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Report

Subject : Planning application S/2007/1402 B1 development, comprising offices and laboratories, open space, roads and car parking.

Report to: Planning and Regulatory Panel

Date: 29 July 2008

Author: Adam Madge, Principal Planning Officer

Reason for Report:

To consider an outline application (access only) for the creation of a new Bio science Park comprising Offices and laboratories, open space, Roads and car parking.

The application has been brought before the Planning and Regulatory Committee because it is considered that the proposal is likely to have an effect outside of the boundaries of the Northern area of the district. The Northern Area committee considered the previously circulated report of the Head of Development Services (included in an amended version below) at the meeting on 5th June 2008 and the committee made the following recommendation:

Recommended to the Planning and Regulatory Committee –

(1) That, the above application be **APPROVED** for the following reason:

The proposal it is considered would comply with Policy E8B of the Saved local plan policies in that it would create a new science park that has the potential to provide a significant number of new jobs and is provided for in the Porton Down Masterplan saved SPG. It is considered that the conditions and measures to be included in the legal agreement provide adequate mitigation in transport terms for the proposal.



Awarded in: 1
Housing Services
Waste and Recycling Services



This recommendation for approval was subject to a S106 legal agreement and conditions as outlined in the officer report below.

The following is the report to Northern area as amended -

REASON FOR REPORT TO MEMBERS

HDS does not consider it prudent to use delegated powers

Members should note that this is an EIA application accompanied by an environmental statement.

Members should also note that because this is a strategically important development that is likely to have effects outside of the Northern area the application will be need to be referred to planning and regulatory committee.

SITE AND ITS SURROUNDINGS

The site is currently an agricultural field situated directly adjacent the main DSTL and Health Protection agency sites (HPA). The area is 5 hectares in size and is currently surrounded in part by a 2m high wire mesh fence on its western boundary whilst on its other boundaries it is surrounded by lower hedges and fences. The area is open in its character rising gently Eastwards. Views of the site exist most prominently from the Pheasant road which runs from the A30 down to Porton Down. The area is designated as an allocated site (for employment use) in the local plan and as a Special Landscape Area and Area of Special Archaeological Significance in the local plan. The site is situated close to the site of special scientific interest, Special Area of Conservation and Special Protection Area.

THE PROPOSAL

The proposal is for outline planning consent for B1 office development which will comprise of offices and laboratories along with open space, roads and car parking. The submitted plans show a proposed new vehicular access off the main access road into Porton Down opposite the existing HPA offices. There is a proposed new pedestrian access at the far northern end of the site opposite where access is currently obtained to the DSTL entrance. The indicative site plan shows the development that is being applied for as part of this permission as the first phase of a two phase development with the second phase taking place in the future on land to the east of the site. The indicative site plan shows a variety of buildings arranged with individual areas of parking to the rear of each building with focal points at the entrance and centre of the development.

Primary access routes are shown through the central axis of the site both north to south and east to west. Pedestrian and cycle routes are similiarly shown through the development.

The proposal it is estimated will secure up to 250 jobs on site for each phase of the development, the application before members comprising two phases. One

hundred jobs will arise from companies relocating from existing locations whilst 150 jobs will be new jobs created.

PLANNING HISTORY

There is no planning history associated with this particular site although the most recent large scale application dealt with by this authority is an 18/84 application for the new DSTL headquarters as part of project inspire.

18/84 Application: S/2006/0107 Demolition of existing buildings and construction of new offices, Data centre, fire station, extensions to existing restaurant and associated parking and landscaping. Approved 24/5/2006

CONSULTATIONS

WCC Highways - Following our letter dated 8th August 2007 to you and the meeting with MVA and yourself on 31st August, further information has been submitted to us from the applicant and MVA which we have considered. We are now satisfied that the concerns we have can be dealt with through a S106 agreement. The agreement would have to be tripartite between WCC, PBTC and DSTL (as the landowner) and will need to reiterate some of the issues agreed in the previous S106 agreement with DSTL. We therefore recommend approval subject to the signing of a new S106 agreement to cover the following issues:-

1) During any construction on site, the developer shall endeavour to ensure that construction vehicles only access the site via the A30 and the Manor Farm Road access. The conditions put to DSTL in the S106 agreement under Schedule 4 must also be applied to PBTC.

