath between The Glebe and England's Lane (WN23/4) and between England's Lane and the Playing Field/Tennis Courts.

3.5.11. There are effectively no bridle or cycle paths within the Parish but there are some 50 horses and ponies belonging to residents and many children attending Countess Gytha school live within easy cycling distance and should also be encouraged to cycle as a leisure pursuit. However high traffic speeds and narrow carriageways on the A359 and minor roads make them particularly hazardous for both horse riders and cyclists.

3.5.12. A project to develop safe off-road routes has been identified through this Plan. This looks at the feasibility of providing bridle or cycle paths between Queen Camel and West Camel and Queen Camel and Marston Magna, and upgrading footpaths to make them accessible for all.

Policy Intention

3.5.13. To improve the attractiveness and safety of footpaths and create some cycle or bridleways within the parish, particularly key routes linking the main areas of settlements and community facilities.

3.5.14. The main focus in the short-term is:

- improving the off-road links from Queen Camel to West Camel and between Traits Lane to Gason Lane,
- the replacement of gates and stiles that are not easily used by people with mobility limitations, and
- the installation of low-level lighting on the main off-road pedestrian route between the Glebe and Englands Lane (WN23/4).
- The installation of lighting between England's Lane and Playing Field/Tennis Courts.

3.5.15. Improving the off-road links to Marston Magna is also seen as a priority. Further details will come forward as a PROJECT, as these are worked up in consultation with the various landowners.

3.5.16. Improvements to existing Public Rights of Way do not need to be included in a policy given that they will not require planning consent but are instead noted as PROJECTS that will be pursued by the Parish Council working with the County Council as the Highways Authority. Contributions may be sought towards these projects where developments would result in increased use of these routes, insofar as this may be necessary to make the development acceptable.

Policy QC8. Improving Public Footpaths and creating Cycle Paths/ Bridleways

Developments will be expected to protect the network of existing Public Rights of Way in the Parish (see Fig 4).

The enhancement of existing and provision of new safe walking, cycling and bridleway connections will be supported, including making routes accessible to those with special access needs and the provision of low level lighting.

Planning obligations (as financial contributions) may be sought to secure improvements to the rights of way network to provide safer access into the village for all users, where the location and level of trips generated justifies the need for mitigation.

Parking

3.5.17. There are a number of areas where parking is a significant problem. These include the High Street, Playing Field and adjacent Bowls and Tennis Clubs, as well as West Camel Road where the increased school staffing and volunteer levels and parents dropping and picking up children has put further pressure on parking.

3.5.18. The 2017 options consultation investigated whether the parking problems are potentially exacerbated by insufficient residential parking spaces. Of those that participated in the survey, nearly all (96%) considered that the amount of parking spaces available at their home was adequate. The data showed quite clearly that, of those responding, the number of cars was equivalent to the number of adults living in the house. 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.

3.5.19. The County Council's parking standards (adopted 2013) require 2 parking spaces for 1- bedroom dwellings, 2.5 spaces for 2-bedroom dwellings, 3 spaces for 3-bedroom dwellings, and 3.5 spaces for 4-bedroom dwellings unless a lower level can be justified. The above analysis would suggest that these should be required, and that a lower level of provision is unlikely to be justified. In addition, consideration does need to be given to the inclusion of sufficient car charging points to ensure that these will be available for both occupants and visitors.

Policy Intention

3.5.20. Although the Plan cannot necessarily resolve existing problems, it can encourage the efficient use of existing parking (including shared arrangements), and the provision of sufficient parking in future developments.

3.5.21. The redevelopment of the Old School Site may provide an opportunity to secure parking for the church when not required by the site users. Making the car parking area at the school accessible by arrangement for public parking out-of-school hours would also provide additional parking for events on the Playing Field, if these cannot be provided on-site. The parking at the Memorial Hall and the parking area opposite the Mildmay Arms have historically provided much-needed spaces for visitors.

Policy QC9. Parking

The loss of parking will be resisted (even if the parking area is no longer in the same ownership or has been physically separated from the use it has served).

The layout of development sites to include opportunities for shared parking areas will be encouraged. Car charging points should be clearly shown on site layout plans in relation to the parking areas, to demonstrate provision will be feasible for both occupants and visitors

Streetscape

3.5.22. Many years ago, overhead cables in the south/west of the village were put underground but the funding did not extend to the overhead cables in the north/east. In 2012 the Parish Council commissioned a review of unnecessary signs and poles. This was updated in 2018 (see Appendix 4). It shows that some poles have been removed (by the local Environment Group) but few if any of the obsolete signs have been removed despite past commitments by Highways. It is important that any developments avoid unnecessary signage and clutter in the street scene.



Policy Intention

3.5.23. Although aspects such as the installation or replacement of electric and telecommunication lines can generally be undertaken under permitted development rights, the Parish Council would encourage consideration that these are placed underground with suitable provision made for ease of maintenance, as the proliferation of poles and cables can easily detract from the street scene.

Policy QC10.Streetscape

Proposals to reduce and remove the clutter of signage, cables and other visible infrastructure out of keeping with the rural and historic character of Queen Camel, including the undergrounding of utility cables, will be supported.

3.5.24. The Parish Council will continue to liaise with the County Council as the Highways Authority to remove street clutter as a PROJECT.

3.6. Environment


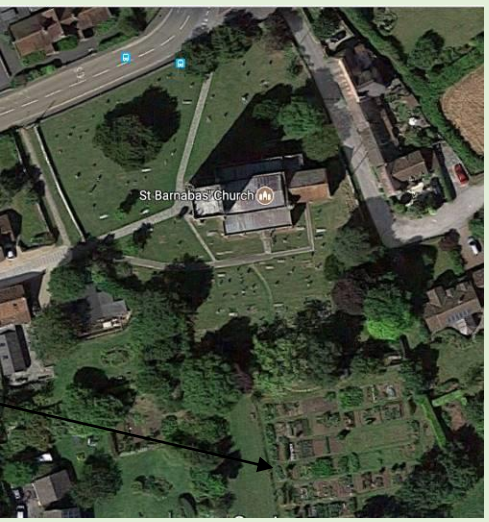


3.6.1. Queen Camel lies within the Yeovil Scarplands landscape. This is described as having a rural character, despite being crossed by the busy A303. The land is primarily in agricultural use, with arable predominating on the good, fertile soils. Other landscape attributes include small woods, copses and scrub are typically found on the steep ridges. Willow pollards and alder line many stream sides, particularly in the vales. Hedgerows are thick, some with substantial hedge banks, and can include veteran or ancient, hedgerow trees.



3.6.2. The adopted Local Plan policies require that all proposals for development will incorporate beneficial biodiversity conservation features where appropriate. This reflect national policy and in many cases a biodiversity mitigation and enhancement plan will be required to accompany planning applications, particularly greenfield sites and in other locations where protected species or important wildlife habitats may be present. As this is already covered in the Local Plan, there is no need to supplicate such a policy in this plan.

Important Local Green Spaces, Woodlands and Key Views

3.6.3. There is a strong desire to preserve existing publicly accessible green spaces within and close to the village. Within the village, the local green spaces that are particularly valued by the community are listed in Table 3.

