



Queen Camel Parish Council

DRAFT MINUTES of the **MEETING** held in The Marples Room
Of the Memorial Hall on **Monday 14th January 2019** at **7.30pm**

Present: Councillors **John Brendon (JB)** – Chairman
Chris Bennett (CB)
Andrew Dollard (AD)
Kathryn Grainger (KG)
Bryan Norman (BN)
Kit Stapely (KS)
Simon Stapely (SS) – Vice Chairman
Claire Ward (CW)

In attendance: **Mike Lewis (ML)** - District and County Councillor
Patrick Pender-Cudlip (PPC) - Clerk
14 members of the public

Procedural Items

1. **Welcome and introduction** - JB opened the meeting, welcoming all present.
 2. **Public session** – members of the public made a number of comments on two subjects:
 1. **Planning application for 10 dwellings on land adjacent to England's Mead** (see 05.1, below):
 - It seems extraordinary that Highways has not objected to the application.
[Clerk's note: It was affirmed that the 'No objection' response came from Highways England, the body responsible for all trunk roads in the country, whereas County Highways (the Somerset County Council [SCC] department responsible for the local road network) had not yet published a response. It subsequently transpired that County Highways had in fact published a response earlier that day (14th January) and did not object in principle to the application either.
 - Low-lying parts of the proposed development site have a history of flooding from the nearby river Cam, exacerbated by the underground streams underlying the site.
 - Increased surface water discharged from the proposed development will increase the flooding risk to nearby properties, both downstream and upstream.
 - The application has no detailed explanation as to how these flood risks will be mitigated.
 - The application fails to acknowledge or mitigate the increased dangers which pedestrians will face as a result of the proposed development.
 - The traffic modelling data in the application is drawn from other parts of the country and may not be relevant in this locality where patterns of car use and ownership may be different.
- [Clerk's note: The Council discussion on the planning application took place shortly after the public session but for the sake of clarity and in accordance with normal practice it is minuted in the Agenda order as item 05.1 below.]*

2. The Queen Camel Community Land Trust (CLT) proposals for the Old School site:

A CLT spokesman reported to the Council that:

- The CLT was looking into a possible Community Share Issue and updating its business plan for scrutiny by an Assessor from its major grant provider.
[Clerk's note: *It was later confirmed that the grant provider would make a decision on the CLT's grant application in late February*].
- The CLT was mainly focusing on its existing proposals but it would also be discussing the idea of low cost housing with the Local Planning Authority (LPA).
- The CLT had sufficient funds to cover the site's running costs for approximately six months before needing rental income.

Members of the public commented that:

- The CLT appears secretive and reluctant to share information with the community and as a result residents do not know what is happening to the site, even 2½ years on.
- The large majority of residents who opposed the CLT's proposals at the well-advertised and well attended Parish Meeting in December are representative of the village as a whole.
- However good the CLT's intentions it lacks the resources to manage a project as large and complex as what it proposes for the Old School site which is therefore likely to become a financial burden on the parish, sooner or later.
- The Council should not support the CLT proposals without the financial information indicating that those proposals are viable.
- The Council should withdraw its support for the CLT proposals in deference to the expressed wishes of the village.
- The Council should tell residents how the CLT has responded to the Council resolution requesting it to consider other options for the Old School site including social housing.

[Clerk's note: *The Council debated the CLT's proposals shortly after the public session but for the sake of clarity and in accordance with normal practice they are minuted in the Agenda order as item 07.1 below.*]

3. Apologies - KS had sent her apologies for being unavoidably absent.

4. Declarations of interest:

JB declared an interest in item 05.3 as a resident of England's Lane.

CB declared an interest in items 07.1 and 09.2 as (respectively) a Director of the Queen Camel Community Land Trust (CLT) and a member of the Playing Field Committee (PFC).

SS declared an interest in items 07.1 as a member of the CLT.

5. Casual vacancy on Council - residents would be invited to apply for the vacant Council seat by co-option or by calling for it to be filled by election.

6. Councillor contact details – there was general agreement that Councillors should enable residents to contact them easily by providing appropriate contact details but it was for individual Councillors to decide which details they would present.

7. Position of Clerk and Responsible Financial Officer (RFO):

Following the decision of the current Clerk and RFO to resign at the end of January it was agreed to advertise for a replacement.

8. It was RESOLVED 7-0-0 [for-against-abstained] to confirm as correct the minutes of the meeting of 12th November, 2018.

