

Somer Valley Enterprise Zone (SVEZ) Local Development Order (LDO)

Bath & North East
Somerset Council

Improving People's Lives

SOMER VALLEY FORUM -
ENGAGEMENT

September 2021

PRESENTATION STRUCTURE

- Introduction & Overview
- Scheme Evolution & Illustrative Masterplan
- Benefits
- Next Steps



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INTRODUCTION & OVERVIEW



INTRODUCTION

Welcome to the first round of public engagement relating to the emerging plans for a Local Development Order (LDO) on allocated land at the Somer Valley Enterprise Zone (SVEZ). This engagement process is separate to future formal consultation proceedings, however, a level of informal engagement at the outset provides the opportunity for views to shape the LDO process.

This presentation demonstrates design considerations developed in the context of the area and technical studies which have informed the design evolution, as well as pre-application advice and an independent design review.

Your comments, together with those from other groups and organisations, will help shape the scheme prior to submitting an application in early 2022.



WHAT IS AN LDO?

- Put simply, an LDO can set the planning framework for a specific area to assist development in coming forward sooner and with greater ease.
- Essentially a type of 'zoning', LDOs provide permitted development rights for specific development types in specific locations.
- They should also be flexible to accommodate ever changing market conditions and accelerate the delivery of necessary development.
- Investment quickly becomes a more attractive as an LDO simplifies the planning process and proactively shapes sustainable development.
- LDOs can cover a range of development types (from residential to commercial) and scales and set a site blueprint, in the same manner that an outline application for development would. The process also allows for local input as a result of the requirement to undertake a thorough consultation process, guiding development in the right direction in terms of demand, local aspirations and the desires of Local Planning Authorities (LPAs).

SITE ALLOCATION

- 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.
- 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.

The Local Plan Partial Update Options document, which is being consulted on separately, includes two key amendments to the allocation.

- The site boundary will be extended for the south eastern corner to match that for the Enterprise Zone.
- The current mix of uses stated within the adopted Development Plan is proposed to be amended.