Table 3: Important Local Green Spaces

Green Space	Reasons for designation	
<p>LGS1 - the Playing Field</p>	<p>A 6-acre Playing Field, valued for its recreational value and accessibility to all. It includes an equipped children’s play area, two football pitches, a cricket square and a basketball court.</p>	
<p>LGS2 - the Churchyard</p>	<p>Of historical significance, providing the setting of the Grade I Listed church, as well as being the burial ground for villagers and place of quiet contemplation.</p> <p>The area currently used as allotments is included.</p>	
<p>LGS3 – Roman Way Open Space</p>	<p>A small area of informal recreational community space.</p>	
<p>LGS4 – The Iron Box</p>	<p>The Iron Box and its set of stone steps is a historical green triangle and local landmark in the village.</p>	

<p>LGS5 – Ridge Copse</p>	<p>Ridge Copse is a woodland area easily reached from the village via footpaths providing a popular walking area where the richness of wildlife and flora can be enjoyed, and where scouts and other young people enjoy outdoor activities</p>	
<p>LGS6 – The Glebe open spaces</p>	<p>Used by individual residents for relaxation and by the village for some community events like Jubilee tea parties, outdoor services.</p>	

Policy QC11. Local Green Spaces

The following areas (as shown on Fig 10) are designated as Local Green Spaces, and should be managed in a manner compatible with their designation:

- **LGS1 - The Playing Field**
- **LGS2 - The churchyard**
- **LGS3 - The community space adjacent to Roman Way**
- **LGS4 - The Iron Box**
- **LGS5 - Ridge Copse**
- **LGS6 - The open green spaces within The Glebe.**

3.6.4. The corridor of the river Cam that flows along the northern edge of the village is another feature that is of particular local value. Although not publicly accessible along its entire length, views of the corridor and its wooded edge are enjoyed from the Leland trail and footpath that leads up to Sparkford Copse.



3.6.5. Views of the vale are also enjoyed from the top of Gason Lane (Fig 9A) and from Sparkford Copse (Fig 9B), both looking across the village surrounded by open

countryside, as well as from the Bridge upwards to Sparkford Copse. Appendix 5 provides an assessment of these views.



Fig 9A – Wide view of village from top of Gason Lane



Fig 9B - Wide view of village from Sparkford Copse



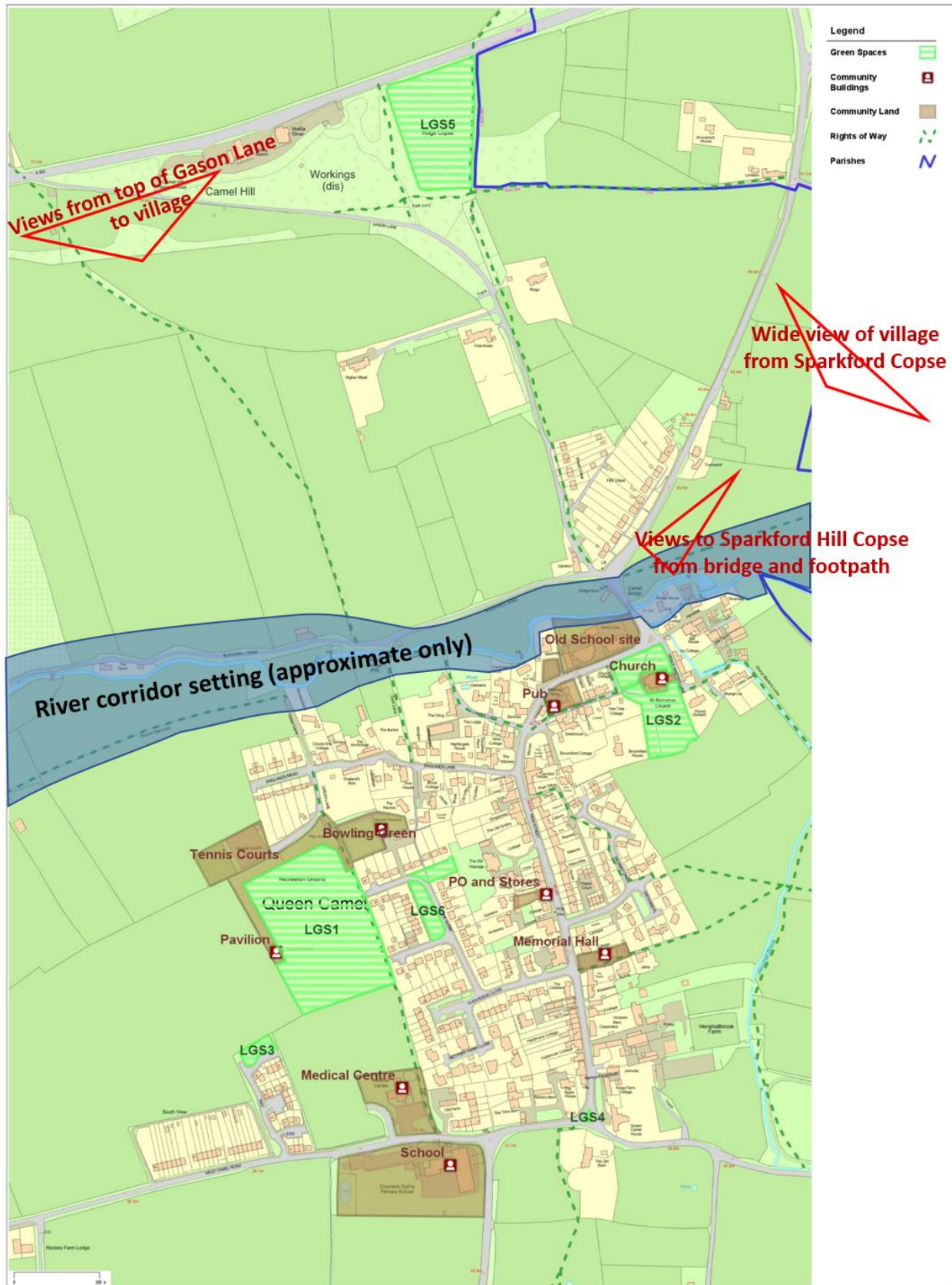
Fig 9C – View from Bridge upwards to Sparkford Copse

Policy Intention

3.6.6. To protect the rural character of the village and to provide places where residents can individually and together enjoy outdoor recreation opportunities, enjoy the beauty of the countryside nature, and its wildlife and tranquility.

Policy QC12. The Rural Setting of the village and Key Views

Development should be sensitive to the rural setting of the village, including the river corridor and views towards and from the wooded hillsides – most notably Sparkford Hill Copse and Ridge Copse (including views from the top of Gason Lane).



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Fig 10 - Map showing Local Green Spaces, Key Views and Community Facilities

3.7. Our Heritage - historic buildings, archaeology and other features

3.7.1. The Plan area is rich in earthwork remains, including medieval settlements, Roman villas and prehistoric forts, settlements and ritual sites. Much of the village is designated as a Conservation Area and includes many Listed Buildings and other features of local historic interest. For these reasons, heritage is at the heart of village and community. It is therefore vital that the characteristics and historic features of the village are understood, preserved and protected. Protection and enhancement of our heritage must be taken into consideration when planning and designing new developments.

Buildings and Features of Local Historic Interest

3.7.2. There are a large number of buildings and other build features listed by Historic England. These are listed in Appendix 1 and their location is shown on Figs 5A & 5B in Section 1.

3.7.3. There are also heritage assets and features of local historic, architectural and visual interest that contribute to the local distinctiveness and character of Queen Camel. In the absence of a Conservation Area Appraisal or Local List, the Plan has taken the opportunity to identify a number of these, as listed in Table 4 and shown on Fig 11. Local listing, and any potential changes to the Conservation Area boundary, are a matter for the Local Planning Authority to consider and cannot be carried out through the Plan. However, the Parish Council would wish to support the Local Planning Authority in appraising the Conservation Area, with the aim of ensuring that significant features noted in this Plan are given suitable protection, and this is therefore identified as a PROJECT.