It was RESOLVED 7-0-0 to confirm as correct the minutes of the meeting of 10th December, 2018.

Business Items

01 [0119] County and District Councillor's report – ML reported that the South Somerset District Council (SSDC) *Transformation* (reorganisation) programme was progressing slowly but should be completed by September. He apologised to the public for the current problems accessing Council services like Planning and would be happy to help where he could.

He also reported that thanks to tight budgetary control and extra Treasury funding SCC expected to balance the budget and even achieve a small surplus for 2018-19 by the end of March. In answer to a question he confirmed that the £9m. County Hall upgrade was proceeding and was expected to save c.£700k. per year by enabling the closure of other SCC offices.

02 [0119] Crime and Safety – It was confirmed that unauthorised camping on private land was a matter for landowners rather than the public authorities unless associated with criminality.

[Clerk's note: *The Crime map reports that in the period October-December 2018, a total of six offences in Queen Camel were reported to the Police: 3 theft, 2 criminal damage and 1 drugs*].

03 [0119] Updates:

1. **Car parking** - it was noted that the car park opposite the pub was privately owned and that the Council's offer to make a small contribution in return for opening it to the public had not as yet been taken up.
2. **Draft Neighbourhood Plan** - SSDC was referring its draft Strategic Environmental Assessment (SEA) Screening report on the draft Plan to the Statutory Consultees (Historic England, Natural England and the Environment Agency). **[Clerk's note: *The SSDC Officer dealing with the draft Plan believes it probably will require a Sustainability Appraisal; the Statutory Consultees have until 20th February to indicate whether or not they concur*]**
3. **Fingerpost restoration** - CB reported that once he had received the remaining two out of a possible four quotations he would circulate them all for the Council's consideration.
4. **Footpaths** - KG reported:
 - i. Many stiles around the Parish are disintegrating, making them dangerous, difficult or impassable for anyone other than the highly agile.
 - ii. The SCC Rights of Way Team is slow to return calls or offer practical help but it encourages members of the public to help keep footpaths clear by cutting back vegetation themselves and urges them to report footpath problems via the interactive *Explore Somerset* map (<https://roam.somerset.gov.uk/roam/map>).
 - iii. Councillors agreed that the best way forward would be to list the stiles requiring attention, allocate parish funds for materials, and form a working group to undertake the necessary repairs or replacements; a member of the public with many years of relevant experience kindly offered to help with information and practical help. PPC confirmed that volunteers acting under the Parish Council's aegis are covered by its insurance policy.
 - iv. KG is responding to the SCC Parish Paths Consultation on footpath use across Somerset.
5. **Cleaveside House** – PPC reported that SSDC had promised back in July to investigate and report back on how the situation could be remedied but he had heard nothing since. ML suggested it would be worth reporting the matter to the newly appointed SSDC Enforcement Officer.

04 [0119] Highways matters

1. A303 Sparkford to Ilchester Dualling scheme:

1. BN read the summary representation he had submitted to the Planning Enquiry on his own behalf and on behalf of (jointly) Sparkford, Queen Camel and West Camel Parish Councils.

[Clerk's note: the summary representation can be viewed by clicking this hyperlink:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000554-West%20Camel%20Parish%20Council%20-%20Summary%20of%20Mr%20B%20G%20Norman's%20Submission.pdf>

The full (56 page) representation can be viewed by clicking this hyperlink:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000555-West%20Camel%20Parish%20Council%20-%20Formal%20Written%20Submission%20on%20behalf%20of%20Mr%20B%20G%20Norman%20-%20drawings%20and%20documents.pdf>].

Councillors expressed their gratitude for BN's huge efforts on behalf of the community.

2. JB reported that representatives of the three Parish Councils had met officers from SSDC and SCC to compare notes on responses to Highways England's A303 proposals. All five bodies have reservations about important elements in the scheme but, notwithstanding these reservations, Queen Camel Parish Council, SSDC and SCC remain broadly in favour. For Sparkford and West Camel Parish Councils on the other hand, continuing support depends on the extent to which the proposals are amended to mitigate negative impacts.
3. JB and BN are also hoping to bring some political pressure to bear to secure the best result.

It was RESOLVED 7-0-0 that the Council continue to support the scheme and that JB and BN be authorised to prepare and submit a written representation to the Planning Inspectorate.

[Clerk's note: The Council's written representation is reproduced in Appendix 1, below, and can be seen online at <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010036/TR010036-000514-Queen%20Camel%20Parish%20Council%20-%20Written%20Representation.pdf>].

