

Corporate Policy Development and Scrutiny Panel

Date: Monday, 30th January, 2023

Time: 4.00 pm

Venue: Council Chamber - Guildhall, Bath

Councillors: Karen Warrington, Winston Duguid, Mark Elliott, Andrew Furse, Lucy Hodge, Shaun Hughes, Hal MacFie, Alastair Singleton and Sally Davis

Panel members pre-meet – 3.30pm in the Aix Room



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1. **Inspection of Papers:** Papers are available for inspection as follows:

Council's website: <https://democracy.bathnes.gov.uk/ieDocHome.aspx?bcr=1>

2. **Details of decisions taken at this meeting** can be found in the minutes which will be circulated with the agenda for the next meeting. In the meantime, details can be obtained by contacting as above.

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Corporate Policy Development and Scrutiny Panel - Monday, 30th January, 2023

at 4.00 pm in the Council Chamber - Guildhall, Bath

A G E N D A

1. WELCOME AND INTRODUCTIONS
2. EMERGENCY EVACUATION PROCEDURE

The Chair will draw attention to the emergency evacuation procedure as set out under Note 6.

3. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS
4. DECLARATIONS OF INTEREST

At this point in the meeting declarations of interest are received from Members in any of the agenda items under consideration at the meeting. Members are asked to indicate:

- (a) The agenda item number in which they have an interest to declare.
- (b) The nature of their interest.
- (c) Whether their interest is **a disclosable pecuniary interest** or an **other interest**,
(as defined in Part 4.4 Appendix B of the Code of Conduct and Rules for Registration of Interests)

Any Member who needs to clarify any matters relating to the declaration of interests is recommended to seek advice from the Council's Monitoring Officer or a member of his staff before the meeting to expedite dealing with the item during the meeting.

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN
6. ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING

At the time of publication no notifications had been received.

7. MINUTES (Pages 7 - 12)
8. BUSINESS CHANGE HUB PROGRAMME (Pages 13 - 24)

There will be a presentation on this item. Sides are attached.

9. SOMER VALLEY ENTERPRISE ZONE (Pages 25 - 146)

A report is attached. There will also be a presentation on this at the meeting.

10. CABINET MEMBER UPDATE

The Cabinet Member will update the Panel on any relevant issues. Panel members may ask questions on the update provided.

11. PANEL WORKPLAN (Pages 147 - 150)

This report presents the latest workplan for the Panel. Any suggestions for further items or amendments to the current programme will be logged and scheduled in consultation with the Panel's Chair and supporting officers.

The Committee Administrator for this meeting is Michaela Gay who can be contacted on michaela_gay@bathnes.gov.uk, 01225 394411.

BATH AND NORTH EAST SOMERSET

MINUTES OF CORPORATE POLICY DEVELOPMENT AND SCRUTINY PANEL MEETING

Monday, 23rd January, 2023

Present:- **Councillors** Karen Warrington, Winston Duguid, Mark Elliott, Andrew Furse, Lucy Hodge, Shaun Hughes, Hal MacFie, Alastair Singleton and Sally Davis

34 WELCOME AND INTRODUCTIONS

The Chair welcomed everyone to the meeting, including the members present from the Climate Emergency and Sustainability PDS Panel and the Children, Adults, Health and Wellbeing PDS Panel who had been invited to participate in discussion on the Budget.

35 EMERGENCY EVACUATION PROCEDURE

The Chair drew attention to the emergency evacuation procedure.

36 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

There were none

37 DECLARATIONS OF INTEREST

There were none.

38 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

There was none.

39 ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING

David Redgewell, Transport South West, made a statement to the Panel regarding the budget and the transport levy to the West of England mayoral combined transport Authority.

40 MINUTES

The Panel confirmed the minutes of the previous meeting as a true record and they were duly signed by the Chair.

41 BUDGET AND COUNCIL TAX 2023/24 AND FINANCIAL OUTLOOK

Andy Rothery, Chief Finance Officer (Section 151 Officer) and Councillor Richard Samuel, Cabinet Member for Resources introduced the report. Councillor Samuel

set the context – he explained that since 2010 there had been a steady decline in external grants to Local Authorities. The Council would have more core funding if it were not for this decline, the Covid period and current inflation issues have added further stresses.

Andy Rothery gave a presentation to the Panel which covered the following:

- Autumn Statement National Headlines
- December Settlement Headlines
- Budget Summary – demand and funding changes (5 years)
- Cost pressures and assumptions included in the forecast
- Budget Growth of £17.5m
- Proposal regarding Council Tax and Social Care precept
- Capital Programme 2023/24 to 2027/28
- General Fund Un-Earmarked Reserve

Panel members made the following points and asked the following questions:

Councillor MacFie asked the following questions (*officer replies shown in italics*):

- Can we offer reductions in business rates (for a period, such as 2 years) as an introductory benefit and if so how is this done? *The officer explained that smaller businesses (rateable value £15k or below) qualify for some relief. The scheme for retail/hospitality/leisure is also continuing into next year.*
- If we have some vacancies (not full employment) is there some money left over or do we budget for not having full employment? *The officer explained that 2/3% vacancy factor is built into the base budget regarding staffing levels.*

Councillor Furse asked the following questions (*officer replies shown in italics*):

- Regarding recruitment, is it optimistic to assume a 2% salary increase going forwards? *We recognise the risk that next year may be higher and have budgeted at 3% plus 1% contingency for 2023/24.*
- Regarding capital funding savings – with inflation and the increase in the cost of borrowing – will the savings be narrower? *This has been factored in.*
- Regarding Council Tax banding, we have some high value properties, can we ask the Government about adding bands? Residents in lower bands have more burden. *The Cabinet Member explained that the current bands were set in 1991. The Government has not brought them up to modern levels. The system is inherently unfair and not related to the income of the occupier. It is a regressive tax. All areas are affected by this.*
- Regarding managing risk, are the £12.6million reserves earmarked? *The unearmarked reserve risk is separate from earmarked reserves.*

Councillor Hodge asked the following questions (*officer replies shown in italics*):

- Regarding the level of savings we have to find this year, has the risk been quantified. Is the proportion of cost reduction against income similar to previous years? *The proportions are similar although slightly higher on*

income. The Cabinet Member further explained that the income that comes from the Commercial Estate, Heritage and Car Parking is not limitless, they cannot be constantly increased so we have to look at other sectors for efficiencies for example being tougher on arrears.

- Amber/Green risks – *The risks have been assessed, there is 10% contingency against savings.*
- Is the £7.39m returning to reserves pay back? *Yes, this is pay back.*

Councillor Elliott asked the following questions (*officer replies shown in italics*):

- £10m of the £14m savings are still amber – is this a high risk and what is the tracking mechanism, how will we know how we are doing? *There are rigorous budget monitoring processes which are reported to Cabinet. Amber risk is normal at this stage.*
- The largest saving – Adult Social Care £4.8m (Amber) – when will we know the outcome of the negotiations with the NHS? *This is a funding adjustment rather than a service level adjustment, the process will conclude by 1st April 2023.*

Councillor Hughes asked the following questions (*officer replies shown in italics*):

- Is the Better Care Fund (£70m) re branded or new money and will it include recruitment of care workers? *This is not new money, the NHS/Council funding is mandated and will have an inflationary uplift. There is an opportunity to review and redirect funds. The officer will send the Better Care schedule to panel members.*
- Will planned improvements to Park and Ride facilities (£400k) include improved security? *A range of improvements are planned on the following – customer information/waiting area/security and signage. There have been no decisions yet.*

Councillor Furse made the following observations/points:

- Gulls - £20k on this area does save money in waste services so that cutting it will have an effect. *The Cabinet Member explained that since DEFRA recategorized gulls as protected, it has been very difficult to take effective measures. The reduction is about no longer providing advice, we will still protect our estate.*
- Welcome investment in parks and play areas
- City centre access permits – this is worrying in terms of equal access to the city
- The increase in filming and events fees could cause concern for smaller events
- Remembrance events – concerns about removing funding. *The Cabinet Member explained that there is no intention to cut this, the Charter Trustees are taking over events.*

Councillor Singleton asked the following questions (*officer replies shown in italics*):

- Are we underestimating things with regard to inflation, what happened regarding the last pay deal? *Regarding the pay settlement for 2022/23, it is a*

fixed allocation rather than a percentage increase, and the challenge is the recurrent funding, it is recognised in the numbers.

- Are there grounds for optimism regarding risk contracts? *No optimism yet, with energy prices rising there has been a significant rebasing. There may be a bit of respite but won't be a benefit for a couple of years. The Cabinet Member added that there is also a labour shortage in the Country.*

Councillor Duguid asked the following questions (*officer replies shown in italics*):

- What is the outturn for this year – where are we? *The Quarter 2 position was an overspend of around £4.5m, there is a financial recovery plan in place. The Quarter 3 position has improved with less overspend. The Cabinet Member explained that the biggest pressure is in Children's Services, he explained that following a CIPFA review there will be some changes in practice which focus on investment in preventative services to stop children falling into the care system. This will be difficult with double funding for a period of time. He also explained that funding for unaccompanied asylum children is shared out by the Home Office across the Country, this often involves very tailored care packages which the Home Office does not fully fund.*
- There is a caveat 'provisional' figures? *Yes the provisional figures go through consultation but do not usually change significantly. We should know in early February.*

The Chair took questions from members of other PDS panels.

Councillor Walker (Chair of Climate Emergency and Sustainability Panel) welcomed the funding for Park and Ride facilities. She asked about the Neighbourhood Services increase and that in Highways. She asked how the impact on residents and customers is checked. Regarding Euro 6 vehicles, she asked how it can be part of a consultation but also be in the budget. *The officer explained that regarding Highways – there is a basket of measures including savings and increased income (rebasings the budget and a vacant post). She explained that at this stage of the budget, there is ongoing consultation and that a detailed impact assessment will be done along with continued review. Regarding Neighbourhood Services, she explained that this was also made up of a basket of measures (details to be forwarded)*

Councillor Pritchard (Chair of the Children, Adults, Health and Wellbeing Panel) stated that he had heard conflicting reports regarding the budget – some have reported £10m in reserves and Councillor Samuel reported as saying there are £54m in reserves. *The Cabinet Member explained that there is £12m in unearmarked reserves and £54.2m of earmarked reserves.*

Councillor Pritchard asked how the Liberal Democrat administration planned to bring Adult Social Care in house, he asked about the costings. *The Cabinet Member explained that the funds have been allocated for the preparatory work. He further explained that the Cabinet have made the decision on this and are on track. The officer explained that the funding comes from the existing care provision.* Councillor Pritchard stated that since the decision was made, there has been a considerable change in the financial climate, has the Cabinet considered changing to a more staged approach. *The Cabinet Member stated that the decision has been made and will not be revisited, he stated his belief that the services are best provided by the Council.*

Councillor O'Brien asked about the funding for the change regarding the Adult Care contract as the contract does not end until next year. *The officer explained that currently, transition funding is in place – there are funds from ring fenced reserves for the transition. He explained that for service change of this nature a project budget for any transition is necessary and appropriate.*

Councillor Malloy asked about the World Heritage Enhancement fund (£20k) and where alternative funding has been sought. *The officer explained that other funds cover capital improvement in the city centre. There is no reduction in commitment.*

Councillor Hughes asked if future budget information could show the percentage of the budget to give context to the numbers. He also asked if feedback could be given on the success rates, by department, could be communicated. *The officer stated that he would try to make sure this information was given for next year's budget round as it is not easy to do immediately. He agreed that the information would give context and be useful. Regarding success rates, he explained that there is a quarterly budget monitoring report. Regarding the 2021/22 budget, it was 93% delivered and 90% forecast for this year.*

Councillor Warrington asked about the Equalities Impact Assessment. She mentioned the city centre permits and city centre security zone and the need to make sure that equalities impacts are reassessed. *The officer explained that the permit is several years away, feedback and data will be taken into account – assurance can be given.*

The Chair thanked all for participating.

42 CABINET MEMBER UPDATE

The Cabinet Member for Resources, Councillor Richard Samuel updated the Panel on the following:

- There is a developing position on supported bus funding. This issue came to us in late December, budget preparation starts in July so colleagues have worked very hard to minimize disturbance to the bus services. It is difficult to find extra support at such a late stage in the budget process but we have been able to create some stability.

43 PANEL WORKPLAN

The Panel noted the future workplan. It was noted that the item on Aequis had been moved from 30th January 2023 to 13 March 2023.

The meeting ended at 5.40 pm

Chair(person)

Date Confirmed and Signed

Prepared by Democratic Services

Bath & North East Somerset Council

Improving People's Lives

Business Change Hub Update

Corporate Policy Development and Scrutiny Panel

30th January 2023

Introduction

The Council has created a Business Change Hub to provide a dedicated resource to drive transformation programmes across the Council.

The establishment of a professional hub provides the tools to deliver change more effectively

It allows for interdependencies between programmes to be identified and managed more strategically

It improves resource planning to ensure the right support, governance and structure is in place to realise the identified benefits of each programme.

Role of the Business Change Hub

Develop skills and expertise in a professional hub to support and add value to change programmes

Provide guidance, advice and knowledge through a partnering arrangement

Support changing of outcomes in services or to directly deliver corporate or high risk projects

Provide a good practice approach to change projects/programmes, but ensure this is flexible and adaptable based on the need, size and scale of each project

Supporting development of effective, robust business cases

Targeted end to end process redesign to create digital first modern, efficient and customer focused services

Ensure collection and handover of lessons learned from one initiative to the next

Focus on change projects/programmes, the hub does not intend to be involved with 'business as usual'

Coordinate and develop business intelligence and data driven decision making, including the development and integration of systems across the Council

Supporting benefit realisation, savings targets and delivery of outcomes for our communities

Principle programmes of work

Customer Experience programme (Customer Contact Strategy)

Children's Service and Education transformation programme

The adoption of the Corporate Landlord model for property asset management

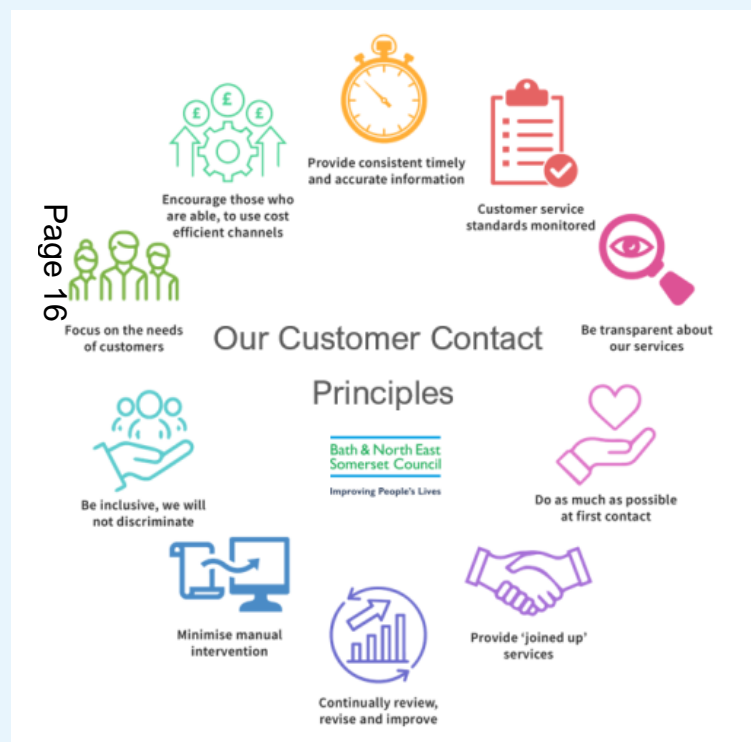
Customer Experience programme

This programme of work aims to modernise the way we interact with customers using a digital first approach and includes the following outcomes:

- Residents/communities have greater access to the services and products they need
- A reduction in number of telephone calls, emails and letters received / sent out.
- A reduction in customers needing to contact us many times about the same issue.
- Simple, high volume, repetitive tasks are automated rather than manual.
- Core customer contact processes embedded within organisation
- All services follow the corporate customer service standards
- Customers clear about how, when and where they can contact us.

Customer experience workstreams

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SUPPORTING OUR CUSTOMER CONTACT PRINCIPLES	
Consistent Customer Standards	Phased roll out corporately
Review of contacts by access channel	Initial focus on Telephony
Service Reviews to focus on the needs of our customers	Highways Service / Fix My Street
Digital first approach & improved efficiency	Improved and consistent technology for self service and mediated Customer Payments
Minimise manual intervention	Embed the use of hybrid mail / reduction in printing and posting corporately

Children and Education Transformation Programme

This programme initially is focussing on reviewing and improving the way we record data and make payments and relies on the development of a digital solution. The key outcomes are:

- Data and finance are managed robustly, and a long-term direction of travel and action plan is agreed
- The service can more easily link activity to payments.
- Support and interventions for children and families can be measured and the effectiveness can be easily tracked through the system
- Resources are targeted as the need arises
- Reliable data is available which can be used to forecast

Programmes

Data and Finance

Outputs

Data infrastructure improvements

Current state and TOM developed

Early help improvements

Capabilities

Better able to make links between Police and social care data

Able to understand current state, TOM and how to bridge the gap

Early help system better understood, development pathway described

Outcomes

Better grip on data, including quality and management info

Measurable benefits

Reliable data which can be used to forecast

Resources targeted as need arises

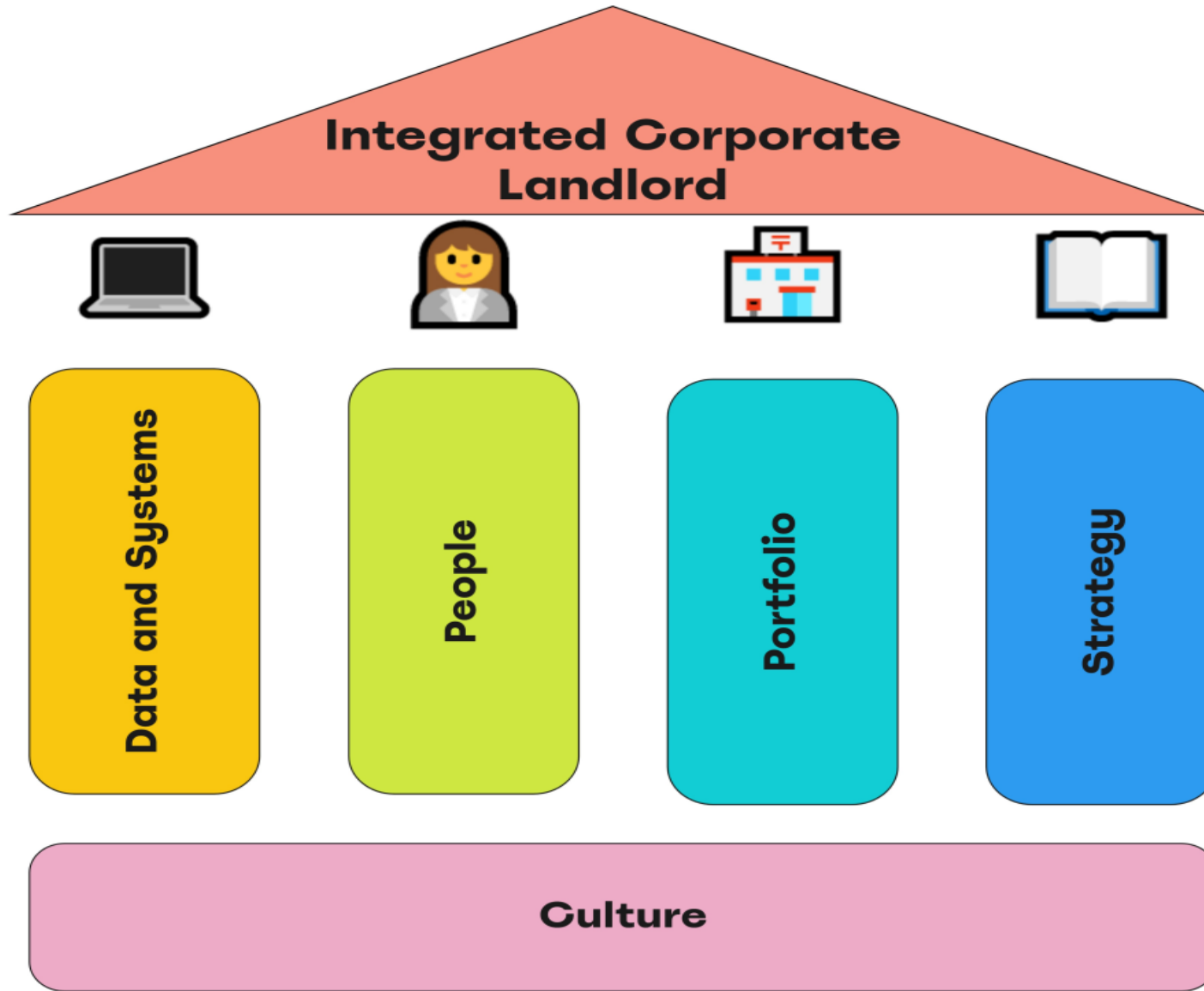
Organisational objective

Financial Sustainability

Corporate Landlord model

This programme supports the service to develop a Corporate Landlord Model. The key outcomes are:

- Development of a target operating model and implementation and embedding of a Corporate Landlord Model.
- Centralisation of all estate budgets, decision making and activities within one team.
- Driving of efficiencies and associated savings from economies of scale and a common approach to assurance.
- Ensuring that Council services occupy property that is in the right location, fit for purpose, economic to occupy, and compliant with statutory and regulatory codes
- Our estate leads by example in the contribution it makes to making Bath and North East Somerset carbon neutral and climate resilient by 2030.
- Our assets and property related activities support regeneration, economic development and housing objectives, creating vibrant and sustainable communities.



Development of a toolkit and processes



Series of templates being developed



Exploring the use of O365 products to improve the way we communicate and share project progress, risks, reporting etc



Developing a process for how we provide an overview of transformation across the Council



Working with RUH transformation team to create a peer network to support programme and project managers around transformation



Use data to inform a service review, understanding the current operating model (mapping the as is), creating a target operating model and establishing a plan to get there



Performance dashboard in development

Are there any questions?

Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	Policy Development & Scrutiny Panel	
MEETING/ DECISION DATE:	30th January 2023	EXECUTIVE FORWARD PLAN REFERENCE: <i>[Cabinet reports only]</i>
		E 9999
TITLE:	Somer Valley Enterprise Zone Local Development Order	
WARD:	Paulton	
AN OPEN PUBLIC ITEM		
<p>List of attachments to this report:</p> <ul style="list-style-type: none"> • Local Development Order and Statement of Reasons • Statement of Community Involvement • Equalities Impact Assessment <p>Please list all the appendices here, clearly indicating any which are exempt and the reasons for exemption</p>		

1 THE ISSUE

- 1.1 A Local Development Order (LDO) has been prepared on by the LPA for the Somer Valley Enterprise Zone (SVEZ) which, if adopted by Cabinet in March 2023, will grant planning permission for the development of plots and buildings within use classes B2, B8, C1, E and sui generis on the site, subject to conditions and limitations. The LDO will remove planning barriers to the development of the site, thereby helping to encourage sustainable economic growth and job creation within the Somer Valley. This paper is for information and sets out the background and next steps in delivering the LDO that is being promoted by the Council.

2 THE REPORT

- 2.1 The Somer Valley Enterprise Zone is an allocated site which seeks to deliver a mixed-use commercial development in the Somer Valley. The SVEZ is located

on 13.5 hectares of land at Old Mills, which is situated to the north-west of Midsomer Norton.

2.2 The SVEZ has been allocated as an employment site since 2007, however the market has failed to bring forward the development due to significant barriers to private sector led intervention. These include the following:

- Viability – development has not been delivered by the private sector as it is rendered unviable by the high enabling infrastructure costs- both on and off site. For example and not limited to highways, utilities and issues related to topography, ground conditions and flood risk.
- Fragmented land ownership- challenges a comprehensive approach to delivery
- Planning risk/cost- the LDO will help reduce planning risk and cost to an occupied and/or developer delivering commercial development

2.3 The LDO will grant planning permission for the development within parameters, including, but not limited to, use classes and developable plots, specified in the Order. An LDO was selected as the planning mechanism for the site as it expedites the process of development by providing future developers/occupiers with the greatest level of planning certainty, whilst promoting flexibility to respond to market demands. The LDO enables the LPA to clearly stipulate what the LPA is seeking to achieve on site, and the parameters it sets will promote specific behaviour by developers, driving forward high-quality development and encouraging new employment growth.

2.4 The LDO itself has been informed by a large number of technical reports as well as informal engagement with key stakeholders, local business owners, Parish and Town Councils and the public. The project team has worked with the SVEZ Key Stakeholder Group throughout the project to develop the LDO and an illustrative masterplan with appropriate use classes and building characteristics.

2.5 The LDO statutory consultation is currently live, and open from 16th January 2023 to 13th February 2024 (subject to a 1 week extension). An officer report will be completed and taken to Cabinet as part of the adoption resolution in March. Full documents can be found on the Planning Portal with reference 23/00076/LDO.

3 STATUTORY CONSIDERATIONS

3.1 Section 61A of the Town and Country Planning Act 1990 (TCPA 1990) gives a LPA the power to make an LDO. The statutory provision confirms that the LDO grants planning permission for the development specified in the LDO including for development of any planning use class specified. Section 61C of the TCPA provides that an LDO may be granted unconditionally or subject to conditions and limitations as set out in the order.

3.2 The SVEZ LDO includes conditions and limitations to control how the SVEZ will be developed. This will ensure that the SVEZ is delivered in accordance with the Council's overarching vision for the scheme – as informed by the various technical assessments – and broadly in line with the illustrative masterplan for the SVEZ (to be submitted as part of the LDO).

- 3.3 Sections 38 and 41 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 set out the procedural requirements for the making of an LDO, including the need for consultation. The Council is satisfied that it has complied with these requirement insofar as they have fallen due.
- 3.4 Paragraph 3 of Schedule 4A of the TCPA 1990 prevents an LDO having effect unless it is adopted by resolution of the LPA. An LPA is defined in the TCPA 1990 as being the relevant council. The Council has taken legal advice to confirm that the decision to adopt the LDO should be taken by Cabinet. As the adoption of an LDO is not listed as a non-executive function in the Local Authorities (Functions and Responsibilities) (England) Regulations 2000, it should therefore be considered an executive function and the decision taken by Cabinet.
- 3.5 An Equalities Impact Assessment has been carried out for the SVEZ project- see below

4 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 4.1 The SVEZ has provisional programme entry via the WECA Investment Fund to enable delivery of infrastructure works, as well as financial and staff resources in the Council. An Outline Business Case '+' is due to be submitted to WECA in early 2023 to consolidate the on site and off site highways enabling works alongside land acquisition..

S.106 and CIL funding have also been secured for infrastructure delivery and deployed in earlier phases of the project to develop the original Outline Business Case.

5 RISK MANAGEMENT

- 5.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision-making risk management guidance.
- 5.2 A Risk Register is maintained for the project

6 EQUALITIES

- 6.1 An Equality Impact Assessment has been carried out on the SVEZ project, please see Appendix 3. Following review with the Equalities Team, no adverse impacts have been identified.

7 CLIMATE CHANGE

- 7.1 The Council declared a Climate Emergency in March 2019, committing it to providing the leadership necessary to enable Bath and North East Somerset to achieve carbon neutrality by 2030
- 7.2 The SVEZ presents an opportunity to address several related issues to address the climate emergency. SVEZ will contribute to reducing out-commuting in the Somer Valley through the provision of new jobs and will provide a range of

active and sustainable travel improvements including a new cycle link to the Norton Radstock Greenway and new bus stops.

- 7.3 Biodiversity net gain is also a key aspect of the proposals, and it is proposed to provide a zero carbon, sustainable development. The development will achieve a 100% regulated operational carbon emissions reduction from Building Regulations Part L 2021 (or future equivalent legislation), in line with the hierarchy set out in Policy SCR7 & the B&NES Sustainable Construction Checklist SPD (2023). The SVEZ will help to reduce vehicle-related CO2 emissions through the provision of EV charging on site, in line with the Council's local transport policies and climate emergency declaration.

8 OTHER OPTIONS CONSIDERED

- 8.1 None

9 CONSULTATION

- 9.1 An informal engagement was held from 19th May 2022 to 30th June 2022 for stakeholders, Parish Councils, Town Councils and the public to comment on the illustrative masterplan, proposed highways works and design aspects of the site.
- 9.2 The LDO statutory consultation began on 16th January 2023 and will complete on 13th February 2023. Statutory consultees and the public will be able to comment on all relevant LDO documents via the planning portal.
- 9.3 Full information regarding consultation can be found in Appendix 2: Statement of Community Involvement.

Contact person	Richard Holden
Background papers	
Please contact the report author if you need to access this report in an alternative format	

Somer Valley Enterprise Zone (SVEZ): Local Development Order 2023 & Statement of Reasons

JANUARY 2023



Jones Lang LaSalle Incorporated

Local Development Order & Statement of Reasons

Somer Valley Enterprise Zone



Contents

Introduction to the SVEZ LDO

PART 1: SVEZ LDO

- The Site
- LDO Boundary
- Description of Development
- LDO Parameters
- The Design Guide
- Development Permitted by the LDO
- Minor Operations
- Lifespan of the LDO
- Other Consents

Conditions

- Introduction
- Conditions

Compliance Applications – guidance for occupiers

- Introduction
- LDO Parameter plans and Design Principles
- Compliance Application supporting information
- Compliance application fees
- LDO Conformity Process

PART 2:

Statement of Reasons

- Why deliver an LDO at SVEZ
- Economic Strategy
- Development Vision
- LDO Informal Consultation
- LDO Statutory Consultation
- Environmental Impact Assessment - Screening Opinion
- Legislative Context and Process
- Local Planning Policy Context
- National Planning Policy Framework
- Local Strategy

Appendices

- A - LDO Boundary Plan
- B – Notice of Commencement Form
- C – EIA Screening response from the LPA

1 Introduction

- 1.1 The Somer Valley Enterprise Zone Local Development Order 2023 (SVEZ LDO) grants planning permission for the development of the land for commercial, industrial, food, beverage and hotel uses and by doing so removes the need for individual planning applications to be submitted by future developers or occupiers.
- 1.2 This document sets out the background and context for the SVEZ LDO, it being an integral part of the Council's economic growth ambitions for the Somer Valley. In addition, this document sets out compliance with the legislative framework with regard to the preparation of the LDO and provides an overview of the supporting evidence which informs the LDO.
- 1.3 SVEZ was granted 'Enterprise Zone' (EZ) status by the Government in April 2017, as part of the wider Bath and Somer Valley Enterprise Zone. The EZ status demonstrates support for economic development in the form of new job creation, business space provision and more generally a contribution towards economic growth of the local economy.
- 1.4 The vast majority of the site has also been allocated for employment development in the Local Plan since 2007.
- 1.5 The use of LDOs is supported by Government as a means of simplifying and streamlining the planning process for certain sites and types of development, as specified by the Local Planning Authority (LPA). LDOs are a useful tool which can help to attract inward investment and stimulate regeneration and are therefore particularly relevant to Enterprise Zones, such as SVEZ.
- 1.6 The decision to proceed with the SVEZ LDO was taken by B&NES following a review of various options to promote and facilitate the development of SVEZ as a strategic employment location. An LDO has been progressed for the site because it provides the highest level of planning certainty, which is expected to increase demand from the developer and occupier market. The LDO is therefore the preferred planning delivery mechanism to provide a proactive market-led response to economic renewal, creating a destination for inward investment in the Somer Valley and wider area.
- 1.7 SVEZ is a proposed new area for commercial development, to create a local hub for new business and employment and help prevent out-commuting. The EZ, once complete, could create approximately 1,300 new jobs for local people.
- 1.8 The vision for the site is to provide an LDO that strongly grasps sustainability, high quality design, viability, deliverability and complements, rather than threatens, neighbouring town centres.
- 1.9 In developing the SVEZ LDO the project team and B&NES have worked together to design and deliver an LDO which achieves the stated objectives for the EZ and which delivers a much needed positive boost for the local economy.
- 1.10 This document is separated into two parts:
 - **Part 1** sets out what the SVEZ LDO permits, the associated conditions and the process for submitting 'Compliance Applications' which must be followed before construction work can commence.

- **Part 2** sets out the Statement of Reasons including the background context to the SVEZ LDO and related policy considerations, as well as addressing other legislative matters.

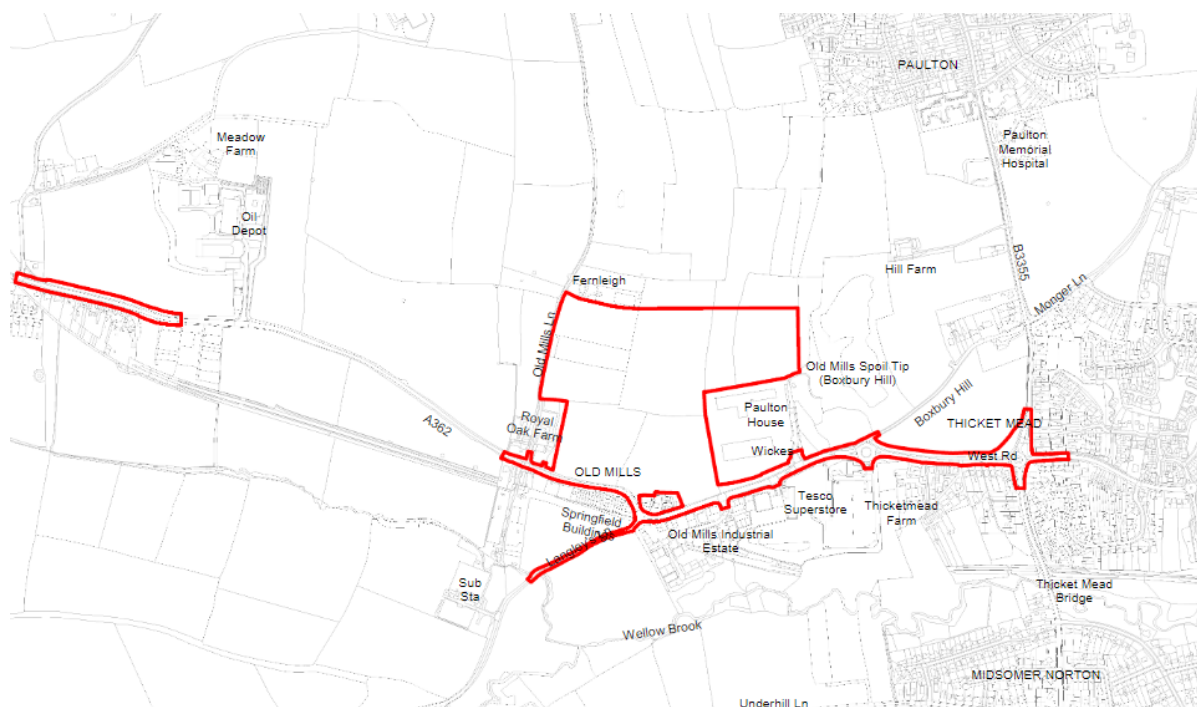
2 PART 1: SVEZ LDO

The Site

- 2.1 The principal site extends to approximately 13.5 ha (excluding related land required for highways works) of land located at Old Mills and is made up of nine agricultural fields spread across five landholdings that are defined by hedgerows. Midsomer Norton town centre is located 1.25 miles from the site, which sits on the north-western edge of the settlement.
- 2.2 To the east of the site is a mixed-use employment/retail development that is enclosed by mature trees. Currently, the site comprises an office building and retail warehouse.
- 2.3 The A362 lies adjacent to the site which links to the A37, Bristol and the M4/M5 to the north. There is currently no access road to the site from the A362.
- 2.4 The village of Paulton lies to the north, the intervening land intersected by agricultural fields that slope upwards away from the site, towards the village.
- 2.5 To the west of the site is Royal Oak Farm and Old Mills Lane. To the south is the A362, as well as some terraced cottages that have historic links to the former railway located to the southwest.
- 2.6 The Somerset Coalfield covers Midsomer Norton and Paulton and the site was used for coal mining until 1966. The landscape surrounding the site is indicative of its coal working past, including a visible conical Batch which is located 20m from the east of the site boundary. The Batch is a recolonised spoil heap surrounded by woodland, grassland and scrub habitat.