3.7.4. The community has a responsibility to ensure that the heritage of the Parish is retained and preserved for future generations. This applies to both features in the public domain, and those in private ownership.

Policy Intention

3.7.5. Buildings and features not listed but of local historic and architectural and visual interest should be preserved and protected from inappropriate development. Opportunities should be taken to restore features that are falling into disrepair, and to enhance their setting.

3.7.6. The preservation and restoration of buildings and features of Local Historic Interest in the public domain (or via agreement with the appropriate landowner) is identified as a PROJECT.

Policy QC13. Conserving and enhancing local heritage assets

Development proposals should avoid harm to buildings and features of Local Historic Interest (as listed in Table 4 and shown on Fig 11) and their settings.

The proposals should:

- **have regard to the contribution the asset makes to the historic and architectural character of the area;**
- **consider the potential to avoid harm, e.g. through changes to the scheme design.**

The decision maker should also take into account the likely public benefits of the proposed development.

Proposals to restore, preserve and enhance buildings and features of Local Historic Interest are encouraged and should be supported.

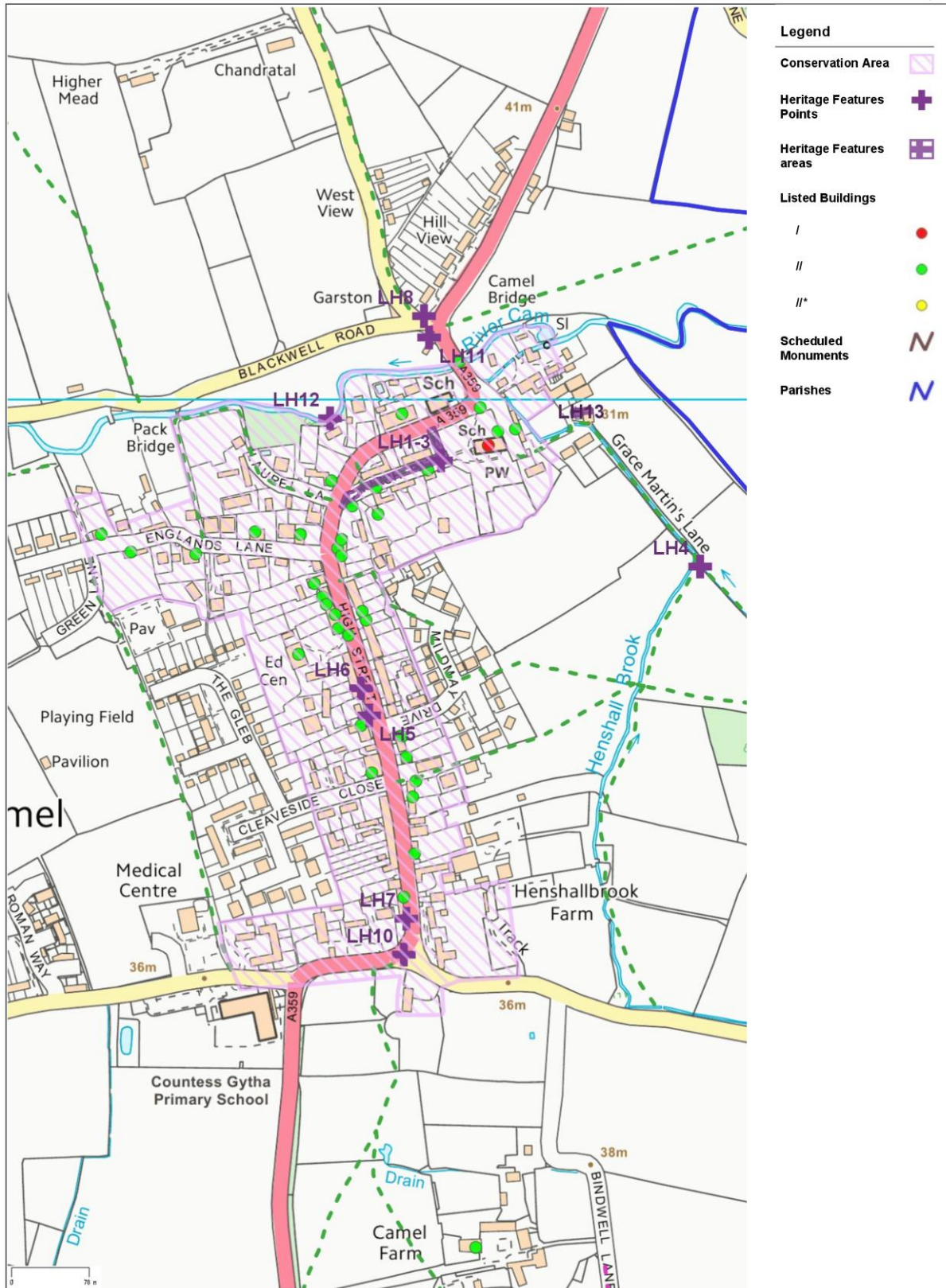


Table 4: Buildings and Features of Local Historic Interest

Ref	Description	
<p>LH 01</p>	<p>The cobbled pathway (Church Path) – North-South</p> <p>Church Path connected East (now Queen) Camel and West Camel parish churches (part of the public footpath to West Camel is called Church Path).</p> <p>The easternmost section of Church Path, the cobbled pathway (LH01), would have been heavily trafficked with many people going to church and to the Manor House (which lay beyond the church to the east) so it may then have been paved with the cobbles. It was also thought to have been the main thoroughfare until what became the High Street was extended to Camel Bridge, possibly at the time the Victorian Schoolhouse was built (which may also have been when the north-south path LH01 was made).</p>	
<p>LH 02</p>	<p>The cobbled pathway (Church Path) – East-West</p> <p>The cobbles along east-west were re-laid in 1986 under the sponsorship of the County Council. The funding was raised through the 'sale' of cobbles for which certificates were issued.</p>	
<p>LH 03</p>	<p>The Standpipe in Church Path</p> <p>Standpipes were all over the village at one time, probably until the 1920/30s, but this is believed to be the last one remaining.</p>	

<p>LH 04</p>	<p>Stone Stile on footpath to Windsor Farm</p> <p>Using blue lias flagstones set vertically was a traditional way of allowing pedestrian access to footpaths but preventing vehicles accessing them.</p>	
<p>LH 05</p>	<p>Telephone Box, High Street</p> <p>The village's red telephone box is of a typical design for public telephones in the UK designed by Sir Giles Gilbert Scott in the 1920s with the Queen Camel one being a modified design (the K6) produced from 1935. The Parish Council bought the telephone box in 2013 when it became redundant with British Telecom. It is now used as a charity collection point.</p>	
<p>LH 06</p>	<p>Royal Mail Pillar-box (outside the Supply Stores)</p> <p>There are a variety of post boxes showing their evolution from the c19 onwards, with minor changes in design have been made over the years. In the 1950's there was much complaint about the small posting apertures of the smaller wall boxes, as a result some were modified and received a wider slot.</p>	
<p>LH 07 - south and LH 08 - north</p>	<p>Royal Mail Post-boxes</p> <p>Roadside wall boxes first appeared in 1857 as a cheaper alternative to pillar boxes, especially in rural districts. These first boxes were manufactured by Smith & Hawkes. Minor changes in design have been made over the years but essentially today's wall boxes are little different to those of the 1930s.</p>	