4. It was noted that Sparkford, Queen Camel and West Camel Parish Councils were minded to contribute to the cost of the presenting the proposed design changes.

It was RESOLVED 7-0-0 to contribute up to £1000 to costs incurred by Fairhurst Consulting Engineers in the preparation of professional plans for alternative designs for Hazlegrove Junction and the retention of a local road parallel to the proposed dual carriageway.

2. It was hoped that Highways England might contribute to the cost of a Speed Indicator Device (SID) and a Wig Wag warning sign by the school in part mitigation of the impact on Queen Camel of traffic passing through the village to avoid roadworks on the A303.
3. Councillors welcomed a suggestion that the Police were likely to respond positively to an invitation to deploy an officer with a radar gun on the High Street if the Memorial Hall Committee permitted him to park his motorcycle in the Memorial Hall car park.
4. Councillors welcomed a resident's offer to repeat the May 2017 Traffic Audit in May 2019, recognising the value of an exercise which might help to identify and quantify changes. They also noted that the 2017 survey had already been extremely useful, not least in informing the Council's response to Highways England's proposed A303 Dualling Scheme.
5. Councillors noted that in a change of policy, for this winter only parish councils in South Somerset would not be charged for bags of road salt picked up from the local depot.

05 [0119] Planning Applications:

1. New planning applications:

18/03296/FUL Land Adjacent England's Mead, Queen Camel. Proposed development of 10 dwellings with access & landscape planting provision.

After a discussion which followed on from the Public Session (Procedural item 2.1, above)

It was resolved 6-0-0 to object to the proposed development on the following grounds:

1. The vehicular access is too narrow to accommodate the extra traffic.
2. The proposed development would exacerbate the existing parking problems.
3. The proposed development would increase the risk of properties being flooded.
4. The proposed development would be contrary to the draft Neighbourhood Plan.

[Clerk's note: See Appendix 2 (below) for the text of the Council's formal observations on the application which can also be seen on the Queen Camel website (http://www.queen-camel.co.uk/uploads/1/0/1/6/10163560/englands_mead_development_-_qcpc_observations.pdf)]

18/03887/LBC Camel Farm, Queen Camel. Alterations to existing garden room.

It was resolved 7-0-0 that there were no objections to the application.

2. Update on existing planning application:

18/04003/EIASS Land OS1100 adjacent Bindwell Lane. Proposed solar array. It was noted that SSDC had found that an Environmental Statement would not be needed.

3. Planning applications in neighbouring parishes: none

06 [0119] Councillors' reports and motions:

1. **Parish Council objectives for the coming year** might include aiming to achieve the best possible outcomes for the Parish with the Neighbourhood Plan, the A303 Dualling Scheme and the Old School site, and residents would be invited to contribute their own ideas about what they wanted from the Parish Council and for the village. The new Council to be formed in May might also want to review the effectiveness of the Council's operations (including meetings every other month and Council Committees) over the previous twelve months.
2. **Community Benefit fund** - it was suggested that when the new Council is formed in May it might want to consider how best to make use of the Community Benefit Fund.
3. **Annual Village Meeting, 17th May** - SS would be looking for help with arrangements.

07 [0119] Other reports and motions:

1. CLT proposals for the Old School site (see also Procedural item 2.2, above):

JB explained that he had written to the CLT after the Council meeting on December 10th explaining the Council's position:

- i. The Council recognised that the CLT proposals conformed to the findings of the 2016 Parish Survey and the draft Neighbourhood Plan and were more likely to be acceptable to the LPA and Environment Agency than other proposals, and it also felt that if the site was owned by a village organisation it was less likely to be left for years with boarded up windows and apparently derelict.
- ii. The Council urged the CLT to consider putting at least part of the site to other uses such as affordable housing, as favoured by many residents and by the CLT itself.
- iii. The Council also wanted to see evidence of strong financial budgetary planning.

JB noted that the CLT had agreed to explore other options but remained focused on its proposal for a Community Education and Enterprise Centre which formed the basis of its negotiations with SCC and discussions with grant awarding bodies, and also largely fits

the covenants put on the site when the school was first established

Some Councillors indicated that their confidence in the CLT proposals was weakened by:

- i. The CLT's failure to respond to the request for financial information.
- ii. The lack of news about the results of the CLT's Needs survey
- iii. The likely impact of flooding and insurance problems on future rental income.
- iv. Public disquiet about the delays and lack of information.