LDO Boundary

- 2.7 The LDO covers the land at Old Mills and related land required to deliver the associated highways works, as defined on the boundary plan below, and replicated at Appendix A.



Description of Development

2.8 The description of development is as follows:

The development of an employment-led Enterprise Zone, including:

- *Commercial buildings within Use Classes E (b, g), B2 and B8 (including ancillary trade counter); and*
- *A range of food, beverage and hotel buildings within Use Classes C1 and Sui Generis, including a public house and hot food takeaways.*
- *Highways related works including a new roundabout and related works to A362, road widening and safety improvements to the A362, new cycle, pedestrian and bus connections.*

Any operations or engineering works necessary to enable the development of the Site, including excavation and earthworks and any other operations or engineering necessary for site mobilisation, office and worker accommodation, communications, drainage, utilities and associated environmental, construction and traffic management, together with associated operational infrastructure including utilities, management infrastructure, associated buildings and infrastructure, car parking, fencing, green infrastructure, access roads and landscaping.

Minor operational development in addition to the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or its successor, including changes to external appearance of existing buildings, including recladding, alterations to doors and windows; Changes to access to buildings; Installation of plant or small-scale micro renewable energy development; Reorganisation of vehicle parking; Provision of cycle parking; and Provision of covered bin and cycle stores.

LDO Parameters

2.9 The proposed development is defined by a series of Parameter which are included within the Design Code. The Parameter plans and Design Code set the framework within which future development must fit and cover the following matters.

- Structural landscape
- SuDS drainage strategy
- Ecology buffer zones
- External signage and wayfinding
- Sustainability
- External Lighting
- Cycling and pedestrian strategy
- External colour palette
- Maximum floorspace per plot

- Land use classifications
- Maximum building heights
- Maximum parking spaces
- Deliveries and collections
- Architectural features & materiality
- The access and Spine Road

The Design Code & Illustrative masterplan

- 2.10 The Design Code and related Design & Access Statement produced in support of this LDO provide detailed advice and guidance to architects, designers and occupiers/developers who intend to bring forward development of individual plots within the LDO.
- 2.11 The parameter plans and Design Code also set a series of fixed elements outwith the development plots, including for example the location of the spine road, the delivery of structural landscaping and signage, which when combined set out how SVEZ will look and feel.
- 2.12 The design documents seek to ensure a high standard of design and continuity are achieved across the site, in line with wider masterplan objectives. They set out design parameters and codes in order to ensure that mandatory requirements for each site are adhered to. This includes factors such as building use, floorspace, maximum heights, structural landscaping, parking and access points.
- 2.13 The Illustrative masterplan demonstrates one way in which the parameter plans and the Design Code may be applied to develop SVEZ, but is not an approved site layout for the purposes of the LDO. While the parameter plans relating to matters such as the spine road and structural landscaping do define the overall site layout, there remains flexibility as to how each plot may be designed by individual occupiers / developers, such that the overall layout of SVEZ may vary from that shown on the Illustrative scheme

Development Permitted by the LDO

- 2.14 The SVEZ LDO specifically grants planning permission for the scope of development as set at paragraph 2.8 above, including the erection, extension or alteration of a building within the use classes set out below (Table 1) and subject to the conditions and limitations below.
- 2.15 Table 1 sets out the permitted uses as described by The Town and Country Planning (Use Classes)(Amendment)(England) Regulations 2020 (or any order revoking and/or re-enacting that order with or without modification) by plot, along with the maximum building GIA that can be delivered on each plot.

PLOT	PERMITTED USES	PLOT AREA	MAXIMUM BUILDING GIA
P1	Pub (Sui Generis) or Office / Research and development / Industrial processes (E g) or Industrial / Warehousing (B2/B8)	2,872m ²	650m ²

P2	Hotel (C1) or Office / Research and development / Industrial processes (E g) or Industrial / Warehousing (B2/B8)	3,438m ²	2,790m ²
P3	Office / Research and development / Industrial processes (E g) or Industrial / Warehousing (B2/B8) - Includes trade counter as part of B8	4,517m ²	1,682m ²
P4	Food & Beverage (E b - on premises consumption or Sui Generis - off premises consumption) or Office / Research and development / Industrial processes (E g) or Industrial / Warehousing (B2/B8)	1,329m ²	350m ²
P5	Office / Research and development (E g)(i)(ii)	10,097m ²	7,198m ²
P6	Office / Research and development / Industrial processes (E g)	2,250m ²	1,287m ²
P7	Industrial (B2) or Industrial processes (E g)(iii)	4,281m ²	2,880m ²
P8	Office / Research and development / Industrial processes (E g)	4,253m ²	2,016m ²
P9	Industrial (B2) or Industrial processes (E g)(iii)	5,180m ²	3,370m ²
P10	Storage and Distribution (B8)	9,846m ²	5,639m ²
P11	Industrial (B2) or Industrial processes (E g)(iii)	11,476m ²	7,250m ²
P12	Depot (Sui Generis) or Industrial (B2)	15,653m ²	720m ²

Table 1: LDO Permitted Uses

2.16 The development permitted by the LDO also includes any operations or engineering works necessary to enable the development of the site, including:

- Excavation and earthworks;
- The formation of compounds for the stockpiling, sorting and treatment of excavated materials;
- Import of material where necessary;
- Piling and any other operations or engineering necessary for site mobilization;
- Welfare facilities including site offices;
- Communications, drainage, utilities and associated environmental, construction and traffic management.

2.17 In addition, the development permitted by the LDO also includes associated infrastructure including:

- New road infrastructure, including
- Utilities and associated buildings and infrastructure, including diversion and/or undergrounding cables
- Surface water and foul drainage infrastructure

- Digital and electrical infrastructure
- Car parking
- Associated green infrastructure, access roads and landscaping

Minor Operations

- 2.18 In addition to the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or its successor, the SVEZ LDO permits minor operational developments where it falls within the definition of development under planning legislation and takes effect on completion of the permitted development under the terms outlined in Section 2.8 and Table 1 above.
- 2.19 Minor operational development permitted by the LDO is:
- Changes to external appearance of existing buildings, including recladding, alterations to doors and windows so long as they remain consistent with the approach set out in the approved Design Code
 - Changes to access to building
 - Installation of plant or small-scale micro renewable energy development and EV charging facilities
 - Reorganisation of vehicle parking
 - Provision of cycle parking
 - Provision of covered bin and cycle stores
- 2.20 There is no requirement to notify, or seek the approval of, the Local Planning Authority before such minor operations are undertaken.

Extensions

- 2.21 The LDO permits the extension of buildings which have been constructed under the LDO, subject to the submission of a new Compliance Application. As such, extensions are permissible but must accord with the parameters and Design Code and cannot exceed the maximum building GIA for each plot, as set out in Table 1.

Lifespan of the LDO

- 2.22 LDOs can grant permission for development indefinitely or for a time limited period. In this case the LDO and the terms within it will be active for a period of **20 years** following the day of its adoption.
- 2.23 A 20-year period has been applied to allow sufficient time to secure the completion of the works approved under the LDO, and to allow subsequent changes to buildings or uses which may be beneficial to the future occupiers.
- 2.24 At the sole discretion of the LPA a monitoring and evaluation process will be undertaken at years 5, 10 and 15 following adoption. The monitoring and evaluation process may result in decisions to review, modify or revoke the LDO. The review will be completed within 30 days of the relevant anniversary and at the end of the review the LPA will determine whether to:
- Retain the LDO as it stands for the remaining years of its life;

- Retain but revise some elements; or
- Revoke and cancel the LDO

- 2.25 Notwithstanding the conclusion of the monitoring and evaluation process, development which has commenced under the provisions of the LDO can be completed in the event that the LDO is revoked or revised or expires. This is subject to the LPA's confirmation of compliance issued under the Compliance Application process.
- 2.26 The development and implementation of the LDO will take place on a phased basis. Where a material operation has been commenced in respect of any development permitted by the LDO at the time it expires, is revoked, or is revised such development may continue to be lawfully completed.

Other Consents

- 2.27 This LDO removes the requirement to obtain express planning permission (subject to compliance with the procedures outlined herein) but does not remove the need to obtain other statutory consents such as Building Regulations approval, consents under Highways legislation, environmental licensing and permitting and Health & Safety Executive consents etc.
- 2.28 It will remain the responsibility of the developer to ensure that all other statutory requirements are followed.

3 Conditions

Introduction

- 3.1 The conditions imposed on the SVEZ LDO are necessary to ensure that development is acceptable in planning and procedural terms. Furthermore, the Design Code assists developers / occupiers in shaping development proposals for the LPA to consider during the compliance process.

Conditions

Number	Condition	Reason
1 Term of the LDO	<p>The LDO and the terms within it will be active for a period of 20 years following the day of its adoption and will expire following this period.</p> <p>Development which has lawfully commenced under the provisions of the LDO can be completed in the event that the LDO is revoked or revised or expires.</p>	LDOs can grant permission for development indefinitely or for a time limited period. In this case the LDO and the terms within it will be active for a period of 20 years following the day of its adoption.
2 Submission of compliance application	No development, except for minor operations (as defined in s 2.18 / s2.19 of the LDO) and highways / structural landscaping works, shall commence in relation to any plot until a Compliance Application for the proposed development of that plot has been submitted to and approved by the Local Planning Authority and a Certificate of Compliance has been issued.	To ensure high quality sustainable development, in line with the aspirations for the LDO.
3 Compliance	Development shall be carried out in accordance with the information provided in the Compliance Application and as specified in the Certificate of Compliance, and any additional conditions imposed by the LPA in the Certificate of Compliance.	To ensure compliance with the LDO.
4 Commencement Notice	Not less than 14 days prior to the commencement of any development approved under this LDO a Commencement Notice shall be submitted to the LPA.	To enable the monitoring of development and the effective implementation of the Order.
5 Supporting documents	<p>The development hereby approved shall be carried out in accordance with the following documents:</p> <ul style="list-style-type: none"> • Illustrative Masterplan ref. SVEZ-AHR-MP-ZZ-DR-A-92-015 P29 • Site Location ref. SVEZ-AHR-MP-ZZ-DR-A-91-000 P08 	For the avoidance of doubt and in the interest of proper planning.

	<ul style="list-style-type: none"> • Proposed Plot Boundaries ref. SVEZ-AHR-MP-ZZ-DR-A-92-010 P05 • Proposed Masterplan-Fixed Element ref. SVEZ-AHR-MP-ZZ-DR-A-92-011 P11 • Heights Plan ref. SVEZ-AHR-MP-ZZ-DR-A-92-012 P12 • Proposed Land Use ref. SVEZ-AHR-MP-ZZ-DR-A-92-013 P11 • Strategic Landscape Plan ref. SVEZ-AHR-MP-ZZ-DR-A-92-014 P05 • Road Layout ref. SVEZ-AHR-MP-ZZ-DR-A-92-016 P02 • Drainage Strategy ref: SVEZ-AHR-MP-ZZ-DR-A-92-017 P01) • Proposed Phasing Plan ref. SVEZ-AHR-MP-ZZ-DR-A-92-018 P03 • LDO Design Code ref. SVEZ-AHR-MP-ZZ-PR-A-A3-002 P05 • LDO-Design and Access Statement ref. SVEZ-AHR-ZZ-XX-RP-A-A3-001 • Ecology-Baseline Assessment ref. 10042920-AUK-XX-XX-RP-EC-0002-03 • Ecology-Habitat Management Plan ref. 10042920-AUK-XX-XX-RP-EC-0019-02 • Ecology-Biodiversity Net Gain Report and Calculator ref. 10042920-AUK-XX-XX-RP-EC-20-03 • Landscape and Visual Assessment • Heritage Assessment ref. 10042920-ARC-XX-XX-RP-TC-0001-01 • Transport Assessment ref. 10042920-ARC-XX-XX-RP-TP-0001 • Framework Travel Plan ref. 10042920-ARC-XX-XX-RP-TP-0002-P2 SVEZ FTP 	
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	<ul style="list-style-type: none"> • Lighting Strategy ref. 10042920-ARC-HLG-ZZ-TR-LE-00001 • Flood Risk Assessment ref. 10042920-AUK-XX-XX-RP-DE-0001-04 • Sustainability Statement • Noise Assessment • Air Quality Assessment • Drainage Strategy ref. 10042920-SVEZ-ARC-XX-RP-CE-0001_03 • Arboricultural Impact Assessment ref. 10042920-AUK-XX-XX-RP-EC-0027-01. 	
6 Limit on Class E uses	Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) the Class E uses permitted by this order shall be restricted to Class E (b) or E(g) only, and no other use within Class E.	
7 Structural landscaping – phasing	<p>The structural landscaping shall be carried out in accordance with the approved phasing plan (ref: SVEZ-AHR-MP-ZZ-DR-A-92-018 PO3) or an updated phasing plan to be submitted to and agreed in writing by the LPA.</p> <p>The first building or use hereby approved within each phase shall not be occupied until the relevant phase of structural landscaping has been completed.</p>	To ensure the provision of amenity and a satisfactory quality of environment afforded by appropriate landscape design
8 Structural landscaping – approved details	<p>No works relating to the structural landscaping shall commence until full details of both hard and soft landscape proposals, programme of implementation and a landscape management plan (to include long term design objectives, management responsibilities and maintenance schedules for all landscape areas) have been submitted to and approved by the Local Planning Authority. These details shall include, as appropriate:</p> <ol style="list-style-type: none"> 1. Proposed finished levels or contours 2. Means of enclosure 3. Other vehicle and pedestrian access and circulation areas 	To ensure that the external appearance of the structural landscaping is satisfactory, in accordance with quality expectations set out within Design Code.

	<p>4. Hard surfacing materials</p> <p>5. Minor artefacts and structures (e.g. outdoor furniture, play equipment, refuse or other storage units, signs, lighting)</p> <p>6. Proposed and existing functional services above and below ground (e.g. drainage, power, communication cables, pipelines, etc, indicating lines, manholes, supports etc)</p> <p>7. Retained historic landscape features and proposals for restoration, where relevant</p> <p>Soft landscape details shall include:</p> <p>1. Planting plans</p> <p>2. Written specifications (including cultivation and other operations associated with plant and grass establishment)</p> <p>3. Schedules of plants, noting species, planting sizes and proposed numbers / densities</p> <p>The development shall be carried out and maintained in accordance with the approved details.</p>	
9 Landscaping details – on plot	<p>Each Compliance Application shall be accompanied by full details of both hard and soft landscaping proposals, a programme of implementation and a landscape management plan (to include long term design objectives, management responsibilities and maintenance schedules for all landscape areas). These details shall include, as appropriate:</p> <p>1. Proposed finished levels or contours</p> <p>2. Means of enclosure</p> <p>3. Other vehicle and pedestrian access and circulation areas</p> <p>4. Hard surfacing materials</p> <p>5. Minor artefacts and structures (e.g. outdoor furniture, play equipment, refuse or other storage units, signs, lighting)</p>	To ensure that the external appearance of the plots is satisfactory, in accordance with quality expectations set out within Design Code.

	<p>6. Proposed and existing functional services above and below ground (e.g. drainage, power, communication cables, pipelines, etc, indicating lines, manholes, supports etc)</p> <p>7. Retained historic landscape features and proposals for restoration, where relevant</p> <p>8. Car parking layouts</p> <p>Soft landscape details shall include:</p> <p>1. Planting plans</p> <p>2. Written specifications (including cultivation and other operations associated with plant and grass establishment)</p> <p>3. Schedules of plants, noting species, planting sizes and proposed numbers / densities</p> <p>The development shall be carried out and maintained in accordance with the approved details.</p>	
<p>10</p> <p>Landscaping implementation - Structural landscaping</p>	<p>All planting, seeding or turfing comprised in the approved details of the structural landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 20 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.</p> <p>All hard and soft landscape works shall be retained in accordance with the approved details for the lifetime of the development.</p>	<p>To ensure that the external appearance of the structural landscaping is satisfactory, in accordance with quality expectations set out within Design Code.</p>
<p>11</p> <p>Landscaping implementation – on plot</p>	<p>All planting, seeding or turfing comprised in the approved details of landscaping for each plot shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 20 years from the completion of the development die, are removed or become seriously damaged or</p>	<p>To ensure that the external appearance of the structural landscaping is satisfactory, in accordance with quality expectations set out within Design Code.</p>

	<p>diseased shall be replaced in the next planting season with others of similar size and species.</p> <p>All hard and soft landscape works shall be retained in accordance with the approved details for the lifetime of the development.</p>	
12 Highways – approved plans	<p>No development shall commence until the highways infrastructure has been completed in accordance with the following GA plans:</p> <ul style="list-style-type: none"> • Ref. 10042920-ARC-HGN-ZZ-DR-HR-00002 Rev P01 • Ref. 10042920-ARC-HGN-ZZ-DR-HR-00003 Rev P01 • Ref. 10042920-ARC-HGN-ZZ-DR-HR-00004 Rev P01 • Ref. 10042920-ARC-HGN-ZZ-DR-HR-00005 Rev P01 • Ref. 10042920-ARC-HGN-ZZ-DR-HR-00006 Rev P01 • Ref. 10042920-ARC-HGN-ZZ-DR-HR-00007 Rev P01 	
13 Drainage	<p>No development shall commence for each plot until detailed surface water drainage, with pipe sizing and flow controls confirming flow from the site with exceedance routes for surface water, to be prepared in accordance with the sitewide drainage strategy (ref: SVEZ-AHR-MP-ZZ-DR-A-92-017 P01) has been submitted to and approved in writing by the Local Planning Authority. Calculations shall be provided demonstrating capacity and performance of Sustainable Drainage features up to and including 1:100 plus cc storm event. The development shall be carried out in full accordance with the approved details.</p>	<p>To ensure that an appropriate method of surface water drainage is installed and in the interests of flood risk management</p>
14 BNG	<p>No development shall commence until a Biodiversity Net Gain Delivery & Management Plan is submitted to and approved in writing by the Local Planning Authority. The Biodiversity Net Gain Delivery & Management Plan shall be prepared in accordance with the Habitat Management Plan (10042920-AUK-XX-</p>	<p>To ensure that the LDO secures at least 10% BNG in accordance with The Environment Act 2021 and Policy NE3a of the LPPU.</p>

	<p>XX-RP-EC-0019-02) and the Biodiversity Net Gain Report: Final Report (10042920-AUK-XX-XX-RP-EC-20-02) which are included as part of the LDO and shall include confirmation as to how a 10% BNG gain will be delivered using the following sequential approach:</p> <ul style="list-style-type: none"> • Delivery on-site • The purchasing of additional land to provide space to create new habitat; • Purchasing biodiversity units from 3rd party organisations; or • Working with 3rd parties such as local authorities, trusts, etc. to deliver biodiversity units on their land. <p>The development shall be carried out in full accordance with the approved details.</p>	
	<p>The development shall be carried out in accordance with the Habitat Management Plan (as applicable to the structural landscaping areas on the main site and habitats within the Highways sites only) which sets out the design strategy and prescriptions for newly created habitats as well as ongoing management and care of retained habitat for the long-term benefit of local biodiversity.</p>	
15 Noise	TBC	To prevent noise from the premises adversely affecting the residential amenities of occupiers of nearby properties
16 Archaeology - site wide	<p>Prior to submission of the first compliance application and/or the commencement of any works approved under this LDO (to include highways, drainage infrastructure and landscaping) a full archaeological evaluation (consisting of a geophysical survey and trial trench evaluation) shall be undertaken within the EZ red line boundary. The evaluation shall be submitted to and approved in writing by the local planning authority prior to the commencement of any works approved by the LDO.</p>	In the interests of ensuring that the any archaeological remains are identified and managed

17 Archaeology - site wide	No development shall commence until a sitewide Framework Mitigation Strategy, to be prepared in consultation with the Council archaeologist has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved framework Mitigation Strategy thereafter.	In the interests of ensuring that the any archaeological remains are identified and managed
18 Archaeology - land outside the plots	If archaeological remains are identified through the archaeological evaluation process (see condition 16) then prior to the commencement of any works approved under this LDO, an area specific mitigation strategy, to be prepared in accordance with the Framework Mitigation Strategy, shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved area specific mitigation strategy.	In the interests of ensuring that the any archaeological remains are identified and managed
19 Archaeology – on plot	If archaeological remains are identified through the archaeological evaluation process (see condition 16), each relevant compliance application shall then be accompanied by a plot specific mitigation strategy, to be prepared in accordance with the Framework Mitigation Strategy. The works shall be carried out in accordance with the approved area specific mitigation strategy.	In the interests of ensuring that the any archaeological remains are identified and managed
20 Construction Management Plan – highways works	Development of the spine road, highways and access works (as shown on plan ref: 10042920-ARC-HGN-ZZ-DR-HR-00003 Rev P01) shall not commence until a Construction Management Plan for those highways and access works has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the following: 1. Deliveries (including storage arrangements and timings); 2. Contractor parking; 3. Traffic management; 4. Working hours; 5. Site opening times;	To ensure the safe operation of the highway and in the interests of protecting residential amenity

	<p>6. Wheel wash facilities;</p> <p>7. Site compound arrangements;</p> <p>8. Measures for the control of dust;</p> <p>Thereafter the relevant works shall be undertaken in accordance with the approved details.</p>	
<p>21</p> <p>Construction Management Plan – on-plot</p>	<p>Prior to implementation of each on-plot development, a Construction Management Plan for that plot shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of the following:</p> <ol style="list-style-type: none"> 1. Deliveries (including storage arrangements and timings); 2. Contractor parking; 3. Traffic management; 4. Working hours; 5. Site opening times; 6. Wheel wash facilities; 7. Site compound arrangements; 8. Measures for the control of dust; <p>The construction of the development shall thereafter be undertaken in accordance with the approved details.</p>	
<p>22</p> <p>Tree protection</p>	<p>No development activity shall commence until the protective measures as stated in the approved AIA (ref. 10042920-AUK-XX-XX-RP-EC-0027-01) are implemented. The local planning authority is to be advised two weeks prior to development commencing of the fact that the tree protection measures as required are in place with photographic evidence.</p> <p>The tree protection measures shall remain in place for the duration of the development.</p>	<p>To ensure that the trees are protected from potentially damaging activities</p>
<p>23</p> <p>Off plot lighting</p>	<p>No lighting shall be installed as part of the development until a lighting strategy, to be prepared in accordance with the sitewide lighting strategy, has been submitted to and approved in writing by the</p>	<p>To avoid harm to bats and wildlife</p>

(NB: On-plot covered via compliance app)	<p>Local Planning Authority. The strategy shall include the following:</p> <ol style="list-style-type: none"> 1. The approach and design of the external and internal lighting; 2. Detailed light spill calculations (including lux contour plans); 3. Details of light control systems and regimes; 4. A schedule and programme for maintenance of the lighting. <p>The lighting shall be installed, maintained and operated thereafter in accordance with the approved details.</p>	
<p>24</p> <p>On plot Lighting</p>	<p>Each Compliance Application shall be accompanied by a lighting strategy, to be prepared in accordance with the sitewide lighting strategy. The strategy shall include the following:</p> <ol style="list-style-type: none"> 1. The approach and design of the external and internal lighting; 2. Detailed light spill calculations (including lux contour plans); 3. Details of light control systems and regimes; 4. A schedule and programme for maintenance of the lighting. <p>The lighting shall be installed, maintained and operated thereafter in accordance with the approved details.</p>	<p>To avoid harm to bats and wildlife</p>
<p>25</p> <p>Sustainability</p>	<p>Each Compliance Application shall be accompanied by plot specific Sustainability Statement, prepared in accordance with the sitewide Sustainability Strategy which demonstrates how the development will achieve a 100% regulated operational carbon emissions reduction from Building Regulations Part L 2021 (or future equivalent legislation), following the hierarchy set out in Policy SCR7 & the B&NES Sustainable Construction Checklist SPD (2023).</p>	<p>To ensure the development incorporates measures to minimise the effects of, and can adapt to, a changing climate.</p>

	Thereafter the relevant works shall be undertaken in accordance with the approved details.	
26 Deliveries and Collection Strategy	Each Compliance Application shall be accompanied by plot specific Deliveries and Collection Strategy. Thereafter the relevant works shall be undertaken in accordance with the approved details.	To protect the amenity of nearby residents
27 External Signage and Way-finding Strategy	Prior to the occupation of the first building delivered under the LDO an External Signage and Way-finding strategy shall be submitted to and approved in writing by the Local Planning Authority. The submitted strategy shall be consistent with the details set out at section 2.14 of the design code. Thereafter the relevant works shall be undertaken in accordance with the approved details.	To ensure the provision of amenity and a satisfactory quality of environment

Table 2: LDO Conditions

4 Compliance Applications – guidance for occupiers

Introduction

- 4.1 This section sets out guidance to assist future developers / occupiers in preparing Compliance Applications, which in turn enables the commencement of development under the LDO. It identifies the process that needs to be followed to ensure proposals are suitable and appropriate for SVEZ and can therefore be supported by the LPA.
- 4.2 It is important to note that the SVEZ LDO alone does not allow development to commence. The LDO sets out matters which remain to be approved before development can proceed, through a process called of submitting a Compliance Application. Once a Compliance Application has been approved and related conditions have been discharged, construction work may begin (subject to other statutory approvals such as building regulations).

Compliance Application supporting information

- 4.3 The following supporting information shall be submitted with each Compliance Application:
- Compliance Application form
 - The requisite fee
 - Details required by condition (see Table 2)
 - Details required by the Design Code (see plot summaries within Design Code)

Compliance Application fees

- 4.4 Each Compliance application will be charged at an equivalent of 50% of the Outline fee level, as defined in the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, as amended.
- 4.5 At the time of writing this equates to the following charges for Compliance Applications under the SVEZ LDO:
- Gross site area of less than 2.5ha – £231 for each 0.1ha
 - Gross site area of more than 2.5 hectares – £5,716 + £69 for each additional 0.1 hectare
 - Maximum fee £75,000
- 4.6 The fee for discharge of conditions under the LDO shall match the relevant fee as set out in ‘The Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012’ (as amended). At the time of writing that fee is £116 per submission.

LDO Conformity Process

- 4.7 Prior to the commencement of development on individual plots, a Compliance application shall be submitted to B&NES LPA, comprising of the Compliance Form along with the necessary supporting documents / plans and the requisite fee.
- 4.8 Within 6-weeks of the submission of a Compliance Application, the LPA shall issue a Certificate of Compliance as to whether or not the proposed development is permitted under the LDO, or whether

further information is required to determine if the proposed development is in accordance with the Order.

- 4.9 If further information is required to make an assessment, and a decision cannot be reached within the 6-week period, the LPA will seek to agree a reasonable extension of time with the Applicant up to an additional 4 weeks, to allow additional information to be submitted and/or minor changes made to enable compliance with the LDO. Where feasible, the LPA will endeavour to seek amendments by Applicant rather than issue a response of non-compliance.
- 4.10 If the proposal is not considered to be permitted under this Order, the council will provide written response, with reasons and a planning application will be required for the development to progress.
- 4.11 Any development deemed to comply with this Order, but which is later found to not accord with its terms and conditions, including the standard conditions set out in this Order, may be liable to planning enforcement proceedings.
- 4.12 The Certificate of Compliance can be amended through resubmission of the Compliance Application. The amended application can be refused if not compliant with the LDO.
- 4.13 A flow chart setting out an indicative process for the preparation and submission of a compliance application is set out below in Figure 1, to support applicants in drafting compliance applications.

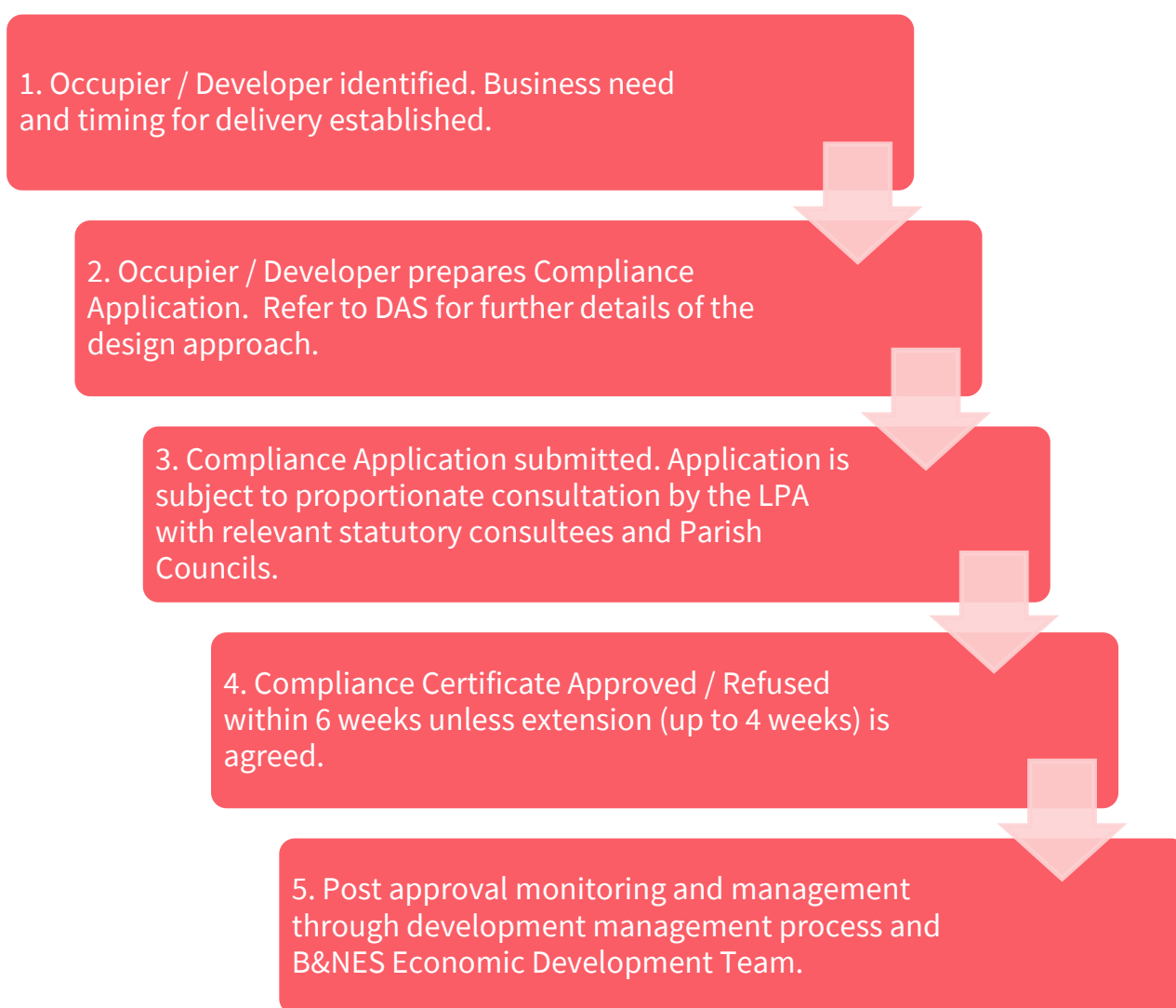


Figure 1: SVEZ LDO Compliance Process Flow Diagram

- 4.14 It should be noted that the LDO (and related conditions) also include a series of sitewide requirements that need to be addressed / discharged prior to the commencement of development on individual plots. Occupiers / Developers should review those requirements to ensure compliance is achieved and that development can lawfully commence.

Commencement of Development

- 4.15 Once a Compliance Application has been approved and relevant conditions discharged the development may commence (subject to other statutory approvals being in place, for example Building Regulations). Having regard to Condition 4 a Commencement Notice (a template of which is provided at Appendix B) shall be served on the Local Planning Authority at least 14 days prior to the commencement of development informing the authority of the intention to commence works.

5 PART 2: Statement of Reasons

Why deliver an LDO at SVEZ?

- 5.1 SVEZ was granted 'Enterprise Zone' (EZ) status by the Government in April 2017, as part of the wider Bath and Somer Valley Enterprise Zone. The EZ status demonstrates support for economic development in the form of new job creation, business space provision and more generally a contribution towards economic growth of the local economy.
- 5.2 The decision to bring forward an LDO was taken following a long-term failure in the market to deliver the allocated employment site. To make the Site more attractive for occupiers and developers, this LDO will provide an easier consenting process allowing construction and ultimately occupation of new commercial buildings to be delivered more quickly and cost effectively. An LDO at SVEZ therefore represents a major opportunity for businesses to invest in the area, either relocating from elsewhere, or extending their presence to an attractive new site.
- 5.3 The LDO is designed with a range of types of business space in mind, aiming to attract a spectrum of small, medium and large-scale employers, as well as complementary uses which serve employment development (hotel, public house etc). It is expected that, once it is up and running, SVEZ will bring around 1,300 new local jobs to the area, covering a range of sectors that may include:
 - specialist construction
 - construction
 - manufacturing and general sales
 - land transport
 - printing
 - warehousing and distribution
- 5.4 It is likely that a range of roles will be provided including:
 - management
 - professional
 - associate professional/technical
 - office and administration
 - skilled trades
 - customer service and sales
 - process
 - elementary
- 5.5 The plans for the SVEZ specify a mix of uses, with the aim of generating jobs across the wide range of skills and experience held by the local population.

- 5.6 In the Somer Valley there is a low vacancy rate in commercial buildings, and this lack of available business space is constraining business and employment growth. The B&NES Economic Strategy Review (2014 to 2030) recognises the 'urgent need' to encourage new employment land development in the Somer Valley. The SVEZ project presents an exciting new local employment offer, with a variety of jobs matching the varied skills and experience of the local labour market.
- 5.7 B&NES has taken a proactive approach to encouraging investment through supporting the production of the SVEZ LDO. There is a clear rationale for this project in that the LDO creates certainty for developers / occupiers which in turn enables the proactive delivery of new employment opportunities.
- 5.8 One of the key issues that B&NES is trying to address is an imbalance between jobs available and homes built in the Somer Valley area. Recent incremental housing development and a decline in the manufacturing sector has led to this imbalance. Core Strategy Somer Valley Spatial Strategy Policy SV1 sets out the overachieving spatial requirements for economic development and the Old Mills (Policy SSV9) is one of key areas to achieve this economic objective.
- 5.9 In addition, SVEZ can help to reduce out-commuting from the Somer Valley. Currently a large number of skilled local people need to travel towards Bristol, Bath and other urban centres to find suitable employment. The new jobs offered by the SVEZ development will reduce the need for this out-commuting, offering a wide range of benefits, including:
- reducing carbon emissions
 - providing a complimentary range of uses including services for the local economy
 - reducing congestion on the region's roads
 - promoting active travel for the shorter journey to work
 - increasing leisure time previously spent commuting
 - increasing workday lunchtime and leisure spend with local businesses
- 5.10 The LDO will deliver a long-term legacy of new and enhanced job opportunities, helping to reprofile the economy to create opportunities for good quality employment in B&NES, and across the region.