<p>LH 09</p>	<p>Flagstones at entrance to houses (particularly on High St)</p> <p>Blue lias flagstones were used both internally for flooring and externally for door steps and paths in the older properties.</p>	
<p>LH 10-11</p>	<p>Finger Signposts (on the Iron Box and at Blackwell Road) In the 1960s, councils were advised to remove all fingerposts and replace them with 'modern' standardised road signs which can now be found all over the country. This advice was ignored in Somerset and the result is that Somerset still has a wonderful back catalogue of fingerposts....which are still in danger of disappearing as lack of preservation and restoration take their toll.</p>	
<p>LH 12</p>	<p>Sheep Bridge over River Cam</p> <p>The bridge, which was of traditional construction, allowed sheep to graze on either side of the river.</p>	
<p>LH 13</p>	<p>Remains of one of the oldest cottages in the village (by the wooden bridge over Henshallbrook in Grace Martin's Lane).</p> <p>There were many old cottages dotted around the village. These are some of the last ones not to be restored and enlarged.</p>	



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Fig 11 - Conservation Area, Listed Buildings and Features of Local Historic Interest

Archaeology

3.7.7. The parish has a rich archaeological heritage of which it should be proud. The archaeology ranges from Iron Age settlement to WWII observation posts. Some sites are designated assets (for example the Scheduled Monument, the Iron Age and Romano-British settlement at Camel Hill) but most are non- designated and are recorded on the Somerset Historic Environment Record. These are listed in Appendix 2 and their location is shown on Fig. 6 in Section 1, together with the Area of High Archaeological Potential which is also identified in the Local Plan.

3.7.8. These heritage assets can provide enjoyment, education and a sense of place. The archaeological assets in the parish are unique and irreplaceable and therefore deserve appropriate management and protection to ensure their preservation, wherever possible. There are likely to be many more sites yet to be identified some of which may be of very high significance. The discovery of a nationally significant Roman villa demonstrates that the archaeological assessment of potential development sites is an important consideration.

Policy Intention

3.7.9. The archaeological resources in Queen Camel will be properly conserved and managed in a way that increased our understanding of the rich history of the area. Due to the extensive areas of potential archaeological interest, it is suggested that an archaeological evaluation should be carried out for any greenfield site where building works are proposed. Not all sites will necessarily need full archaeological investigation and that the scope of the assessment will depend on the development proposed and the particulars of the site and could range from a desk exercise, indicating no archaeological interest, to detailed investigations and evaluation.

3.7.10. The potential for the future heritage interpretation of the Roman Villa site is allowed for in Policy QC3. This is likely to require significant resources and its feasibility is therefore highlighted as a PROJECT.

Policy QC14. Archaeology

Archaeological assessment shall be required for sites prior to the determination of a planning application, unless previously assessed.

Appropriate mitigation will be required to ensure preservation in-situ or recording of the asset prior to development. Proposals to manage sensitively archaeological finds for education (including as a visitor / tourist attraction) will be supported.

3.8. Community Consultation

3.8.1. Developers are strongly encouraged to consult local communities about developments before a planning application is submitted. Pre-application consultation can potentially lead to greater efficiency in project design, with earlier identification of issues of local concern and community aspirations. Consultation immediately prior to the submission of a planning application is unlikely to be able to influence the design at such a late stage in the process.

3.8.2. This is particularly important for significant development, which would include residential development over three dwellings and non-residential development of 100m² or more.

Policy Intention

3.8.3. That the community is involved and has influence over significant development proposals in the parish. This involvement should start before detailed plans are drawn up, in order that community views and aspirations can be incorporated at an early stage in a development proposal.

Policy QC15. Community Consultation

Applicants proposing significant development are encouraged to undertake consultation with the local community in Queen Camel at an early stage in drawing up planning applications. Prospective applicants should ensure that sufficient publicity and notice is given and that efforts are made to include all sections of the community.

4. PROJECTS

4.1.1. This Section sets out the PROJECTS that have been identified in Section 3. Further work will be required by the Parish Council and other organisations to take these projects forward. Financial contributions that are generated as a result of any developments within the Plan should be used towards the delivery of the projects.

	PROJECTS	Description and Project Lead
3.3	Community Service and Facilities	
	Development of the Playing Field Policies QC3 & 6 relate	<p><i>Project 1 – short term (within 12 months of this Plan):</i> upgrade of play area, provision of shelter and equipment for youth, feasibility study on expanding area adjacent to the Bowls Club for additional car parking.</p> <p><i>Project Lead:</i> Playing Field Committee</p>
		<p><i>Project 2 – longer term (within the period of Plan):</i> provision of a new pavilion, additional car parking and a trim trail and outdoor gym.</p> <p><i>Project Lead:</i> Parish Council working with the Playing Field Committee.</p>
3.4	Getting About	
	3.4.1 Road Safety - Traffic Calming Measures Policy QC7	<p><i>Project – short term (within 12 months of this Plan):</i> Extension of 20 mph limit throughout the High Street and along the West Camel Road, with consideration of flashing speed signs.</p> <p><i>Project Lead:</i> The Parish Council working with the County Council.</p>
	3.4.2 Footways, Public Footpaths, and Bridleways: Policy QC8	<p><i>Project 1 – short term (within 12 months of this Plan):</i> Replacement of gates and stiles within the Parish boundary that are not easily used by people with mobility limitations. A phased programme to be prepared by the Parish Council’s Footpath Warden in conjunction with the County Council’s designated Officer.</p> <p><i>Project Lead:</i> The Parish Council working with the County Council and respective land owners.</p>
		<p><i>Project 2 – medium term (by 2025):</i> Provision of low level lighting on the pedestrian route between the Glebe and England’s Lane (WN23/4).</p> <p><i>Project Lead:</i> The Parish Council working with SCC.</p> <p><i>Project 3 – longer term (within the period of Plan):</i> Provision of lighting on the lane and link between England’s Lane and the Playing Field/Tennis Courts.</p> <p><i>Project Lead:</i> The Parish Council working with SCC.</p>

	PROJECTS	Description and Project Lead
		<p><i>Project 4 – medium / longer term:</i> Provision of a cycle path between West Camel and Queen Camel, wherever feasible by upgrading footpaths. <i>A proposal identifying route, funding and delivery to be prepared by 2022</i></p> <p><i>Project Lead:</i> The Parish Council working with the Parish Council of West Camel and respective landowners.</p>
		<p><i>Project 5 – in step with the A303 dualling:</i> Provision of a bridleway by repositioning and upgrading the footpath between Traits Lane and Gason Lane during the dualling of the A303.</p> <p><i>Project Lead:</i> The Parish Council previously in conjunction with the MOD and now with Highway’s England as this has become entangled with the A303 dualling.</p>
		<p><i>Project 6 – medium / longer term:</i> Provision of a bridleway between Queen Camel and Marston Magna within the timeframe of the Plan. <i>A proposal identifying route, funding and delivery to be prepared by 2022</i></p> <p><i>Project Lead:</i> The Parish Council working with the Parish Council of Marston Magna, the County Council’s Highway’s department, the District Council and respective landowners.</p>
	3.4.4. De-cluttering of street signs.	<p><i>Project – short term (within 12 months of this Plan):</i> Removal of obsolete street signs and redundant poles during 2019.</p> <p><i>Project Lead:</i> The Parish Council will liaise with the County Council as the Highways Authority.</p>
	3.6 Our Heritage	
	3.6.1 – Protection of heritage assets and features	<p><i>Project 1 – short term (within 12 months of this Plan):</i> A Conservation Area appraisal. This to include consideration of listing on the Local Heritage List the heritage assets and features noted in Table 4 to ensure that such heritage items are given suitable protection.</p> <p><i>Project Lead:</i> The Parish Council through a community led group with support from the District Council.</p>
	Preservation, restoration and enhancement of buildings and features of local historic interest. Policy QC13	<p><i>Project 2 – short term (within 12 months of this Plan):</i> A proposal with costs and timescales to be prepared for the preservation and restoration, and where appropriate the enhancement, of buildings and features of local historic interest in the public domain as described in Table 4.</p> <p><i>Project Lead:</i> The Parish Council, possibly through a Parish Group, and in conjunction with relevant landowners.</p>
	3.6.2 – Archaeology – Roman Villa Policy QC14	<p><i>Project – longer term (within the period of Plan):</i> The future interpretation of the Roman Villa – development as a community education and tourist attraction. A proposal with feasibility study to be considered during the period of this Plan.</p> <p><i>Project Lead:</i> The Parish Council or the Community Land Trust - or another organization with similar objectives.</p>

APPENDIX 1: Glossary of Definitions & Terms

Affordable Housing (as defined in the National Planning Policy Framework 2019) means housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- **Affordable housing for rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
- **Discounted market sales housing:** is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- **Other affordable routes to home ownership:** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.
- Homes that do not meet the above definition of Affordable Housing, may not be considered as Affordable Housing for planning purposes.