2) The umbrella organisation PBTC and all the companies on the site are to commit fully to the policies and provisions in the site Travel Plan which is in development for the whole of the Porton Down campus.

3) The development shall not be occupied until after Porton Pheasant Road is reconstructed by DSTL except for up to an initial 100 staff who will be allowed to transfer to the new location from the existing Tetricus Incubator space on the DSTL site. This would be on condition that the existing space then remains unoccupied by Tetricus or PBTC until the works on Pheasant Road are complete.

4) If TRO has not been implemented In line with DSTL's S106 agreement (schedule 2, clause 1.4) This condition (including the contribution for up to £35,000) is to be transferred to PBTC for a period of 5 years after the first occupation (excluding the initial staff who transfer from the current Tetricus site) in order to deal with issues that arise due to traffic from PBTC.

5) DSTL has agreed to provide up to £225,000 towards the costs of designing and installing traffic signals at the A30/Pheasant Road junction. The junction upgrade is being made necessary as a result of the developments at Porton Down so we will expect the rest of the cost of installation to be borne by PBTC. Agreement has been reached with PBTC that they will meet the additional costs of undertaking the work, subject to agreeing a design form for the junction at the

S106 stage, but PBTC would have no liability for any future variations to the design in the S106 which would exceed the original costs by more than 5%.

The only other issue that needs raising at the moment is car parking. The exact amount of car parking can be set at the detailed submission stage as it is not clear yet what proportion of companies will be B1(a) and what proportion B1(b). The agreed maximum car parking level of 1/40 is acceptable as a starter as this falls between the parking standards for the two classes.

WCC Planning - The application relates to an area of land identified with the adopted Salisbury District Local Plan (June 2003) for science based industry and research and specifically for activities requiring the co-locational benefits of the specialist facilities and expertise available at this site (Policy E8B). In policy terms, the principle of using the site for particular B1 uses has therefore been established.

Nevertheless, due to the site's rural location and dependency on the private car for access, the County Council as Strategic Planning Authority are particularly concerned about the associated travel implications that will result from the development of the site. It will therefore be particularly important to ensure that appropriate measures can be put in place to encourage access to the site by sustainable modes of travel. In this respect, it is noted that Policy E8B requires public transport improvements and a Green Commuter Plan to be secured.

In addition given the exceptional nature of the allocation within the Local Plan, consideration should be given to controlling the permission so that it is not for open B1 use and only those B1 use activities intended to be located at Porton Down are developed.

WCC Library/ Museum - The archaeological evaluation that took place on the site was in two stages, a geophysical survey to identify any archaeological features, with a second stage looking specifically at those areas where features may be identified from the first survey. The evaluation report makes clear that the archaeological features or deposits were recorded during the excavation on the trenches. On this basis I have no further comments to make on the application.

Housing & Health Officer - No mention was made in the Environmental Impact Assessment of any impact noise from the site may have on residential property to the South and North West of the site. In addition to this no mention was made of any impact dust generated from earth works may have. Given the extent and size of this re-development schemes should be implemented to reduce these impacts as far as is possible.

In addition to the above it would appear the Environment Agency have made considerations in respect of any contamination on the site and are the appropriate body to do so given its status as a 'Special Site' as detailed by Part IIA of The Environmental Protection Act. While the EIA states that there is no site contamination (see para. 12.3.7) I would advise that you seek verification of this from the Environment Agency.

In view of the above my recommendations for the site are as follows:

No demolition or construction work shall take place before 08:00 on any day and work must finish by 18:00 Monday to Friday and 13:00 on a Saturday. This includes delivery of materials to the site. No work shall take place on a Sunday or Bank/Public Holidays.

No development shall take place until a scheme for the control of dust from the site has been submitted to and approved by the local planning authority.

Wessex Water Authority - Foul Drainage

We note from the application that the developer intends to continue use of the private drainage system. Should the developer wish to discharge foul flows to the public system, we recommended that they discuss their drainage proposals with Wessex Water at the earliest opportunity, as there are capacity issues within the foul network.