A CLT spokesman said that rate projections of £14/sq.ft. had been revised to £10/sq.ft.

It was RESOLVED 6-0-0 that the Council is considering whether it should continue to support the CLT proposals for the Old School site and expects the CLT to produce the requested summary financial information as soon as reasonably possible.

2. Commemorating Remembrance - It was agreed it would be appropriate for the Council to commemorate Remembrance 2019 and to invite the residents who had suggested this to come forward with concrete suggestions as to how this could best be done (*see also 10, below*).

3. Neighbourhood Watch:

- Councillors were asked to give their formal consent, individually, to the publication of their contact details in the Welcome Pack Information Leaflet being distributed by Neighbourhood Watch.
- It was confirmed that the Council had appointed KG to liaise with Neighbourhood Watch as reported in the minutes of the Council meeting of November 12th, 2018.
- The Council repeated its previous offers to fund a Neighbourhood Watch get-together.

08 [0119] Clerk's report - none

09 [0119] Finance:

1. Finance Committee - SS reported on the meeting which had been held earlier in the evening.

[Clerk's note: For details see the draft minutes of the 14th January Finance Committee meeting]

2. Annual budget 2019-20 – The Finance Committee recommendations included the following:

- £1500 for maintenance including the repair or replacement of stiles.
- £1,200 for a third of the cost of a SID, to be shared with Sparkford and West Camel
- £4,150 for a new range cooker and saucepans for the Memorial Hall.
- £4,000 for the Playing Field Committee running costs.
- £2,258 for the Parochial Church Council, for the churchyard, clock and Magazine.
- £1,100 for the Tennis Club, towards the cost of resurfacing the courts.
- A draw down of c.£7000 to cover this unusually large increase in grants and donations (from c.£8.5k. in 2018/19 to c.£12.5k. in 2019/20) without having to increase the precept disproportionately.

It was RESOLVED 7-0-0 to agree a provisional 2019/20 budget of £24,320, including the items listed above, subject to any adjustments required to maintain adequate reserves in the judgement of the Finance and Risk Committee if confirmed by the full Council.

Councillors briefly discussed the extent to which it was appropriate for parish bodies to look to the Parish Council for most of their funding rather than fund-raising for themselves.

3. It was RESOLVED 7-0-0 to set the 2019/20 Precept at £17,300 .

10 [0119] Incoming correspondence: Councillors considered the request for a contribution to the Somerset Wood in Cheddon Fitzpaine but felt that tree planting in the Parish or Sparkford Copse would be a more appropriate gesture of Remembrance.

11 [0119] Advance Notices - none

12 [0119] Agenda items for next meeting: confirm budget, arrangements for new Clerk, arrangements for Annual Village Meeting, Neighbourhood Plan progress

13 [0119] Matters arising post-Agenda - none

14 [0119] Next Parish Council meeting - 7.30pm on Monday 11th March, 2019 in The Marples Room.

Signed:

John Brendon, Chairman

[11th March, 2019]

Appendix 1

A303 Sparkford to Ilchester Dualling Scheme - Representation by Queen Camel Parish Council

The Council has indicated its support for the proposed development at every stage of the consultation process but we have major concerns about three elements in the proposals, viz.

1. the absence of a detailed Traffic Management Plan for the construction phase;
2. the design of the Hazlegrove junction;
3. the absence of a local road parallel to the new dual carriageway.

We consider that in these three respects the proposals are detrimental to the local community, would cause unnecessary environmental damage and would incur unnecessary extra costs in both the short and the long term. The Applicant has been told of these concerns on numerous occasions during the consultation process but appears to have ignored them and regrettably this has undermined public confidence in the planning process.

1. Traffic Management. The Application ignores the serious impact on Queen Camel of traffic using the A359 to bypass congestion on the A303 between Sparkford and Ilchester.