Allocation Cascade for Rented or Shared Ownership Affordable Housing:

First: an Eligible Person with a Local Connection with the principal area, and for rented housing to be in the order of local authority category gold, then silver, then bronze.

Second: an Eligible Person with a Local Connection with the second area, and for rented housing to be in the order of local authority category gold, then silver, then bronze.

Third: an Eligible Person with a Local Connection with the third area, and for

rented housing to be in the order of local authority category gold, then silver, then bronze.

Defined Area in respect of Affordable Housing means:

Principal Area: Parish of Queen Camel

Second Area: Parishes including their hamlets that abut Queen Camel, namely: Babcary, South Barrow, Sparkford, South Cadbury & Sutton Montis, Marston Magna, West Camel.

Third Area: Parishes in Somerset that abut the Second Parishes (excepting Mudford and Castle Cary in respect of persons in housing need but not anyone with a Local Connection), namely Charlton Mackrell, Keinton Mandeville, Lydford-on-Fosse, Lovington, North Barrow, North Cadbury, Compton Paunceford, Charlton Horethorne, Corton Denham, Rimpton, Chilton Cantelo, Ilchester, and the village of Yeovilton and its hamlets.

Eligible Person means: a person or persons aged 18 or over who has a Local Connection and is unable to secure or sustain permanent accommodation suitable for their needs in the open housing market within the Defined Area.

Local Connection means:

- 1 Residence in the Defined Area for periods totalling at least three of the last ten years, excluding residence in a hospital, care home, holiday let or prison; OR
- 2 Permanent employment or a permanent workplace within the Defined Area for at least three years of the last ten with a minimum of sixteen working hours per week; OR
- 3 A close relative (parent sibling or other dependent relative requiring care and support) living in the Defined Area and who has done so throughout the whole of the past five years; OR
- 4 Such other special circumstance which the Registered Provider, the CLT and the Council (each acting reasonably and properly) agree create a significant connection to the Principal Area such agreement to be documented in writing.

Other Definitions:

The Parish of Queen Camel embraces:

- the village of Queen Camel,
- the hamlet of Wales, which lies about half a mile to the west of the village,
- Lambrook Farm and Cottages to the south,
- Windsor Farm to the south-west, beyond the railway line,
- part of Sparkford Hill, and
- land to the north of the A303 (approximately 50% of the Parish by land area), which includes the major settlement of Hazlegrove House now housing Hazlegrove School (the preparatory school for Kings School, Bruton), Camel Hill House and Farm, Vale Farm and further north, on the road to Babcary, Fortyacres Farm.

The Plan means the Neighbourhood Plan 2018-2034

SCC means Somerset County Council

SSDC means South Somerset District Council

APPENDIX 2:
Buildings and Features Listed by Historic England

Map Ref.	Name	Grade	List Date	Grid Reference
1	BANKSIA AND FRONT BOUNDARY RAILINGS	II	24/03/1961	ST 59578 24918
2	BARN ABOUT 10 METRES SOUTH WEST OF WALES FARMHOUSE	II	24/03/1961	ST 58429 24631
3	BOUNDARY WALLS TO NORTH AND WEST OF MORVEN, AND FRONT GATES AND RAILINGS	II	24/03/1961	ST 59599 24892
4	CABURN	II	06/03/1986	ST 59609 24786
5	CAMEL BRIDGE	II	06/03/1986	ST 59707 25038
6	CAMEL FARM COTTAGE	II	24/03/1961	ST 59729 24099
7	CAMEL FARMHOUSE	II	06/03/1986	ST 59724 24145
8	CAMELOT	II	24/03/1961	ST 59588 24842
9	CARPENTERS	II	06/03/1986	ST 59662 24542
10	CHURCH OF ST BARNABAS	I	24/03/1961	ST 59737 24953
11	CLOUDS END COTTAGE	II	06/03/1986	ST 59346 24864
12	COTTAGE ATTACHED TO SOUTH OF JESSAMINE COTTAGE, WITH FRONT BOUNDARY RAILINGS	II	06/03/1986	ST 59585 24769
13	COUNTESS GWYTHA COUNTY PRIMARY SCHOOL (ORIGINAL BUILDING ONLY) WITH SOUTH BOUNDARY WALL AND RAILINGS	II	06/03/1986	ST 59649 24985
14	EAST BOUNDARY WALL AND GATEWAY ABOUT 15 METRES EAST OF EYEWELL HOUSE	II	06/03/1986	ST 58768 25295
15	EAST BOUNDARY WALL AND GATEWAY ABOUT 45 METRES EAST OF THE OLD VICARAGE	II	06/03/1986	ST 59595 24762
16	ENGLANDS SIDE	II	06/03/1986	ST 59376 24846
17	EYEWELL HOUSE	II	09/03/1982	ST 58741 25296
18	GATEHOUSE	II	24/03/1961	ST 59625 24884
19	GATEWAY AND WING WALLS 400 METRES SOUTH OF HAZELGROVE HOUSE	II	24/03/1961	ST 59819 26763
20	GRACE COTTAGE	II	24/03/1961	ST 59764 24970
21	GREYSTONES	II	06/03/1986	ST 59569 24801
22	HAYLEY COTTAGE, FRONT BOUNDARY WALL AND COTTAGE ATTACHED ON SOUTH SIDE	II	06/03/1986	ST 59649 24660
23	HAZELGROVE HOUSE	II	24/03/1961	ST 59892 26914
24	HENSHALLBROOK FARMHOUSE	II	06/03/1986	ST 59663 24615
25	HOUSE BETWEEN MORVEN AND CAMELOT	II	24/03/1961	ST 59584 24850
26	JESSAMINE COTTAGE	II	06/03/1986	ST 59582 24783
27	JEY MONUMENT IN CHURCHYARD ABOUT 2 METRES NORTH OF NORTH AISLE, CHURCH OF ST BARNABAS	II	06/03/1986	ST 59746 24967
28	LANTERN COTTAGE AND FORMER BOUNDARY WALL	II	06/03/1986	ST 59654 24639