The Economic Case for SVEZ

- 5.11 B&NES commissioned an Employment and Skills Analysis Report (April 2022) to evaluate the likely impact that the LDO development proposals will have on employment and skills and the type of users who may occupy the units.
- 5.12 The Employment and Skills Analysis Report identifies that the Somer Valley has strengths in growing sectors of specialist construction, construction and food manufacturing. There are also strengths in printing (and packaging), chemical manufacturing and machinery and equipment.
- 5.13 Despite warehousing and distribution growing in the UK, it is under-represented within the Somer Valley. Automation and e-commerce are accelerating demand for warehouse space, although this is causing such uses to have less significant employment figures.
- 5.14 Warehousing and distribution within the Somer Valley is likely to be in support of existing industry and will therefore fulfil an important economic function.

- 5.15 An Economic Strategy Evidence Base (June 2022) was also commissioned by B&NES to assess economic strategy as the last assessment took place in 2014, pre-covid. It sets out business demography, employment land losses, economic forecasts and scenarios and economy carbon emissions. Notably the Somer Valley has lost 3,100 sqm of office employment floorspace from 2011-2020, which equates to around 200 FTE jobs and -£13.3m GVA per annum. For industrial floorspace the loss between 2011-2020 is 6,400 sqm, which equates to the loss of 200 jobs and a per annum GVA loss of -£6.4m.

Development Vision

- 5.16 As set out in the Design Code the vision for the SVEZ LDO is to:
- Create a successful modern business park that attracts a range of employment to ensure a mix of jobs and skills sets.
 - Deliver a scheme that successfully contributes and compliments the wider Enterprise Zones in Bristol and Bath.
 - Ensure the scheme is of the highest quality design. This will differentiate it from the existing provision in the area.
 - Future proof the commercial offer, providing space that allows businesses to effectively grow without the need to locate elsewhere as they expand.
 - Deliver a range of complimentary amenity spaces to enhance workers experience. It is becoming increasingly important for business parks to provide opportunities for employees on site.
 - The offer should support the nature of the commercial market, which is predominantly light industrial/manufacturing whilst taking account of possible future employment trends.
 - Deliver a wider variety of flexible space including workshops and studio space to meet the needs of the market.
- 5.17 In addition, the vision for the site is to provide an LDO that strongly grasps sustainability, high quality design, viability, deliverability and complements, rather than threatens, neighbouring town centres.

LDO Informal Consultation

- 5.18 Engagement with the local community, businesses, landowners and other stakeholders has taken place in advance of and during the LDO process. The engagement has used a range of methods to involve as many people as possible. The detail of the informal engagement process is set out in the Statement of Community Engagement.

LDO Statutory Consultation

- 5.19 It is a requirement that LDOs are the subject of statutory consultation by the LPA. LDO consultation procedures are set out in article 38 of the Town and Country Planning (Development Management Procedure) Order 2015.
- 5.20 Consultation must include statutory consultees whose interests would be affected by the LDO and any person with whom the LPA would have been required to consult on an application for planning permission for the development proposed to be permitted by the LDO.

5.21 SUMMARY OF STATUTORY CONSULTATION TO BE INSERTED**Environmental Impact Assessment - Screening Opinion**

- 5.22 A screening request was made to the Local Planning Authority (LPA) in September 2020 which sought a decision as to whether an Environmental Impact Assessment would be required for the proposed development as set out in the screening request. The LPA duly assessed whether there are likely to be any significant environmental impacts as a result of the proposed development.
- 5.23 In a screening response provided on 28th October 2020, the LPA determined that the proposed development does not fall within Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). However, as the proposal relates to an 'Industrial Estate Development Project', it falls within category 10(a) of the first column of Schedule 2 of the EIA Regulations and exceeds the threshold of 0.5 hectares. The proposed development was therefore screened using the criteria set out in the EIA Regulations.
- 5.24 Having considered the potential environmental effects arising from the LDO the LPA concluded *"It is considered that the development is unlikely to have any significant environmental effects in EIA terms. Whilst there are a number of important issues and potential impacts to consider, none of these are likely to be significant as defined by the EIA Regulations. All noticeable impacts are likely to be localised to the site itself or the local vicinity. These issues are not of more than local importance. The developments' expected impacts will not be unusually complex nor potentially hazardous"*. A copy of the LPA Screening response is provided at Appendix C.
- 5.25 The development therefore does not constitute EIA development and an Environmental Statement is not required to support the LDO or any future Compliance Application.

Legislative Context and Process

- 5.26 LDOs were introduced through the Planning and Compulsory Purchase Act 2004 and, in effect, grant planning permission for the specific form/type of development detailed in the adopted Order. These primary powers were amended by the commencement of section 188 of the Planning Act 2008 in June 2009 and more detailed legal provisions on LDOs are contained in sections 61A to 61D and Schedule 4A of the Town and Country Planning Act 1990 and articles 38 and 41 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 ("DMPO 2015"). The DMPO 2015 came into force in 15th April 2015.
- 5.27 The Growth and Infrastructure Act 2013 removed the requirement to formally consult the Secretary of State prior to adoption enabling local authorities to approve an LDO immediately after reviewing the results of local consultations. This was replaced by a requirement to notify the Secretary of State, via the National Planning Casework Unit, as soon as practicable after adoption. The Act also removed the requirement for LDO's to be reported on as part of Authorities' Monitoring Reports.

Local Planning Policy Context

- 5.28 The production of the LDO is included in the B&NES Local Development Scheme (LDS). The LDS sets out a timetable for the production of the Local Plan, Development Plan Documents and Supplementary Planning Documents that the Council is preparing or intends to prepare. The LDO is being prepared in

order to encourage investment in the SVEZ and to facilitate delivery of employment development by creating a more certain planning environment and thereby making investment more attractive.

- 5.29 Originally, the majority of the LDO area (except circa 2.5ha of the south eastern area) was allocated for employment use in the B&NES Local Plan (2007) and reallocated in the current adopted Placemaking Plan (2017) under Policy SSV9: Old Mills Industrial Estate Development Requirements and Design Principles. The Plan sets out the following parameters and characteristics of that development on the Site should meet:
- Development of light industrial, heavy industrial, warehousing (classes B1c, B2, B8), builders' merchants and car show rooms (sui generis);
 - Major landscaping in order to mitigate the impact on the surrounding countryside and nearby residential properties;
 - Protection, diversion or undergrounding of overhead electricity lines;
 - Improvements to the transport network to mitigate the impact of the scheme;
 - Provision of community facilities to meet the needs of workers; and
 - Access from the A362 (west of Langley's Lane) and Paulton House / former Focus DIY access road.
- 5.30 The LPA are due to prepare then adopt a New Local Plan in 2025 and in the meantime has progressed with a partial update (LPPU) which proposes a series of priority policy changes to the Core Strategy and Placemaking Plan.
- 5.31 The changes proposed through the LPPU have been subject to public engagement and consultation and have been examined by a Planning Inspector. The Inspectors recommended changes (known as main modifications) have been incorporated and these main modifications were subject to public consultation. The LPPU is due to be adopted in January 2023.
- 5.32 The LPPU includes a revision of the SVEZ site boundary to include the south-east section that was omitted from the allocation in the 2017 Local Plan. It also broadens the mix of uses to include “*food & drink units (use class E(b), ancillary retail (use class E(a)) and a hotel (use class C1)*” if of a scale, type and format that does not harm, but complements, nearby town centres and that benefits the attractiveness and operation of the Enterprise Zone.
- 5.33 The LDO is judged to be consistent with, and will help deliver, a number of policies within the LPPU and existing adopted policy. These include policies in relation to design, energy efficiency and landscape.
- 5.34 The following are considered to be principal policy considerations:
- Employment allocation – (Placemaking Policy SSV9) – the site forms part of the adopted allocation to deliver light industrial, heavy industrial, warehousing (classes B1c, B2, B8), builders merchants and car show rooms (sui generis), as now updated by the LPPU. The delivery of the LDO will contribute to the policy aspiration to deliver net additional jobs within the wider Somer Valley.
 - Green Infrastructure Network (Placemaking Policy NE1) – the land to the south of the subject site is identified as part of a green infrastructure network, where development would need to ensure it does not detract but instead makes a positive contribution.

- Minerals Safeguarding Area (Placemaking Policy M1) – outlines that development cannot affect the ability to mine the land for minerals; however, this covers a large proportion of Somer Valley, including land where development has come forward. This, coupled with the fact that SVEZ is an allocated site, demonstrates that policy M1 is not a constraint to development.
- Landscape Impact (PMP Policy NE2) requires the conservation and enhancement of local landscape character and that development should seek to avoid or mitigate any adverse landscape impact. The Landscape and Visual Impact Assessment has demonstrated that there will initially be major to moderate adverse effects, but that subject to appropriate mitigation these can be reduced to moderate after 5-15 years.

- 5.35 Furthermore, it is recognised that the adjacent ‘Batch’ is designated a regionally important geological site (NE3A), a site of nature conservation (NE3), and an ecological network (NE5). Furthermore, the land to the north (separated by a thin strip of field) is a protected landscape setting (NE2a). These designations have been taken into consideration as part of the design process, and are addressed in the relevant technical reports which inform the LDO.
- 5.36 In addition to the employment allocation described above, the Site has been granted EZ status and as a result, the principle of economic development of the site is considered acceptable. The granting of a LDO will further define the acceptable principles for development to come forward promptly and viably.

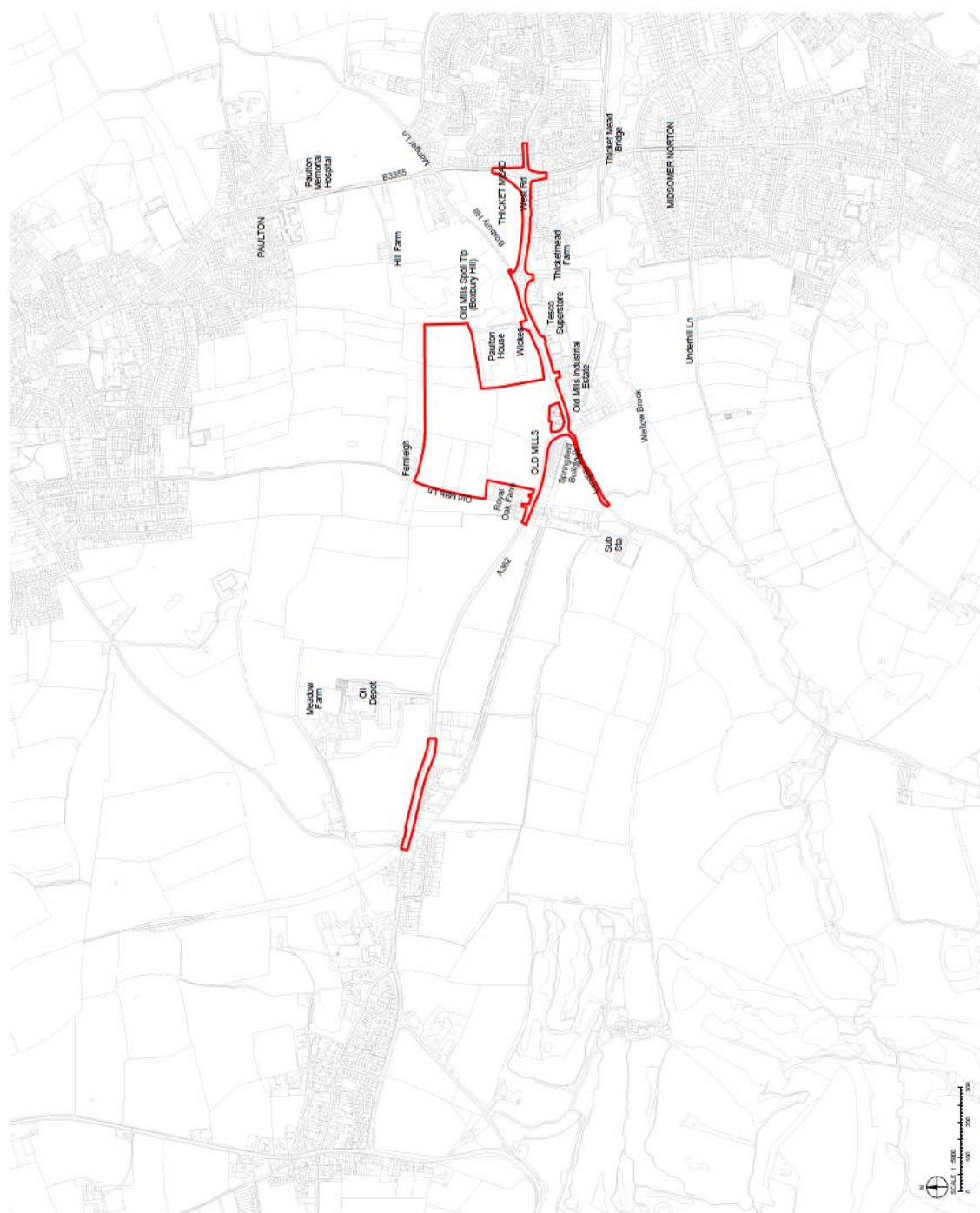
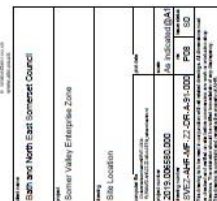
National Planning Policy Framework

- 5.37 The National Planning Policy Framework (NPPF) (July 2021) sets out that to create high quality, beautiful and sustainable buildings and places, effective engagement between applicants, communities, local planning authorities and other interested parties is imperative throughout the process (para 126).
- 5.38 The NPPF states, at paragraph 81, that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. This is particularly important where the UK can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential. Para 81 also recognises that the approach taken should allow “*each area to build on its strengths, counter any weaknesses and address the challenges of the future*”
- 5.39 At paragraph 83 the NPPF also states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative, or high technology industries, and for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 5.40 It explains that these objectives should be delivered through the preparation and implementation of plans and the application of the policies in the NPPF and that planning policies and decisions should play an active role in guiding development towards sustainable solutions.
- 5.41 Under the heading of ‘tailoring planning controls to local circumstances’ at paragraph 51, the NPPF explains that LPAs are encouraged to use LDOs to set the planning framework for particular areas or

categories of development where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area.

- 5.42 The LDO has been prepared in the light of the NPPF as well as local policy, and seeks to deliver a high quality, commercially focussed development. The aims of the SVEZ LDO clearly align with the expectation as set out in the NPPF that policies and decisions “*should help create the conditions in which businesses can invest, expand and adapt*”.
- 5.43 It is considered that the LDO will facilitate a sustainable pattern of development which meets the commercial development needs of the Somer Valley while facilitating growth and infrastructure, protecting the local environment and mitigating against the risk of climate change.

12



APPENDIX B – LDO Commencement Notice**LDO Commencement Notice**

Notice to Bath and North East Somerset Council (B&NES) of Commencement of Development within the Somer Valley Enterprise Zone LDO area.

Please complete using block capitals and black text

Development site:	
Brief description of development:	
Notice is hereby given that works to implement the above LDO Compliant Scheme will commence on:	
Signed:	
For and on behalf of: (name and address of developer)	
Date:	
Contact Name:	
Telephone Number:	
Email Address:	

Please send the completed form via email to: Planning_Registration@BATHNES.GOV.UK

Or by post to: Development Management
Bath and North East Somerset Council
Lewis House
Manvers Street
Bath
BA1 1JG

APPENDIX C – LPA Screening response

**Bath & North East
Somerset Council**

Bath & North East Somerset Council
Directorate of Place – Development
Lewis House, Manvers Street

Bath BA1 1JG

Email: Tessa_hampden@bathnes.gov.uk

Direct Line: 01225 477695

28th October 2020

Kevin Hunt

JLL

31 Great George Street

Bristol

BS1 5QD

Our Ref: 20/01973/SCREEN

Dear Kevin

Town and Country Planning (Environmental Impact Assessment) Regulations 2017 - Local Development Order (LDO) for proposed Somer Valley Enterprise Zone (SVEZ),

The Local Planning Authority (LPA) has assessed whether there are likely to be significant environmental impacts as a result of this proposal. You will be aware that in cases where significant effects are likely to occur, the subsequent planning application will need to be accompanied by an Environmental Statement.

The LPA is of the opinion that the proposed development does not fall within Schedule 1 of the above Regulations. The proposed development is however 'Industrial Estate Development Project' which falls under category 10(a) of first column of Schedule 2 to the EIA Regulations and exceeds the threshold of 0.5 hectares.

Waste

The proposed development will result in construction and demolition waste produced for

Bath and North East Somerset –
The place to live, work and visit

The development has therefore been screened for EIA, using the selection criteria set out in Schedule 3 as a guide. The fundamental test to be applied in each case is whether the development and its specific impacts are likely in that location to result in direct or indirect significant effects on the environment.

The existing site comprises nine arable fields spread across five landholdings bound by hedgerows. It is located adjacent to the A362, on the north western edge of Midsomer Norton located approximately 1.25 miles from the town centre.

The submission explains the nature and composition of the proposed development is yet to be explicitly defined and will depend on the LDO design process. The indicative mix demonstrates primarily B1b, B1c, B2 and B8 (E/B2), with complimentary A1 (E), A4 (Sui generis), A3 (E), C1 (C1) B1a (E) and B1/B1c (E).

Population and Human Health

The site is on the edge of an urban area which is relatively densely populated. However, the site is separated from the main areas of nearby residential development and the risk of accidents, having regards to substances or technologies used, will be low. The risk to human health associated with contaminated land are not considered to be significant and remedial works can be carried out where necessary.

a limited period. The operation of the completed development will not give rise to any unusual production of waste beyond that typically associated with a small-scale industrial/commercial use. Given the scale and nature of the proposed development, significant environmental effects in respect of the production of waste are not considered likely.

Pollution and Nuisance

The uses proposed are typically considered to be those which could result in noise emissions and nuisance. A planning noise assessment would accompany any submission and there is no reason to conclude that the noise from fixed external plant and break out noise associated with the commercial units could be mitigated via scheme design and control through the imposition of planning conditions.

The site is relatively close to the Farrington Gurney Air Quality Management Area (AQMA) designated for mean annual Nitrogen Dioxide (NO₂) levels. The submission confirms that the diffusion tube monitoring in Farrington Gurney reduced in 2018 and results were just below the objective of 40 µg/m³ at the residential façade at 39.6 µg/m³ along the A37.

The screening report has identified that the proposed development may have an impact on air quality. The baseline conditions have been considered close to the development site. As part of the proposal junction improvements have been proposed at the A362 and A37 junction which is within the AQMA.

The report highlights that an air quality assessment will be submitted with the LDO to consider the impact of the proposed development and junction improvements on air quality. Increasing capacity and traffic flows at the junction of A37/A362 could lead to increasing nitrogen dioxide concentrations in an area where concentrations are currently close to the Government's air quality objective.

The submission anticipates that there would be no receptors where NO₂ and PM₁₀ objectives would be exceeded. The scheme will be considered to have a significant impact if the predicted concentrations of nitrogen dioxide with the development/junction improvements are above 40 µg/m³ at any location. However, this impact would be localised and would not have a significant impact on the environment in EIA terms. Overall the impact on pollution and noise will not be significant in EIA terms.

Natural Resources

The principal natural resource expended by the development will be the land itself, which is previously undeveloped in nature. Other natural resources used are likely to be limited to those used in the construction process. There will not be any unusual use of natural resources in the construction and future operation of the site. The impact on natural resources will not be significant in EIA terms.

Biodiversity

The site comprises predominately arable habitats with semi-improved grassland, improved grassland, ruderal and scattered scrub. There are also boundary hedgerows, some of which are species-rich and all native hedgerows are likely to be of some ecological value. There are also occasional buildings and hardstanding. The site is approximately 3.5km from the nearest Site of Special Scientific Interest (SSSI) and 7.8km from the closest SSSI component unit of the Mells Valley Special Area of Conservation (SAC). The proposals do not meet Natural England's SSSI Impact Risk Zone criteria.

The site is immediately adjacent to the Old Mills Mine Tip Site of Nature Conservation Interest (SNCI) which is designated due to the occurrence of mosaic habitats including semi-natural woodland and grassland which support notable plant species. There are other SNCIs in close proximity. The site may also support protected and notable species.

The proposals are not likely to impact on an ecologically-sensitive area. There will not be significant ecological impacts which would trigger inclusion in an Environmental Impact Assessment. This does not negate the need for comprehensive ecological surveys to be completed and an ecological avoidance, mitigation, compensation and enhancement scheme to be developed.

Landscape/Cultural Heritage and Archaeology

The landscape and visual impacts would be permanent and would result in a marked change to the character of the immediate area. However, the direct impacts of the proposed development are likely to be limited to the site itself and its immediate surroundings.

A Landscape and Visual Impact Assessment (LVIA) can be used to inform the creation of a landscape framework that incorporates, retains and augments existing hedgerows, trees and Public Rights of Way and integrates these features with a SuDs network to form a landscape framework within which future development takes place and by which the landscape and visual impact of development is avoided or adequately mitigated.

The Site is at a sufficient distance from designated heritage assets such that there is no potential for significant adverse effects on their setting. Any works to enable the development such as road improvements, is not considered to have any significant impact upon the setting of designated heritage assets. Overall, any impacts upon the above areas, is not considered to be significant in EIA terms.

Transport and Access

Traffic levels on the surrounding road network are high and the route is congested and peak times. The proposed development will create a change in the highway network. This site is allocated, and as part of the evidence base it was recognised that some mitigation may be required.

The submission explains that the vehicular access will be gained from the A362 via the site access which is currently proposed to be located immediately west of the two residential properties at the southern boundary of the site. A number of highways improvements are required to enable delivery of the proposed development. These improvements are along the A362 corridor between the A37 junction and Midsomer Norton

Whilst the development may give rise to localised traffic impacts, there is no reason to conclude that the development and the change itself will have a significant environmental impact. The submission of a Transport Statement and Travel Plan is anticipated, and this will limit the impact of the development further. Overall, any impact is not considered to be significant in EIA terms.

Land Stability and Climate

The site is not known to suffer from land stability issues nor be susceptible to significant impacts from climate effects. Full details of sustainable construction methods and design would be considered at detailed design stage.

Due to the size of the site, the proposed development has the potential to alter and affect drainage patterns, with the possibility of increased run-off rates and levels of overland flow. However, these effects would be localised and would be likely to be able to be mitigated within the site itself. The site falls within Flood Zone 1 and therefore any drainage problems are unlikely to be critical.

Land Use

The proposed land uses are considered compatible with those uses surrounding the site and vice versa. Whilst there is some potential for noise and disturbance, this can be controlled through mitigation and conditions. It is not considered any conflict will amount to significant environmental effects.

Socio/economic impacts

In terms of potential socio-economic effects, the development will result in a change in the local economy and a change in the characteristics of level of the employment in the local area. In addition the site is close to the local centres of Midsomer Norton and Paulton, and, if not correctly managed, any non-industrial employment uses (including retail, hotel etc.) have the potential to have social and economic impacts upon these areas and the local population using these centres. They are not however considered to result in any impacts on the environment that are significant in EIA terms.

Transboundary Effects

There will be limited transboundary effects. Impacts will most likely be limited to (but not exclusively) the site's immediate surroundings.

Cumulative Effects

The area to the south of the site which forms part of the planning application must be considered as part of this EIA screening. It is not however considered that the cumulative impacts of these developments will be significant in EIA terms. Notwithstanding the above considerations, the total areas of the sites is approximately 13.5 hectares, which falls below the Indicative criteria and threshold which is more than 20 hectares. Indicative criteria and threshold. Potential increase in traffic, emissions and noise.

Conclusion

It is considered that the development is unlikely to have any significant environmental effects in EIA terms. Whilst there are a number of important issues and potential impacts to consider, none of these are likely to be significant as defined by the EIA Regulations. All noticeable impacts are likely to be localised to the site itself or the local vicinity. These issues are not of more than local importance. The developments' expected impacts will not be unusually complex nor potentially hazardous.

It is concluded, for the reasons set out above, that the development does not constitute EIA development. It is not necessary therefore for a future planning application (for the development described) to be accompanied by an Environmental Statement.

Please note that the adoption of a negative screening opinion is not an assessment of the planning merits of your proposal rather it is purely an assessment of whether significant environmental impacts, under the terms of the EIA regulations, would be likely to occur.

Yours sincerely

Tessa Hampden
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Somer Valley Enterprise Zone

Statement of Community Involvement



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1 Introduction

- 1.1 This Statement of Community Involvement has been prepared by JLL on behalf of Bath and North East Somerset Council (BANES) in relation to a proposed Local Development Order (LDO) within the Somer Valley Enterprise Zone (SVEZ). The SVEZ is located at Old Mills and comprises a 13.5-hectare site on the north-western edge of Midsomer Norton.
- 1.2 SVEZ was granted 'Enterprise Zone' (EZ) status by the Government in April 2017, as part of the wider Bath and Somer Valley Enterprise Zone. The EZ status demonstrates support for economic development in the form of new job creation, business space provision and more generally a contribution towards economic growth of the local economy.
- 1.3 The site has been allocated for employment development since 2007. The Council have intervened as a result of limited interest in bringing the site forward through the private sector.
- 1.4 LDOs are a planning mechanism promoted by national planning guidance as a flexible tool to simplify and streamline the planning process, creating certainty for new development and saving time and money for those involved. In short, an LDO grants a general planning permission for certain forms and types of development to proceed without the need for a separate and specific planning application, so long as the proposed development aligns with the details approved by the LDO. Historically LDOs have primarily been focused on Enterprise Zones, where they are deployed as a tool to enable development to come forward with ease.
- 1.5 SVEZ is a proposed new area for commercial development, to create a local hub for new business and employment and help prevent out-commuting. The Enterprise Zone, once complete, could create approximately 1,300 new jobs for local people and around 40,000 sqm of new commercial floorspace.
- 1.6 The aim is to provide new employment opportunities to support local economic growth in the Somer Valley. To help tackle climate and ecological emergencies, the LDO will reduce out-commuting, achieve biodiversity net gain and target net-zero carbon in operation.
- 1.7 In advance of the formal submission of the LDO to the Local Planning Authority, our team has sought to share the emerging proposals and invite feedback from the local community and relevant stakeholders. The aim of this process has been to inform and engage with groups and individuals with an interest in the site and/or those that may be impacted by its development, to identify levels of support for the emerging proposals and to understand any areas of concern, to help inform and shape the final plans prior to submission.
- 1.8 This Statement sets out details of the public engagement exercises undertaken, the feedback received, and how the design team has responded to that feedback.
- 1.9 In addition to these public engagement activities, the team has had dialogue with officers at BANES, including formal pre-application advice.
- 1.10 To reiterate, this engagement process was informal, and the Local Planning Authority will undertake a formal consultation process upon submission of the LDO. The formal consultation procedure will not only invite the views of residents, landowners, and the like, but also key prescribed bodies as would be the case for an application for planning permission.

2 Review of Policy/Best Practice

- 2.1 The National Planning Policy Framework (NPPF) (July 2021) sets out that to create high quality, beautiful and sustainable buildings and places, effective engagement between applicants, communities, local planning authorities and other interested parties is imperative throughout the process (para 126).
- 2.2 Paragraph 39 outlines that early engagement has the potential to improve the efficiency and effectiveness of the planning application system for all parties. It is not mandatory for an LDO preparation process to undergo an informal consultation process prior to submission, but in order to take the views of interested parties on board at a logical point in the process, it was felt that early engagement was preferable. In line with this, pre-application advice was sought prior to the public engagement process which will ultimately allow for better co-ordination of resources and improved outcomes for the community.
- 2.3 The more issues that can be resolved early in the process, including the need to deliver improvements, the greater the benefit. An early, pro-active approach is advocated (para. 41).
- 2.4 Paragraph 132 states that design quality should be considered throughout the evolution of proposals. Early discussion with the local community about design and style of schemes can clarify expectations and reconcile local and commercial interests. Design evolution should be undertaken in conjunction with those affected by the proposals to take account of views. Further, it states *'Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.'*
- 2.5 The use of LDO's is covered in Section 4 of the NPPF, in which it states that an LDO should set the planning framework for a particular area or category of development where the impacts would be acceptable, and promote economic, social, or environmental gains for the area.
- 2.6 LDO guidance sets out that early engagement is a fundamental component of developing and delivering an LDO, to ensure that there is effective engagement with all relevant stakeholders. This includes landowners, the local community, and other interested parties.
- 2.7 Early engagement with the community to explain objectives and ensure that there is input on ideas/aspirations is important. As this LDO is site specific, rather than covering a wider area, the degree of consultation is proportionate to the local area, including all those surrounding the site and/or likely to be impacted by it.
- 2.8 The Planning Advisory Service (PAS) have published LDO case study research and analysis which sets out lessons learnt from previous LDOs. Generally speaking, any early engagement is welcomed with key stakeholders prior to formal consultation.

3 Public Engagement Process

- 3.1 Below is a summary of the public engagement that has been undertaken to inform the development of the LDO.
- 3.2 Letters / emails were sent to landowners, neighbours and Parish and Ward Councillors on 25th August 2021, informing them that a presentation to the Somer Valley Key Stakeholder Group would take place on 7th September 2021. There was also a public webinar scheduled for 27th September 2021, which would have launched a 28-day public engagement process. However, for reasons beyond the control of the project team the launch of this engagement had to be postponed.
- 3.3 On the 27th of September 2021 a presentation was given by the project team to landowners explaining the rationale behind the LDO, the development of the illustrative masterplan, transportation/highways activities and how the process of public engagement was to proceed.
- 3.4 Thereafter, on 6th May 2022 the project team wrote to landowners, neighbours and Parish and Ward Councillors to briefly explain the background to the LDO and inform them of the forthcoming community engagement. The letter set out that a live public webinar would take place on Thursday 19th May 2022 from 19:00 to 20:30 which also marked the start of a 6-week consultation process.
- 3.5 Other methods of consultation included site notices located around the site and an advert placed in the Somerset Guardian (advertising the consultation period) on 26th May. There were also social media posts on Facebook, Twitter, Instagram and Journal and a post in the Council's newsletter (e-connect). The Cabinet Member, Councillor Richard Samuel, was also interviewed on Somer Valley FM on 27th May.
- 3.6 An example of the letters sent is included at Appendix 1 of this Statement.
- 3.7 Information boards (see Appendix 3) providing details of the engagement process were also provided at Midsomer Norton Library from 19th May 2022 and Radstock Library from 24th May. Hard copy information about the project was available at Paulton Library from 19th May, with information boards displayed at this location from 27th May. Hard copies of the questionnaires were also made available in this location, along with a box to post completed questionnaires in.
- 3.8 The engagement events were also advertised via press releases which were widely circulated in the local area, including on the following websites:
 - BANES Newsroom
 - Midsomer Norton Nub News
 - Radstock Nub News
 - Visit West
 - Insider Media

Public Webinar

- 3.9 A public webinar on the Somer Valley Enterprise Zone (SVEZ) was held on the 19th of May 2022 as part of the informal public engagement on the proposed scheme. A recording of the webinar can be viewed here:

<https://www.youtube.com/watch?v=tKUgAcBME9c>

- 3.10 Questions were asked by attendees of the webinar via the chat function. The project team gave verbal responses to some of the questions during the webinar, however, for completeness all questions asked are outlined within the Questions and Responses document at Appendix 4. For ease of review, the questions and answers are arranged by topic area.
- 3.11 After the webinar was concluded, it was made available to view on the Council's 'Have your say' webpage.

Webbook

- 3.12 Details of the proposal were also made available online, on the BANES Council Website Consultation section. The public engagement webpages consisted of:
- Introduction and Policy Background;
 - Scheme Overview;
 - The purpose of this public engagement;
 - Businesses: what this means for you;
 - Local Residents: what this means for you;
 - View project documentation;
 - View our launch webinar;
 - Have your say; and
 - Project timeline.
- 3.13 The webbook can be found here:
- <https://beta.bathnes.gov.uk/somer-valley-enterprise-zone-first-public-engagement>
- 3.14 The purpose of the webbook was to provide the opportunity for interested parties to examine the basic aims, approach, and design principles in the indicative masterplan in their own time. Responses received allow the scheme to be shaped into something befitting for local area aspirations.
- 3.15 The 'Have your say' webpage linked through to an online survey, details of which are provided below.
- 3.16 A copy of the 'End of Consultation Website Analytics' is provided at Appendix 5 of this Statement. It confirms that there was a total of 4,945 pageviews and provides a further breakdown of pageviews per individual page (e.g. project documentation or highways and transport issues).

Survey

- 3.17 A survey was run from 19 May – 30 June 2022 to seek opinions from interested parties who live near the Somer Valley Enterprise Zone or have businesses in the Somer Valley. The survey questions sought to find out views of the proposal, to understand whether the proposals are viewed positively or what may need to change and why.
- 3.18 The survey questions centred around design, layout and materials, green infrastructure, proposed land uses and transport improvements.
- 3.19 Those interested in responding had the option of doing so either online or in hard copy format. The quantifiable responses received are demonstrated within the next section, together with a general summary of free-form question responses and the project team's response. A total of 29 hard copy questionnaires were received, and 106 online questionnaires.
- 3.20 The hard copy and online survey feedback can be found at Appendix 2 of this document.

Residents Meeting

- 3.21 A meeting with local residents was held at Paulton Village Hall on 24th June 2022 from 7pm to 9pm. The sign on sheet had 44 signatures, but 53 attendees were present for the meeting. Further individuals joined the meeting part way through, so the actual number present was likely higher.
- 3.22 The meeting was attended by representatives of the project team including the Enterprise Zone Operations Manager, the scheme architect, and the lead transport and planning experts. The project team gave a short presentation which was followed by questions from residents of Springfield Buildings and other attendees.

Landowner meetings

- 3.23 In addition to the engagement exercises set out above, separate in-person discussions have been held with a number of individual neighbours and landowners that will be affected by the proposed development.

Somer Valley Forum

- 3.24 Regular presentations have been given to the Somer Valley Forum, with presentations on 7th September 2021 and 6th June 2022. The Somer Valley Forum is the Connecting Communities forum for the parishes of Farmborough, Farrington Gurney, High Littleton, Midsomer Norton, Paulton, Peasedown St John, Radstock and Westfield. The Forum was presented with a condensed version of the webinar presentation and given the opportunity to ask questions directly to the project team. The full meeting can be viewed here:

<https://www.youtube.com/watch?v=xrxVk0oMX0g>

Somer Valley Key Stakeholder Group

- 3.25 Regular presentations have been given to the Somer Valley Key Stakeholder Group, which is formed of local ward and parish councillors. Meetings take place regularly, with recent meetings being held on 27th April 2022, 7th July 2022, 27th September 2022, and 15th December 2022. The KSG have been updated throughout the project as it has developed and provided their input and ideas into the LDO itself as well as the consultation practices.

Parish Council Meetings

- 3.26 In addition to the above meetings, in person presentations were made to Radstock Town Council (Neighbourhood Development Planning group) on 8th June 2022, Westfield Parish Council on 11th July 2022 and Paulton Parish Council on 13th July 2022. This provided opportunity for the town and parish council members to ask direct questions to the Councils project lead.