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SCHEME EVOLUTION &
ILLUSTRATIVE MASTERPLAN

SCHEME EVOLUTION

1. Pre-application – March 2021
2. Design review panel - April 2021

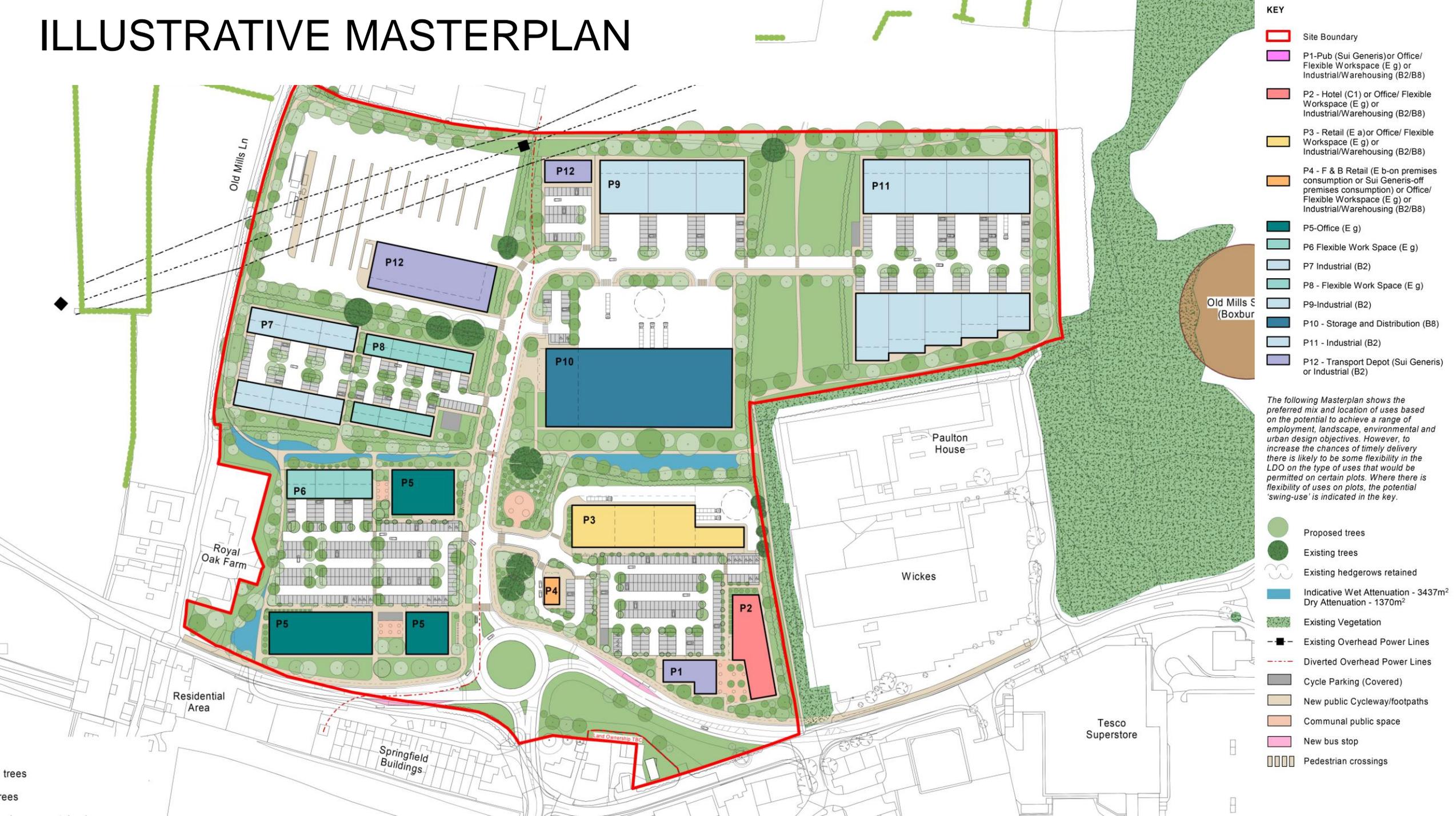
Outcomes:

- Greater emphasis on sustainability, biodiversity net gain, greenspace accessibility, distinctiveness, placemaking, connectivity & design for people and a holistic design approach.
- Enhanced hard & soft landscape setting, to combine and optimise the place-making design, connectivity, biodiversity, water management and local distinctiveness.

The iterations demonstrate the design alterations to accommodate pre-application and design review panel input with an enhanced landscape setting within a wider rural setting 'A park within a park' – leading to the current Illustrative masterplan



ILLUSTRATIVE MASTERPLAN



- KEY**
- Site Boundary
 - P1 - Pub (Sui Generis) or Office/ Flexible Workspace (E g) or Industrial/Warehousing (B2/B8)
 - P2 - Hotel (C1) or Office/ Flexible Workspace (E g) or Industrial/Warehousing (B2/B8)
 - P3 - Retail (E a) or Office/ Flexible Workspace (E g) or Industrial/Warehousing (B2/B8)
 - P4 - F & B Retail (E b-on premises consumption or Sui Generis-off premises consumption) or Office/ Flexible Workspace (E g) or Industrial/Warehousing (B2/B8)
 - P5 - Office (E g)
 - P6 Flexible Work Space (E g)
 - P7 Industrial (B2)
 - P8 - Flexible Work Space (E g)
 - P9 - Industrial (B2)
 - P10 - Storage and Distribution (B8)
 - P11 - Industrial (B2)
 - P12 - Transport Depot (Sui Generis) or Industrial (B2)

The following Masterplan shows the preferred mix and location of uses based on the potential to achieve a range of employment, landscape, environmental and urban design objectives. However, to increase the chances of timely delivery there is likely to be some flexibility in the LDO on the type of uses that would be permitted on certain plots. Where there is flexibility of uses on plots, the potential 'swing-use' is indicated in the key.