29	LAVENDERS	II	24/03/1961	ST 59623 24911
30	MORVEN	II	24/03/1961	ST 59588 24859
31	NIGHTINGALE HOUSE WITH THE FRONT BOUNDARY RAILINGS	II	06/03/1986	ST 59501 24866
32	OVERTON HOUSE WITH FRONT BOUNDARY RAILINGS	II	06/03/1986	ST 59561 24814
33	PRIMROSE COTTAGE	II	06/03/1986	ST 59613 24777
34	QUEEN CAMEL COTTAGE AND FRONT BOUNDARY RAILINGS	II	06/03/1986	ST 59608 24671
35	QUEEN CAMEL HEALTH CENTRE AND FRONT BOUNDARY RAILINGS	II	06/03/1986	ST 59619 24623
36	RANGE OF OUTBUILDINGS ATTACHED TO NORTH OF EYEWELL HOUSE	II	06/03/1986	ST 58720 25303
37	RECTORY FARMHOUSE AND RECTORY FARMHOUSE SOUTH	II	06/03/1986	ST 59651 24498
38	ROADSIDE AND PATHSIDE WALLS TO CHURCHYARD, CHURCH OF ST BARNABAS, INCLUDING NORTH AND WEST GATEWAYS AND SQUEEZE TO NORTH WEST CORNER	II	06/03/1986	ST 59728 24992
39	THE BLACKWELL	II	06/03/1986	ST 58988 24952
40	THE EYEWELL	II	06/03/1986	ST 58869 24969
41	THE OLD SMITHY WITH FRONT BOUNDARY RAILINGS	II	06/03/1986	ST 59573 24793
42	THE OLD VICARAGE	II	06/03/1986	ST 59545 24743
43	THE THATCH	II	19/01/1979	ST 59660 24599
44	THE WITCHES	II	06/03/1986	ST 59547 24864
45	VINE HOUSE	II	06/03/1986	ST 59441 24844
46	WALES BRIDGE	II	24/03/1961	ST 58652 24785
47	WALES COTTAGES, ROW OF COTTAGES ABOUT 10 METRES NORTH EAST OF WALES FARMHOUSE	II*	06/03/1986	ST 58490 24662
48	WALES DAIRY HOUSE	II	24/03/1961	ST 58753 24931
49	WALES FARMHOUSE	II*	24/03/1961	ST 58442 24649
50	WALES HOUSE WITH FRONT BOUNDARY RAILINGS AND EAST SIDE WALLINGS	II	06/03/1986	ST 58685 24725
51	YEW TREE COTTAGE	II	06/03/1986	ST 59675 24928

APPENDIX 3: Archaeological Sites, Monuments and other heritage features

Map Ref. Description

H1	Inhumation cemetery and sword find, Queen Camel Hill, Queen Camel
H2	Padel deserted village, W of Hazelgrove House, Queen Camel
H3	Coages Park, W of Hazelgrove House, Queen Camel
H4	Moat and fishpond, SW of Hazelgrove House, Queen Camel
H5	Limekiln, S of Ridge Copse, Queen Camel
H6	Medieval building, moat & fishpond, NE of Yarcombe Wood, Queen Camel
H7	Roman finds, Sutton Bridge, Queen Camel
H8	Iron age settlement, Camel Hill, Queen Camel
H9	Pound, Queen Camel
H10	Park, Hazelgrove House, Queen Camel
H11	Roman pottery finds, Hazelgrove House, Queen Camel
H12	Deserted medieval village, Hazelgrove House, Queen Camel
H13	Mill, W of Queen Camel
H14	Black well, Black Well Lane, Queen Camel
H15	Mill, Queen Camel
H16	Deserted village, Camel Farm, Queen Camel
H17	Possible Roman villa, N of Queen Camel
H18	Frome to Yeovil railway
H19	Village cross site, Hazelgrove
H20	Medieval Occupation, High Street, Queen Camel
H21	Sheepwash, east of Sutton Bridge, Queen Camel
H22	Saw Pit, west of Sparkford roundabout, Queen Camel
H23	Parish School, Back Street, Queen Camel
H24	Turnpike Road, Petherton Bridge, Martock, to Sparkford Bridge, Sparkford
H25	Turnpike Road Sparkford Hill, Sparkford, to Marston Inn, Marston Magna
H26	Quarry, Ridge Copse, Queen Camel and Sparkford
H27	Medieval settlement, E of Langbrook Farm
H28	Milestone, Ridge Copse, Queen Camel
H29	ROC observation post, Camel Hill, Queen Camel
H30	ROC observation post, Camel Hill, Queen Camel
H31	Church of St Barabas and churchyard, Queen Camel
H32	Roman villa, Queen Camel

Scheduled Monuments

1020936	Romano British Settlements East of West Camel
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APPENDIX 4: Pictorial History of Development to 2016



Queen Camel date unknown but prior to 1970

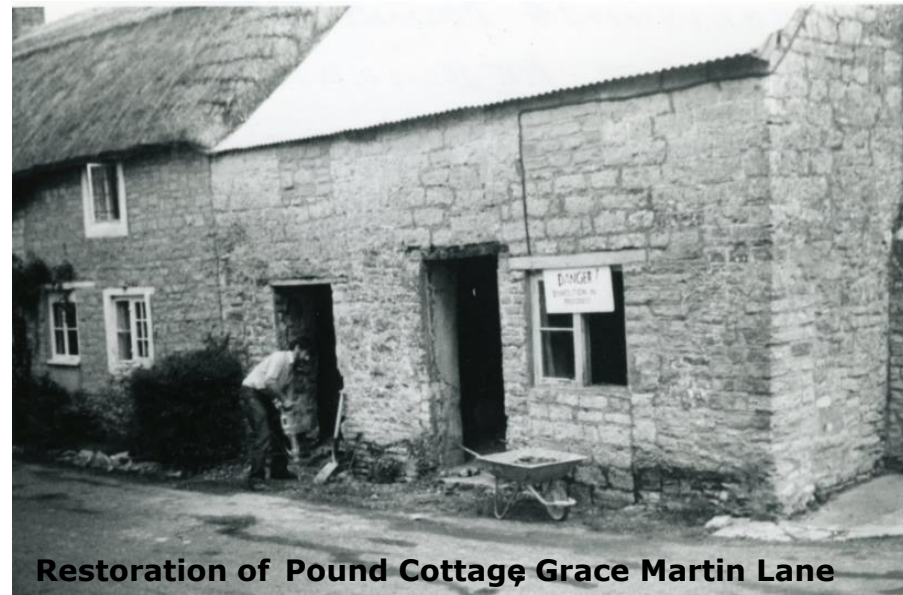
HERITAGE IS AT THE HEART OF VILLAGE AND COMMUNITY



Ivy Cottage, rebuilt by Geoff Brooks



Biggins the Butchers



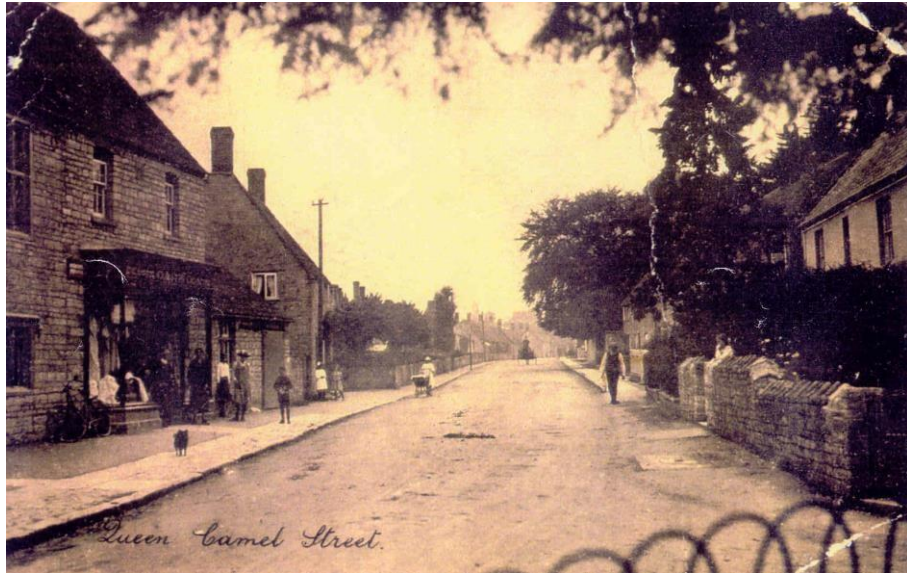
**Restoration of Pound Cottage Grace Martin Lane
by Stuart Reeves**