4 Comments and our Team response

- 4.1 The table below sets out a summary of the issues/themes raised throughout the consultation process and the project team's response.

Issue/Theme Raised	Raised By	Response
<p>The Town Council is in favour of the Enterprise Zone as part of the endeavour to redress the imbalance of housing development and employment in Midsomer Norton, which currently results in an undesirable level of out-commuting.</p> <p>The cycle access to the new Enterprise Zone is now included in phase one but we'd like to highlight its development, and the continuation of the Norton-Radstock Greenway, as a priority.</p> <p>Suggestion for an A37 – A367 link road for lorries. At present the main A road through Midsomer Norton is through Station Road. This road is not built for larger vehicles as the pavements are mounted to navigate the bends in the road. North Road must not be considered as an alternative to Station Road.</p> <p>North road is a “B class” which is extremely dangerous as it is with the very high volume of traffic.</p> <p>There is a concern there will be too much of a retail centre which will threaten Midsomer Norton High Street even though we are aware the retail is restricted.</p>	MSN Town Council	<p>We welcome a positive response with concern to the appreciation of re-addressing the balance between housing and employment.</p> <p>As part of the SVEZ, a cycle track would be delivered on the A362 between the SVEZ and Old Mills Lane. This has been designed to enable future connections towards Farrington Gurney and Hallatrow that are being developed by the West of England Combined Authority.</p> <p>The impacts of the SVEZ on the A362 have been modelled in agreement with the Local Highway Authority and mitigation is proposed at the Thicket Mead Roundabout to improve traffic flow. Strategic transport infrastructure, such as a new link road bypassing Midsomer Norton and Radstock is beyond the scope of which that could be delivered by the SVEZ.</p> <p>The SVEZ includes mitigation measures, such as the cycle track connecting with the Norton Radstock Greenway, to minimise impacts on the B3355 North Road, with most trips towards the A367 forecast to use the A362 corridor. It is not expected that North Road would be used as an HGV route to the SVEZ.</p> <p>There is no longer any retail proposed as part of the LDO.</p>
<p>There should be signage to ensure traffic flows smoothly through the town centre and local road network.</p> <p>The lack of bus routes/provision.</p> <p>Road junctions in Radstock Town Centre are a blocked to traffic flows</p>	Radstock Town Council	<p>Suitable highways signage will be input to serve the new development and surrounds.</p> <p>There are options to create active links from surrounding villages to the A367 to pick up buses.</p>

Air quality (linked to SVEZ and in general).		The application will need to ensure that there is no negative impact on air quality as a result of the proposal. An Air Quality Assessment will be submitted as part of the supporting application pack.
Skills developed within SVEZ and Radstock/Somer Valley.		Referenced CRSTS, active travel shifts and a general move to more hybrid and electric vehicles over medium term. Discussed how the Council can work with local employers to support skills development, apprenticeships, and employer links with schools.
<p>Is it known whether businesses will want to set up show in this area? Have any businesses expressed specific interest in having premises on the site?</p> <p>Have you considered the viability of office space post COVID?</p> <p>Has any consideration been given to redeveloping existing brownfield sites?</p> <p>Plans mention improvements to some parts of the local road systems, what will they consist of?</p> <p>Will people still be able to access the fields to the North e.g. dog walking. Will the public right of way be retained?</p> <p>Has thought been given to redevelopment of Midsomer Norton high street?</p>	Marcus West	<p>An Economic report was undertaken in order to establish demand prior to embarking on the LDO process.</p> <p>Existing, available sites were reviewed and are not of a sufficient size or suitability to occupy the type of development proposed.</p> <p>Improvements to the local road system will be set out in detail upon submission of the LDO to the BANES Planning Department.</p> <p>The PROW will be retained/redirected.</p> <p>The High Street would not be a suitable location for the type of development proposed.</p>
How will the cottages be protected from increase of industrial traffic?	Tracey Bevans (Bridge Buildings)	As part of the mitigation package for the A362, a review of traffic speeds and limits along the road is being undertaken. Design parameters for the A362 are being agreed with B&NES Highways with the aim of minimising traffic lane widths and therefore managing traffic speeds along the A362. Alongside this, the feasibility of the implementation of a consistent 30 mph speed limit along the A362 is being explored. Together with the nearby improvement works at

		Sunnyside that will be designed to minimise traffic speeds, the package of works seeks to achieve slower and smoother vehicle speeds on the A362.
<p>Proposal will be detrimental to Westfield Industrial Estates, which will see organisations moving to the EZ where rents will be roughly half. The adverse impact this will have on the economy of Westfield, which does not benefit from the same kind of subsidies, is huge. The impact on the high street, MSN should also be taken into account.</p> <p>Environmentally this will be a disaster in terms of pollution on our already overcrowded road network.</p> <p>A distribution centre requires sound supporting infrastructure- the road links of the A362 to the A37 are not adequate for this purpose.</p>	Westfield PC	<p>An Economic report was prepared to establish the economic climate of the local and wider area.</p> <p>In order for the development to be considered acceptable, the Transport Assessment accompanying the application will need to demonstrate that the proposed development will not have an adverse impact on the road network.</p> <p>The SVEZ includes a package of mitigation measures on the A362 to enable the development, including widening of the carriageway at Sunnyside; the realignment of the A362 to remove the S-bend at Langley's Lane; and upgrades to the Thicket Mead Roundabout. These measures have been developed in collaboration with the Local Highway Authority.</p> <p>[pollution]</p>
<p>What is the potential impact on traffic for East/West traffic from Radstock to MSN? You say that you are looking to encourage local residents to take up jobs at SVEZ but unless bus services are improved I feel it will increase east-west traffic.</p> <p>The NR Greenway is poorly lit and not satisfactory for use outside daylight hours.</p> <p>What mitigation is there for potential business migrating from existing outdated premises to SVEZ?</p>	SVF-Adrain Dodgson	<p>The impacts of the SVEZ on the A362 have been assessed in detail, including microsimulation modelling. The SVEZ includes a package of mitigation measures that have been developed in collaboration with the Local Highway Authority, these include new or upgraded bus stops on the A362 / B3355.</p> <p>The Norton Radstock Greenway is a strategic cycle route. Any proposals for new or upgraded infrastructure along this route are beyond the scope of the SVEZ and would be subject to a separate assessment and business case.</p>

What level of engagement with the consultation process so far?	SVF-Richard Burgess	There has been a high level of response to the engagement process, as detailed in this SCI. This engagement is a non-statutory but best practise informal public engagement. Following from this, the statutory public consultation period will commence upon submission of the application which will be undertaken by the BANES Planning Department.
Please explain south junction off the roundabout.	SVF-Peter Morgan	The proposed SVEZ Roundabout incorporates Langley's Lane on the southern arm. This will provide existing residential properties at Springfield Buildings with improved access to the A362 through a new junction on Langley's Lane. This will avoid the need for residents of Springfield Buildings to directly access the A362. During the development of the highway improvements, the project team met with Mr Morgan to gain further insight of existing issues in the area, including the difficulty of crossing the A362 which will be relieved through both the realignment of the A362 and new crossings at the proposed SVEZ roundabout.
The bus services are rubbish and getting worse. So if you live outside walking/cycling area you have no alternative but use a car.	SVF-Josie	Active travel improvements will result from the proposed development, which will also make the area safer for travel by pedestrians and cyclists.
I have serious concerns that the aim to increase the number of people walking and cycling	SVF-Lavinia	
Can you explain more about the LDO and development rights? The largest building is 2 metres higher than Paulton house and is the largest building on the EZ. This appears to be too high and will dominate the EZ and surrounding landscape.	SVF-Cllr Hardman	Put simply, LDOs grant automatic planning permission for specific development within a defined area. The LDO route improves certainty for landowners, the community, and developers, as well as reducing perceived bureaucracy and allowing for swift decision-making. It is a pro-active process that demonstrates the desire of the LPA to bring forward necessary development.

		A Landscape and Visual Impact Assessment will be submitted in support of the LDO application. This will assess the proposed buildings in terms of landscape harm, but we must also remember that this is also a balance of practicality for the uses proposed.
Dear Sir/Madam, Please see the attached photo showing the proposed Somer Valley Enterprise Zone. During consultations that have happened I have noticed that proposals to widen the road by Sunnyside Cottages have been put forward. Could you please advise me as to how the 200 year old cottages, namely Bridge Buildings, will be protected with the vast increase of industrial traffic if plans go ahead. The cottages are closer to the road than Sunnyside but currently have no protection from: large lorries, pollution, salt spreading, speeding traffic (which therefore hinders pedestrian safety) and protection of the cottages themselves. Currently the houses shake and vibrate quite vigorously due to not only the size of the vehicles using the A362 but because of the proximity of the cottages to the road. This unfortunately will only get worse if no traffic calming and widening of the pavement happens. I welcome people coming and assessing my concerns and look forward to your quick response.	Tracey Bevan	Thank you for your email and for your interest in the Somer Valley Enterprise Zone. Many apologies for the delay in responding to your query. As part of our mitigation package for the A362, a review of traffic speeds and limits along the road is being undertaken. Design parameters for the A362 are being agreed with the B&NES Highways Development Management with the aim of minimising traffic lane widths and therefore managing traffic speeds along the A362. Alongside this, the feasibility of the implementation of a consistent 30 mph speed limit along the A362 is being explored. Together with the nearby improvement works at Sunnyside that will be designed to minimise traffic speeds, the package of works seeks to achieve slower and smoother vehicle speeds along the A362. I hope you find the above information helpful. Please feel free to contact us either via email or through our engagement website: https://beta.bathnes.gov.uk/somer-valley-enterprise-zone-first-public-engagement if you have any further queries or wish to provide feedback.
Please comment on the impossible current traffic situation from Tesco to Thicket Mead round about. Severe delays and hold ups exist. Living at No 75 it is often impossible to exit into the road sometimes having to take risks. If any cars are parked on the main road this creates a standstill. The proposals will hugely increase the problem. BEFORE any construction the road needs to be sorted. Currently my vote is against the	Colin Tincknell	As part of our transport assessment for the SVEZ LDO, we are undertaking detailed traffic modelling of the A362 corridor, including the Thicket Mead Roundabout. Any mitigation scheme for the Thicket Mead Roundabout will seek to reduce delays and provide a smoother flow of traffic. Mitigation at the Thicket Mead Roundabout may include traffic signals which would create gaps in traffic for those seeking to join the A362 from private accesses. The need for any waiting restrictions to prevent parking on

application. What is the process for appealing to the relevant government department.

the A362 will be explored as part of the traffic modelling. The timing of any mitigation works will be agreed with B&NES Highways and will take account of other committed development in the local area. Works along the A362, such as the proposed SVEZ roundabout at Old Mills, would be phased to minimise impacts on traffic along the corridor. A package of measures to enable other modes of travel, and reduce traffic flows on the A362, would also be delivered. This includes a new cycleway between the SVEZ and the Norton Radstock Greenway, and improvements to local bus stops. In addition, the West of England Combined Authority is currently appraising a package of additional transport improvements as part of its Somer Valley to Bristol and Bath scheme.

I've just been made aware of the development of the Somer Valley Enterprise Zone in the Old Mills area (Paulton). I live in Midsomer Norton, and while the proposed zone appears to fall within the Paulton parish boundary it's arguably closer to Midsomer Norton in terms of straight line distance. First of all can I ask if it is known whether businesses will want to set up shop in this area? Have any businesses expressed specific interest in having premises on the proposed site? The last few years has seen a huge shift in office work due to remote working as a result of the COVID-19 pandemic. Many companies have stated they will never return to a full-time office environment, and some have gone as far as saying they will allow their employees to work from home on a full-time basis. I notice from one of the plans that some of the intended use is for office space. Have you considered the viability of new physical office buildings in the area post-COVID, and whether businesses will be able to attract employees who are required to

Thank you for your interest in the Somer Valley Enterprise Zone.

We are constantly monitoring market demand in this area, and we are confident that there would be demand for the units proposed. Between 2011 and 2020 there has been a progressive reduction in both office and industrial space in the Somer Valley, which has resulted in some existing employers relocating to other counties where suitable commercial space is available. The Somer Valley Enterprise Zone would help to address this shortfall, and we have been approached by businesses who would be interested in occupying a unit on the site.

Whilst we appreciate that the Covid-19 pandemic has changed the way that businesses operate and that working from home trends are likely to continue, demand for office space to support a new, blended way of working has endured.

We are proposing to create a 'business park in a park' and aim to enhance the site as an environment for work and leisure. The existing public rights of way on site would be retained and remain available for public use, as well as

work from a physical office building? I think I understand your aim is for the development to be a business hub for the area. However has any consideration been given to redeveloping existing brownfield sites around the area? One example which springs readily to mind is the old Welton Bibby site (Station Road) which is fairly large and has been vacant for a number of years. I think a decision was reached back in 2018 to develop the Welton Bibby site but we're 4 years on and nothing has happened. Would it be better to wait for this brownfield site to be redeveloped and judge how it affects the local economy before developing a greenfield site? I don't think the consultation paperwork has answered enough questions about the road infrastructure, and particularly some pinch points around the area which already cause a lot of traffic. Plans mention improvements to some parts of the local road system but it's not clear what these improvements would consist of. I don't think you are able to guarantee that businesses setting up on the site would mostly employ people who live in the local area, so there is possibility that the small country lanes could become used as rat runs by commuters which has happened with enterprise developments in other areas for many years. I own two dogs and enjoy walking them around the area of the proposed development, but looking at the plans it's not clear whether we would still be able to access the fields to the North which offer scenic views and a brief moment of peace. The map here recognises existing public right of way from Wickes car park through to the fields but it's not clear if this would be cut off with the new development. I know there

being enhanced through the creation of a new circular path around the outer edge of the entire site, to maximize public access. We will carefully consider how all phases of construction can be undertaken, whilst maintaining safe public access to the existing rights of way on site.

The Somer Valley Enterprise Zone site has been allocated for employment uses since 2007 and it is needed to boost prosperity within the Somer Valley through the provision of new industrial and commercial floor space, as well as new jobs. The brownfield sites within the locality are limited in number and have either already been allocated for alternative uses or would not be suitable for the scale required for this project. The Welton Bibby site for instance is not suitable for continued employment use and the Local Plan has allowed for it to be redeveloped into a mix of uses. Both the Somer Valley Enterprise Zone, and these other allocations on brownfield land are required to bring forward the new employment space and jobs required to support the economic prosperity of the Somer Valley.

The scope of the transport assessment, including potential pinch points for mitigation, has been developed closely with B&NES Highways Development Control. We are undertaking detailed traffic modelling that will establish any parts of the local road network that need to be improved to accommodate the development. Full details of proposed mitigation will be included with the draft Local Development Order, which will be subject to public consultation. The impact on country lanes is being considered as part of the transport assessment and any road improvements will be focused on providing reliable journey times on the A362 to encourage traffic to use suitable routes to the site.

The commercial and industrial uses proposed at the Somer Valley Enterprise Zone could not be accommodated on the high street due to their

are a number of other people from the area who would be similarly disadvantaged and who could be resentful of the development as a result. Will the public right of way be retained? Finally has any thought been given to any redevelopment of Midsomer Norton high street? Including occupation/redevelopment of the old Argos site which has been empty for a few years as well as a number of other vacant shops on the main street. It's obvious the high street hasn't had much love in at least the last 10 years due to its very tired appearance and maybe a bit of a facelift might be enough to tempt people and businesses to the area and restore some pride for those of us who already live here.

scale and nature. However, the Somer Valley Enterprise Zone is just one of a range of projects that the Council is currently pursuing in the Somer Valley. The Midsomer Norton High Street Renewal Programme and Heritage Action Zone projects seek to revitalize the high street and address vacant retail spaces.

We hope that you find the above information helpful.

I would like to raise the following points;
The proposal appears very outdated, considering the changes brought about by the COVID epidemic, as we find the offices are being phased out by many employers to save costs since realising that many of their employees can work from home. Therefore, large office blocks are not a likely requirement in future.

Jackie
Simpson

The LDO and Statement of Reasons and supporting technical assessments address these points.

As there is Environmental emergency, and therefore the need for a development of a 13.5-hectare Greenfield site for industry is highly questionable, when there are Brownfield sites lying vacant in the area, indeed some industrial units lie empty opposite the proposed development. Many businesses have failed recently due to the rising cost of living, COVID, rising petrol prices, etc.

The inclusion of a small portion of landscaping does not offset the disturbance caused by the construction &

use of the site, which adjoins the woodland of the 'Batch'.

The A362 is already very congested. Widening the road will not reduce the extra noise, congestion & pollution raised by adding more industrial units leading to more heavy vehicles using the route.

Cycle paths & walkways do not offset this pollution, the site is on the edge of town and will mainly be accessed by car users and lorries. Indeed, I think it highly unlikely that someone working in an office, spending a night in a hotel or restaurant would arrive on bike or on foot!!

Residents in this area already suffer from high levels of pollution & adding to this would be unjustifiable.

The proposed height of the buildings, which is not specified to the ridge of the roofs, is far too intrusive, being above the height of the residential properties which are opposite and slightly downhill from the site.

The development is highly unlikely to reduce the need for commuting as many of the jobs it may provide will be in warehousing as this makes up 56% of the development. The quoted percentage figures for Managerial & Professional jobs on the proposal of 45% appear to be much higher than the layout of the site would provide & I would be interested to find out how those figures were arrived at.

If the proposed hotel, restaurant & pub were built here, they would detract from the current move to regenerate the town centre, which is a more suitable area for them. As pubs are no longer a viable business, even in the town centre, this seems highly questionable.

The inclusion of 'characterful' architecture is unlikely to be successful in making the site fit in with the surrounding miners cottages. It would still be an intrusive development.

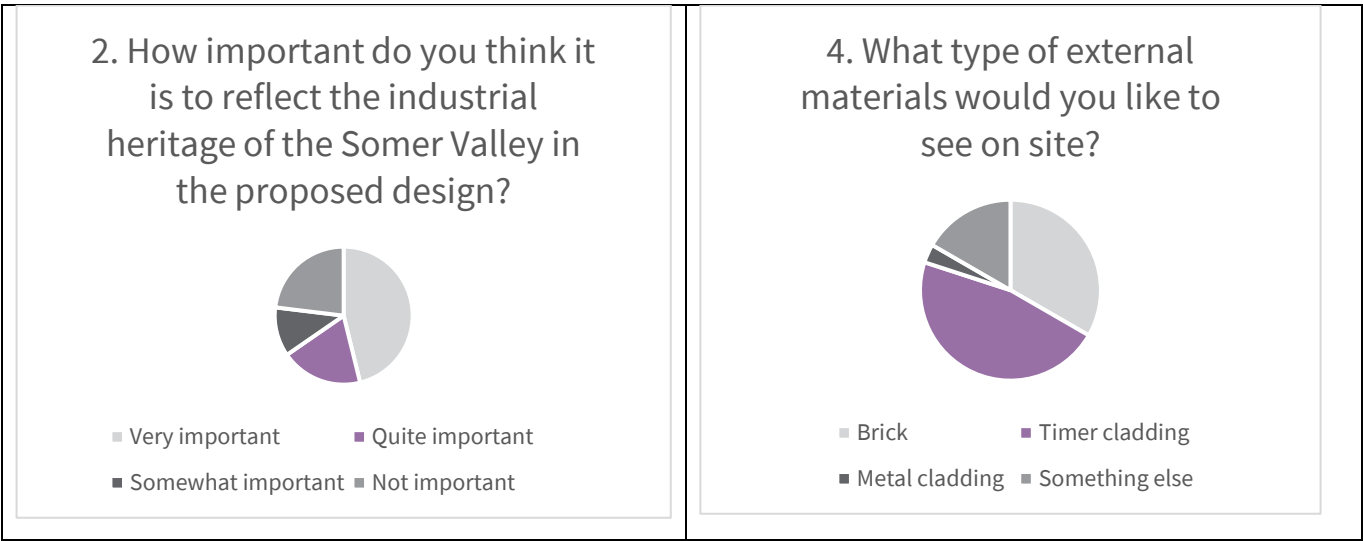
There is no evidence that a site of this nature could attract the desired kind of businesses; with no direct access to motorways, it is a fact that the site could not possibly compete with its nearby cities for big business leading to highly paid professions.

To finish, I would like to say that the whole proposal need a serious re-think, as I believe it is unsuitable for current circumstances and would not benefit the town in the manner intended.

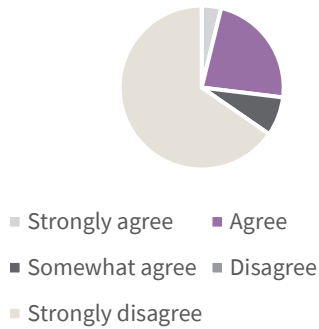
Thank you for your kind attention!

Survey Responses

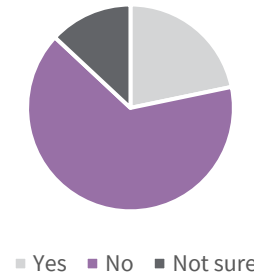
The quantifiable responses are demonstrated below in pie chart format. A summary of the free-form responses is also covered below, together with the project team’s response.



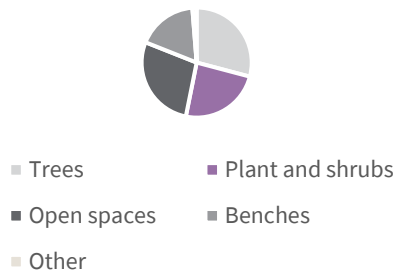
5. Do you agree that the layout of the site is appropriate?



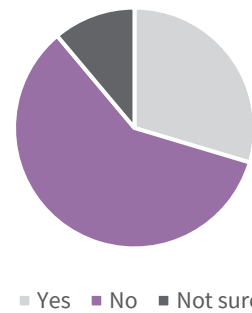
6. Do you feel the building height is appropriate in the local context?



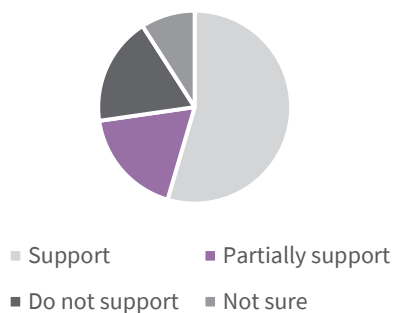
9. How do you think green infrastructure should be represented within this proposal?



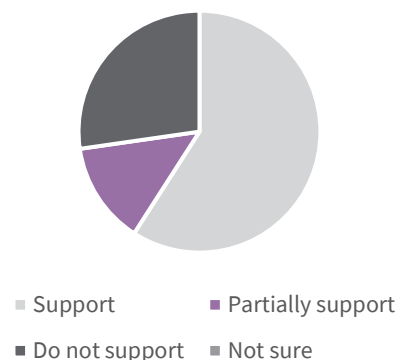
11. Do you feel that the proposed mix of uses is appropriate?

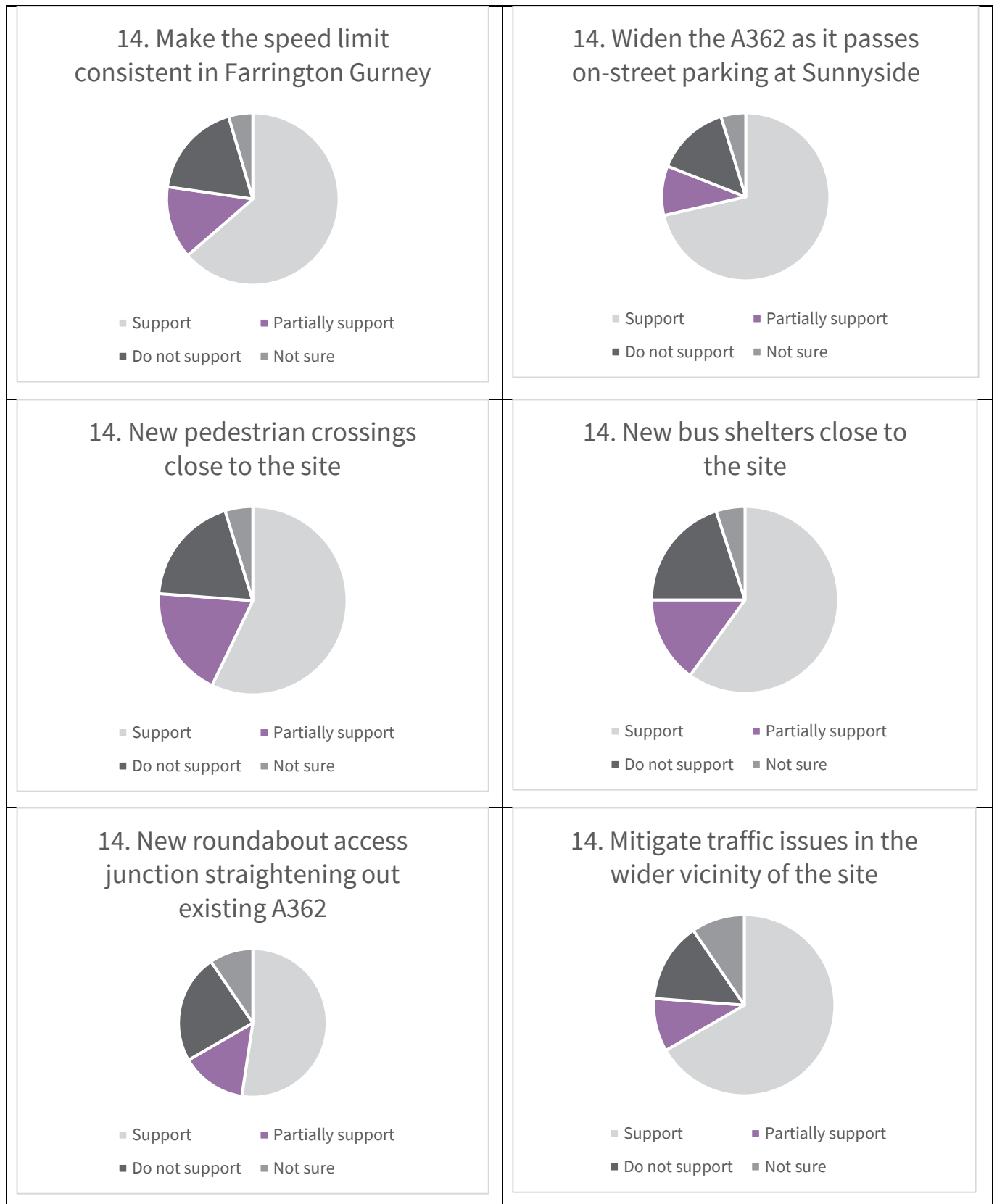


14. Provide a cycle track between the SVEZ and Norton Radstock Gateway



14. Provide a walking and cycling link to Old Mills Lane





4.2 The free form/qualitative responses have also been analysed. The questions and a summary of the responses received are set out below.

Question	Response Summary
3. Please tell us how you think the industrial heritage of the area could be reflected in the proposed design.	Desire for character/heritage style design/heritage street names/public art/site name to reflect heritage
4. Do you have any comments on the green infrastructure proposals, or suggestions for additional landscaping and biodiversity features?	Wildflowers/distaste for greenfield development/don't want further wildlife destruction
5. Further comments on the site layout.	Proposed development is too large
7. Comments of proposed building heights	Too high/non area appropriate/will block countryside views
11. Further comments on proposed mix of uses	Recent consultation for nearby industrial development proposals found that there was no demand/Manufacturing should be prioritised over retail/social/small proportion of responders like the proposed uses.
12. What else would you like to see on site not covered in the proposals?	No development/homes/shops/renewable energy/school/doctors' surgery
13. Reasons for wanting/not wanting to work on the site	Vast majority of responders are retired/would ruin the countryside
15. Other comments	Other brownfield sites for development would be preferred/increased traffic/inadequate location/remain agricultural/will attract workers from elsewhere/pedestrian crossings should be considered in line with desire lines/not attractive development/concern for lack of demand/increased litter concerns/nearby resident disruption/not what should be sought in a climate emergency

Of the qualitative responses received, the following are ranked in order of most commonly raised (highest to lowest), together with the project team's response.

Concern	Response
The proposed buildings heights are too high, inappropriate for the area and would block countryside views	The Landscape and Visual Assessment submitted in support of the LDO sets out the appropriateness of the building heights proposed in the context of the wider area.
We are in a climate emergency. Development would negatively impact wildlife habitats on the site. Green fields should not be built on. Established trees and hedgerows should not be removed and ecology should be protected	The site area is currently of limited ecological value. The proposed development will provide 10% biodiversity net gain.

There won't be enough demand for the proposed uses and the site will become housing instead or become a white elephant	The Economic Report undertaken for SVEZ demonstrates that there is demand for the uses proposed.
Nearby brownfield sites/vacant land are more appropriate and should be used instead.	The land has been allocated for commercial development since 2007. We appreciate the desire to focus development on brownfield (previously developed sites in preference to green fields) but there is not sufficient previously developed land available in the right locations to meet the identified need for commercial floorspace.
The fields are nice as they currently are and should be left alone	
The roads won't be able to cope with the traffic that development would bring	A Transport Assessment will be submitted in support of the application which will set out the transport measures in order to ensure that there is no detrimental impact on the highway network.
Development would cause disruption for nearby residents	Development sites inevitable cause some disruption, however, this disruption is short-term and a construction management plan will ensure that it is kept to a minimum.
The area is used for walking and dog walking and should remain that way	All public rights of way will be retained as part of the development proposals
Food use will encourage rats and litter	
Local jobs are already not being filled so do not see how this development would increase jobs	An Employment Report was undertaken which concludes that there is demand for the type of jobs that SVEZ would create.
Area should be left alone due to danger related to previous mining use	The Ground Condition Report and Coal Mining Risk Assessment demonstrate that there is no danger due to previous mining uses in the area.
A pub and hotel alongside industrial units would not be attractive	The proposed units will be of a high-quality design, integrated into the area as far as practicable.
Concerned that new upkeep of green infrastructure would not be maintained	A Management Plan will be in place upon completion to ensure that the green infrastructure is kept to an appropriate standard.

5 Scheme Revisions

- 5.1 The predominant changes to the scheme following from the public engagement process relate to boundary alterations. These include:
- Changes to plots P6 and P5, Plot P5 moved 16.5m and plot p6 moved 8.25m away from a landowner boundary.
 - Alterations to periphery areas of open space.
 - Removal of the attenuation areas neighbouring a landowner boundary.
 - Removal of the footpath between the south plot and a landowner boundary.
 - Acoustic fencing provided between plots P6 and P5 with traditional low level timber fence either side.
 - Visibility splays added to the existing entrance and no structural landscape or high fence lines allowed within visibility spay zone.
- 5.2 The second pre-application process and ongoing work/engagement has led to a multitude of positive changes to the scheme. The scheme evolution is summarised in the Design and Access Statement.

6 Summary and Conclusions

- 6.1 The project team is grateful for the input provided by everybody that that participated in the engagement process for the SVEZ LDO.
- 6.2 Residents, landowners, Parish Council's and other stakeholders were notified via differing means to seek feedback on the proposals. Extensive feedback was received and has been considered within this statement and the wider proposals.
- 6.3 The public engagement process has been carried out in accordance with good practice, with the events being well advertised and face to face events being held in close proximity to the site, with representatives of the project team available throughout the consultation process to answer questions and discuss any concerns with the local community.
- 6.4 Our team has considered the feedback provided and has given a response to that feedback within this report. The public engagement process has fully complied with national policy and local policy in respect of the Council's Community Involvement Statement.
- 6.5 The project team has sought to engage effectively with residents, their representatives and other stakeholders using a variety of consultation methods, in line with best practice.
- 6.6 For further information on the public engagement process, please contact JLL.

Appendix 1 – Public Engagement Invitation Neighbour Letter

6th May 2022

Jones Lang LaSalle Ltd

31 Great George Street, Bristol, BS1 5QD
+44 (0)117 927 6691

jll.co.uk

Dear Sir/Madam,

Somer Valley Enterprise Zone - Local Development Order

On behalf of Bath and North East Somerset Council I am pleased to update you on our emerging plans for a Local Development Order (LDO) on land at the Somer Valley Enterprise Zone (SVEZ).

I set out below some background information and details of our planned engagement events over the coming weeks.

Background

SVEZ is located at Old Mills, a greenfield site extending 13.5 hectares on the western edge of Midsomer Norton. It has been allocated in the B&NES Core Strategy and Placemaking Plan for employment uses and once developed could create 1,300 new jobs for local people and 54,000 square metres of commercial floorspace. A plan showing the location of the proposed LDO is attached.

SVEZ was granted 'Enterprise Zone' (EZ) status by the Government in April 2017, as part of the wider Bath and Somer Valley Enterprise Zone. The EZ status demonstrates support for economic development in the form of new job creation, business space provision and more generally a contribution towards economic growth of the local economy.

To help deliver the aims of the EZ, the Council has decided to bring forward a Local Development Order (LDO). An LDO is made by the Local Planning Authority under the Town and Country Planning Act 1990 and effectively grants planning permission for specific classes of development. It is designed to help streamline the planning process by removing the need for developers to make individual planning applications, which in turn will facilitate the wider objectives to support job creation and economic growth in the Somer Valley.

Forthcoming community engagement

The Council has commissioned a specialist design team to prepare the draft LDO documents. The forthcoming public engagement will provide an opportunity for the community to hear from the design team, to review the plans and to provide your comments and feedback.

We will host a live public 'webinar' on Thursday 19th May from 19:00 to 20:30 which will be the start of a 6-week public consultation process. You can register for the Webinar here:

https://bathnes.zoom.us/webinar/register/WN_D9LnG3QvQGeJMjFGNrZ1Nw

Alternatively, please call 07815 641062 and we will register you directly.

Information boards giving details of the consultation will also be displayed at Radstock Library and Midsomer Norton library from 19th May.

As an immediate neighbour of SVEZ, we wanted to write to you personally to let you know about this upcoming process. If you have specific queries or would like to discuss the plans in more detail with our team, we would be happy to make arrangements for a call. Please contact me using the details below.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Nicola Lovell'.