- 1) The Application acknowledges that *“At present, significant congestion occurs between Sparkford and Ilchester on the A303, particularly during peak periods such as holidays, the summer and weekends, leading to delays”* and that this results in high levels of driver frustration (TRO10036, 6.1 Environmental Statement, Chapter 12, People and Communities, 12.7.7, p.28).
- 2) The Application anticipates that throughout the construction period the necessary contraflows and speed restrictions on the A303 will lead to even higher *“levels of driver frustration...due to congestion caused by slow-moving traffic, particularly during peak periods”* (TRO10036, 6.3 Environmental Statement, Table A.1, p.2).
- 3) However the Application signally fails to acknowledge how this congestion and frustration will impact on the local community when drivers using the A303 (in both directions) are directed by their satnavs to avoid this congested section of the A303 in favour of an alternative route via Queen Camel (or Wales), Bridgehampton and Podimore.
- 4) The Application states that *“vehicles travelling along [these] roads are predicted to experience temporary but not significant increases in driver stress due to delays to journey time, road closures, diversions and the presence of construction plant”* (TRO10036, 6.4, Environmental Statement, Non-Technical Summary p.24). Drivers who regularly experience such delays and stress might question the claim that they are “not significant”.
- 5) The application wholly ignores the impact on the local community caused by A303 traffic using local roads to avoid congestion on the Sparkford-Ilchester section of the A303:
 - A. Blackwell Lane (a narrow, single-lane road) is often gridlocked for hours when frustrated A303 drivers use it as a ‘short cut’.

- B. Heavy traffic on the A359 at Queen Camel High Street creates severe congestion, mainly in the form of bottlenecks at the three 'pinch points' (curb-extensions), and also on Sparkford Hill (by Hill View) whenever a vehicle parks on the roadside leaving just a single lane.
 - C. Heavy traffic on West Camel Road and the High Street endangers children and their families crossing the road on their way to and from school and exposes children and staff at the school to high levels of environmental pollution.
- 6) At present these problems occur mainly at times of peak traffic flow, notably at weekends and holiday times (especially through the summer), or when there has been an RTA. However the 40mph speed limit proposed during construction would likely lead to congestion for much of the day most days throughout the 2½ years of the construction phase, with grave effects on the quality of life of local residents.
 - 7) Residents of the neighbouring parishes of Marston Magna, Rimpton and Mudford would also be affected since they use the A359 to reach the A303 and points north.
 - 8) Yeovil-based emergency service vehicles responding to urgent calls use Queen Camel High Street every day, and delays for them could mean the difference between life and death.
 - 9) The Applicant's draft Traffic Management Plan (TMP) concedes that "*There is currently a perception of 'rat running' by traffic through adjacent villages*" (Annex B5 of the Outline Environmental Management Plan). The wording suggests some scepticism and the TMP fails to address the problems of congestion on Queen Camel High Street - but rather adds to it by diverting traffic onto the A359 during A303 closures.
 - 10) A recent draft Statement of Common Ground prepared by Highways England states that a TMP "*is being developed in consultation with Somerset County Council, and will eventually contain measures for the prevention and mitigation of the adverse impacts of self-diverting traffic*". However no hint is given as to when let alone how these problems will be addressed.
 - 11) This Council therefore requests that before the DCO application is approved the Applicant be required to:
 - A. assess the impact of self-diverting traffic on Queen Camel High Street and other local roads during the construction phase;
 - B. amend the proposals to retain the carriageway of the existing A303 as a local road (see Section 3., below), thereby substantially reducing serious congestion on Queen Camel High Street and 'rat running' on local roads;
 - C. demonstrate that in any event robust and effective mitigation measures* will be put in place.

* Detailing such measures is beyond the scope of this representation but they might include linked ANPR cameras at the A359 and Podimore exits of the Sparkford and Podimore roundabouts (to detect HGVs flouting the local 7.5t. weight limit), a Wig Wag warning sign outside the school, a Pelican crossing on Queen Camel High Street, and a movable SID.

Before setting out Sections 2 and 3 we would draw your attention to the individual representation submitted by Mr Bryan Norman BSc(Est Man), FRICS, an experienced project manager. We concur with his conclusions about Hazlegrove junction and the parallel road and we commend the detailed solutions he suggests.

2. Hazlegrove Junction. The unorthodox design and layout of the proposed Hazlegrove junction will have a negative environmental and economic impact on local communities by:

- 1) destroying far more of the Listed Hazlegrove Park than is necessary;
- 2) needlessly increasing the length of journeys to and from Hazlegrove School and potentially causing gridlock at the beginning and end of the school day.

- 3) needlessly increasing the distance travelled by traffic joining the eastbound carriageway of the A303 from the A359 (south).
- 4) encouraging such traffic to take a short cut through the middle of Sparkford village.

The Council therefore asks the Examining Authority not to approve the DCO application without first considering the alternative design submitted by Mr Norman. It is demonstrably more sustainable, both environmentally and economically, and it would be cheaper to construct.