Surface Water Drainage

There are no public surface water sewers in the vicinity of the site. The use of soakaways may be feasible, or a discharge to land drainage, with the consent of the appropriate authority.

Water Supply

With respect to water supply, it appears from the application that the intention is to continue use of the private source and water supply network. However, should the developer wish to be connected to the public system, there are capacity issues with our network and it is again recommended that the developer contact Wessex Water to discuss their proposals. Network modelling will be required to determine the point of adequacy and the need for any reinforcement should a public supply be required. Contributions to the cost of any reinforcements would be expected from the developer.

Environment Agency - We have no objection to the proposed development subject to the following conditions and informatives being included in any planning permission granted.

Flood Risk and Surface Water Management

The Environmental Statement, submitted in support of this outline application, includes consideration of flood risk, in accordance with Planning Policy Statement 25 (PPS25).

The report confirms that surface water runoff from the site will be managed in a sustainable manner to mimic the surface water flows arising from the site prior to the proposed development, while reducing flood risk and taking climate change into account (paragraph 12.5.8, Chapter 12, Water Management). It goes on to state that soakaway systems will be utilised for the disposal of surface water (paragraph 12.5.10). A number of Sustainable Drainage Systems (SuDS) options are considered in the report and paragraph 12.5.12 states that the systems will be

designed to store volumes for storm events with a return period of up to 1 in 100 years plus 20% to allow for climate change.

CONDITION

No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water run-off limitation, to include Sustainable Drainage Systems in accordance with the Environmental Statement (Chapter 12 – Water Management), has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved programme and details.

Reason:

To prevent the increased risk of flooding.

Water Efficiency

We support the Environmental Statements principles in regards to water efficiency measures be incorporated into this scheme. It assists in conserving natural water resources and offer some contingency during times of water shortage. We support the proposed rainwater harvesting scheme for roof water detailed in section 12.5.11. The water efficiency measures should be extended to all appliances, fittings and systems within the buildings.

CONDITION

No development approved by this permission shall commence until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.

REASON

In the interests of sustainable development and prudent use of natural resources.

INFORMATIVE

The development should include water efficient appliances, fittings and systems in order to contribute to reduced water demand in the area. These should include, as a minimum, dual-flush toilets, water butts, spray taps, low flow showers (no power showers) and white goods (where installed) with the maximum water efficiency rating.

The submitted scheme should consist of a detailed list and description (including capacities, water consumption rates etc. where applicable) of water saving measures to be employed within the development. Applicants should visit www.environment-agency.gov.uk for detailed information on water saving measures. A scheme of water efficiency should be submitted in accordance with the information supplied on the website.

Sustainable Construction

We strongly recommend that the proposed development includes sustainable design and construction measures. In a sustainable building minimal natural resources and renewables are used during construction and the efficient use of

energy is achieved during subsequent use. This reduces greenhouse gas emissions and helps to limit and adapt to climate change. Running costs of the building can also be significantly reduced.

Natural England

Ecology: The supplementary information has helpfully provided up-to-date details of stone curlews in the vicinity of the site and both Dstl and RSPB have confirmed that the closest breeding attempt was 600m away.

The applicants have also outlined principles along with Dstl's Conservation Officer on measures to soften the area, thereby preventing any possible disturbance beyond the boundary of the site to the SSSI/SPA/SAC. These principles such as planting and reducing light spill will need to be worked up as the site develops and become legally robust and enforceable conditions to this and future permissions.

Natural England is therefore satisfied in this instance that the proposals as specified should not have a direct significant impact on stone curlews or other protected species, though measures should be put in place to prevent disturbance beyond the site boundary.

n.b the maps provided in the supplementary information are incorrect and do not fully highlight the SSSI/SPA.

Transport Assessment (Appendix A)

Natural England notes that any proposed upgrade of the Pheasant Road as it passes through the SSSI/SPA/SAC will be subject to the usual planning processes associated with such a development. Natural England will therefore make comments at that time.