Nicola Lovell

Associate – Planning & Development

JLL

31 Great George Street | Bristol BS1 5QD

ConsultationEvents.southwest@eu.jll.com

Appendix 2 – Online and Hard Copy Survey Feedback

Interest

Resident	112
Councillor (or ex)	4
Developer	1
Business Owner	3
Other	3

1. How important do you think it is to reflect the industrial heritage of the Somer Valley in the proposed design?

Very important	50
Quite important	29
Somewhat important	26
Not important	24
No answer	6

2. What type of external materials would you like to see on the site?

Brick	41
Timber	60
Metal	9
Other	23
No answer	11

3. Do you agree that the layout of the site is appropriate?

Strongly agree	7
Agree	23
Neither agree or disagree	21
Disagree	9
Strongly disagree	72
No answer	5

4. Do you feel this is appropriate in the local context?

Yes	31
Not sure	18
No	79
No answer	7

5. How important do you think green spaces and landscaping are in new developments?

Very important	114
Quite important	7
Somewhat important	5
Not important	3
No answer	6

6. How do you think green infrastructure should be represented within this proposal?

Trees	107
Plants and shrubs	92
Open spaces	95
Benches	60
Other	9

7. Do you feel that the proposed mix of uses proposed is appropriate?

Yes	30
Not sure	21
No	78
No answer	6

8. Would you be interested in working at the site?

Yes	4
Not sure	20
No	106
No answer	5

9. A cycle track between the SVEZ and Norton Radstock Greenway

Support	78
Partially support	5
Not sure	9
Do not support	25
No answer	11

10. A walking and cycling link to Old Mills Lane

Support	79
Partially support	11
Not sure	5
Do not support	29
No answer	11

11. A consistent speed limit in Farrington Gurney

Support	76
Partially support	14
Not sure	10
Do not support	25
No answer	10

12. Widening of the A362 as it passes on-street parking at Sunnyside

Support	70
Partially support	9
Not sure	10
Do not support	33
No answer	13

13. New pedestrian crossings close to the site

Support	70
Partially support	12
Not sure	8
Do not support	29
No answer	16

14. New bus shelters close to the site

Support	65
Partially support	13
Not sure	10
Do not support	31
No answer	16

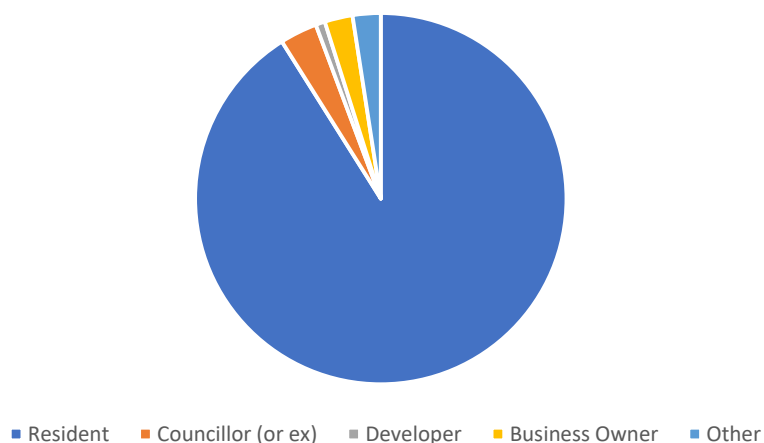
15. New roundabout access junction, straightening out existing A362 alignment

Support	52
Partially support	13
Not sure	15
Do not support	40
No answer	14

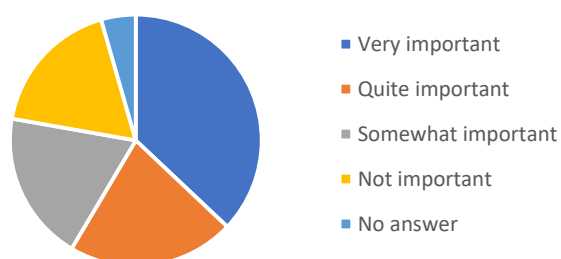
16. Mitigation of traffic issues in the wider vicinity of the site

Support	72
Partially support	8
Not sure	15
Do not support	24
No answer	14

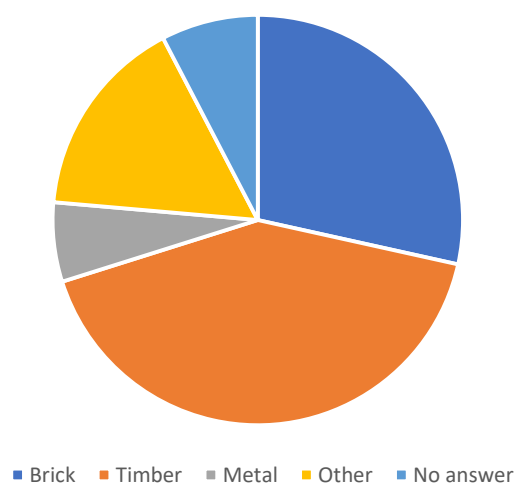
Questionnaire Interest



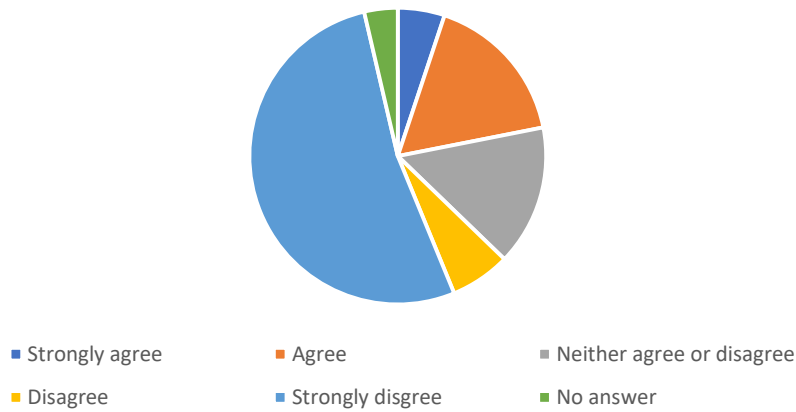
1. How important do you think it is to reflect the industrial heritage of the Somer Valley in the proposed design?



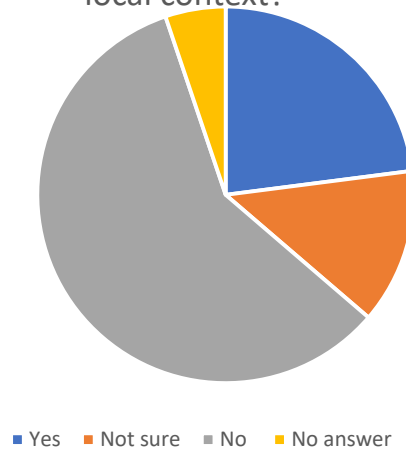
2. What type of external materials would you like to see on site?



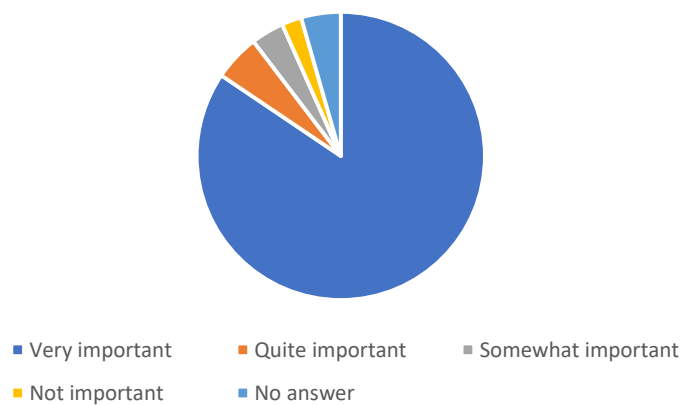
3. Do you agree that the layout of the site is appropriate?



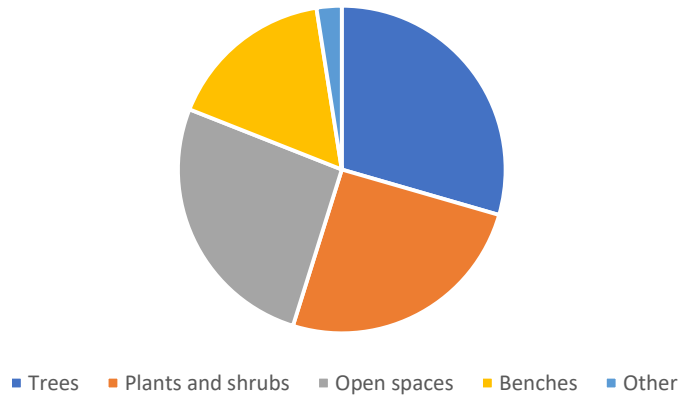
4. Do you feel the heights are appropriate in the local context?



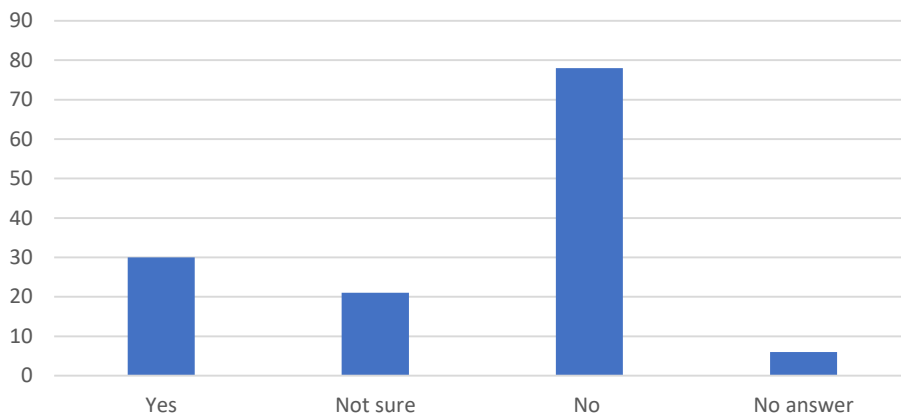
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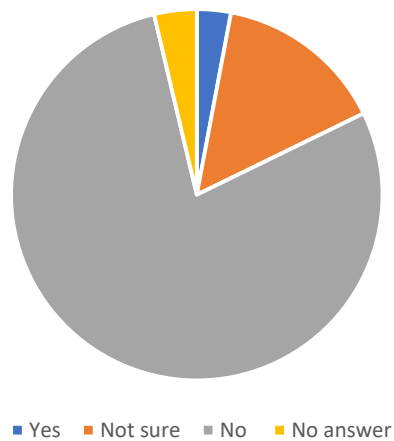
6. How do you think green infrastructure should be represented within this proposal?



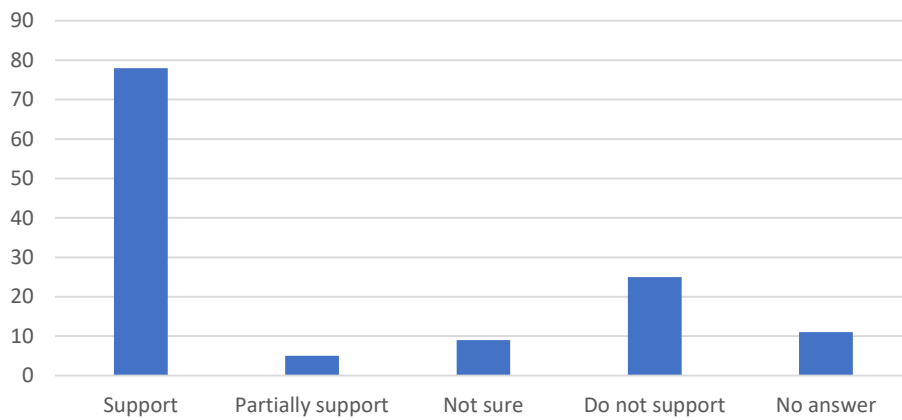
7. Do you feel that the proposed mix of uses proposed is appropriate?



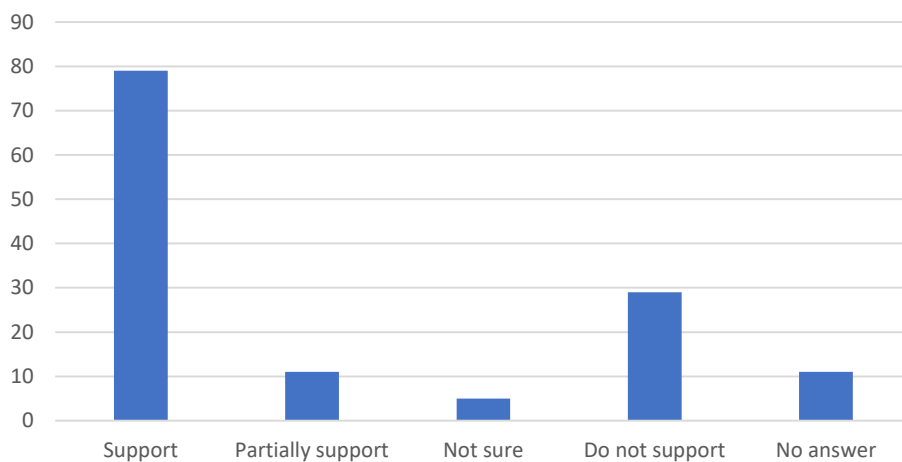
8. Would you be interested in working at the site?



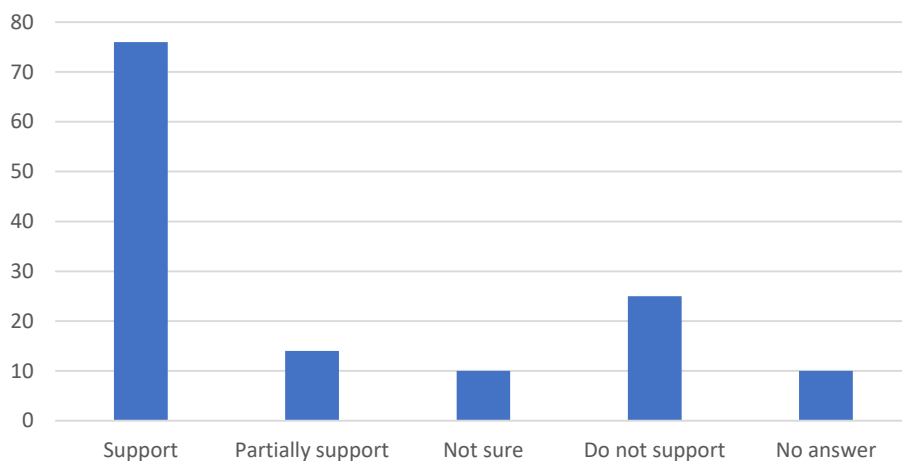
9. A cycle track between the SVEZ and Norton Radstock Greenway



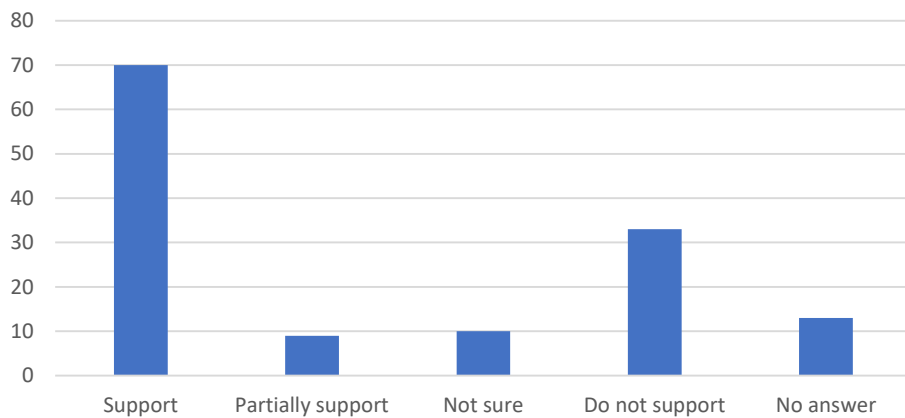
10. A walking and cycling link to Old Mills Lane



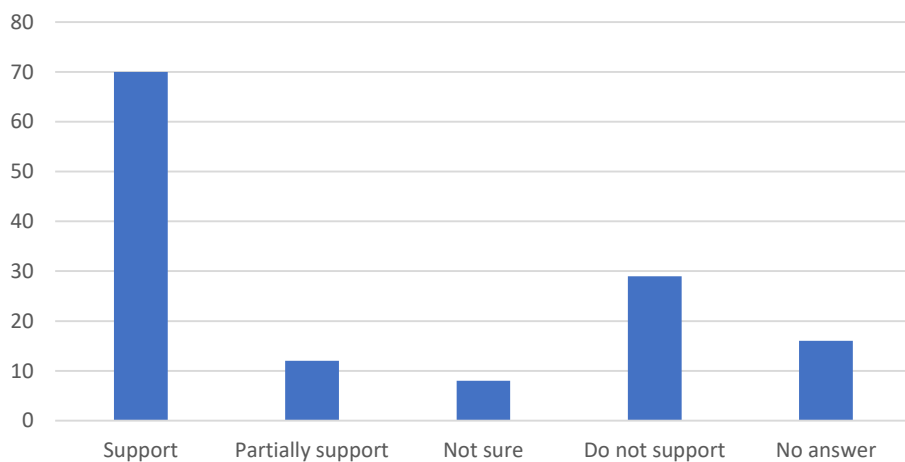
11. A consistent speed limit in Farrington Gurney



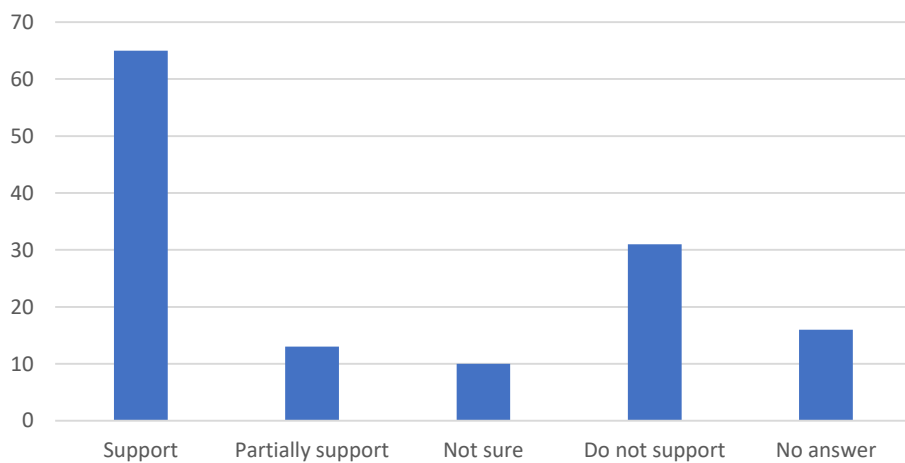
12. Widening of the A362 as it passes on-street parking at Sunnyside



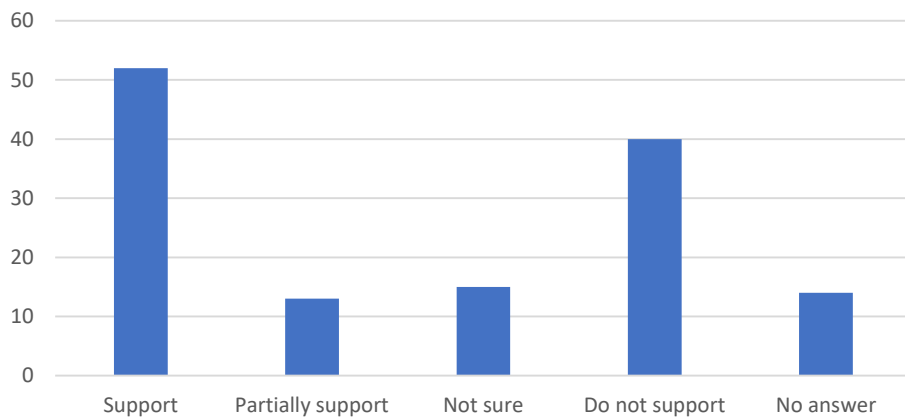
13. New pedestrian crossings close to the site



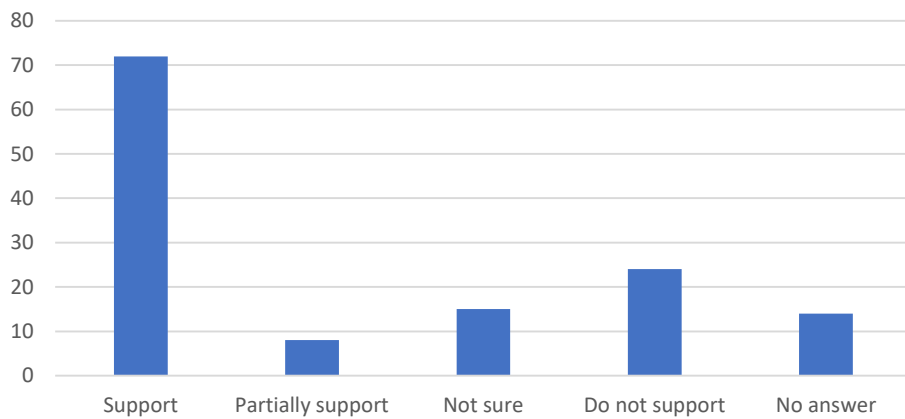
14. New bus shelters close to the site



15. New roundabout access junction, straightening out existing A362 alignment



16. Mitigation of traffic issues in the wider vicinity of the site



[illegible]

[illegible]

[illegible]

Who	Points Raised	Response (if required)	Response date
	<p>The Town Council is in favour of the Enterprise Zone as part of the endeavour to redress the imbalance of housing development and employment in Midsomer Norton, which currently results in an undesirable level of out-commuting.</p> <p>The cycle access to the new Enterprise Zone is now included in phase one but we'd like to highlight its development, and the continuation of the Norton-Radstock Greenway, as a priority.</p> <p>Suggestion for an A37 – A367 link road for lorries. At present the main A road through Midsomer Norton is through Station Road. This road is not built for larger vehicles as the pavements are mounted to navigate the bends in the road. North Road must not be considered as an alternative to Station road.</p> <p>North road is a "B class" which is extremely dangerous as it is with the very high volume of traffic.</p>		
MSN Town Council Radstock Town Council	<p>There is a concern there will be too much of a retail centre which will threaten Midsomer Norton High Street even though we are aware the retail is restricted.</p> <p>signage to ensure traffic flows smoothly through the town centre and local road network</p> <p>The lack of bus routes/provision.</p> <p>Road junctions in Radstock Town centre are a blocker to traffic flows</p> <p>Air quality (linked to SVEZ and in general)</p>	<p>N/A</p> <p>Referenced CRSTS and options to create active links from surrounding billages to the A367 to pick up buses</p> <p>N/A</p> <p>Referenced CRSTS, active travel shifts and a general move to more hybrid and electric vehicles over medium term</p> <p>Discussed how thCouncil can work with local employers to support skills development, apprenticeships and employer links with schools</p>	
Marcus West	<p>Is it known whether businesses will want to set up/show in this area? Have any businesses expressed specific interest in having premises on the site?</p> <p>Have you considered the viability of office space post COVID?</p> <p>Has any consideration been given to redeveloping existing brownfield sites?</p> <p>Plans mention improvements to some parts of the local road systems, what will they consist of?</p> <p>Will people still be able to access the fields to the North e.g. dog walking. Will the public right of way be retained?</p> <p>Has thought been given to redevelopment of Midsomer Norton high street?</p>	<p>BANES to formulate response</p> <p>BANES to formulate response</p> <p>BANES to formulate response</p> <p>Eg/Dom</p> <p>AHR</p> <p>BANES to formulate response</p> <p>As part of the mitigation package for the A362, a review of traffic speeds and limits along the road is being undertaken. Design parameters for the A362 are being agreed with B&NES Highways with the aim of minimising traffic lane widths and therefore managing traffic speeds along the A362. Alongside this, the feasibility of the implementation of a consistent 30 mph speed limit along the A362 is being explored. Together with the nearby improvement works at Sunnyside that will be designed to minimise traffic speeds, the package of works seeks to achieve slower and smoother vehicle speeds on the A362.</p>	
Tracey Bevans (Bridge Buildings)	<p>How will the cottages be protected from increase of industrial traffic?</p>		
Westfield PC	<p>Proposal will be detrimental to Westfield Industrial Estates, which will use organisations moving to the EZ where rents will be roughly half. The adverse impact this will have on the economy of Westfield, which does not benefit from the same kind of subsidies, is huge. The impact on the high street, MSN should also be taken into account</p> <p>environmentally this will be a disaster in terms of pollution on our already overcrowded road network</p> <p>A distribution centre requires sound supporting infrastructure - the road links of the A362 to the A37 are not adequate for this purpose</p> <p>What is the potential impact on traffic for East/West traffic from Radstock to MSN? You say that you are looking to encourage local residents to take up jobs at SVEZ but unless bus services are improved I feel it will increase east-west traffic</p> <p>The NR Greenway is poorly lit and not satisfactory for use outside daylight hours</p> <p>What mitigation is there for potential business migrating from existing outstated premises to SVEZ?</p> <p>What level of engagement with the consultation process so far?</p> <p>Please explain south junction off the roundabout</p> <p>The bus services are rubbish and getting worse. So if you live outside walking/cycling area you have no alternative but use a car</p> <p>I have serious concerns that the aim to increase the number of people walking and cycling</p> <p>Can you explain more about the LDO and development rights?</p> <p>the largest building is 2 metres higher than paulton house and is the largest building on the EZ. This appears to be too high and will dominate the EZ and surrounding landscape</p> <p>is the land to the north of the site that is currently farmland - has this dispute been resolved</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p>	
SVF- Adrian Dodgson SVF- Adrian Dodgson SVF- Adrian Dodgson SVF- Richard Burgess SVF- Peter Morgan SVF- Iosie SVF- Lavinia SVF- Clr Hardman			
Tracey Bevan	<p>Dear Sir/Madam, Please see the attached photo showing the proposed Somer Valley Enterprise Zone. During consultations that have happened I have noticed that proposals to widen the road by Sunnyside Cottages have been put forward. Could you please advise me as to how the 200 year old cottages, namely Bridge Buildings, will be protected with the vast increase of industrial traffic if plans go ahead. The cottages are closer to the road than Sunnyside but currently have no protection from: large lorries, pollution, salt spreading, speeding traffic (which therefore hinders pedestrian safety) and protection of the cottages themselves. Currently the houses shake and vibrate quite vigorously due to not only the size of the vehicles using the A362 but because of the proximity of the cottages to the road. This unfortunately will only get worse if no traffic calming and widening of the pavement happens. I welcome people coming and assessing my concerns and look forward to your quick response.</p>	<p>Thank you for your email and for your interest in the Somer Valley Enterprise Zone. Many apologies for the delay in responding to your query. As part of our mitigation package for the A362, a review of traffic speeds and limits along the road is being undertaken. Design parameters for the A362 are being agreed with the B&NES Highways Development Management with the aim of minimising traffic lane widths and therefore managing traffic speeds along the A362. Alongside this, the feasibility of the implementation of a consistent 30 mph speed limit along the A362 is being explored. Together with the nearby improvement works at Sunnyside that will be designed to minimise traffic speeds, the package of works seeks to achieve slower and smoother vehicle speeds along the A362. I hope you find the above information helpful. Please feel free to contact us either via email or through our engagement website: https://beta.bathnes.gov.uk/somer-valley-enterprise-zone-first-public-engagement if you have any further queries or wish to provide feedback.</p>	23/06/2022 - sent from regen inbox
Colin Tinnckell OBE	<p>Please comment on the impossible current traffic situation from Tesco to Thicket Mead round about. Severe delays and hold ups exist. Living at No 75 it is often impossible to exit into the road sometimes having to take risks. If any cars are parked on the main road this creates a standstill. The proposals will hugely increase the problem. BEFORE any construction the road needs to be sorted. Currently my vote is against the application. What is the process for appealing to the relevant government department.</p>	<p>As part of our transport assessment for the SVEZ LDO, we are undertaking detailed traffic modelling of the A362 corridor, including the Thicket Mead Roundabout. Any mitigation scheme for the Thicket Mead Roundabout will seek to reduce delays and provide a smoother flow of traffic. Mitigation at the Thicket Mead Roundabout may include traffic signals which would create gaps in traffic for those seeking to join the A362 from private accesses. The need for any waiting restrictions to prevent parking on the A362 will be explored as part of the traffic modelling. The timing of any mitigation works will be agreed with B&NES Highways and will take account of other committed development in the local area. Works along the A362, such as the proposed SVEZ roundabout at Old Mills, would be phased to minimise impacts on traffic along the corridor. A package of measures to enable other modes of travel, and reduce traffic flows on the A362, would also be delivered. This includes a new cycleway between the SVEZ and the Norton Radstock Greenway, and improvements to local bus stops. In addition, the West of England Combined Authority is currently appraising a package of additional transport improvements as part of its Somer Valley to Bristol and Bath scheme.</p>	Sent by JLL
Marcus West	<p>I've just been made aware of the development of the Somer Valley Enterprise Zone in the Old Mills area (Paulton). I live in Midsomer Norton, and while the proposed zone appears to fall within the Paulton parish boundary it's arguably closer to Midsomer Norton in terms of straight line distance. First of all can I ask if it is known whether businesses will want to set up shop in this area? Have any businesses expressed specific interest in having premises on the proposed site? The last few years has seen a huge shift in office work due to remote working as a result of the COVID-19 pandemic. Many companies have stated they will never return to a full-time office environment, and some have gone as far as saying they will allow their employees to work from home on a full-time basis. I notice from one of the plans that some of the intended use is for office spaces. Have you considered the viability of new physical office buildings in the area post-COVID, and whether businesses will be able to attract employees who are required to work from a physical office building? I think I understand your aim is for the development to be a business hub for the area. However has any consideration been given to redeveloping existing brownfield sites around the area? One example which springs readily to mind is the old Welton Bibby site (Station Road) which is fairly large and has been vacant for a number of years. I think a decision was reached back in 2018 to develop the Welton Bibby site but we're 4 years on and nothing has happened. Would it be better to wait for this brownfield site to be redeveloped and judge how it affects the local economy before developing a greenfield site? I don't think the consultation paperwork has answered enough questions about the road infrastructure, and particularly some pinch points around the area which already cause a lot of traffic. Plans mention improvements to some parts of the local road system but it's not clear what these improvements would consist of. I don't think you are able to guarantee that businesses setting up on the site would mostly employ people who live in the local area, so there is possibility that the small country lanes could become used as rat runs by commuters which has happened with enterprise developments in other areas for many years. I own two dogs and enjoy walking them around the area of the proposed development, but looking at the plans it's not clear whether we would still be able to access the fields to the North which offer scenic views and a brief moment of peace. The map here recognises existing public right of way from Wickes car park through to the fields but it's not clear if this would be cut off with the new development. I know there are a number of other people from the area who would be similarly disadvantaged and who could be resentful of the development as a result. Will the public right of way be retained? Finally has any thought been given to any redevelopment of Midsomer Norton high street? Including occupation/redevelopment of the old Argos site which has been empty for a few years as well as a number of other vacant shops on the main street. It's obvious the high street hasn't had much love in at least the last 10 years due to it's very tired appearance and maybe a bit of a facelift might be enough to tempt people and businesses to the area and restore some pride for those of us who already live here.</p>	<p>RESPONSE STILL NEEDS TO BE AGREED</p>	

Who	Points Raised	Response (if required)
High Littleton Parish Council	<p>1. The High Littleton Parish Council welcomes plans to generate new jobs in the Somer Valley and supports the SVEZ project.</p> <p>2. The A39 through the High Littleton Parish suffers significant traffic issues, notably congestion and regular reports of vehicles mounting narrow pavements around the High Littleton School at the beginning and end of each school day.</p> <p>3. The SVEZ project needs to address wider traffic and transport issues, particularly on the A39, to avoid making risks to public safety even worse.</p>	N/A
Midsomer Norton Town Council	<p>The Town Council is in favour of the Enterprise Zone as part of the endeavour to redress the imbalance of housing development and employment in Midsomer Norton, which currently results in an undesirable level of out-commuting.</p> <p>The cycle access to the new Enterprise Zone is now included in phase one but we'd like to highlight its development, and the continuation of the Norton-Radstock Greenway, as a priority.</p> <p>Suggestion for an A37 – A367 link road for lorries. At present the main A road through Midsomer Norton is through Station Road. This road is not built for larger vehicles as the pavements are mounted to navigate the bends in the road. North Road must not be considered as an alternative to Station road.</p>	N/A

Appendix 3 – Public Consultation Board

PROJECT OVERVIEW

The Somer Valley Enterprise Zone (SVEZ) is located at Old Mills, a 13.5-hectare greenfield site on the north-western edge of Midsomer Norton, adjoining woodland around the mining spoil heap (The Batch) and the A362.

SVEZ is a proposed new area for commercial development, where the Council is aiming to create a local hub for new business and employment. Once developed, the Enterprise Zone could create around 1,300 new jobs for local people, and in the region of 40,000 square metres of commercial floorspace. A range of commercial buildings will be provided including general industrial, warehousing and distribution space, along with office accommodation and complimentary amenities including a hotel and food and beverage offer.

WHY IS SVEZ NEEDED?

SVEZ will provide new jobs for local people, encouraging sustainable economic growth in the Somer Valley.

New local jobs will help to reduce out-commuting, lowering carbon emissions and congestion. It will encourage business and employment growth, by providing new commercial and industrial floor space in the Somer Valley.

The site has been allocated for employment development since 2007. The Council's intervention is needed as the development has not been brought forward by the private sector.

WHAT IS A LOCAL DEVELOPMENT ORDER ?

We are proposing to deliver SVEZ via a Local Development Order (LDO). LDOs are made by Local Planning Authorities (LPAs) and set the planning framework for a specific area. They are essentially a type of Planning Policy 'zoning', which grants planning permission for specific development proposals or classes of development within a defined area. LDOs are flexible tools, covering a range of uses, scales of projects, and size of buildings. The SVEZ LDO will include a design code, setting out what buildings and spaces should look like, and how they should function in the final development.

LDOs streamline the planning process by removing the need for developers to make a planning application to the LPA, because developers have to work within the framework of the LDO. Creating an LDO for the SVEZ project will help provide greater confidence for the Council and potential developers, and greater certainty for local people.

Once the application for the LDO is submitted, the LPA will run a formal public consultation process. This allows for local input, guiding development in the right direction, in terms of demand and local aspirations.

HOW WILL SVEZ BENEFIT YOU?

We expect that once it is up and running, SVEZ will bring around 1,300 new local jobs to the area, covering a range of sectors that may include:

- Specialist construction.
- Construction.
- Manufacturing and general sales.
- Land transport.
- Printing.
- Warehousing and distribution.

It is likely that a range of roles will be provided including:

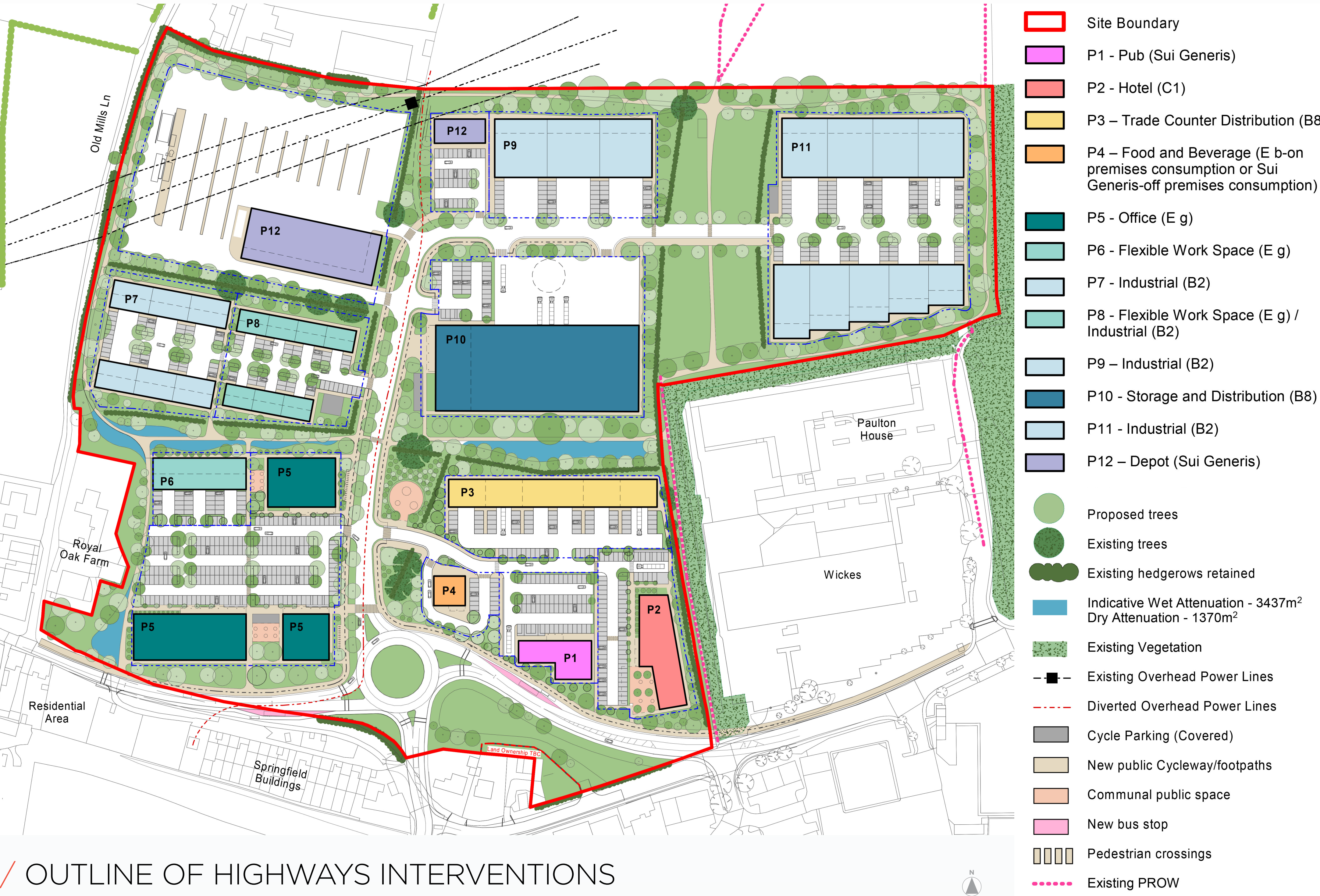
- Management.
- Professional.
- Associate professional/technical.
- Administration.
- Skilled trades.
- Customer service and sales.
- Process.
- Elementary.
- Office and administration roles.