The Cobblers before restoration



The High Street of Queen Camel - then and now
Then



Now







There follows significant Developments in Queen Camel since 1970

1970 Planning Approval

22 houses/garages – became Orchard Close and Mildmay Drive



1977 Planning Approval

33 houses/garages between Cleaveside & England's Lane – became The Glebe



1977 20 bungalows/2 dwellings and common room - became Cleaveside Close



1979/80 Planning Approval Tithe Barn conversion into 3 dwellings



1980 9 bungalows – became Rectory Farm Close



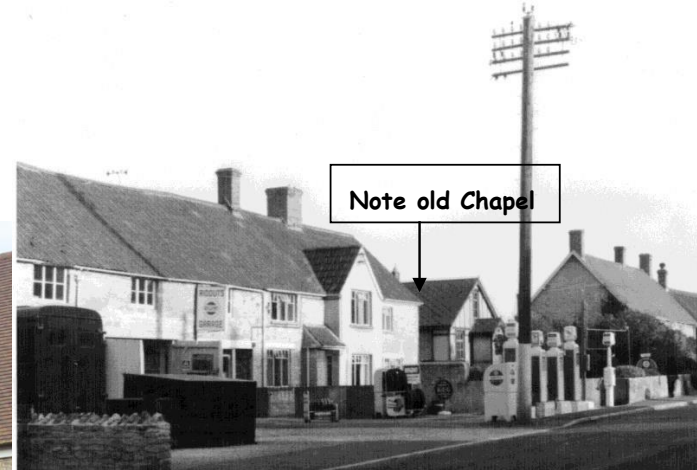
1994 9 terrace bungalows – became Old Farm Court



**Camelot Pub – now 8 or 9 dwellings
(date of approval unknown)**

2003

Sedna Service Station to become Chapel Court



**2013 Planning Approval
20 houses –
became Roman Way**



**The field with its old shed, now Roman Way.
Cobbles from the shed floor have been laid
across the roadways to the houses**



2014 Planning Approval - Countess Gytha County Pre and Primary School moved to new site June 2016



APPENDIX 5: Surplus Signs and Poles – A359

Safety and Conservation Area Implications

The Community Plan of 2005 identified 'too many public road signs'. Comments like "It was illogical to be strict with buildings whilst allowing such unsightly cables and a profusion of signs (government and private), some not maintained in good order", were made. The Community Plan found:

"There is a profusion of signs. At the south entrance to the village there are, for example, a 'Traffic Calming...' sign that cannot be seen until the driver is almost level, two new signs relating to the new roundabout, the old style road sign facing the traffic but with no arm identifying which way to the village or the A359, and another new sign 'Road narrows – single file' is confusing."

Members of the Environment Group prepared a report on signs/poles considered to be unnecessary or wrongly sited. These were then all within the boundary of the conservation area but since that time have multiplied. There are now so many signs that drivers have overload and those that do provide a necessary safety warning are in danger of being blanked out with the rest.

Some of the surplus (and rusty) poles were later removed by members of the Environment Group. The rest need higher authority action and are included in the Neighbourhood Plan.

Traffic Calming signs at both ends of the village

These were erected at the time the 'give ways' at Camel Bridge and the two pinch points were installed. During parts of the year these signs cannot be seen or read until the driver is right 'on them'. It is considered that the Marston Road sign serves no useful purpose **and should be removed**.



Sparkford Road



Marston Road

Driving from Sparkford Road (east) entrance to Queen Camel

30 mph speed limit – nearside sign obscured and when photographed was broken due to HGVs hitting it. The signs are positioned much too far within the village boundary thus allowing additional risk to public safety on both sides of the road. The Parish Council has asked many times for them to be moved up the Sparkford Road (and currently with a reduction to 20 mph), which would resolve the obscurity and damage issues, and above all slow traffic passing the entrance to the property on the left, which is currently very risky indeed



Then follow three signs in quick succession. The first and third '**Reduce speed now**' and '**Give Way**' are clear. The middle sign '**School**' became obsolete when the school moved in June 2016. This sign has a drop-down board for use in the event of a road closure. We propose that this drop-down board is transferred to the first sign 'reduce speed now'.



There are then two '**20 mph/school**' signs on the bend and before the bridge (but there is no longer a school) plus the 'Give Way' and 'Priority' signs either side of the bridge.

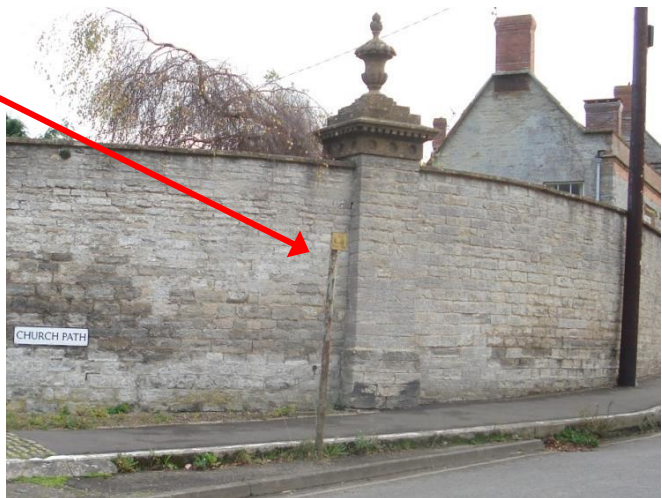
The 'River Cam' sign is often obscured and has been damaged. The request is that this sign is lifted onto the 'Give Way' sign to correspond with the sign on the 'Priority' side of the bridge.



The then ugly triangle was previously included in this document but the broken poles etc. have been removed and the triangle transformed with attractive planters surrounding a simple wooden seat for bus passengers. Yes, it is a bus stop!



and the rusty poles with no purpose have been removed – we wonder if anyone noticed!



'Single File Traffic' – we puzzled a long while as to the purpose for this sign then realised it matched the one opposite the pub so must be for the pinch point. We assume that this was the only vacant spot for the sign erectors! However, it is so far ahead of the pinch point that no driver would link the two, and there is no corresponding sign coming from the other direction. The pinch point by the bus shelter is clearly visible so we consider this sign is also superfluous. The yellow arrow sign, if it has a purpose, could be transferred to either the telegraph pole further on or to the bus stop sign, however we also ask why the rusty and dirty bus stop sign and timetable is permitted when there are no others and the bus generally stops near the telephone box.



Weight Restriction – The picture below on the left was taken in 2005 for the Parish Plan; the one on the right was taken November 2012 (and there is a corresponding sign on the other side of the road). Same sign, slightly repositioned, but turned to face the opposite direction and with a weight derestriction on the reverse (i.e. now as coming into the village)! The A359 is restricted so there should be no de-restriction, nor should there be any overweight traffic leaving the A359 to travel along the West Camel Road. If a sign is needed it must surely be at the start of this B classified road at Yeovilton.



Three signs relating to the roundabout,

this one was fairly new in 2012 and very clear 'reduce speed now'.

How many do we really need, noting that on the main A359 there are only two? Why is the one in the middle of the three necessary? **We would like it to be removed.**




REFURBISHMENT


Two Finger Signposts, one next to the Tin Shed and one on the Iron Box, were originally promised to be repainted by the time of the Jubilee weekend! **The Parish Council has approved the restoration of these two heritage items – is there a timescale or do they simply disintegrate?**

Road names: As well as the two finger signposts there are a number of road names that need cleaning/repainting (and some need growth to be kept pruned, e.g. the 'Gason Lane' road signs are often partially hidden on both sides of the lane – who is responsible?). It would be good if the sign for Englands Lane/Mead could include 'leading to Playing Field/Bowling Green/Tennis Courts', rather than have the individual and un-matching signs for these village amenities.