3. Parallel Road. The application fails to give serious consideration to the advantages of retaining the carriageway of the existing A303 for local traffic alongside the new dual carriageway between Hazlegrove and Camel Cross. Such a 'parallel road' would:

- 1) Reduce the need for speed limits and road closures during construction, resulting in less congestion on the A303 and local roads.
- 2) Reduce the cost and the duration of construction.
- 3) Enable heavy farm traffic to access Traits Lane and Eyewell Farm from the north (as currently), keeping it off narrow Blackwell Lane, and obviating the need to alter and enlarge the Traits Lane - Blackwell Lane junction.
- 4) Keep Traits Lane, Gason Lane and the spur road past the Shell Filling Station as through roads. Under the existing proposals they would all become 'dead-ends', attracting fly-tipping and anti-social behaviour
- 5) Safeguard the future of current A303 businesses which depend of passing trade like the Shell Filling Station, Mattia Diner, West Camel bakery and Wayne's Bistro.
- 6) Add spare capacity alongside the dual carriageway; this would give the A303 greater resilience and improve access for emergency vehicles in the event of an RTA.
- 7) 'Future proof' the local road network when the A303 becomes an Expressway from which slow moving (including agricultural) vehicles are excluded.

The Applicant maintains that there is insufficient width between the Scheduled monument and MOD land on Camel Hill to accommodate a parallel road alongside the dual carriageway, and that negotiating a land-purchase from the MOD would jeopardize the programme (*Draft Statement of Common Ground, doc.8.10, Rev.1*). The Council asks the Examining Authority to examine these contentions closely as information presented by Mr Norman casts doubt on both.

4. Other considerations

- 1) We have been raising these concerns and suggesting improvements to the Hazlegrove junction and retention of the parallel road since the beginning of the consultation process and do not understand the Applicant's reluctance to take them seriously: they would improve the project and save costs.
- 2) Many of our recommendations have featured in previous A303 designs and we are unaware of any changes in road design requirements over the last 25 years which might have invalidated them.
- 3) Our recommendations will generate substantial savings in construction costs and to the community and environment, both during the construction phase and thereafter, in perpetuity.
- 4) We believe that the suggested changes are not significant enough to require a new application but could be dealt with as modifications to the existing Application before the detailed design stage.

Appendix 2

Planning Application 18/03296/FUL Land adjacent England's Mead, Queen Camel: proposed development of 10 dwellings with access and landscape planting provision

Observations of Queen Camel Parish Council

At a Council meeting on 14th January Queen Camel Parish Council voted to OPPOSE this application for the following reasons:

1. **Vehicular access** to the site is via England's Lane, a narrow lane with bends and limited passing places. The lane already serves c.40 dwellings plus a busy bowls club, tennis club and playing field, and it would struggle to accommodate any more traffic. The Council is surprised that in a preliminary response to this consultation (doc. 8741185) County Highways expresses reservations about pedestrian access but does not touch on vehicular access. County Highways has previously opposed development likely to increase traffic along the lane by more than 5% (see doc. 8732422) and there is no good reason why it should resile from this position.
2. **Parking** provision on England's Lane and England's Mead is limited and many vehicles habitually park on the public highway, further restricting access. Given the tendency of residents (and their visitors) to park as close as possible to their homes it is unlikely that the provision by the applicant of further parking would materially reduce this problem.
3. **Flooding** along the river Cam is a serious and recurrent problem in Queen Camel. Parts of the proposed site are less than 100 metres from the river and the Council is concerned that run-off from ten houses and associated paved areas will have a significant impact on river levels. The Nook (Grid Ref = ST59112496) c.100m. from the site (downstream) would be particularly at risk, and also the buildings on the left bank of the Cam near Queen Camel bridge, c.400m. from the site (upstream). The Council therefore endorses the Environment Agency's call (doc.8726631) for a Flood Risk Assessment detailing flood mitigation measures to ensure that the development would not increase the flood risk but, ideally, would reduce it.
4. **The Queen Camel Draft Neighbourhood Plan** (<http://www.queen-camel.co.uk/neighbourhood-planning.html>) reviews the suitability of the site (and several others) for possible residential development and concludes that it is not suitable, not least for the reasons stated above. The Council recognises that the draft Plan currently has no legal force but it does represent the fruit of many years of detailed work by the Parish Council Neighbourhood Plan Steering Group in liaison with officers of South Somerset District Council and its detailed representation of local views and interests should not be set aside lightly.

For these reasons the Parish Council opposes the application.