LDO application boundary



3D View of Site



OUTLINE OF HIGHWAYS INTERVENTIONS

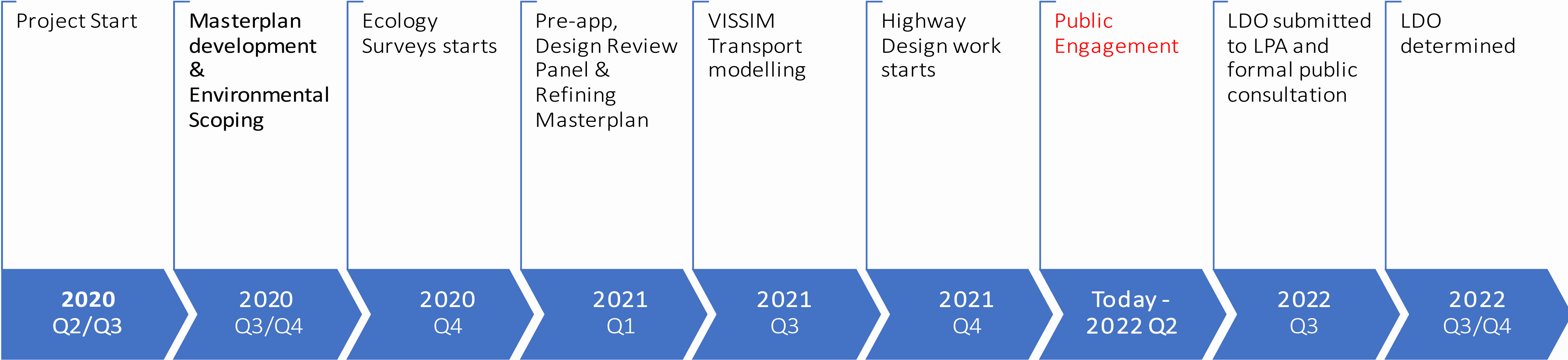
- Our site plan encourages a connected network for walking and cycling which will integrate into existing rights of way.
- The proposal includes dedicated walking and cycling links to the Norton Radstock Greenway.
- Within the site we will prioritise sustainable forms of transport with walking and cycling provision as well as electric charging points.
- We will upgrade bus stops on the A362, including shelters and real-time information serving buses towards Paulton and Bath.
- We are proposing a balanced car parking approach, catering to the uses on site, whilst also enhancing sustainable transport options.
- We are proposing highway improvements which will benefit all users of the A362, such as the removal of the current S-bend moving the access to SVEZ away from the current alignment, and widening the road at Sunnyside, where two vehicles cannot currently pass safely.
- We are preparing a comprehensive transport assessment which will consider the impacts of the development at key locations, in particular, the A362 between Farrington Gurney and Radstock and some of the larger roads which join it.

Illustrative Master Plan



3D View of Site

TIME LINE



HAVE YOUR SAY

WHAT ARE WE ASKING YOU?

As part of the consultation process, We are inviting residents and any other interested parties to have their say on our proposals. In particular, we would be keen to understand your views on;

Design, Materials and Layout

- The importance of the reflection of industrial heritage at SVEZ.
- Types of external materials to be used.
- Opinions on the current masterplan layout.
- Building heights and visibility.

Green Infrastructure

- The importance of green spaces and landscaping
- Landscaping recommendations.

Proposed Land Uses

- The current mix of land use proposed in the masterplan.

Transport Improvements

- The level of support for a variety of transport improvement proposals around SVEZ.

HOW CAN YOU GET INVOLVED?

Questionnaires have been provided at this location, to be completed and submitted in the box provided.

Alternatively, you can complete this online by visiting the Bath and North East Somerset Council ‘have your say’ webpage.’

The engagement webinar delivered on 19th May can also be viewed on the Council’s ‘have your say’ webpage.

To request another format, or for an advocate to assist you with accessing this information, please contact us by emailing Consultationevents.southwest@eu.jll.com or by calling us on 0117 927 6691



Aerial View of Site

Appendix 4 – SVEZ Webinar 19 May Questions and Response

Somer Valley Enterprise Zone Webinar – 19th May 2022

Questions and responses

A public webinar on the Somer Valley Enterprise Zone (SVEZ) was held on the 19th May 2022 as part of the informal public engagement on the proposed scheme. A recording of the webinar can be viewed here: <https://www.youtube.com/watch?v=tKUgAcBME9c>

The following questions were asked by attendees of the webinar via the chat function. The project team gave verbal responses to some of the questions during the webinar, however for completeness all questions asked are outlined below.

For ease of review, the questions and answers have been arranged by topic area.

Highways and active travel

- 1. The A362 at Old Mills has an S bend which is a traffic pinch-point, narrowing and without a pavement, regularly causing large vehicles to stop-and-crawl to pass. Can you confirm that re-routing the A362 to bypass this is a major part of the planning application?**

The proposals are not yet at the planning application stage, and we are informally consulting residents and members of the public so that we can ensure their views feed into the final site masterplan. However, the rerouting of the A362 to remove the S-bend and provide the proposed roundabout are integral parts of the masterplan to achieve access to the SVEZ. This will enable large vehicles to pass one another with ease.

- 2. Will public transport (buses) run through and stop at the site for employees, to reduce car usage?**

Upgraded bus stops will be delivered on the A362 immediately to the east of the SVEZ. These will be provided with shelters and real time information to provide convenient access to bus services towards Paulton and Bath. Additionally, services towards Bristol and Frome are available from the nearby Tesco forecourt. It is not the intention to divert buses into the SVEZ as this would add delay to bus journeys. However, measures will be included within the Travel Plan to encourage and enable employees and visitors to the site to travel by bus.

- 3. What will be done to prevent disruption from traffic to our house which fronts onto the main road?**

The impacts of traffic on residential properties fronting the A362 will be mitigated in several ways. Firstly, the A362 will be realigned next to the SVEZ, moving the road away from Springfield Buildings with the original A362 route being closed to general traffic. Secondly, the A362 will be widened at Sunnyside, with the widened footway moving traffic away from the properties on the southern side of the road. Should you require further information regarding the impact on your property, please get in touch with the project team.

- 4. Will there be a pedestrian crossing near Sunnyside?**

As part of the A362 widening works at Sunnyside, uncontrolled crossings (including dropped kerbs and tactile paving) will be provided to connect the widened southern footway with the existing northern footways. The placement of crossings will be identified following a review of visibility, and further detailed information will be available as part of the formal public consultation which is expected to take place once the Local Development Order (LDO) is submitted to the Local Planning Authority later this year.

5. What about the little lanes that could be used as ‘rat runs’ even more so?

As part of our traffic modelling of the impacts of the SVEZ, we are analysing local traffic routing and the impacts on the local highway network. We are not expecting a significant impact on minor roads in the vicinity of the SVEZ and our mitigation will be focused on providing reliable journey times on the A362. Nevertheless, as part of our work we will review the impact on minor roads in the local area to ensure that the traffic model we build reflects the existing situation and behaviours as well as how vehicles from the proposed development will impact these.

6. Where does the road to the south of the roundabout go? What is the purpose of the south facing junction from the proposed enormous roundabout?

At the current s-bend, we are proposing to stop-up the old route of the A362 and this will no longer be used by traffic. The A362 will be moved to the North, away from Springfield Buildings.

The purpose of the junction south of the roundabout is to retain access to Langley’s Lane. Access to Springfield Buildings will be off Langley’s Lane, instead of the A362 at present, and will therefore be from a road with significantly less traffic. As part of our ongoing assessment work, we are actively seeking to reduce the required size of the roundabout and revisiting the proposed arrangements for Langley’s Lane and access to Springfield Buildings.

We are not able to comment directly on development proposals for third party land, such as the proposed Phase 2 extension to Old Mills Industrial Estate. However, the Old Mills Phase 2 proposals which have been publicly presented through the current planning application indicate that the access to Old Mills Phase 2 is through the existing Old Mills estate road onto the A362. To provide feedback on the Old Mills proposals interested members of the public would need to respond to the consultation on that third party planning application.

7. Houses along Sunnyside already shake when articulated lorries pass. Will the road widening be enough to protect the houses from the increase in traffic, especially thinking about lorries causing wear and tear on our properties?

The proposed widening of the A362 will include a widened footway on the southern side of the road which will move vehicles away from properties. In addition, we are assessing the pavement (structure) of the road. If this is found to be defective or substandard, the widening would include reconstruction of the road. Through the widening, there will be less acceleration and deceleration which contribute to traffic noise.

8. How will the traffic for the industrial units arrive of the A362? The A37 has pinch points at both Pensford and Temple Cloud, as well as Ston Easton to the south. The majority of villages along this route are suffering with extraordinary high levels of pollution

We are expecting that vehicular trips to the SVEZ will take a number of routes to and from the A362, including the A37 to the north and south of Farrington Gurney; the B3355 towards Paulton; the A362 towards Bath; and the A367 towards Frome. The impacts on Air Quality Management Areas will be assessed in detail as part of the Local Development Order (LDO) submission.

9. It looked as if the offside highway improvements were still undefined so how can you consult without clarity on how you will mitigate traffic impacts particularly on an AQMA?

The SVEZ is being delivered to reduce out-commuting from the Somer Valley and therefore make it easier to commute to jobs on foot, by cycle, and by bus. The impacts on Air Quality Management Areas will be considered by an Air Quality Assessment that will be submitted with the LDO. The LDO will be subject to public consultation and will include full details of proposed traffic mitigation.

10. Old Mills Lane is awful now, any improvements here?

To encourage traffic to use suitable routes to the SVEZ, we will be mitigating as necessary to provide reliable journey times along the A362. This will reduce the relative attractiveness of routes that are less suitable for through-traffic, such as Old Mills Lane.

11. Will the road improvements at Sunnyside include a pavement which links all the way through to SVEZ?

The improvements at Sunnyside will be localised to target the existing issue of delays due to on-street parking. The West of England Combined Authority (WECA) is currently assessing the feasibility of improved walking and cycling routes along the A362 as part of the Somer Valley to Bristol and Bath package. We are working closely with WECA to ensure that improvements delivered by the SVEZ will be complementary to any possible future works delivered by WECA.

12. Will the footpaths continue to the village of Farrington Gurney?

The West of England Combined Authority (WECA) is currently assessing the feasibility of walking and cycling routes to Farrington Gurney as part of its Somer Valley to Bristol and Bath Package. We are working closely with WECA to ensure that improvements delivered by the SVEZ will be complementary to any possible future works delivered by WECA.

13. Will a cycle/walking route be provided to the west? To Farrington Gurney?

We are working with the WECA, who are looking to provide a pedestrian and cycle link to Farrington Gurney through their Somer Valley to Bristol and Bath programme. This is not currently part of the SVEZ project, however the SVEZ project does include a pedestrian and cycle link to the Norton Radstock Greenway.

14. One of the slides mentioned a cycle path/walkway on 'old railway lines'. Does this refer to the back of Sunnyside which is owned by Sunnyside residents?

The former railway line refers to safeguarded former railway land as per the Core Strategy Policy ST2. This includes the former railway alignment between Old Mills and Farrington Gurney, and the former railway alignment between Farrington Gurney and Hallatrow. The development of this walking and cycling route is not proposed as part of the SVEZ however it is being considered by WECA as part of its Somer Valley to Bristol

and Bath Package. WECA is aware of existing land ownership along the former railway alignment and will be considering this as part of its appraisal of the feasibility of the route.

Visual impact and building heights

15. What steps will be taken to reduce the visual impact of the development from local houses? E.g. strategically sited trees, hedges, grass mounds, minimal site lighting focusses towards the ground, sound barriers etc?

A Landscape and Visual Impact Assessment (LVIA) is being undertaken and has informed the design process so far. The LVIA is an effective design tool that informs the planning process since it helps identify the effects of new developments on views and on the landscape character itself. The LVIA has two aspects, firstly, the Landscape assessment considers the effects of the proposed development on the landscape as a resource. And secondly, the Visual assessment which considers the effects of the proposed development on specific views and on the general visual amenity experienced by people.

An in-depth analysis and understanding of these two interrelated aspects is required to produce a successful LVIA which further informs mitigation measures to reduce impact from the proposed scheme. The LVIA and details of any associated mitigations will be made available during the formal public consultation on the Local Development Order (LDO) which will follow later this year.

16. Will units be restricted to single-storey construction?

The anticipated heights of buildings can be found on the webinar recording as well as the project website. We are seeking to limit the maximum building envelopes within the parameter plan to as low as possible especially around the perimeter of the site where there are existing residential properties. We need to secure the right building scale and specification as well as deliver the project outcomes within the site. The maximum height will be 3 storeys which will either be contained within the centre of the site or adjacent to non-residential uses.

17. Can you confirm the height of the tallest proposed building on the site and its position on the development?

The maximum height will be 3 storeys and approximately 12-14m to eaves height.

18. We live in Dunromin House and our garden backs directly onto where the enterprise zone will be. Can you please reassure us as a family as to what will be built directly behind our house and what will be done to prevent disruption to our family life?

The proposed masterplan which was shown during the webinar and is available on our website here: <https://beta.bathnes.gov.uk/somer-valley-enterprise-zone-first-public-engagement/view-our-launch-webinar> sets out the proposed uses and their locations within the site.

We hope that the presented masterplan has demonstrated that much of the development will be to the north of the residents fronting the A362. Dunromin House would be approximately 65m to the nearest building on the masterplan, which is the proposed Pub. Immediately behind your property there will be a landscaped buffer zone in front of the re-aligned A362.

The project team will be in touch with you in due course to discuss the potential impact of the proposal on your property.

19. Why not develop the batch rather than force landowners to give up their own land?

It is not possible to develop this area as it has a restrictive planning designation as a site of nature conservation interest/Ecology Network (NE3/NE5).

20. My house is right on the boundary on old mills, I will be looking at hotels or units. Which of you councillors would like that next to your house?

We are aiming to provide landscaped buffer zones between residential properties and the buildings to the perimeter of the SVEZ. The hotel is due to be developed at the front of the site by the A362, adjacent to the Wickes store, which will be circa 300m away from Old Mills Lane. The project team would be happy to discuss any specific concerns you have.

Development Uses

21. I understand this development has been discussed for a few years. We are now in a very different environment since Brexit, pandemic, and the war in Ukraine. What current research has been carried out to see what demand there is for large industrial units and large office spaces? The UK is currently experiencing a situation where there are more job vacancies than people looking for jobs and working from home has now become the norm for a lot of people, so the argument for generating jobs appears outdated.

Occupational demand is something we are continually testing within the team. Pre-pandemic figures demonstrated there was only 3-4% vacancy rates in industrial space in the Somer Valley, demonstrating a very limited supply. We have anecdotal evidence of 3 year waits to secure some types of business units in this locality. Generally, industrial and distribution demand remains very strong and looks to be moving towards more specialist manufacturing. The site will be delivered over the medium term and the creation of circa 1300 new jobs in the Somer Valley will provide local employment opportunities and help reduce out commuting to other locations.

22. What type of business premises are planned? Will there be retail as well as industrial units?

A mix of commercial business space is proposed including industrial, distribution, office, trade counter distribution, as well as ancillary uses including a pub, hotel and food and beverage units. There is no retail space proposed at the site. Please look at our plot uses page on our website for further information.

23. Sui generis pub? What does that look like in reality?

It is a pub. The term Sui Generis is the Use Class type that a public house falls within as per the Town and Country Planning (Use Classes) Order 1987 (as amended).

24. 1,300 potential new jobs but 2/3 of those jobs will be low skill/low pay roles?

The Council has had a skills report prepared which indicates from the mix of uses proposed there will be a strong mix of employment, with 28% of roles requiring higher skills levels, and a further 48% of positions being considered skilled roles.

25. Will there be any retail at all now?

There is no retail proposed on site.

26. Why B2- demand is B1 light industrial (E) and B8?

Use class B2 is general industrial, Class E (formerly B1) is offices and B8 is storage and distribution. The proposed masterplan includes a range of uses including B2, Class E and B8. The SVEZ will be delivered over the medium term, over which time demand cycles may change. However we are continually testing market demand within the team, and we are confident that there is likely to be demand for the mix of uses proposed.

Why develop this site?

27. Why are the council keen to build on green field sites when there are large areas of industrial space that would benefit from redevelopment?

The allocation of the land for employment use in the Local Plan is a critical part of the spatial strategy for the Somer Valley which was subject to extensive consultation and a public examination at the time of allocation. Some of the area's older industrial sites are no longer suitable or feasible for continued employment purposes so the Local Plan has allowed for them to be redeveloped into a mix of uses. There are a limited number of brownfield sites in the locality, however they would not be suitable for the scale required for this project, and the brownfield sites which are available have already been allocated in the Local Plan for other uses.

28. Was there not a second smaller area on the Tesco side of the road?

We believe this relates to a separately allocated plot adjacent to the Old Mills, this is a separate allocation from SVEZ and is reliant on third party planning applications.

**29. Why don't you fill all the old mills industrial estate before building more units?
Also there is still empty shops in Paulton.**

Old Mills Industrial Estate is in third party ownership; however, we understand that there is only 4,000 sq ft available on Phase 1 of Old Mills at present. Pre-pandemic figures demonstrated there was only 3-4% vacancy rates in industrial space in the Somer

Valley, demonstrating a very limited supply. This lack of supply is constraining economic prosperity in the Somer Valley and the SVEZ seeks to address this.

The units at Old Mills are also relatively small in scale, and therefore appeal to different businesses than those which are likely to occupy the SVEZ.

Whilst we appreciate that there are empty units in high streets within the Somer Valley, the SVEZ does not propose any retail uses and the commercial and industrial uses proposed could not be accommodated on the high street due to their scale and nature. However, the Council is pursuing other projects to address vacant retail spaces within the Somer Valley, such as the Midsomer Norton High Street Renewal Programme.

30. Welton Bag Co site has been unoccupied for years, why not develop it?

This site has already been allocated in the Local Plan for a mixed-use development and would not have been large enough to accommodate the employment uses we are looking to bring into the SVEZ.

31. I am aware of your budget as I was informed in previous meeting you held that you said the budget would be lost if you didn't use it. Is this the only reason the project is being pushed as it is not required in the area.

The site has been allocated for employment uses since 2007 and the project is being brought forward by the Council as the site has not been developed by the private sector. The allocation of the land for employment use in the Local Plan is a critical part of the spatial strategy for the Somer Valley and is needed to provide new industrial and commercial floorspace, to provide new jobs, to boost economic prosperity within the Somer Valley, and to help reduce out-commuting and the associated issues which this creates. The project is being funded from a number of sources, predominantly by the West of England Combined Authority.

Sustainability

32. Has any consideration been given to using the coal mine heat as a zero-carbon energy solution? What are the plans for maximising green build opportunities?

We are early in the delivery phase of the SVEZ project, but we will be looking at opportunities to boost the sustainability of the site, and we will be targeting net zero delivery in the construction and operational phases. We are not at this level of detail yet, but the Council is dedicated to addressing the declared climate and ecological emergencies, and this site will form part of its response.

Other questions

33. What are the plans for internet connectivity?

We will be looking to bring in superfast broadband

34. How does this project affect planning application Parcel 9176 Old Mills Ind Estate expansion which has just surfaced once more?


SVEZ is not linked to the Old Mills scheme, which is in separate ownership. There is demand for industrial space within the Somer Valley and demand specifically for that scale and type of unit separate to the proposed spaces on SVEZ.

35. What compensation will the Council be giving to the residents of the surrounding area?

The Council is not offering compensation as part of the scheme, however there are several broader benefits associated with the development including active travel improvements, green infrastructure creation, biodiversity net gain and job creation.

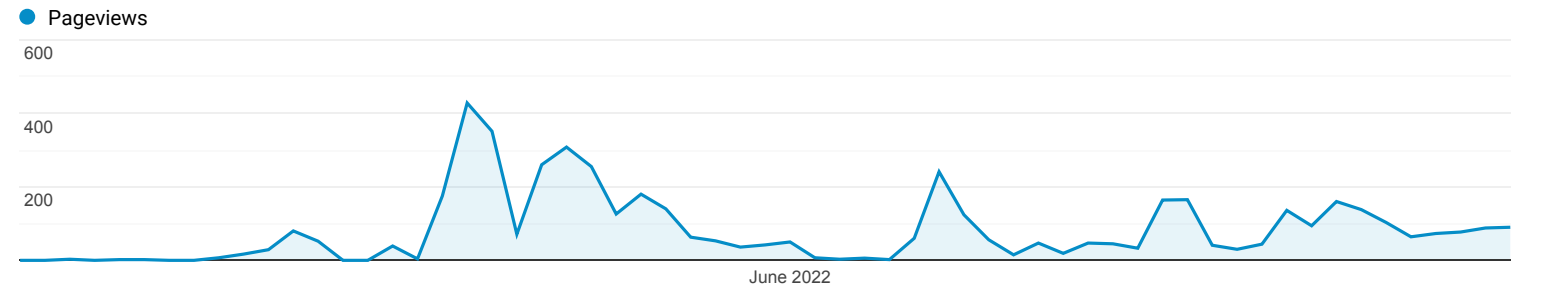
Appendix 5 – End of Engagement Website Analytics

Pages

 All Users
100.00% Pageviews

May 1, 2022 - Jun 30, 2022

Explorer



This data was filtered with the following filter expression: `/somer-valley-enterprise-zone`

Page	Pageviews	Unique Pageviews	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page Value
	4,945 % of Total: 0.29% (1,681,343)	3,776 % of Total: 0.28% (1,372,977)	00:00:56 Avg for View: 00:01:14 (-24.91%)	1,100 % of Total: 0.18% (620,935)	31.34% Avg for View: 50.42% (-37.85%)	20.30% Avg for View: 36.93% (-45.02%)	\$0.00 % of Total: 0.00% (\$0.00)
1. /somer-valley-enterprise-zone-first-public-engagement	707 (14.30%)	520 (13.77%)	00:00:31	420 (38.18%)	15.24%	19.66%	\$0.00 (0.00%)
2. /somer-valley-enterprise-zone-first-public-engagement/scheme-overview-0	537 (10.86%)	418 (11.07%)	00:01:14	40 (3.64%)	64.10%	24.95%	\$0.00 (0.00%)
3. /somer-valley-enterprise-zone-first-public-engagement/introduction-and-policy-background-0	405 (8.19%)	315 (8.34%)	00:00:32	10 (0.91%)	60.00%	10.37%	\$0.00 (0.00%)
4. /somer-valley-enterprise-zone-first-public-engagement/view-project-documentation-0	395 (7.99%)	267 (7.07%)	00:01:48	14 (1.27%)	50.00%	32.15%	\$0.00 (0.00%)
5. /somer-valley-enterprise-zone-first-public-engagement/have-your-say-0	393 (7.95%)	287 (7.60%)	00:00:47	140 (12.73%)	46.43%	32.06%	\$0.00 (0.00%)
6. /somer-valley-enterprise-zone-first-public-engagement/local-residents-what-means-you-0	289 (5.84%)	237 (6.28%)	00:01:47	9 (0.82%)	77.78%	19.03%	\$0.00 (0.00%)
7. /somer-valley-enterprise-zone-first-public-engagement/purpose-public-engagement-0	243 (4.91%)	204 (5.40%)	00:00:17	6 (0.55%)	66.67%	9.47%	\$0.00 (0.00%)
8. /somer-valley-enterprise-zone-first-public-engagement/businesses-what-means-you-0	207 (4.19%)	178 (4.71%)	00:00:35	3 (0.27%)	66.67%	8.70%	\$0.00 (0.00%)
9. /somer-valley-enterprise-zone/introduction	142 (2.87%)	101 (2.67%)	00:01:49	14 (1.27%)	28.57%	18.31%	\$0.00 (0.00%)
10. /somer-valley-enterprise-zone-overview-sept-2021/somer-valley-enterprise-zone-overview-sept-2021	80 (1.62%)	66 (1.75%)	00:00:20	7 (0.64%)	85.71%	25.00%	\$0.00 (0.00%)
11. /somer-valley-enterprise-zone-first-public-engagement/introduction-and-policy-background	77 (1.56%)	42 (1.11%)	00:01:15	16 (1.45%)	25.00%	19.48%	\$0.00 (0.00%)
12. /somer-valley-enterprise-zone-first-public-engagement/project-timeline-0	77 (1.56%)	67 (1.77%)	00:01:41	2 (0.18%)	50.00%	22.08%	\$0.00 (0.00%)
13. /somer-valley-enterprise-zone-first-public-engagement/view-our-launch-webinar	70 (1.42%)	52 (1.38%)	00:00:30	12 (1.09%)	75.00%	25.71%	\$0.00 (0.00%)
14. /somer-valley-enterprise-zone-first-public-engagement/project-timeline	63 (1.27%)	45 (1.19%)	00:01:08	6 (0.55%)	66.67%	23.81%	\$0.00 (0.00%)
15. /somer-valley-enterprise-zone/technical-assessments	57 (1.15%)	34 (0.90%)	00:00:26	1 (0.09%)	0.00%	5.26%	\$0.00 (0.00%)
16. /somer-valley-enterprise-zone-overview-sept-2021/highways-and-transport-issues	56 (1.13%)	43 (1.14%)	00:00:22	6 (0.55%)	16.67%	5.36%	\$0.00 (0.00%)
17. /somer-valley-enterprise-zone/transport-related-issues	54 (1.09%)	44 (1.17%)	00:01:37	1 (0.09%)	0.00%	11.11%	\$0.00 (0.00%)
18. /somer-valley-enterprise-zone/masterplan-principles	51 (1.03%)	32 (0.85%)	00:01:35	4 (0.36%)	75.00%	15.69%	\$0.00 (0.00%)
19. /somer-valley-enterprise-zone/scheme-masterplan	49 (0.99%)	35 (0.93%)	00:00:30	3 (0.27%)	33.33%	6.12%	\$0.00 (0.00%)

20.	/somer-valley-enterprise-zone/project-timeline	47 (0.95%)	36 (0.95%)	00:01:41	3 (0.27%)	0.00%	12.77%	\$0.00 (0.00%)
21.	/somer-valley-enterprise-zone	46 (0.93%)	29 (0.77%)	00:00:35	1 (0.09%)	0.00%	2.17%	\$0.00 (0.00%)
22.	/somer-valley-enterprise-zone/scheme-evolution	42 (0.85%)	38 (1.01%)	00:00:37	1 (0.09%)	100.00%	2.38%	\$0.00 (0.00%)
23.	/webinar/somer-valley-enterprise-zone	38 (0.77%)	26 (0.69%)	00:00:55	16 (1.45%)	68.75%	60.53%	\$0.00 (0.00%)
24.	/somer-valley-enterprise-zone-overview-sept-2021/introduction	33 (0.67%)	28 (0.74%)	00:01:39	1 (0.09%)	0.00%	30.30%	\$0.00 (0.00%)
25.	/somer-valley-enterprise-zone/our-ongoing-transport-research	33 (0.67%)	26 (0.69%)	00:00:38	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
26.	/somer-valley-enterprise-zone/setting-and-structural-landscape	32 (0.65%)	27 (0.72%)	00:01:25	2 (0.18%)	50.00%	18.75%	\$0.00 (0.00%)
27.	/somer-valley-enterprise-zone/highways-and-transport-issues	30 (0.61%)	19 (0.50%)	00:00:23	1 (0.09%)	0.00%	6.67%	\$0.00 (0.00%)
28.	/somer-valley-enterprise-zone/summary-masterplan-and-ldo-impacts-and-benefit-s	29 (0.59%)	24 (0.64%)	00:00:40	0 (0.00%)	0.00%	3.45%	\$0.00 (0.00%)
29.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0nO2Bnq_hiQxidt6Cz_BJs-QocUG3aalLDEcPzq400ADFOOrZAJn6R8jl	28 (0.57%)	20 (0.53%)	00:00:39	20 (1.82%)	40.00%	39.29%	\$0.00 (0.00%)
30.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0Po27GU3agKfHmZXxewKssXvj2051Ju3NA9xD7t6AlBbkKBU59Zxytj-0	26 (0.53%)	15 (0.40%)	00:01:39	15 (1.36%)	26.67%	34.62%	\$0.00 (0.00%)
31.	/somer-valley-enterprise-zone-first-public-engagement/view-project-documentati-on	25 (0.51%)	11 (0.29%)	00:00:54	0 (0.00%)	0.00%	8.00%	\$0.00 (0.00%)
32.	/somer-valley-enterprise-zone-overview-sept-2021/transport-related-issues-we-ha-ve-identified	25 (0.51%)	19 (0.50%)	00:00:28	5 (0.45%)	20.00%	8.00%	\$0.00 (0.00%)
33.	/somer-valley-enterprise-zone-local-development-order-public-consultation/sche-me-overview	19 (0.38%)	18 (0.48%)	00:00:16	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
34.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say	18 (0.36%)	14 (0.37%)	00:01:47	0 (0.00%)	0.00%	11.11%	\$0.00 (0.00%)
35.	/somer-valley-enterprise-zone-first-public-engagement/local-residents-what-mean-s-you	18 (0.36%)	11 (0.29%)	00:02:26	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
36.	/somer-valley-enterprise-zone-overview-sept-2021/our-ongoing-transport-researc-h	18 (0.36%)	16 (0.42%)	00:00:41	3 (0.27%)	66.67%	27.78%	\$0.00 (0.00%)
37.	/somer-valley-enterprise-zone-overview-sept-2021/scheme-masterplan	17 (0.34%)	12 (0.32%)	00:00:27	0 (0.00%)	0.00%	11.76%	\$0.00 (0.00%)
38.	/somer-valley-enterprise-zone/scale-development	17 (0.34%)	14 (0.37%)	00:00:17	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
39.	/somer-valley-enterprise-zone-overview-sept-2021/scale-development	16 (0.32%)	15 (0.40%)	00:00:26	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
40.	/somer-valley-enterprise-zone-first-public-engagement/purpose-public-engame-me-nt	15 (0.30%)	7 (0.19%)	00:01:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
41.	/somer-valley-enterprise-zone-first-public-engagement/scheme-overview	15 (0.30%)	7 (0.19%)	00:01:02	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
42.	/somer-valley-enterprise-zone-first-public-engagement/businesses-what-means-y-ou	11 (0.22%)	7 (0.19%)	00:01:04	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
43.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2zZaqb8NIOUGO8P6xicvg4KYp6fASDlCsrpD6u0EfIpw4qEV28RuW8Rak	9 (0.18%)	7 (0.19%)	00:00:07	7 (0.64%)	0.00%	22.22%	\$0.00 (0.00%)
44.	/somer-valley-enterprise-zone-overview-sept-2021/technical-assessments	7 (0.14%)	4 (0.11%)	00:01:39	0 (0.00%)	0.00%	14.29%	\$0.00 (0.00%)
45.	/somer-valley-enterprise-zone-first-public-engagement?ct=t(EMAIL_CAMPAIGN_4_28_2022_12_25_COPY_01)	6 (0.12%)	6 (0.16%)	00:00:32	5 (0.45%)	20.00%	16.67%	\$0.00 (0.00%)
46.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0SHG0OnvHWOA8Of-oh2MeCyM4M-suHtitxCNqNdz6omU1KiJ7g4HxrlUc	5 (0.10%)	4 (0.11%)	00:00:22	4 (0.36%)	75.00%	80.00%	\$0.00 (0.00%)
47.	/somer-valley-enterprise-zone-first-public-engagement/somer-valley-enterprise-zo-ne-first-public	5 (0.10%)	2 (0.05%)	00:00:22	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
48.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0nOQsgOfB2nHUhxMWRD3z_4mv_Utlvj-KJLjuaHqZH2tNksPC585LrNzQ	4 (0.08%)	1 (0.03%)	00:00:24	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
49.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2UBIPYVd3Vk4yIhkon1uPBi5KDBvUSqa9GOGxxBdjteWkr_-mIQEbQD68&f-s=e&s=cl	4 (0.08%)	4 (0.11%)	00:00:24	3 (0.27%)	33.33%	25.00%	\$0.00 (0.00%)
50.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3F5N7os8ACBKxMhagJGGUV-Ig-x93z1Ja2SFzXsidOqFSWyBHsEldskDQA	4 (0.08%)	1 (0.03%)	00:00:15	1 (0.09%)	0.00%	25.00%	\$0.00 (0.00%)
51.	/somer-valley-enterprise-zone-overview-sept-2021/setting-and-structural-landsca-pe	4 (0.08%)	4 (0.11%)	00:02:23	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
52.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1DrFsZtkJQ5lSkFvh49n1RRznGIIBQuJcqvlT38AJlgcer2M2lU4-ln2M	3 (0.06%)	3 (0.08%)	00:00:15	3 (0.27%)	0.00%	0.00%	\$0.00 (0.00%)
53.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=Iw	3	1	00:00:09	1	0.00%	0.00%	\$0.00