Why designate an area 'Conservation' if what is within it is neither beautiful nor maintained?

APPENDIX 6: Key Views Assessment

Name of Viewpoint	View of Sparkford Copse from Queen Camel
Location and grid ref	From the A359 and also footpath WN 27/2 which runs alongside the River Cam. Grid ref approx 359700 125070
Type of Viewpoint	<input type="checkbox"/> Established viewpoint <input checked="" type="checkbox"/> Public Right of Way <input checked="" type="checkbox"/> Highway corridor <input type="checkbox"/> Rail corridor <input type="checkbox"/> Public open space <input type="checkbox"/> Visitor destination <input type="checkbox"/> Other (describe)
Type of view	<input checked="" type="checkbox"/> Focused corridor <input type="checkbox"/> Panoramic
Direction of view	<input type="checkbox"/> N <input checked="" type="checkbox"/> NE <input type="checkbox"/> E <input type="checkbox"/> SE <input type="checkbox"/> S <input type="checkbox"/> SW <input type="checkbox"/> W <input type="checkbox"/> NW
Type and level of users	<input checked="" type="checkbox"/> Motorists <input checked="" type="checkbox"/> Walkers <input checked="" type="checkbox"/> Cyclists <input checked="" type="checkbox"/> Equestrians <input checked="" type="checkbox"/> high <input type="checkbox"/> high <input type="checkbox"/> high <input type="checkbox"/> high <input type="checkbox"/> moderate <input checked="" type="checkbox"/> moderate <input type="checkbox"/> moderate <input type="checkbox"/> moderate <input type="checkbox"/> low <input type="checkbox"/> low <input checked="" type="checkbox"/> low <input checked="" type="checkbox"/> low <input type="checkbox"/> n/a <input type="checkbox"/> n/a <input type="checkbox"/> n/a <input type="checkbox"/> n/a
Additional notes	<p>The view of Sparkford Copse is possible from the A359 heading north-east (from the northern side of the bridge across the River Cam) and also the footpath ascending up its lower slopes. This is the reverse direction of the circular walk (approx 2.6km) from the bridge, up Gason Lane Ridge Copse, across to Sparkford Hill, and back via WN 27/2 which is popular with local residents.</p>
Key landmarks visible in view	Sparkford Copse
Detracting features in view	n/a
Description of view and reason for importance	View takes in the sweeping slopes up to Sparkford Copse, a key local landmark above the church of St Barnabas.
Photos	

Name of Viewpoint	View of Queen Camel from top of Gason Lane
Location and grid ref	From Gason Lane and also from footpath ref WN 23/10 descending down into Queen Camel from Gason Lane Grid ref approx 359320 125500 (Gason Lane) and 359190 125350 (footpath)
Type of Viewpoint	<input type="checkbox"/> Established viewpoint <input type="checkbox"/> Public open space <input checked="" type="checkbox"/> Public Right of Way <input type="checkbox"/> Visitor destination <input checked="" type="checkbox"/> Highway corridor <input type="checkbox"/> Other (describe) <input type="checkbox"/> Rail corridor
Type of view	<input type="checkbox"/> Focused corridor <input checked="" type="checkbox"/> Panoramic
Direction of view	<input type="checkbox"/> N <input type="checkbox"/> E <input checked="" type="checkbox"/> S <input type="checkbox"/> W <input type="checkbox"/> NE <input checked="" type="checkbox"/> SE <input checked="" type="checkbox"/> SW <input type="checkbox"/> NW
Type and level of users	<input checked="" type="checkbox"/> Motorists <input type="checkbox"/> high <input checked="" type="checkbox"/> moderate <input type="checkbox"/> low <input type="checkbox"/> n/a <input checked="" type="checkbox"/> Walkers <input type="checkbox"/> high <input checked="" type="checkbox"/> moderate <input type="checkbox"/> low <input type="checkbox"/> n/a <input checked="" type="checkbox"/> Cyclists <input type="checkbox"/> high <input type="checkbox"/> moderate <input checked="" type="checkbox"/> low <input type="checkbox"/> n/a <input checked="" type="checkbox"/> Equestrians <input type="checkbox"/> high <input checked="" type="checkbox"/> moderate <input type="checkbox"/> low <input type="checkbox"/> n/a
Additional notes	Glimpses of the view are possible from travelling south-east direction along Gason Lane in a vehicle, and also from the footpath descending down into Queen Camel from Gason Lane. There is an equestrian centre to the north of the A303 (and limited off-road bridleways).
Key landmarks visible in view	St Barnabas Church tower (with Old School to the front)
Detracting features in view	Industrial character of some farm buildings on lower slopes
Description of view and reason for importance	Panoramic view from top of Gason Hill looking down across the vale in which Queen Camel sits. The church tower of St Barnabas is clearly visible. On a good day the view stretches to the county of Dorset
Photos	

Name of Viewpoint	View of Queen Camel from Sparkford Copse
Location and grid ref	From Sparkford Copse accessed from Sparkford Hill Lane, and also footpath WN 27/2 which runs below the ridge and crosses the slightly further east. Grid ref approx 359990 125370 (Sparkford Hill Lane) and 360020 125180 (footpath)
Type of Viewpoint	<input type="checkbox"/> Established viewpoint <input type="checkbox"/> Public open space <input checked="" type="checkbox"/> Public Right of Way <input type="checkbox"/> Visitor destination <input checked="" type="checkbox"/> Highway corridor <input type="checkbox"/> Other (describe) <input type="checkbox"/> Rail corridor
Type of view	<input type="checkbox"/> Focused corridor <input checked="" type="checkbox"/> Panoramic
Direction of view	<input type="checkbox"/> N <input type="checkbox"/> E <input checked="" type="checkbox"/> S <input checked="" type="checkbox"/> W <input type="checkbox"/> NE <input checked="" type="checkbox"/> SE <input checked="" type="checkbox"/> SW <input type="checkbox"/> NW
Type and level of users	<input checked="" type="checkbox"/> Motorists <input type="checkbox"/> high <input checked="" type="checkbox"/> moderate <input type="checkbox"/> low <input type="checkbox"/> n/a <input checked="" type="checkbox"/> Walkers <input type="checkbox"/> high <input checked="" type="checkbox"/> moderate <input type="checkbox"/> low <input type="checkbox"/> n/a <input checked="" type="checkbox"/> Cyclists <input type="checkbox"/> high <input type="checkbox"/> moderate <input checked="" type="checkbox"/> low <input type="checkbox"/> n/a <input checked="" type="checkbox"/> Equestrians <input type="checkbox"/> high <input type="checkbox"/> moderate <input checked="" type="checkbox"/> low <input type="checkbox"/> n/a
Additional notes	The view is on the parish boundary with Sparkford, and is possible from Sparkford Hill Lane in a vehicle, and also from the footpath descending down into Queen Camel. The circular walk (approx 2.6km) from the bridge, up Gason Lane Ridge Copse, across to Sparkford Hill, and back via WN 27/2 is popular with local residents.
Key landmarks visible in view	St Barnabas Church tower
Detracting features in view	n/a
Description of view and reason for importance	Panoramic view from the slopes around Sparkford Copse looking down across Queen Camel village. The church tower of St Barnabas is clearly visible. On a good day the view stretches to the county of Dorset.
Photos	