- Proposed trees
- Existing trees
- Existing hedgerows retained
- Indicative Wet Attenuation - 3437m²
Dry Attenuation - 1370m²
- Existing Vegetation
- Existing Overhead Power Lines
- Diverted Overhead Power Lines
- Cycle Parking (Covered)
- New public Cycleway/footpaths
- Communal public space
- New bus stop
- Pedestrian crossings

HIGHWAYS NETWORK

We are preparing a comprehensive transport assessment which will consider the impacts of the development at key locations.

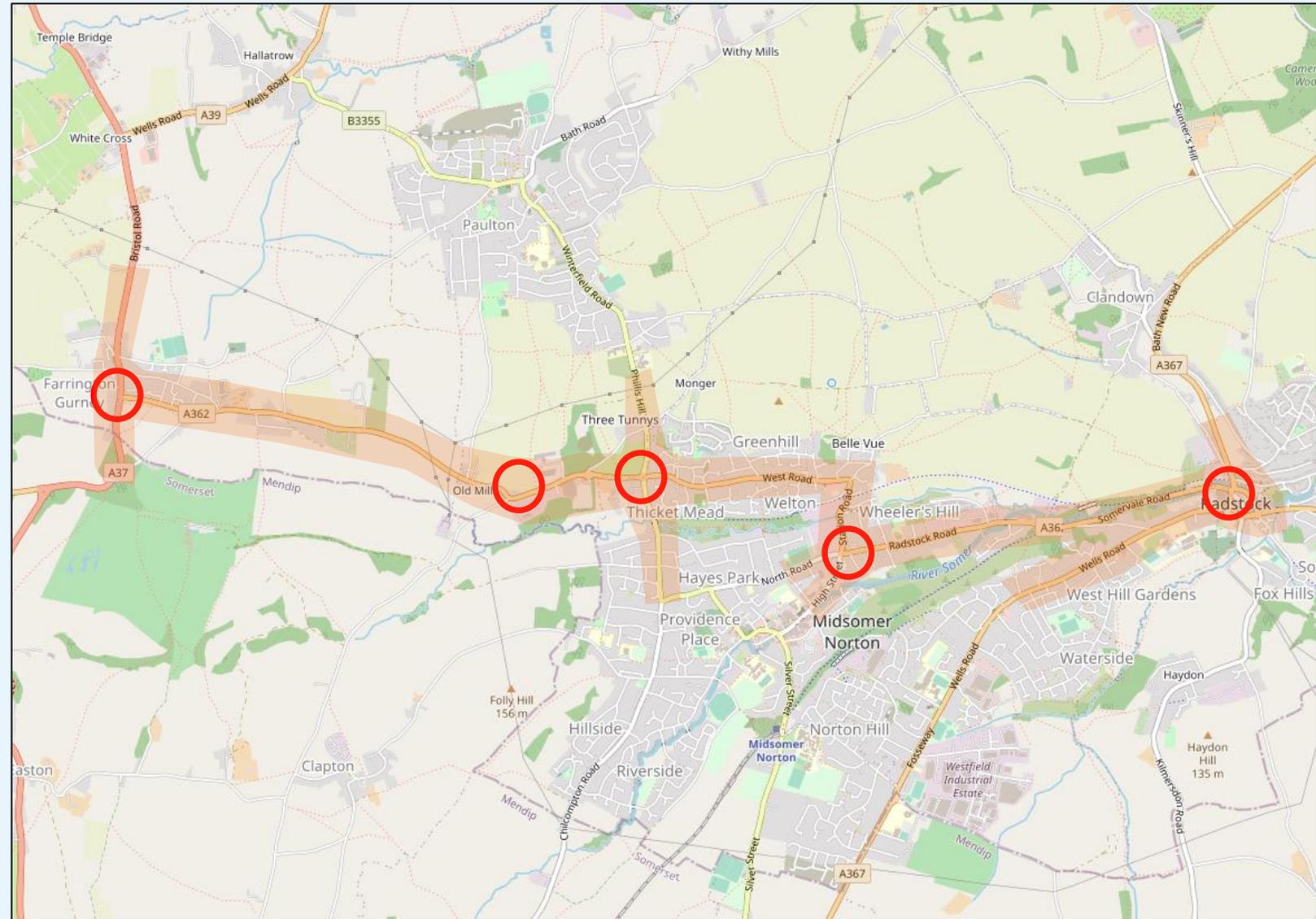
- We have collected traffic data for the study area (before the COVID19 pandemic).
- We have conducted site visits and reviewed other transport data
- We have engaged with stakeholders such as B&NES and Somerset CC Highways Authorities, First Bus, and Design West
- We have considered the site's accessibility by bicycle, on foot, by car, by bus, and for HGVs