	AR1biBsSNI902RQCxMYBMHIOxhHgy8oGMV96aOMdgTKlfnTDoUc6X2BzvmA	(0.06%)	(0.03%)	00:00:09	(0.09%)	0.00%	0.00%	(0.00%)
54.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fs=e&s=c	3 (0.06%)	1 (0.03%)	00:00:19	1 (0.09%)	0.00%	33.33%	\$0.00 (0.00%)
55.	/somer-valley-enterprise-zone-first-public-	2 (0.04%)	1 (0.03%)	00:07:26	0 (0.00%)	0.00%	50.00%	\$0.00 (0.00%)
56.	/somer-valley-enterprise-zone-first-public-engagement?embedded_webview=true	2 (0.04%)	2 (0.05%)	00:00:04	2 (0.18%)	0.00%	0.00%	\$0.00 (0.00%)
57.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR00wennS_vxaqynb7bC_iqUyNwAkKaGY9tnYkE_kkTWc6tHtbue0cOk5NY	2 (0.04%)	1 (0.03%)	00:00:13	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
58.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR04HtGC2StPD RmHbnVOLiXu6rMugPdvtiwcUgtAzeWHjfJ2fEVBqWRlnhs	2 (0.04%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
59.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0mnvVtztvkTEU5Vkz4wLKQvpq2aSvS5H3lYoQ9Qt1-heYaA6nqt0io2CM	2 (0.04%)	2 (0.05%)	00:18:10	2 (0.18%)	50.00%	50.00%	\$0.00 (0.00%)
60.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR16DC4BQgpSIFUNIClom2j-3wTIX40hAz4RTJP97TkCvtQfmnMyaXsLSus	2 (0.04%)	1 (0.03%)	00:00:29	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
61.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR18nYGwxjU6Ey9LFRx1al9LmKugaXGBg9Sp5jXKJbNed_-6lztIDzByibs	2 (0.04%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
62.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1bV4WNwSFTvENa5spqEVx316RfZt0LOlwujcjL9K1VgzLOrxFLx-wqfw	2 (0.04%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
63.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1m7EAgqth3o4ZhM04SMfzvr-j8oxMK89WLueKAKntoCEzfFWdSykNkunE	2 (0.04%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
64.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1RKXnJOVqzgybisXRg1klBrnnkiJiCV2pCTcANSvVu29wqhoe5Un56oTI	2 (0.04%)	1 (0.03%)	00:00:11	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
65.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1TLWLSsYbPp1iK4pLljLq_HP6cx-Fs1prVTpgxoWAWK4pjbFmEq9A5Kls	2 (0.04%)	1 (0.03%)	00:00:06	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
66.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2wOie5G-JXtC_RJVn6Fu30gtQmXD60T513GNpni5_cZR_w16disDUODY	2 (0.04%)	1 (0.03%)	00:13:03	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
67.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR32XKBw5KiB39jfdRVlyr4NuEnQqDTVqsWl5CORxF1lqKHP4CiSs6upH40	2 (0.04%)	1 (0.03%)	00:00:09	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
68.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0iup7rPodX40Z9LJJaFOMw9lbfjrEacAOJ2ZmFnFBN2iS7mTLXIQwzYrdM	2 (0.04%)	1 (0.03%)	00:01:18	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
69.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0WvcUSkhOZI-7PtqjCyQ1wnSCQMjp5-atd1hu968bWrAhcVJw5fpy_-F0	2 (0.04%)	1 (0.03%)	00:00:45	1 (0.09%)	0.00%	50.00%	\$0.00 (0.00%)
70.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR11xOmHwgROXh4zq4UsWB4Pt0-3CCc4g7KidMZXuL8Zsz47dgcQhmljUNc	2 (0.04%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	50.00%	\$0.00 (0.00%)
71.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1rSz8PYg3NOxEeyLvSF1xotphkhaXerMYfDVhY0t3Fo9_4P77YBd-EckM	2 (0.04%)	1 (0.03%)	00:00:45	1 (0.09%)	0.00%	50.00%	\$0.00 (0.00%)
72.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR220cTXlkeeJeGAWKGbNU4FhwYNa5NfLFD50JT-JDrEncduOEA1rr84pzA	2 (0.04%)	2 (0.05%)	00:01:14	2 (0.18%)	0.00%	0.00%	\$0.00 (0.00%)
73.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR29mu1Dhtzn4mK_muCW48lVimVoKUZx7lyOnS8lqx8yDKkCjsVu3OcvdrM	2 (0.04%)	1 (0.03%)	00:00:12	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
74.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2TwnYYgEWZuLSgY9Rp7hS6nzEtHe4qNnbCzXciQBQpMRajr0Mvrzp7s_0	2 (0.04%)	1 (0.03%)	00:01:11	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
75.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR32A_kWAH7ejYhg7qof6RubXPh02wCkBWgP5nW2FXQRViph1eScNovJa8	2 (0.04%)	1 (0.03%)	00:00:05	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
76.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR32tpreu2f8BL6bfZaScd8j8FVqi_-xRtraEupqzj6SRfyKwhPDboPY1CM	2 (0.04%)	1 (0.03%)	00:00:20	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
77.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3AvCI4Htz1P-xf9vB2EsU6F8eBfXtLhzmASjgm8vThWSIJjj6s9kKTVxi	2 (0.04%)	1 (0.03%)	00:00:21	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
78.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3bBatOnNDB6JLh6dvbGTBTFWuq7ojyhn2lv0mK1V_F9GKsUZ34QoJkPxc	2 (0.04%)	1 (0.03%)	00:00:13	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
79.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3h6VFNstNBILmq13beyU3ZX4Cg35UOuGh7iKGNcC-Mt4QXTxqlulkTxA	2 (0.04%)	1 (0.03%)	00:00:11	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
80.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3K-fO_rLgXhvywqKWtVDYp-Fi82qbk2uQsbXTNNYtJjjeVBMdtb4vXI	2 (0.04%)	2 (0.05%)	00:00:10	2 (0.18%)	50.00%	50.00%	\$0.00 (0.00%)
81.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3LZ4OXeqRG5zFFQDgtQ74rQf8ByBkjZ5aoo3aiwHpCyGIDQOQHr9xt7U0	2 (0.04%)	1 (0.03%)	00:00:23	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
82.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3r1YtfPPTzxKrB3xtjb8JS_YGMzgLB1dvX5ovZaqZ96rv6kyiYFNCz1tE	2 (0.04%)	1 (0.03%)	00:00:04	1 (0.09%)	0.00%	50.00%	\$0.00 (0.00%)
83.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3RyWZSdxYohYMdX_00arppW1-zutTez1b7CmiLlcnaq6x6H-CkJtw_uls	2 (0.04%)	1 (0.03%)	00:00:16	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
84.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3udwbfb-VS6_sQb6d3KrP-t9eP1AHtdCskApF038X_Xli72g6-PPnDbrk	2 (0.04%)	2 (0.05%)	00:01:04	2 (0.18%)	50.00%	50.00%	\$0.00 (0.00%)
85.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3yNfgdGxXtT9CuV06YCQHgNTGUNzfEoANMVw5L3kLEGD2WfDd-ekBkToY	2 (0.04%)	1 (0.03%)	00:00:41	1 (0.09%)	0.00%	50.00%	\$0.00 (0.00%)
86.	/somer-valley-enterprise-zone-overview-sept-2021/proiect-timeline	2	2	00:00:14	0	0.00%	0.00%	\$0.00

87.	/somer-valley-enterprise-zone-overview-sept-2021/transport-related-issues	2 (0.04%)	2 (0.05%)	00:13:06	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
88.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR01fiOt5FrrMfRB8B-agXXp3fudallVyc6sGVwZRdrq7dBjLDdCgpiJaS0	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
89.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR03BrzqqcDiTwnHTKwb-HOP_8Wv2HaGqtn9F7GUP_KqYXXJ0NVziAk3TdM	1 (0.02%)	1 (0.03%)	00:00:00	0 (0.00%)	0.00%	100.00%	\$0.00 (0.00%)
90.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0461h_7HyhmQgGMSqW6oR00LdTQBVYXcwfars3ZmoXMhWqpF_KGkAO6g	1 (0.02%)	1 (0.03%)	00:00:07	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
91.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR08YBpjEXKgO3RRVpBfFkUSnSSw-oM0hOU0HHlmgLgRxAtTpCMVICehIPQ	1 (0.02%)	1 (0.03%)	00:00:06	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
92.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR09S-POOGiLheOV4fiPDunfaTxqrY2mn8p3Yj-6rHf2VZLq0Szc-t1RfP0	1 (0.02%)	1 (0.03%)	00:00:31	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
93.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0aZbRPDLCPRXKwY2aE5Ho_F1kv1B1V7UG5r7BdALs6kMttqINO1Rfoyy8	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
94.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0B24ERwmcukpLKrHS02Kwlq45vGzPq4UBjVyKD__yWt5uQgrcqozTfbvE	1 (0.02%)	1 (0.03%)	00:00:08	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
95.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0bSaSaxbHqwOu0Ot_gce-3tav9QXOkNACMJsorNkrHTUqoD9JxalgS_pw	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
96.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0c73d6j4HfgtkoRj5mMERP9L6psruqEodfzZtlnzeCx1mQN80ILXTcmJ0	1 (0.02%)	1 (0.03%)	00:00:15	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
97.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0cq7jO2fkLuT1_yxEFm2b0DeBexlR97OixTgt8ZdoTmqZF6dSp2rSI9c	1 (0.02%)	1 (0.03%)	00:00:20	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
98.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0e6QHKh7jvw rNt19lhM4BPgsPn4ddEWz-ieCdwvCSz5qmlE07HphS5vE8	1 (0.02%)	1 (0.03%)	00:00:16	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
99.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0f7_ODqaPKKQmFd45SMJMR2yVMvZePWqnsCymw_6x0LxWxSQORF9EDN5c	1 (0.02%)	1 (0.03%)	00:00:13	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
100.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0FpuR4V64S1CpTqLr6xeUM1BxvQhKU_ILBH0MVin-egVnfcjpgcruI-iU	1 (0.02%)	1 (0.03%)	00:00:03	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
101.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0gDEKb-MV0Myy8d5JYnLCGNwL7w2EOoMKdKb0dpLVUA5r45XG6yDplB4	1 (0.02%)	1 (0.03%)	00:00:11	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
102.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0gKHJOlvKw1KhND1I8VBadVnYpvkII4uXKi6xq7bcxwBNzsWLYoMyM5qs	1 (0.02%)	1 (0.03%)	00:00:05	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
103.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0J3m_V2tgl-U4tQ8LdWbEBvStDDQLRP5fqY1kjG0ZaznXIIS8czcBVCvU	1 (0.02%)	1 (0.03%)	00:00:06	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
104.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0JwDsJLTb_SB9QxYHZNompPOdhMRUsDW8iOjltPS3VnJdlzRVYbenxoTY	1 (0.02%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
105.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0n7p9-R7ZbQhf34igy83ezP4IkXEAt-a933W85FLDRA4nk1TtPq_VDvxM	1 (0.02%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
106.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0NLfrFADy0Q5jMNCs6Ni7bd8tn82OOrHfW8tl5CeGIObeCtoAC5ESjEo	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
107.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0qjqtayPEDkAvk4vvrTFBvhGDfEjBeuFLSQJ8KaLAAZiSiNY6uE0QLGeE	1 (0.02%)	1 (0.03%)	00:00:10	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
108.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0Rj6oHio01BkH_jUJuPf1en8ES8RTTaFibKM7bpDeV_hTf9Y20QLAxUDU	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
109.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0va_XvgPiLv gUviVWjFc3onW0GzvjfZq2VZ7cSYCG8AXyo7hTHtxZhpvU	1 (0.02%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
110.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0y7cQivGn0RWo42y-o5phQyw_Nhr6ZTy8h8jwJQkD_R1sVS9v_ddNdQiM	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
111.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0YdcFTafI3TyYyAMrxGmC5vIX-BpNIQ9CAjxgOW6dq3n_9C0a4SUqo9Dk	1 (0.02%)	1 (0.03%)	00:00:05	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
112.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0yxxIlmFOZt684NmVyxLbFGS9wX7NgWPRPkeWLM7lydc8xTgb1_x8L30Y	1 (0.02%)	1 (0.03%)	00:00:04	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
113.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0z-6fXUxNnTV_OajP-rQ0cTC2vZ13hPZr42t6hBHvAR7xusKJEX4u3wcc	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
114.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR0zKJG4YIz5XQNr-GEFB7iym6fzo6F7wKLLa-biS7OINqtdPtdNrsTbbHo	1 (0.02%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
115.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1_2yyFAGkusmXZ95N40DcAyF7kjkWb9FrKUPSPc_u-VPPdZN9chnYFfo0	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
116.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1_LbGiwSnoQOdgwp-n6ygM3NFtuYf8foRipOoOgrhj-nQGVq2rnIoKpoQ	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
117.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR109IN6wt_EWVJ5-iYHoNOcnIR5_u5BymVFUXjcnBpy7dQfJiE4Q4bTZAU	1 (0.02%)	1 (0.03%)	00:00:13	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
118.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR10yG8BBXLC Ec8ds85jmAHL_70fMj6AOWEZG4NnywDbQrlzawG7rfPX_Kg	1 (0.02%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
119.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR11E9Yf-APx3	1 (0.02%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)

	P3LT1xpu_lonrc6vWGD5K1ti2jpxdndiUtskd49LLPKSZK		(0.02%)	(0.03%)		(0.09%)		(0.00%)
120.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR12Wtx11lBqW6UW5btabCDctx6QzDS9bSA49_PS8UFHMhN0nkK9VfDPRf0	1 (0.02%)	1 (0.03%)	00:00:09	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
121.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1aiCYevqNsM9FkaDMjKH5phaJqmx-pNWEaQU18GdGCtZl_so-tRKRg0go	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
122.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1Bgd5uMuanKdnizv5_-XPntPal_Oat-A9eg4rwkygwn7vYfRuqSsJkMhU	1 (0.02%)	1 (0.03%)	00:00:09	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
123.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1d1i18TZQWfEbfgaN_sGb-eelAaP7LKF1FoUHOssDeVjIPMj0RqR4PqA	1 (0.02%)	1 (0.03%)	00:00:05	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
124.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1ezGJnNu91nI22Eqq6LKwLXjf0yRq78W7OWzMfMR1wufo6E06V0tx18Wk	1 (0.02%)	1 (0.03%)	00:00:04	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
125.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1QWUDSAXsD1othGOS7G9VJ9ALFF4Y8piMPWRD5nRZAFiIVjZLFhPi6w	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
126.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1gfawH3sYZ8ygANVVZpE15BeXQ-Dfn0PK1tTfnLy7nRj8rZQ77QmBHeY	1 (0.02%)	1 (0.03%)	00:00:04	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
127.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1lu5Ja1P8bXQXwRip2kBtGQKxPaZxF8QUMEqqd3lq5-9FLSVHupsCBNxx	1 (0.02%)	1 (0.03%)	00:00:03	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
128.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1jK4hw7I0Uvmgn_8nyswfjdbQdFrEhtmMgigL6t94Op-eWgR8_3JFFPQ	1 (0.02%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
129.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1KXcTM_oJtS5sKftBulCgTAKrSh4G_eld_CxO2BCK6JZ3Q83D2qhjjc	1 (0.02%)	1 (0.03%)	00:00:06	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
130.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1LG7vDyJwOrVp_uSlv5vHt3IUb1qKxKjryE00MgO3BabZuk0obbM2EvWA	1 (0.02%)	1 (0.03%)	00:00:15	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
131.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1PxlWlu3NKeKXS4bA4eyk07TAhpKvKAaZaQ_J1IE-P5kdCT7kw-Eczk0	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
132.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1q8h_dFgasVY87DDXExo92LA3j7z4AKJsSVIY1ZqPhYrWGtNG5TAIKgCc	1 (0.02%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
133.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1RF-c-vUBfOI M7T_DMB-SBsMEW0u6zU7Fd4rEBGNvYyUW91BpKDwCwsfk	1 (0.02%)	1 (0.03%)	00:00:16	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
134.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1rX-kr17qmY7zvJ9R848LRq5-Ptcvi6JcaHjuuowaPzbt1luovwZzkkUI	1 (0.02%)	1 (0.03%)	00:00:05	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
135.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1tndC5qYGWyIOXt3CnKYJrqvXu416aUEp6WKqdFFCnERipz5GK6MxxBjg	1 (0.02%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
136.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1wdLK2lQt1UD_-yMJBikiJfiU-hL1dknnu9Cdt2SCesB27c7Pr9lvr3s8	1 (0.02%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
137.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1XKwgAXBgqNbjFweYxueoaFIHkzW5JGLykdnFnGCIPy_Q4OruTByOhrxE	1 (0.02%)	1 (0.03%)	00:00:11	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
138.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR1y98LHkp6g2R2NAwg4cYoCx7gxaEOdAFSZZ1-eqL-xe-4iUQXc-fM8-YM	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
139.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR22BnJpVttHC KDkJ5hwsdQRGpulJ1Db-mxIkhyCeFiJA9FTU3uR8BedsXk	1 (0.02%)	1 (0.03%)	00:00:11	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
140.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR24i5s3uuXVzkVRafdHoC4_Kxy8Os2WiX_6yAKWc0ftfWS6mSmpd001czw	1 (0.02%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
141.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR24lRtlbkVWb0OZITPUKX-ttFI4x8t5BzBjXjVMf8-t-Jnop9-3gsyw7ac	1 (0.02%)	1 (0.03%)	00:00:13	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
142.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR26cXk2H1y5Fq7U-1dExIHEQQTvljRHIUE8RpUQiKjnnqUWiAHekzPXKEU	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
143.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR26jiaWOuJbFbgtKXdeL2Li00SPqTaE0ybpCMeMZlkXnHLsBgHMkASjtjxU	1 (0.02%)	1 (0.03%)	00:00:14	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
144.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR287DAvGe81kVXF4msY5R0Hhdm2k31AJlljxFGnx7cRnneb0xm_ZgVZhOM	1 (0.02%)	1 (0.03%)	00:00:04	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
145.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2bgW_Yl5fXjjoBm65mPZVe8_TSkasHBmpaYouJXsbcTtHc3XNfqxqlnCt0	1 (0.02%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
146.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2bPD5b0f328HEIC6zf_zfUCyKOqfs6Hf91nFBlliaL7XZM_cPMpyVTcZpg	1 (0.02%)	1 (0.03%)	00:00:04	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
147.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2BrUIJpcvPUKDsk_giAzdsDIQTKNuN8tshHVVU70D9Tjg4rSHRGqsSvVg	1 (0.02%)	1 (0.03%)	00:00:18	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
148.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2g74Oj6_AHLVD_QaLMk3NDxqQLi_ySZ9l-0CibgS-Pe9dw-vR9wQXo0eY	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
149.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2H8teDpNYe4g9rWzOXkqFCnTIV1ecsMlik1O9xQ5DbMOuDDLb3Ax1MGOU	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
150.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2i5OqLNDqrQ_62-o9qT7DyPwGXsd11JghdorC6wypqWYxvhBIK-HzjNXc	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
151.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2JdF7pghMh9ggec4XOLJt2AeupqsLFv41YUUYtBsWtWTgI9dJN1FGOYWM	1 (0.02%)	1 (0.03%)	00:00:04	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
152.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2JtGoYB02t	1 (0.02%)	1 (0.03%)	00:00:12	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)

152.	Nuzc5VMDmHcIA2MAf6EZ5YpyM5ODIO0wRn48biZq8YfNo	1 (0.02%)	1 (0.03%)	00:00:12	1 (0.09%)	0.00%	0.00%	0.00%
153.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2kY_ENrzc5AvVqieWdjPbTtrDD1hdg946Dfk7GxrzJ07tONm1GBFKMKY	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
154.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2m7Zc67fPiLg8NTdtfhIRbYJskqYs0Yk8NEop-VD4RsLiyRk_EzTR2AgQ	1 (0.02%)	1 (0.03%)	00:00:11	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
155.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2m8WbAGDfYHmUK0HG8lwOE00bn4T1rf0N4oeltLKaLFPh2Nw5opPW0YGQ	1 (0.02%)	1 (0.03%)	00:00:12	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
156.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2mdKQ2u8s5Er1jqM64EU0VKO-F7yUZjn7B-anzE6dI9cU-GhT1b-eYePY	1 (0.02%)	1 (0.03%)	00:00:14	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
157.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2NAAjDEGZBCRJugq9wn-Bh-l1C1oEKILi3Xj64-93L-mQB08eXb01JJ7o	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
158.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2p-ABUBcCF79yDb-HySFDY-53dlKKtNAqavoMIRz3ZYfqM8apj7HS9I84	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
159.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2Qw-oXBnKw7RORkptZH611LOeD53O9BwoWD3agFyw617n-1VedHiKe17k	1 (0.02%)	1 (0.03%)	00:00:04	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
160.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2rO_R-YWAN_mEageARg6eb9wiLK2XWWJB2c39YU6UfbZXu1Cf0s6JA9Vc	1 (0.02%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
161.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2tC6Bu9t_a0VDp-kVGJwi-1-0Sg9yurfroli8Fx64IMDCiR2kbpmSGoFY	1 (0.02%)	1 (0.03%)	00:00:03	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
162.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2UCiCGI9-q77oNUNZLui0NAhBV0iNdJduzcLONNeQP8-rCwiEG83B-3EM	1 (0.02%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
163.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2x5FwGS0UtAZT062YZOkBdFXB8qDh41oz6jAazFc07YqN_lePMI1fRByY	1 (0.02%)	1 (0.03%)	00:00:09	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
164.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2Xr_jxC9MaB0h4EJTicu7aHq83nTifWqKXO6CgYEMzbxSupa1pjPX_rKU	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
165.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2YIIi5gLBxbYK2yTRzjMNU6djpaulrefSa-0c-4s21G0mJ4Hp8P_vbZdc	1 (0.02%)	1 (0.03%)	00:00:05	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
166.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR2yvnr_dEZm0COoPf8of26iBzqXgQUYh924TncCn8kiXXW_eU05jpYjvfk	1 (0.02%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
167.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3-giNkxofVcahID17xLiCNQcQ6dW0OwNpbLuR69vM9j6BwyCo7WWoi94	1 (0.02%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
168.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR39bxBxvd6NY-OATtznLi7ki4zQ8WIMftPc0GX4uBhuHCjFzvYi46mle4	1 (0.02%)	1 (0.03%)	00:00:09	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
169.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3BaEP1HERpRjHkYk_ZKdyPxRmNmospOusJa3BxGM_wHxAbHL_K5fDo-LMY	1 (0.02%)	1 (0.03%)	00:00:03	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
170.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3cWeeElmZrnIxfVSFBaFsnli7DOUIUSmDL8RgPR9vb3Ua75kDYkmaLao	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
171.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3eb4ucU9O6YAfCUkfXbBExl8F_r4nrz_84IEM0kAf9XZ8xnPM-qyAw57l	1 (0.02%)	1 (0.03%)	00:00:12	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
172.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3eBP7syopXZRtDh938DscUfcixi4qHCiSbef4Drdxhmnq1PrWRU1P-2w	1 (0.02%)	1 (0.03%)	00:02:13	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
173.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3F-16cf1ebE_kZfAbu6eAtVxHdk4zEQqc9dMLCM8tHGTT-qu_F-GoWnfl	1 (0.02%)	1 (0.03%)	00:00:06	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
174.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3G-My1jwvSi5YxvVjifXj77QU6U4iJwYL0DMf4iyrBfyjMsEK5jGFq1U	1 (0.02%)	1 (0.03%)	00:00:03	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
175.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3g2TOaOraP3NYWzQCHkYc8TIZgQQzah1imsdecp2mbtLak19y6Oe8Nz2E	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
176.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3H_KULdmldOCfzLAI31Yw7FvUe_SQaHOCRaYNLmuWrGFVB63UI-1Ri4E	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
177.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3hgaReyIF7PxYregVWz3XzRFvUR8WkxLqSTNeTDMd4b-ZZI-zgvTkrZwM	1 (0.02%)	1 (0.03%)	00:00:12	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
178.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3KgCl2ePboXpjtZz6hQZcBbK6L0i6Jceyz89PQdpH5X6LKWbZ9mjrPrTc	1 (0.02%)	1 (0.03%)	00:00:23	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
179.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3laKThSqUdsNkHPQHUTOahhqPCHT-YzEiwqKpC4anh2w0rX1d489FZPUQ	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
180.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3Mr3BQK5KniFeB0yEM1fa377CQbi4LKCOGw0o8uIWLCPMeoQEE441M5Ak	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
181.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3N9xP9ZPXc6TYU4ACfaw-5y0hswU97ciB61I353dfhOiNdD5se5NPSgAw	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
182.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3NgtJ6rAdA2q25YIt2qmKWAiJ96ZJcLmV-zrmZDkroLZOJwLWi3La4h5s	1 (0.02%)	1 (0.03%)	00:00:05	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
183.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3QADax5uK9ySSAdbgjN_nDGZUCFQDb2JE1klQs3VSPqo3C_vpFJvqOd0w	1 (0.02%)	1 (0.03%)	00:00:00	0 (0.00%)	0.00%	100.00%	\$0.00 (0.00%)
184.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3swY8rPVyxcY15NwbXJAicUF98xIIYSdlipq5zgdXLQ-NOO6sOwitnSD4	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
185.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3sXE48-VAtw	1 (0.02%)	1 (0.03%)	00:00:00	0 (0.00%)	0.00%	100.00%	\$0.00 (0.00%)

	1lxn4k0SjplJoiRuTYrAsurkhWSYuBVG23c6XGXgTM8Kvs	(0.02%)	(0.03%)	00:00:00	(0.00%)	0.00%	100.00%	(0.00%)
186.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3T_mgUyB81UcHAKpUtnvVZZ_e6cjTvgmayt4MGZ5XX5Ydo5RGMsYAKtrg	1 (0.02%)	1 (0.03%)	00:00:14	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
187.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3T_NCgszhd1ThuUV93OfnY9vGOKi-tryVS4ux1Ug8JMy69cgy5tDqxdkA	1 (0.02%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
188.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3T-g4OJIT1Rs gH_3Tkck0xAc-QHnHOA2c3t-sf-u-edkHt75yVYyXINPc	1 (0.02%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
189.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3UIMUvyAI1CRzNjtDITWP-9BFdoiD3CHOnUdaSGXvQE9p4ZPiyVcdMfiY	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
190.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3vEZXvk91Pk-Eq3Q-ku3aHuhhG3JZ1nHTTU6Jq8clc4dPLzXo6sqm0H_k	1 (0.02%)	1 (0.03%)	00:00:09	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
191.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3xUeyiYNGJmZar7aEIF2YoRlpzLuuph6JH9cHSU4A0BqDwWDuVcaZ9M-8	1 (0.02%)	1 (0.03%)	00:00:05	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
192.	/somer-valley-enterprise-zone-first-public-engagement?fbclid=IwAR3zsRPDIsgHi5YAOqZ0GZ0GbgGTdRmRK-oOIXi1a_QorOZtkV_ZyDLcZ9s	1 (0.02%)	1 (0.03%)	00:00:04	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
193.	/somer-valley-enterprise-zone-first-public-engagement.	1 (0.02%)	1 (0.03%)	00:00:45	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
194.	/somer-valley-enterprise-zone-first-public-engagement/	1 (0.02%)	1 (0.03%)	00:00:04	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
195.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0-wbXUBJ70_mOPcKQjebh3aBVBP_irO2vdiAYe6SD5BAYzXjksjtTPLY	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
196.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR01d1fc99EY153y7jelun6Vedaear60d3KBwHozwxbu8cw7W0erEGo-J-A	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
197.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR01Kc0jk8_zNvtuZ4Qnp02_QnVbsjP-mW1QmXqMyFOL3IAxR00YAxVs-L8	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
198.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR01LED9OMv1YKnIAE4NBVMoBJU8ML31WasR-q5iWaXc1t8363J1mUxVDL8	1 (0.02%)	1 (0.03%)	00:00:40	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
199.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR02lkbBZOYrZBb1vlr2c2kg-6dKL34g9UnGZzii4V48adJERJZB3cOuQpl	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
200.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR03DfP4S25H29DRiS6XN-GEmVGruUVxqjD4C8GUx_5wbhJ5phMnZXj74v0	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
201.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR03g6VHyd6GrsbzveUlhyVn4Y1uzz53ZjXTflX2zlQSZKxvbdhskyVl_kE	1 (0.02%)	1 (0.03%)	00:00:26	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
202.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR05jRVXbkdvG__VzixdKL1h-pwT9yE9wbIFZg85Q2MFYCO7Mp7bq_IUflA	1 (0.02%)	1 (0.03%)	00:00:19	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
203.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR05Yuu1L2KNIC19IUDht0Y2QCqguJwMYchvs_b1Ng6EdE_IQhsCv0uRjTk	1 (0.02%)	1 (0.03%)	00:00:25	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
204.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0aRR22nEmKELpyRfre83uNHEn3AJTQr7LgdRH7HPfpwzB8ZFvyMJcCyKU	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
205.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0ayHF4yzhiXzFQSHtHoH3mS2vrWditiNVER5_Oxn4dVkhF_iglz3mb8To	1 (0.02%)	1 (0.03%)	00:00:05	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
206.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0bdNkGc88RYvu4kVXL07bzpCBMX6RZvObLUb007gNjwOYTDI6anCaMO4Q	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
207.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0BVOLsE2TxJtWnlNq_V0suW1hrDyzpDLetcDnZ8U95nvof9JAbnXt1Uiw	1 (0.02%)	1 (0.03%)	00:00:36	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
208.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0Ct89KvB2t3pDppEF1CfsRMn1hk4o34IAZecDYHxA2YuXcgviQS0rHx_c	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
209.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0CYiWySfewLVCnobGG5_Dok7-sA55pOHXtEa4UpXc7LErxz1UmRzv_bzA	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
210.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0DCrYG71Vvut1201mWnBplwtiAWL8sRpcsCP2g3T7LBewstSigOqrJlkl	1 (0.02%)	1 (0.03%)	00:00:21	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
211.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0EYwTZW7c2T03LW8axnzatnUVUqd5AL1uBYZlnNHqei2BHjSi-XducGME	1 (0.02%)	1 (0.03%)	00:00:40	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
212.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0FNiYQJVUIP9y4ZXxp3FpsUW04L371aRa3LQGgxqZTFJHGcNfaaVOon0vE	1 (0.02%)	1 (0.03%)	00:00:09	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
213.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0gmTrg8aTmTG2hLCDGZSspNeHVeX3B1zpPyhw8jNN_2W4-mqrW0drOvDc	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
214.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0HYwc34FU9rRfE7ren566mye1Wv4ueREJ5edRM1DxQx-0rCe4k0jIECOA	1 (0.02%)	1 (0.03%)	00:00:29	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
215.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0i57FUH1ypzRI2ZvzP4eZdFTwT3r_avC-2sZLoAcik7diJE8tyxLzACCC	1 (0.02%)	1 (0.03%)	00:00:26	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
216.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0KnzABQKCrNUbLgV_HjyVVx_vhfFa6zE5AZXZjdk6queS-Waelfr3D6h	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
217.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0LuDQfU9VhYehQXR723XetGGdGHf9HhfzPAW8x0AvKVXY8FZ-pk_TLHJE	1 (0.02%)	1 (0.03%)	00:00:06	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
218.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=Iw	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)

218.	AR0mcWGHZDJEzwTGsMTbNXm5_4P-zMpfgC7RQ0DQv_PrsISlnmNT7myfoTI	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
219.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0N0nArCTrjei4pfvmibPLCeHsDh3QDWmNDH83AJx3XVIXjibOJVZAy3c	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
220.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0PFtw2O42VImwApSC_QHmem0HSrXzF62RFhY29mzIm_h0PvrBCG4qRypM	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
221.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0s_x-DwLX5saYHDN-UN7aC2aDjRgwzbNpj_Q4e7tz795Uo4q8a0BcYmyk	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
222.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0t5JuK0tUMXMpLGWFSbk15LoHCsEK6KFzRmjpWvV7nD3pd8rXWroI1TVA	1 (0.02%)	1 (0.03%)	00:00:11	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
223.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0tv7a3qwObRzw1VPHMiN6zgYCMQmTig_q0Xk36MQLrt0LpgkV6HYIT3a8	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
224.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0w_XVFEOWz0u6kfhPgLQZDyGFSM30yeH8KdjeBiWi-nS8TuDQD7I1gwc	1 (0.02%)	1 (0.03%)	00:00:15	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
225.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0w1Bu2PPYJV1RiTals0YPxm4owfiOlX1uEOtlbl1RZ7J_dK_iGKGCGxGc	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
226.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0W7E_YZ6J3_gd686x701trWzcw_QRRFuCK-6HKPWufsXdlCzX4GcKgdRA	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
227.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0WBRLa1t9dkksbRD8lXau7CT6mc9_xsgHvk0AEDV7K_XE64eNXMG9VdEM	1 (0.02%)	1 (0.03%)	00:00:38	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
228.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0wRqF1H3HmkFTZW3e9nlf1u38dDyvD4EvCddKqEX1eWa9jMIVYsfr3RcM	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
229.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0XFD6bDEoDtIy6PgYNu9jdq05SC-taPudvCBmQMLsxhF5Ya7faWP1Cu9E	1 (0.02%)	1 (0.03%)	00:00:04	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
230.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0xGi3bVej2zqHtaWphHTHv9za8SRiC0uJbBJVts3TWsUWLJmX34yR_-VQ	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
231.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0XOdFIKO-rgVeDC5Sdp_lzNriBRX39gLyxebdv4bVXwaM7c_jY5vUcJ3U	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
232.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0xu1USPMkVnzNvHtuv7ue1ISYPoFBo_JuXPb8LloU5ec0JFWCaKBIUbnc	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
233.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR0yOgeOUYTdOb_7ZnbbPSRvdtG1Hn36UKMq7swLdMMES0wx72LwvV3z1o	1 (0.02%)	1 (0.03%)	00:00:08	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
234.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1_Du7b5ot5WTGsBm5bvynjO7ADn46_erGCcmr8ByzuZStwKbVVDcyxApp	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
235.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR11ieHU-d0ebURhXqtBrTI03SB9T9k9yFmhWwTKV-V6Q6QunMedY3yTETM	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	0.00%	100.00%	\$0.00 (0.00%)
236.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR11IG5cAAD009mw_1S-AEw8hoEdjv541H03Q_f33u8ShiF_g86FivNuUbA	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
237.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR11YYmbI-9sSOX5RJHSjLLavvFbNAAex6cr50IU3FkmMMXFnXQ3_DAXfss	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
238.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR138g7_FkcNzd0pHbVrq7_bj2HZEhTJQWi2lBmnkkeGjEDUPaq1f9xUSQQ	1 (0.02%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
239.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR140XIDcKmjtslaFWrvlBw4uhqY5HtWQlmc-dgBXtMRDSFpDR202XPpD-0	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
240.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR15AikcV_2URwdS7VSAeb2-m8a1i02ZUZ_xZx7-kRs9zWXVwXLGMYCq3fl	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
241.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR19o_iuglwKIZUbz18zAtuFe3FXb00OGnzlj39dTITj5d0E2epFMtfQ8	1 (0.02%)	1 (0.03%)	00:00:14	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
242.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1alp8VrfdySEJ-7W-zH_c9MtGdHpabzenRc8K_LGaHu11MBYtoq1Rw0Lc	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
243.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1AoGkl7dGdd5pTWH5AnsJGg3p2mKZVJzauoqwR_A4La6EPabVEJe1fjs	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
244.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1B4VhXZCppQ7O4p56dq_Mat1W7jUVWd471v-mBKaAxyNgGoh0NXm_0fyo	1 (0.02%)	1 (0.03%)	00:00:15	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
245.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1BYGb0MHYn3ewK79cwST_CCmokB0hqyHlrzrUTGNNTZ3-fr_ncV80Fwl8	1 (0.02%)	1 (0.03%)	00:00:06	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
246.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1DaWB24m4Zh0e47Dv-Bf2n1qc608GalMqPP0skK6s0JtgipLnXRYcsLzU	1 (0.02%)	1 (0.03%)	00:00:17	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
247.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1e9fiINyiJ7D0LQWVld4XDmg-gL1mW4rlk1FJCSUvJv70FtNXE-NmM9_A	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
248.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1FjhbGx7MjeeY3hwpidmUMjLaKDyoNzSgCU7CQlUivn79-PgV4wZgLGjw	1 (0.02%)	1 (0.03%)	00:00:00	0 (0.00%)	0.00%	100.00%	\$0.00 (0.00%)
249.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1g5wbHlxgooxrGdv-VdApC9B5kKRUabOTs8gi9FnJ7sgtHDvitsiOVvY	1 (0.02%)	1 (0.03%)	00:00:00	0 (0.00%)	0.00%	100.00%	\$0.00 (0.00%)
250.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1GgnziUYVvc3Y79VDZ5cfB1FgwITNK2lpayLEts3vSshVwon_OuV0nnBk	1 (0.02%)	1 (0.03%)	00:02:33	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=Iw	1	1		1			\$0.00