Water resources:

A Contractor's Environmental Management Plan will be drawn up which will address protocols to safeguard the local environment from pollution events during construction. The use of sustainable drainage systems is also welcomed.

Conservation (Natural Habitats &c.) Regulations 1994 (Habitat Regulations): River Avon SAC

The applicants have provided information on abstraction rates though these will need to be confirmed by the Environment Agency as not having a significant impact on the River Avon System SSSI/SAC. Indeed abstraction rates for Project Inspire will also need to be confirmed to assess this risk alone and in combination with other plans and projects.

Porton Down SAC/SPA

Whilst Natural England believes this proposal will not have a significant impact on Porton Down SPA/SAC by itself, again the Habitat Regulations requires that other plans or projects are considered to determine any in- combination effects on the SAC/SPA

Accordingly the cumulative effects of this application and Project Inspire must be considered by Salisbury District Council when making its decision.

Wiltshire Wildlife Trust

No objections and the following comments:

Protected Species:

We support the conclusions of the EIA and the proposals to enhance wildlife.

Reptiles

The site appears to be of low ecological value with no evidence of protected species. However, potential for the habitat to support reptiles was highlighted, though no further surveys were requested. We agree with the suggested mitigation, though would suggest that a potential translocation site be identified prior to any reptiles found on the site that may need to be removed. This should be a condition of planning permission.

Other species

Paragraph 8.5.8 lists partridge as being seen on site, though does not detail which species. Grey Partridge is our only native species of partridge, and it is declining throughout the country. It is also a Biodiversity Action Plan Priority Species. If this species is present and adverse effects from the development are likely to result, a suitable mitigation strategy should be devised.

Table 8.1 lists marsh fritillary as a potential species on site. This species of butterfly is a biodiversity Action Plan priority species and is fully protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended). The flora found on the site does not consist of foodplant species and is currently intensively managed, and we are therefore unsure as to why this species is included within the table.

Measures to enhance biodiversity

We are pleased that, following development of this site, there should be a biodiversity gain, through the use of various enhancement measures

Landscapes wildlife corridors are proposed throughout the site, which are to be supported. Sensitive management regimes for grassland, and use of native species of local provenance for wildflower seeding and tree planting are also proposed.

Whilst the details of the drainage strategy have yet to be finalised, we are satisfied that surface water runoff will be accounted for. Of the two options for carpark drainage, we would prefer the balancing pond/reedbed. This and the proposed swales, could be enhanced for wildlife without effecting their drainage functions.

A construction Environmental Management Plan (CEMP) will be prepared which will ensure that environmental risks are minimised. However, no Environmental Management Plan (EMP) has been prepared for the maintenance of the site once

operational. This should include details of managing the new wildlife corridors and the existing verges and boundary vegetation to maintain their wildlife interest. If a balancing pond or reedbed is decided upon, this should also be regularly maintained, to ensure effective drainage, and to maximise benefits to wildlife. Formation of a CEMP and EMP should be a condition of planning permission.

Measures to increase sustainability

There has been little mention of waste (presumably scoped out of the EIA), both generated from construction and during operation. This would be included in an Environmental Management System (EMS), and if there is not one for this site, an EMS should be prepared.

We are pleased that a sustainable travel plan is being devised for the site, to minimise transport impacts.

RSPB

The RSPB upholds its objection to this planning application. This letter is in response to the additional information provided in the supplementary Environmental Statement (SES) by PBTC Limited.

Whilst the RSPB acknowledges that the additional information contained within the SES does satisfactorily address a number of the comments set out in our letter dated the 23 November 2007, we believe it fails to answer all of the issues raised. The RSPB notes the consideration given to light spill from the site towards the east in 2.26 of the SES and welcomes the suggestion in 2.18 that a condition be included requiring an assessment to demonstrate that no light spill will occur. However the RSPB has concerns that there has been no consideration given to the in combination effect of the proposed development with Project Inspire. Project Inspire is considered a plan or project under the conservation (Natural Habitats&c.) Regulations 1994 even though it was approved before Crown land became subject to planning control. It is therefore evident that the Council has not been provided with sufficient information to carry out an in combination assessment within their appropriate assessment. If, after provision of wsuch information, the appropriate assessment concludes no adverse effect on the integrity of the SPA, the RSPB would be in a position to withdraw its objection to the application, subject to the above condition regarding light spill being placed on the consent.