 Location of Junction Assessment

n.b additional modelling may take place for the areas shaded orange.

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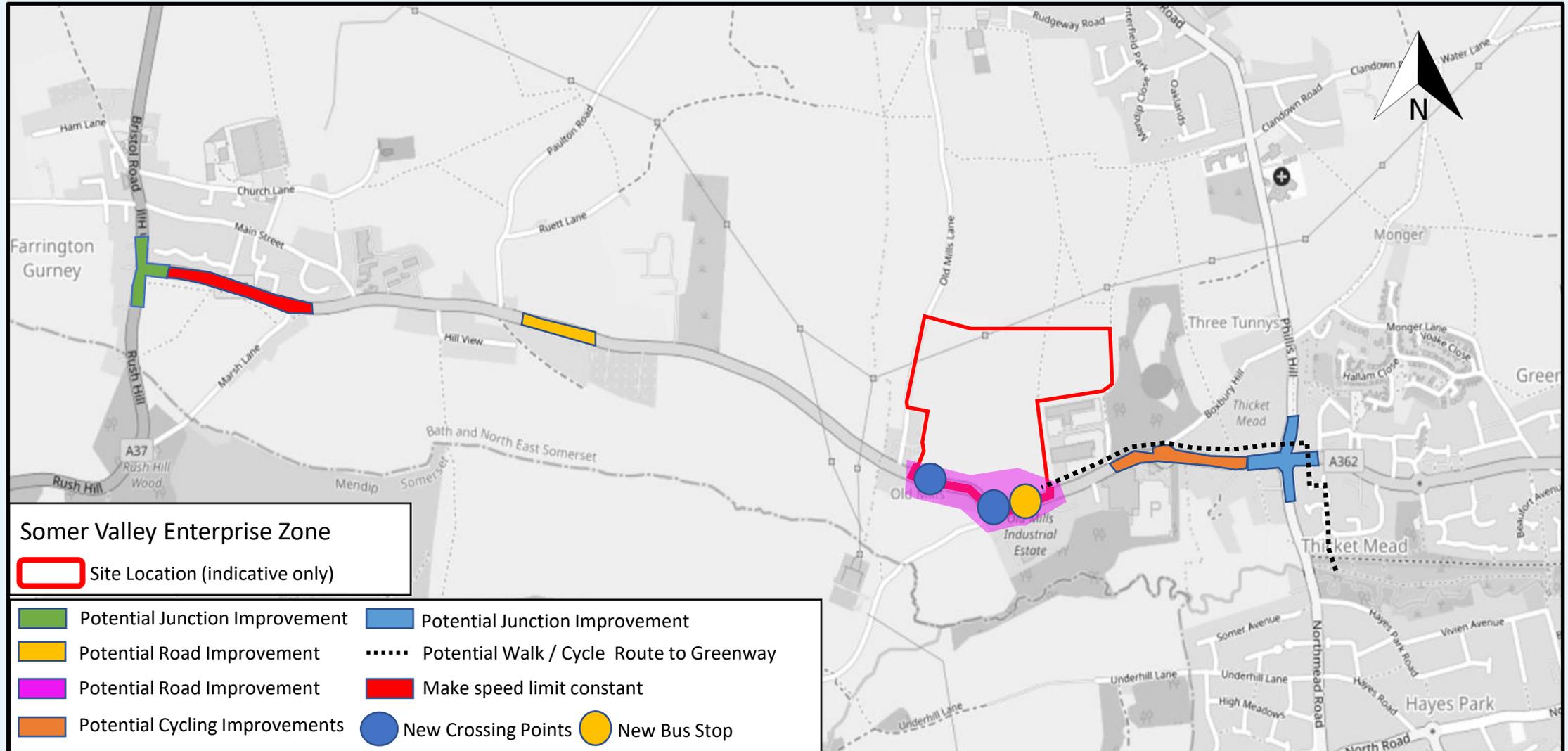