251.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1gkk4CESGfB9uD_1qUizW8174qMl4u2Y21cNv7pk44AdwY8Mh9LPNGnyg	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
252.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1gZ_nQwMCKHigkjRfCbYsyy5Axs8saIO_rZUMd5vQEIzpz09v_FFB6-TY	1 (0.02%)	1 (0.03%)	00:00:12	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
253.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1hB1_Ln_lqjvsKvv7gJsv0RvxJ828_SdO-ROYYCicinVAn76YdUVRZ658	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
254.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1HblLeHX2fkogr8Jz10E6_LDcv653zuyoO-K3kl-jC-BZri58ORwEv4g	1 (0.02%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
255.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1HHISKUx-zi41PZN_u2-Eo2vGPQCcax7ECcajJmuv_24GicP9VIDQV_saw	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
256.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1HW-SKOlNgZWizyC3_DJFNvWVbNwiQKMY7ThrUBqkS6yTNi9imDYgNhE	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
257.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1knjGMQISXkp7m6kdGCe0rHpLiAcRondWvvttkqObVdL0yXct8wYt3dnE	1 (0.02%)	1 (0.03%)	00:00:00	0 (0.00%)	0.00%	100.00%	\$0.00 (0.00%)
258.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1LmlvS8JSXiBg3nFgjgfUwPK1jwfwSZWE0squYV6pP1Tynr3VR2dxCKf4	1 (0.02%)	1 (0.03%)	00:25:13	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
259.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1MnXSztuO7r2pXdmkQNW8QL4kAtu1XJPUKocel46yz5-otiVKNNujrYEk	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
260.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1OfehpncxuqLJS6_owp3xVRI-FcuDYpOhRBRSTLVHZzIYxpcWq1fzL1lw	1 (0.02%)	1 (0.03%)	00:00:09	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
261.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1ohoFQoX7NPW-yRz_ritg3bu-2_h1NkyqYAZfIL5WREkAvmD8V9QQsTcw	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
262.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1Pkof5AIC3K2EQb-2f9YNcNdKCZPAI9aW2Bb27QYiFJNPZz7IacGve65k	1 (0.02%)	1 (0.03%)	00:00:31	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
263.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1sKTPov9msMXWfLQ44MCszDE1JKw5hNyOedlCHKbwJS7IsO8-mo3vcR5Q	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
264.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1sr8t_Q1-40FXtCi7z24b9rwce0G0OE3vEApaQ9C5L84jPkeTD2miWVMk	1 (0.02%)	1 (0.03%)	00:00:47	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
265.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1UCpwMXkiYzvf1FkxzdRAm4Jm8V2CU_pc8bmEGmiER7XRtcJODyk4bg	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
266.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1VECR2SeqLUSps7h68h4cqsFuIXtJjNOkcxct1o6z63LxhylH6UOcHHPw	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
267.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1w2fwXmeXvS03Q-7eZwOiWr9Zp0eS63k0KBYPZol40HNN0gU8CXVR1Msw	1 (0.02%)	1 (0.03%)	00:00:17	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
268.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1X9xklabZq5J_CSHV_d5heNDJ-hnacfdBbiDftH-QvlOvgMVDpau5fmU8	1 (0.02%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
269.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1xfuxFknkgGbbnBfqQDij1wNOpYUliCub2xOC-axel-cZVxovxslm4e_8	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
270.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1xVgf3KkHSzZ4dW7_pHlhjT2YpEGGFN5f2Q4Qmgjqvg0OQ7w9MxKCqVZA	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
271.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1YvTwG0F1YILBbOaAqgCi82ziKnHxxkfAdnWYDYQog6sS5VAuTijAnJLWc	1 (0.02%)	1 (0.03%)	00:00:04	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
272.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1Zn9rYPnCbj1y0Vnqje3e3m0MGHiDFxo3XY3bXCXN3sWhaThQTBj6Two3U	1 (0.02%)	1 (0.03%)	00:00:50	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
273.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR1ZXHiXrYa9K6BK20fuRmJPapE2pbvmfhhOPRR7gg0FxoKju3GYVEAfXeWk	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
274.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2-oA7CfmJjwIPT0glpqe-9YbKmNLR47-ANt6B9-hxXxJz0w5G5oyjbcDU	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
275.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR20SNamTw-3OZ3MyMuIGPN0CsTTZ1kLREC3smbj33bvWivKYplCEZCAkYI	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
276.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR21e9-_r7fgbYZGHR5FQt8uBtZ0d6OYsAHZxvYuf0ogsnghjE5x8tJFvqk	1 (0.02%)	1 (0.03%)	00:00:10	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
277.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR21iEhf_unZ5mM4um5O6eVQCizcrxAQ0RC1Y2-BZPyBCggqPCPx1pLSfgQ	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
278.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR25IsOei6QYWXH5ntEAwOSyR9UnbM83kz-7EPZuNhDQEUalool5tgGW1NM	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
279.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR28qSBOW2_D6PGdWt3-CtVtMqfrPScPYs1rRdgQ381eKn_M1EzcZXSTR_Y	1 (0.02%)	1 (0.03%)	00:02:24	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
280.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR29pKtETC2j-X2PvYqAO42ohVzrVfJCVx_snbztmpMiaRKI7B2qos2LXJc	1 (0.02%)	1 (0.03%)	00:00:12	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
281.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR29VCbDzVHAt6w2KsntAO_DtG_kjwm3uRXxw6Jmhf9K8IntAI4MuDn3Rzw	1 (0.02%)	1 (0.03%)	00:00:04	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
282.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2a4VnVd_zuHPIDVPBd51WVj3WdiiorqEG2fbg2Ab14eRnyVUnly8op	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
283.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2A61JaP2DiLqc_cmK51n8M-CB2sld9Ni4nYXFXMUDDcCNA_4T_iQIUBjO	1 (0.02%)	1 (0.03%)	00:00:27	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
284.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2A61JaP2DiLqc_cmK51n8M-CB2sld9Ni4nYXFXMUDDcCNA_4T_iQIUBjO	1 (0.02%)	1 (0.03%)	00:00:27	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)

284.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2ac17mE6-cHL6iCRYVPwHJ8-OHXw6nraxoRRskIQBsneC2VLkenGshCE	1 (0.02%)	1 (0.03%)	00:00:32	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
285.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2At63jRmRVZ_RRnl4wzoMGjUU3dcovNrDVK9PisQo4jbdVSimq-4uUp4k	1 (0.02%)	1 (0.03%)	00:00:09	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
286.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2bDVrpZW3BwgrggmCzU9R7S8jblilKGSqeCBiy0_fKslvPhXnJort1zLI	1 (0.02%)	1 (0.03%)	00:00:11	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
287.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2BjSI8QOwc4ar8ixWcwCKaXilT7_PudgNRMHH78F3KvNmbh5ZLJFaiaM	1 (0.02%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
288.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2CWdQyJmEVxnETHGw4ovkfXNYn0WHlivY02VZsS9gfhp5qjbveJyOsMYw	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
289.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2EreGS9k0gNSf9md24y-R5lfb_0JprdgvkM8u4dVBvFvYFa0Kha7siHUK	1 (0.02%)	1 (0.03%)	00:00:09	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
290.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2EV-QyggZ00B0hVQ0cFNBBvs4PvsKKC7PtIU00pYNLGPNi-cl7gXFfkxA	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	0.00%	100.00%	\$0.00 (0.00%)
291.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2fALAGsp8fdzYBT5lJLwUR7bA-7Dmb9XcShsIfdxFTCuP1ki6CFImEH_w	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
292.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2FbFPYRctyglosLiYAhf7VxYKL3b-LcS6OausJECf4XGTDPG5kGAWzFfo	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
293.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2GgqkldTJfLZKjk4XAx-cS6zbnjGtHYQ3NUsryj93zUvbwfmAUUnSsiFm8	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
294.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2H0eEfp-gVgqzWYEZ0jM2PrQwLZadFDEBnGol8uKvYzDG9pGvpOVA1j88	1 (0.02%)	1 (0.03%)	00:00:12	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
295.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2HSZq9BYqYkMOvT00QraBoF5ZQSuGG108MxrCjCrGY6QF42CLghYqF4U	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
296.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2iOOlozvrIq4Vnb-Qf6upvltxUb9OEov7dld05OyEs55940A9sZBafM-c	1 (0.02%)	1 (0.03%)	00:01:49	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
297.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2iT7vsFnEd5X0fDgPHqfSFsGUfl245kezW_HNjymjwOukvmmrCZN8wsuY	1 (0.02%)	1 (0.03%)	00:00:03	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
298.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2joOUqRS8k3ylFRxGGfQW2UcV8wzwzt8UDRn7_2acFFrY-4oY3k2Pw2P6s	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
299.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2jSU7Z8BgqNaUzGRArUilsg4951ZK_D91CqJb004RsXpTPTvPBA6ju50Y	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
300.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2jyw4x4Qq1_zUk0A4SGIxBWn9llaJal-mT3B8iKv-B_KBmGqLHzVB_g6k	1 (0.02%)	1 (0.03%)	00:00:19	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
301.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2KMYCaDmlIB-e4ANNNoaFKsfdcFKi48OEXzmJA7v107M3y6bhM6mOTL3No	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
302.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2kQBx6-GNYa7qyTy0_UWsSUJdseZvFyBTuy9FIZl6q1TuZjp2bvpmUdSs	1 (0.02%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
303.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2M1VQ0udOhsma9IEJQxy3LwrQHTyQdkN5nNHAGcKHAA_VSi30YMBEd3M	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
304.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2MqGx4alV5wG1t7rp3exsY3fUE2fM3-dTghow2GhsmSBIS7IZINNEDiEs	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
305.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2mYiWIrAsnVxk-DaRm9_sKxv7CYvoevMssxv1N2-LueH7g1PHsD7uUWJhU	1 (0.02%)	1 (0.03%)	00:00:26	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
306.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2OZJls0kvhi8XWXeHX6ZLbIqDSiY8DZmVu50ySr_Y7speQ9wPMgg4ISHe	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
307.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2p-oACM4XQ_ShGoBRAjdLifovmZ2PKP9NcjJpY6UoFtD4kfjxLldkNL7s	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
308.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2pbyFteWZx_yxERWo_7mjPZQdmq_xNa9gi5pdRFdlysixGdOY3ejCJTEI	1 (0.02%)	1 (0.03%)	00:00:09	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
309.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2PpIVOEn7roJKiWOIGt4LW-7NrdcNOYRJwd8OC8PTcjTMDcCuubdBdSkI	1 (0.02%)	1 (0.03%)	00:02:26	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
310.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2slvVf0ci0mmG3uoXaVsJpBY2N36ghk9peeRr2TgURun-wtoCVW1bWaGA	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
311.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2SrmEuwYv7z1ORCaimNXEf6E4DUvGcCgxtq4OpQ0nQ9ovokKKZGxjyd4A	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
312.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2UBIPYvD3Vk4yIhkon1uPBi5KDBvUSqa9GOGxxBdjteWkr_miQEbQD68	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
313.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2V1G0NvaZs0tk7Nbj3fSm9g0_zAiT9Vnyml2HqtNrRoYNjl7vdv-CcYJg	1 (0.02%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
314.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2VIm_cMVxYSNCPfhCvgsgJaUbg-CzkE8zsUqsv3rnyaxC94apRlnMsEe8	1 (0.02%)	1 (0.03%)	00:00:20	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
315.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2vvQKwtDAyrmTe3EL2SGlr-o2emPQ3PUWLDXaSoKV-refARXjc4LJsvWg	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
316.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2vYH8ZuJGPOELwthzyCe9k88gOu_YCKHYTfShPulZk38bM2_hyUuAEnX0	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)

317.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2xAJR54yptgxB1hxokq9laa_q0C_kvujFm6ymmmOyBzWzRVXfPOTxn3KJQ	1 (0.02%)	1 (0.03%)	00:02:55	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
318.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR2yUhlEuLQV0L4qLZ2yQmi0BMBEY1CNjcHKtTaTi8zEJyPoBcehaOhZ6-l4	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
319.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR32oaKNyujgBfYcJ84BmkUROHlkzKV8yaQoUNQz5M3dQsWpysKiPPt4TU	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
320.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR33U4KaEHGejfTL6hhuwYlq3FvKEpBQpFTWWlrr3xg5FSK7K-TWetVzrIA	1 (0.02%)	1 (0.03%)	00:00:17	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
321.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR39jcc6KjntwT2hU8GuLQazwjxljR9LDdVeMWCb4LUCMMGo0gpXkZ-5Coc	1 (0.02%)	1 (0.03%)	00:00:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
322.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3BRGhcZznI3GFODCbnr6FA9qZ-JfNfRhfpZb9ZN7ucUCMin9TIXiENgYc	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
323.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3fxGi-OkR3ZGofl_id7zptYKFLJxmH_f-TEhxZ3aRc-VCCvCDnlVmBoX4	1 (0.02%)	1 (0.03%)	00:02:01	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
324.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3g969bq1z7GCelgK8MvGbmMirlovqotg2l0qjl41awSwrNSti77LmVwVU	1 (0.02%)	1 (0.03%)	00:00:37	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
325.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3gBaom5nJwhG7xYVR2_WgtPbfni-JtTQxz15eRE-9Z154rO0DFufzwik0	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
326.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3HF5G6U33y87nl1xL1JFakgXNgpcGAn5ShBFN9KiohOcf9Jb2D0ExCg0Y	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
327.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3HgaSo8DHBZL8S8XK11GWSwhnyNAXsNC9o2cFID2yWBZv7jbELVWgGTEQ	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
328.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3HNL6ecdM-lI7w3k2MAdSY1DW5TX9IArawzdu7XzL3gV1K9gcXw7mKP3g	1 (0.02%)	1 (0.03%)	00:00:19	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
329.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3iy77auQ338XaAHPcnaI60P3riZmd7vqeYql4RZTaOJwlZhCqZ3hoctpQ	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
330.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3JMLTtauqtmXkZUiU9WHzoLZS5bJl850IwFtp8Ex4V9NYeVADi5dWlKpPc	1 (0.02%)	1 (0.03%)	00:00:24	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
331.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3IAePMBLPH__ck8qVA0SgWfCFzHslt7O6KkiCeKF8Nb5CA4wgJlWsbXsl	1 (0.02%)	1 (0.03%)	00:01:29	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
332.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3LDdegjwFt1uPEnWriiCX7O9FxaR_spOq68fh-VVIDUDHRxa34O9ZsM2Q	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
333.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3M7KvGMJgkBgI_aL5L6_H-jDHqMlyWPgRMbUtdqE05rfo9KmFj-LB_4uY	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
334.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3MEkvgVasLVBDerhuyPtKLwwaXzfl1XYjRsoS4nIShcmv9kLvG7NKtyrs	1 (0.02%)	1 (0.03%)	00:00:22	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
335.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3MNIrLyyER3VJA9AdfMOGUaiouG113ON0Gx0Hnd-p_vlZEB-wgXoBwZho	1 (0.02%)	1 (0.03%)	00:00:05	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
336.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3Mol8YmsewgT05J_gW5r5ngfX3Wtr5mb4IzXwDqQoXhi34q5TFvS1j1Kk	1 (0.02%)	1 (0.03%)	00:00:03	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
337.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3mUOZLLMHgCGPJq3HFzNf2jnFPOheGgPKwt_celQJHVpLqVcqR-NSmZqM	1 (0.02%)	1 (0.03%)	00:01:56	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
338.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3N7LNLJG5WV8qbjreUfmjf2fWQYxQLK6RnB_z39LRLFvyxrg33rJlCWWfo	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
339.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3nQvAaNuSvbxrf0UVznsYXVyif5rnh_yXC2nZL3ggQMSdcOiNTc4i6dHk	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
340.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3NRLp38K6Ye0Tj9RECgGL3Z-sEGt_TUjt6i0iTdodJftuOH6C_Oletlul	1 (0.02%)	1 (0.03%)	00:00:03	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
341.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR30Fk3R9tp-RnmSKERVsWelfblq7voMQhgae3vM06U3wJQvftB-HY8lzec	1 (0.02%)	1 (0.03%)	00:00:12	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
342.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3pbiQU5seesv6-GQhXp5oUKhvt0F5nc8GcJPCTbq72T0eTwkfaEwwTWXEY	1 (0.02%)	1 (0.03%)	00:01:08	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
343.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3Q7ZY6LCByVFOw27mo78hjdR-X13LWYiePfzr2DYtgEVV8GzIDW75wbk	1 (0.02%)	1 (0.03%)	00:00:09	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
344.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3qTxxyjNe3qgalJrpjqwfiHxEPcelBn4gRI8QyPzNAFmmS34T924i7DhQ	1 (0.02%)	1 (0.03%)	00:00:07	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
345.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3Sm_-ZQBxBn0g3v3BrEiEsM_nyLRiOMJJZeRvtYh7dB0-Bsr1yva8F6DYc	1 (0.02%)	1 (0.03%)	00:00:04	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
346.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3sq9afcmoFyl7vwnaHB-0ITfci9P9QCXBb8XLC5DzDWqY4J0tSh5kYZJc	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
347.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3sQmpYTUaCPriBY-10iSp_iHTxkV9gkXlOVh_U-m2hmEmvhOsz1pUMnA	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
348.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3T4bSQO5cm-fvcLzlz3UeVpnP7SV4EGNR6p30A8-d_PA-k4RtbVmrsedk	1 (0.02%)	1 (0.03%)	00:00:06	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
349.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3UZFmoe4idyew0_uG6cAGQZ-bDqVdieT0AIP7sm8PZc9a_B8S7lt1wqmc	1 (0.02%)	1 (0.03%)	00:00:25	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)

350.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3w6w-i613HQiBEAaD7m2CKiNzRvRfrVsdCaPZKv9clF8PRui8c6d0nzus	1 (0.02%)	1 (0.03%)	00:00:39	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
351.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3wnUs1tiqcz1nbEwyblqGijUz1cHNkhAK-Ucoml4sWy6fUJ1ZjyYf_Hol	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
352.	/somer-valley-enterprise-zone-first-public-engagement/have-your-say-0?fbclid=IwAR3YQ4tpLrFI-TSFIPKRMRXw_G4gyqeZmWq1KaSULaSf8XCy_t4zSenD0r4	1 (0.02%)	1 (0.03%)	00:00:14	1 (0.09%)	0.00%	0.00%	\$0.00 (0.00%)
353.	/somer-valley-enterprise-zone-first-public-engagement/somer-valley-enterprise-zone-first-public-0	1 (0.02%)	1 (0.03%)	00:01:00	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
354.	/somer-valley-enterprise-zone-overview-sept-2021/highways-and-transport-issues?fbclid=IwAR08V6lZdJzpWWmZnlMuGmBt438kGMDN8Q8UPbaGP_KW69fcTP5vZ8ZxEck	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
355.	/somer-valley-enterprise-zone-overview-sept-2021/highways-and-transport-issues?fbclid=IwAR1LFW1UCvAr_4lEonnsSwgRRxWetKWuVDwQPiDvuu1HSow51Cv9A8z2C3w	1 (0.02%)	1 (0.03%)	00:00:00	1 (0.09%)	100.00%	100.00%	\$0.00 (0.00%)
356.	/somer-valley-enterprise-zone-overview-sept-2021/masterplan-principles	1 (0.02%)	1 (0.03%)	00:04:17	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
357.	/somer-valley-enterprise-zone-overview-sept-2021/scheme-evolution	1 (0.02%)	1 (0.03%)	00:02:15	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
358.	/somer-valley-enterprise-zone-overview-sept-2021/summary-masterplan-and-ldo-impacts-and-benefits	1 (0.02%)	1 (0.03%)	00:03:36	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)
359.	/somer-valley-enterprise-zone/somer-valley-enterprise-zone	1 (0.02%)	1 (0.03%)	00:00:19	0 (0.00%)	0.00%	0.00%	\$0.00 (0.00%)

Rows 1 - 359 of 359



JLL

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Equality Impact Assessment / Equality Analysis

(updated Jan 2023)

Title of service or policy	Somer Valley Enterprise Zone
Name of directorate and service	Enterprise Zone team, Sustainable Communities Directorate
Name and role of officers completing the EIA	Ellie Wintrup - Development Officer, Ella Thomas – Assistant Development Officer
Date of assessment	04/01/2023

Equality Impact Assessment (or ‘Equality Analysis’) is a process of systematically analysing a new or existing policy or service to identify what impact or likely impact it will have on different groups within the community. The main aim is to identify any discriminatory or negative consequences for a particular group or sector of the community, and also to identify areas where equality can be better promoted. Equality impact Assessments (EIAs) can be carried out in relation to services provided to customers and residents as well as employment policies/strategies that relate to staffing matters.

This toolkit has been developed to use as a framework when carrying out an Equality Impact Assessment (EIA) or Equality Analysis. **Not all sections will be relevant – so leave blank any that are not applicable.** It is intended that this is used as a working document throughout the process, and a final version will be published on the Council’s website.

1.	Identify the aims of the policy or service and how it is implemented.	
	Key questions	Answers / Notes
1.1	Briefly describe purpose of the service/policy e.g. <ul style="list-style-type: none"> • How the service/policy is delivered and by whom • If responsibility for its implementation is shared with other departments or organisations • Intended outcomes 	<p>The overall objective of the Somer Valley Enterprise Zone project is to provide a highly sustainable and attractive new location for business, drawing in new employers and skills, and reducing the need for commuting by local people, many of whom currently travel towards adjacent urban centres for employment. The project area is shown on the accompanying plan.</p> <p>The outcome will be the provision of circa 40,000 square metres of commercial floorspace, along with the provision of 1,300 new jobs.</p>
1.2	Provide brief details of the scope of the policy or service being reviewed, for example: <ul style="list-style-type: none"> • Is it a new service/policy or review of an existing one? • Is it a national requirement?). • How much room for review is there? 	<p>The site has been allocated for employment uses via the B&NES development plan since 2007, and the Somer Valley Enterprise Zone project seeks to bring forward the delivery of the site.</p> <p>A Local Development Order (LDO) has been selected as the planning mechanism for the site. Once adopted the LDO will set the framework for how development on the site should come forward. An informal public engagement on the proposed masterplan took place in May and June of 2022, and the comments raised have fed-back into the proposed design of the site. A formal public consultation on the proposed LDO is scheduled to take place in January 2023, providing a further opportunity for the public to comment on the proposals.</p>

1.3	Do the aims of this policy link to or conflict with any other policies of the Council?	This is not policy, but it does strongly support the Council's vision & values objectives – building a stronger economy, creating neighbourhoods where people are proud to live and promoting independence and positive lives for everyone.
2. Consideration of available data, research and information		
<p>Monitoring data and other information should be used to help you analyse whether you are delivering a fair and equal service. Please consider the availability of the following as potential sources:</p> <ul style="list-style-type: none"> ● Demographic data and other statistics, including census findings ● Recent research findings (local and national) ● Results from consultation or engagement you have undertaken ● Service user monitoring data (including ethnicity, sex, disability, religion/belief, sexual orientation and age) ● Information from relevant groups or agencies, for example trade unions and voluntary/community organisations ● Analysis of records of enquiries about your service, or complaints or compliments about them ● Recommendations of external inspections or audit reports 		
	Key questions	Data, research and information that you can refer to
2.1	What equalities training have staff received to enable them to understand the needs of our diverse community?	<ul style="list-style-type: none"> ● The team has had equalities training over the last 2yrs and refresher training with the Equalities Team is being planned ● General equalities awareness training via Corporate courses ● Information sharing to discuss good practice
2.2	What is the equalities profile of service users?	A 2011 profile of the Paulton Ward, in which the project area sits, provides a summary of demographic data. Whilst this gives an indication of the equalities profile of the project area, it should be noted that the project is a small area in the wider ward. The profile indicates that it has a higher proportion of economically active residents than B&NES as a whole; however, the proportion of those in senior positions such as managers and

		senior officials is lower than in the broader B&NES area. The proportion of those with Level 4 qualifications and above is also lower than the wider B&NES area and the England and Wales average. Taken together, these factors suggest that the ward has a higher percentage of socio-economic disadvantage compared to B&NES as a whole. The proportion of residents that are retired is slightly higher than the B&NES average and there are fewer female residents than the rest of the authority area.
2.4	Are there any recent customer satisfaction surveys to refer to? What were the results? Are there any gaps? Or differences in experience/outcomes?	There are no known customer satisfaction surveys relating to this area or type of development.
2.5	What engagement or consultation has been undertaken as part of this EIA and with whom? What were the results?	<p>This is an initial high level EqIA of an emerging regeneration project. The Council's Equalities Officer has been consulted.</p> <p>In terms of public engagement on the project itself, an informal public engagement was conducted in May and June 2022. The engagement consisted of a variety of in-person and online events and information sources, designed to facilitate access by all residents. For example, access by those in digital poverty was considered and advertisements were placed in a local newspaper, hard-copy information was available in local libraries, and a public meeting was held in a local village hall. However, as it is not always easy for residents to access these public spaces, particularly in rural areas such as the Somer Valley, information about the project was also disseminated via a radio interview.</p>
2.6	If you are planning to undertake any consultation in the future regarding this service or policy, how will you include equalities considerations within this?	A formal public consultation on the proposed LDO will be held for 28 days in January 2023. Although the consultation will be run by the Local Planning Authority, ongoing due diligence will be given to accessibility.
3. Assessment of impact: 'Equality analysis'		
	<p>Based upon any data you have considered, or the results of consultation or research, use the spaces below to demonstrate you have analysed how the service or policy:</p> <ul style="list-style-type: none"> Meets any particular needs of equalities groups or could help promote equality in some way. 	

	<ul style="list-style-type: none"> • Could have a negative or adverse impact for any of the equalities groups 		
		Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
3.1	Issues relating to all groups and protected characteristics		
3.2	Sex – identify the impact/potential impact of the policy on women and men.	Gender split represented on the Key Stakeholder Group.	The SVEZ is considered non-gender specific as the proposed development is based upon providing new commercial floor space and employment opportunities.
3.3	Pregnancy and maternity	Members of the SVEZ project team are pregnant. Meetings take place online and during the evening to facilitate attendance by all.	<p>The SVEZ is considered non-pregnancy or maternity specific as the proposed development is based upon providing new commercial floor space and employment opportunities.</p> <p>The project is not yet in the delivery phase and the form and nature of the buildings to be construction on the site will be determined by the developers of the individual plots, in compliance with the requirements and conditions of the Local Development Order. However it is expected that ongoing due diligence will be given to this protected characteristic.</p>
3.4	Gender reassignment – identify the impact/potential impact of the policy on transgender people	We do not have any examples	<p>The SVEZ is considered non-gender specific as the proposed development is based upon providing new commercial floor space and employment opportunities.</p> <p>The project is not yet in the delivery phase and the form and nature of the buildings to be construction on the site will be determined by the developers of the individual plots, in compliance with the requirements and conditions of the Local</p>

			Development Order. However, it is expected that ongoing due diligence will be given to this protected characteristic.
3.5	Disability – identify the impact/potential impact of the policy on disabled people (ensure consideration both physical, sensory and mental impairments and mental health)	The design guide, which will form part of the LDO and will state how development should take place on the site, is being finalised. The design guide will consider site and building access for disabled individuals.	<p>Provision for disabled and visually impaired groups is a paramount consideration as part of the scheme.</p> <p>Any changes to the physical environment will be designed to have a potential positive improvement on access issues for disabled people. The Design and Access Statement for the LDO meets the statutory guidance for the physically impaired.</p>
3.6	Age – identify the impact/potential impact of the policy on different age groups	Members of the Key Stakeholder Group represent a range of age groups.	<p>The SVEZ aims to improve access to the site for all age groups. Potential positive impacts include provision of level, hard surfacing to allow better access for pedestrians with pushchairs and/or leading young children, elderly citizens.</p> <p>The informal public consultation engaged a range of age groups, and the formal public consultation similarly aims to engage with all age groups. During the informal public consultation, hard copies of all consultation materials were made available in public libraries for those who did not have access to the internet. Although the formal consultation will be run by the Local Planning Authority, it is expected that information will be available to those without internet access upon request.</p>
3.7	Race – identify the impact/potential impact on across different ethnic groups	We do not have any examples	The SVEZ is considered non-race specific as the proposed development is based upon providing new commercial floor space and employment

			opportunities.
3.8	Sexual orientation – identify the impact/potential impact of the policy on lesbian, gay, bisexual, heterosexual people	The SVEZ project team, and the wider Enterprise Zone team contains members that are heterosexual, bi-sexual and homosexual.	The SVEZ is considered non-sexual orientation specific as the proposed development is based upon providing new commercial floor space and employment opportunities.
3.9	Marriage and civil partnership – does the policy/strategy treat married and civil partnered people equally?	We do not have any examples.	The SVEZ is considered non-marriage and civil partnership specific as the proposed development is based upon providing new commercial floor space and employment opportunities.
3.10	Religion/belief – identify the impact/potential impact of the policy on people of different religious/faith groups and also upon those with no religion.	We do not have any examples	The consultation events were not held in religious buildings, which helped to promote access for all. The SVEZ is considered non-religion specific as the proposed development is based upon providing new commercial floor space and employment opportunities.
3.11	Socio-economically disadvantaged* – identify the impact on people who are disadvantaged due to factors like family background, educational attainment, neighbourhood, employment status can influence life chances (this is not a legal requirement, but is a local priority).	The informal engagement included events designed to engage socio-economically disadvantaged sections of the population. For instance consultation information was available via the local newspaper, local libraries and the local radio station to reach those in digital poverty.	The SVEZ aims to provide new employment opportunities in the Somer Valley. The site will accommodate a wide range of uses, and therefore a range of business types. It is anticipated that a broad range of employment roles, with differing skill levels will be provided.
3.12	Rural communities* identify the impact / potential impact on people living in rural communities	The Key Stakeholder Group includes representatives/business owners from across the Somer Valley area, many of whom live in the Somer Valley.	The SVEZ is in a rural area and will therefore directly affect rural communities. The land concerned will be transformed from arable fields to a mixed-use commercial development, providing 1,300 new jobs for local people.

			The SVEZ is promoting active and sustainable transport links through development, including the provision of new and improved bus stops and the construction of a new walking and cycling link to the Norton Radstock Greenway.
3.13	Armed Forces Community ** serving members; reservists; veterans and their families, including the bereaved. Public services will soon be required by law to pay due regard to the Armed Forces Community when developing policy, procedures and making decisions, particularly in the areas of public housing, education and healthcare (to remove disadvantage and consider special provision).	We do not have any examples	The SVEZ is not specific to the Armed Forces Community, however reservists, veterans and their family may wish to benefit from the new employment opportunities provided on site.

*There is no requirement within the public sector duty of the Equality Act to consider groups who may be disadvantaged due to socio economic status, or because of living in a rural area. However, these are significant issues within B&NES and have therefore been included here.

** The Equality Act does not cover armed forces community. However, when the Armed Forces Bill becomes law there will be a requirement to pay 'due regard' to make sure the Armed Forces Community are not disadvantaged when accessing public services.

4. Bath and North East Somerset Council & NHS B&NES Equality Impact Assessment Improvement Plan

Please list actions that you plan to take as a result of this assessment/analysis. These actions should be based upon the analysis of data and engagement, any gaps in the data you have identified, and any steps you will be taking to address any negative impacts or remove barriers. The actions need to be built into your service planning framework. Actions/targets should be measurable, achievable, realistic and time framed.

Issues identified	Actions required	Progress milestones	Officer responsible	By when
Equalities training for members of the Enterprise Zone team	Ensure that members of the SVEZ project team, and the Enterprise Zone team more broadly have the opportunity to develop their awareness and responsibilities of Equalities issues by attendance on a B&NES corporate course and/or by inviting the B&NES Equalities Officer to brief the Enterprise Zone team at a future team meeting.	Dates diarised with Equalities Team Training taken place	Ellie Wintrup/Ella Thomas	01/02/2023
Review of this EQIA	Diarise a review of this EqIA within 12 months	Revised EqIA available	Ellie Wintrup/Ella Thomas	01/02/2024

5. Sign off and publishing

Once you have completed this form, it needs to be 'approved' by your Divisional Director or their nominated officer. Following this sign off, send a copy to the Equalities Team (equality@bathnes.gov.uk), who will publish it on the Council's and/or NHS B&NES' website. Keep a copy for your own records.

Signed off by:

(Divisional Director or nominated senior officer)

Date:

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CORPORATE POLICY DEVELOPMENT AND SCRUTINY PANEL

This Forward Plan lists all the items coming to the Panel over the next few months.

Inevitably, some of the published information may change; Government guidance recognises that the plan is a best assessment, at the time of publication, of anticipated decision making. The online Forward Plan is updated regularly and can be seen on the Council's website at:

<http://democracy.bathnes.gov.uk/mgPlansHome.aspx?bcr=1>

The Forward Plan demonstrates the Council's commitment to openness and participation in decision making. It assists the Panel in planning their input to policy formulation and development, and in reviewing the work of the Cabinet.

Should you wish to make representations, please contact the report author or, Democratic Services . A formal agenda will be issued 5 clear working days before the meeting.

Agenda papers can be inspected on the Council's website.

Ref Date	Decision Maker/s	Title	Report Author Contact	Director Lead
23RD JANUARY 2023				
		Budget and Council Tax 2023/24 and Financial Outlook		
30TH JANUARY 2023				
30 Jan 2023	Corporate Policy Development and Scrutiny Panel	Business Change Hub Programme	Amanda George, Marc Higgins Tel: 01225 396423	Director of People and Policy
Page 146	Corporate Policy Development and Scrutiny Panel	Somer Valley Enterprise Zone	Richard Holden Tel: 01225 47 7655	Chief Operating Officer
13TH MARCH 2023				
13 Mar 2023	Corporate Policy Development and Scrutiny Panel	Economic Strategy		Director of Sustainable Communities
13 Mar 2023	Corporate Policy Development and Scrutiny Panel	Invest in Bath and North East Somerset	Rob Dawson	Chief Finance Officer (S151)

Ref Date	Decision Maker/s	Title	Report Author Contact	Director Lead
13 Mar 2023	Corporate Policy Development and Scrutiny Panel	Aequus Update	Simon Martin Tel: 01225 477407	Chief Finance Officer (S151)
ITEMS TO BE SCHEDULED				
	Corporate Policy Development and Scrutiny Panel	Emerging Digital Data	Jeff Wring Tel: 01225 477323	Chief Operating Officer
Page 147	Corporate Policy Development and Scrutiny Panel	Parish Charter	Dave Dixon	Director of People and Policy
The Forward Plan is administered by DEMOCRATIC SERVICES: Democratic_Services@bathnes.gov.uk				

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