HIGHWAYS - KEY ISSUES

Our Transport work has found that there are some key issues and opportunities which we will seek to address.

Modes of Transport	Issue	Potential Improvement
	We need to encourage access by sustainable modes	<p>Prepare a Travel Plan for employees and visitors, encouraging sustainable modes</p> <p>New walking and cycling connections to Norton Radstock Greenway</p> <p>Provide significant volumes of Electric Charging spaces for staff and visitors so we are ready for the future trend of increased EV ownership</p>
	The existing bus facilities are poor and out of date	Provide improved bus waiting areas and bus stops on the A362
	It can be hard to cross the A362 near the site	Introduce two safe crossing points near to the site
	The A362 is a busy road, with inconsistent speed limits and lots of bends	<p>Review the speed limit within Farrington Gurney</p> <p>Widen the road at 'Sunnyside' so that vehicles can pass each other safely</p> <p>Remove the bends in the road near to the site, while providing safe access to the development</p>
	Traffic Congestion	Examine the need for potential junction improvements at Thicket Mead Roundabout and the A37 / A362 signalised junction

KEY ISSUES AND OPPORTUNITIES



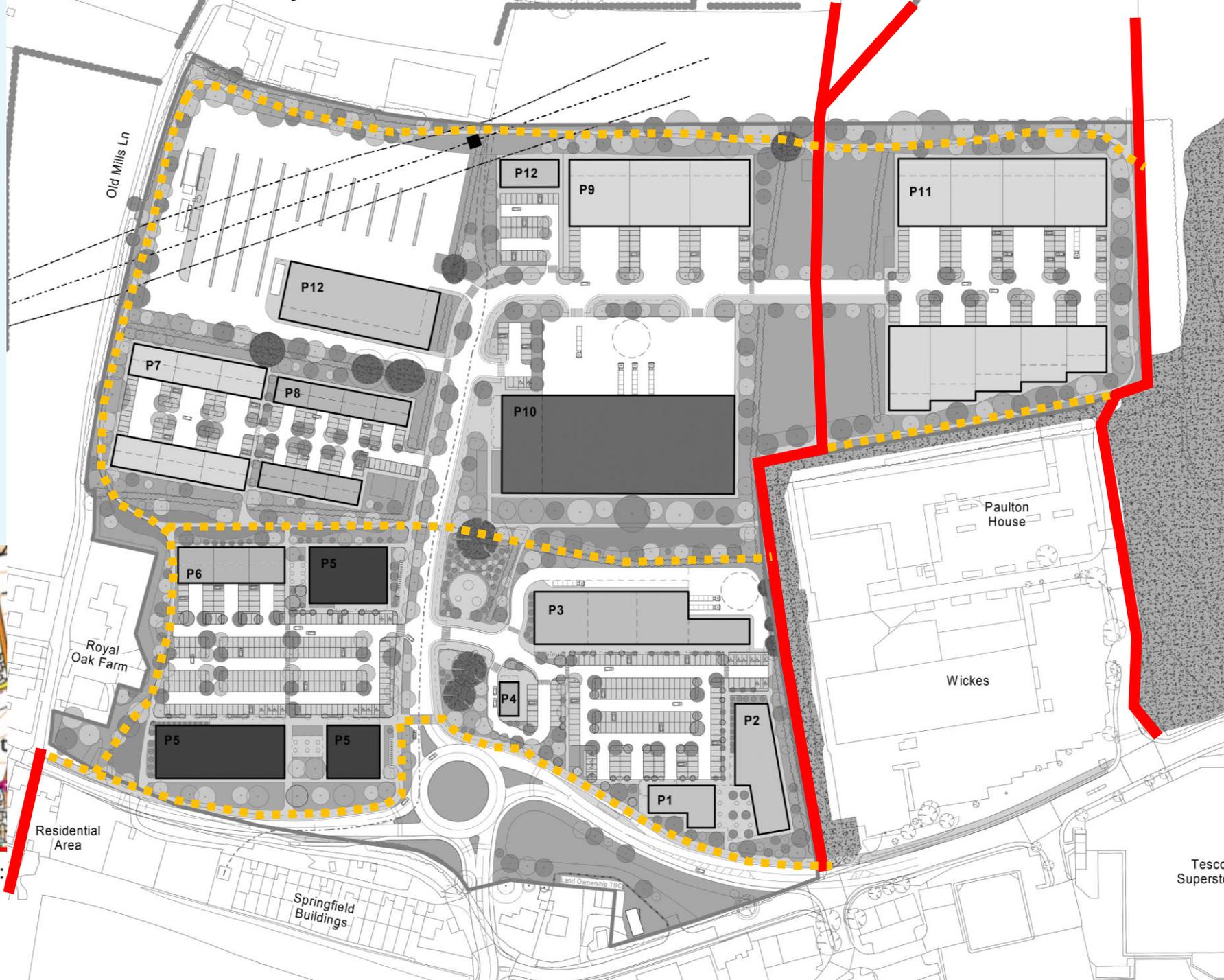
Connectivity & Accessibility

- Existing rights of way retained and shown as
- Paths/connections within the masterplan show the level of permeability and accessibility and shown as
- Wider connectivity to Somer Valley Rediscovered, working with Midsomer Norton Town Council, Radstock Town Council, Westfield Parish Council, and BANES



The following colours have been used for the coloured lines:

- solid red line:** footpath;
- solid fuchsia line:** bridleway;
- solid green line:** restricted byway;
- solid blue line:** byway open to all traffic.



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BENEFITS



BENEFITS

The granting of an LDO will bring with it an array of benefits:

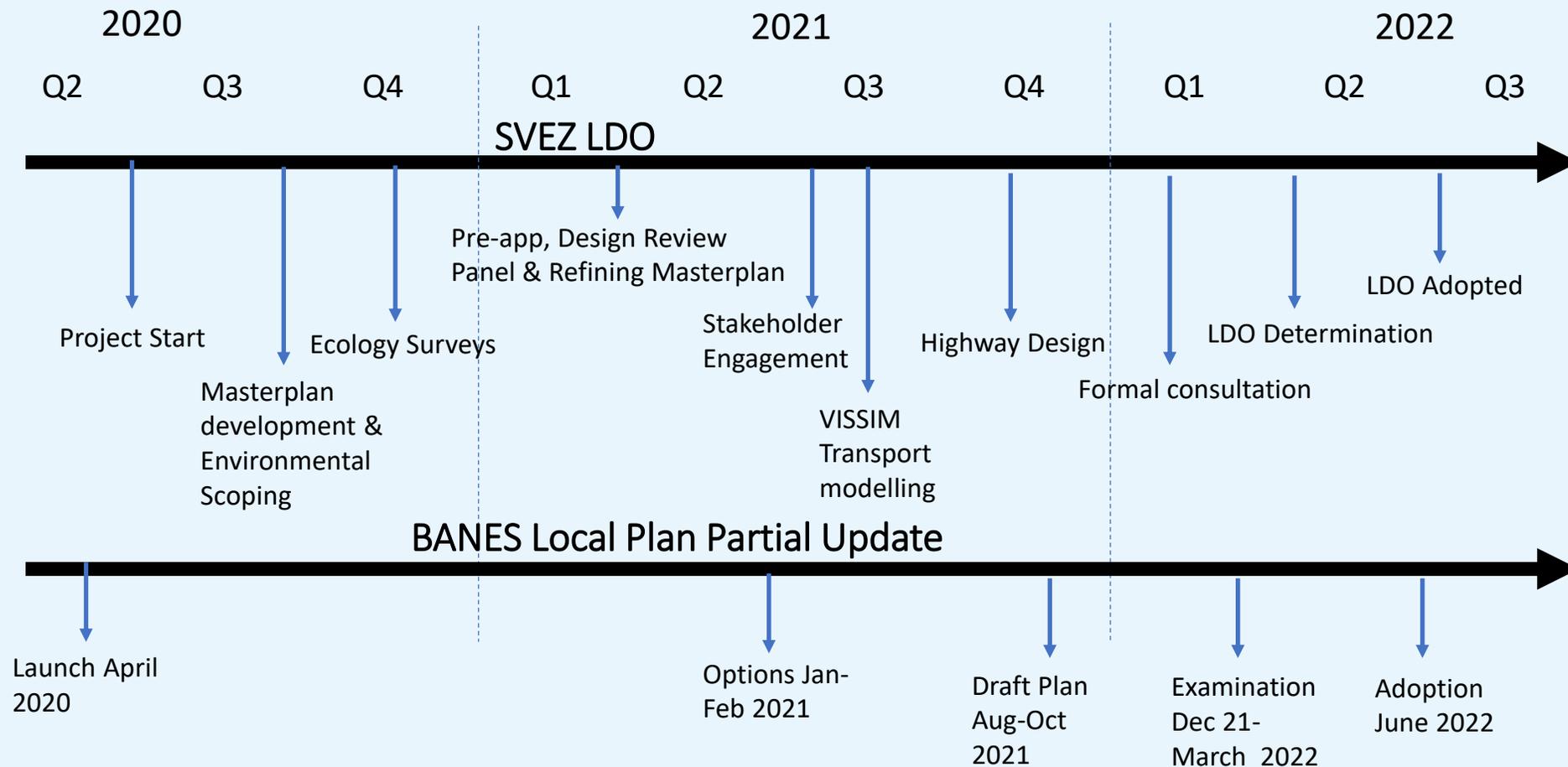
- Enables growth by positively and proactively shaping sustainable development
- The creation of 1,300 new jobs for local people and 54,000 square metres of commercial floorspace
- Provides flexibility to ensure that necessary, viable development comes forward (investment certainty)
- Promptly bring forward regeneration and avoid development delays
- Encourages a connected network for walking and cycling
- Quality public space
- A balanced car parking approach, catering to the uses on site whilst also enhancing sustainable transport options
- Efficient, sustainable, low energy buildings
- Enhanced and maintained existing green areas and wildlife corridors to increase biodiversity across the site and additional tree/shrub planting
- Characterful architecture that is suitable for the character of the area and topography
- Provision of supplementary uses to create a vibrant, viable, active site
- Reduces the pressure on resources for both LPAs and applicants

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NEXT STEPS

TIMELINE



WELCOME FEEDBACK

- We acknowledge the importance of taking into account the views of all those affected by the proposals, from landowners to neighbours through to Parish Councils and adjoining Councils.
- Please provide any written feedback to:
ConsultationEvents.southwest@eu.jll.com