(Second letter) Thank you for the opportunity to comment on the above report. The RSPb acknowledges that the applicant has attempted an assessment of the 'in combination' effects of the proposed development, together with other plans or projects, on the Porton Down SPA. However, we feel that the information supplied is insufficient, and in some cases inaccurate, and therefore the conclusion of no adverse effect cannot be soundly qualified.

Our detailed comments are set out in the annex attached. We hope this will assist the Council in identifying the information necessary to be able to carry out an appropriate assessment. Should you require clarification on of any of these points please contact me.

Map, Plan 3. The SPA boundary as drawn is out of date, it excludes the area known as 'The Bowl, which was recently added.

Project Inspire, paras. 2.6 & 3.14. We consider that the comments attributed to Stuart Corbett are unsubstantiated and inaccurate. Stone-curlews nest and feed adjacent to the Porton Pheasant Road. The improvements to this road are related to, and a condition of, the DSTL Project Inspire proposal. Without further basic information as to the planned improvements for the road or projected vehicle usage, it is not possible to determine the effect on Stone- Curlews.

Porton Bio Science and Technology Centre para 3.5. The information given is inaccurate and misleading. The numbers given relate to Stone Curlews breeding across central Southern England, and are not specific to Porton Down and the fringe farmland.

The Porton Pheasant Road, paras 3.11 & 3.12. It is stated that improvements to this road are a condition of Project Inspire consent. In order for an assessment of the likely impact on Stone-Curlews, the following information is required at a minimum, (i) the nature of physical works, and (ii) the anticipated increase/pattern of vehicular traffic. It is essential to include the impacts of all road improvements in order to properly assess the in combination effects of PBTC. We understand that these road improvements are integral to Project Inspire and in our view cannot be excluded from the appropriate assessment.

We were recently made aware that locations for possible housing developments have been identified in Salisbury District Council's Core Strategy- Preferred Options' consultation document published on 28th February, including sites close to the application site. Whilst we accept that these proposals are at an early stage, they are nevertheless in the public domain and should be included in the appropriate assessment. In particular, consideration should be given to the possible impacts on traffic volumes on the Porton Pheasant Road from occupiers of this major housing development.

Further information has been submitted to the authority to address the concerns of the RSPB and this has been shown to the RSPB, officers are awaiting written confirmation from the RSPB that the additional information submitted is acceptable.

Salisbury District Council Economic Development

The research and development sector is of critical importance to the economic vitality of South Wiltshire. According to the Salisbury Research Triangle Economic Impact Study carried out by the Economic Development team in 2005, the sector accounted for 10% of total employment in district through direct jobs alone. This is higher than several more visible sectors such as Tourism, which accounts for 7.5% of employment in the district. This indicates the importance of the hi-tech sector to the local economy.

The creation of the PBTC will ensure 'spin-out' companies formed from the innovations in research coming out of HPA, DSTL etc will be retained in the area and specialist knowledge and skills will not be lost. Having shared facilities and specialist infrastructure on an adjacent site will help the knowledge transfer and networking between companies which will assist in their further development.

The proposed developments at Porton Down will position South Wiltshire as one of the foremost research and science sub regions in the country, which in turn will act to attract similar companies and associated industries. The hi-tech and biotechnology sectors have been the focus for previous inward investment activity as they represent exactly the types of high value added industries we would want to bring to the area.

Bio approaches South West estimates that £354 million and 7200 staff can be attributed to the bio-technology related sector in the South West of England. Salisbury is a major contributor to these figures, accounting for approximately 23% of the biotechnology related employment in the south west. Salisbury is a relatively small part of the south west economy, accounting for just 6.7% of employment. Therefore having 23% of the entire bio-technology employees shows Salisbury to be an extremely important industry cluster in the region.

One of the key aims of the South Wiltshire Economic Partnership is for A world class Salisbury Research Triangle and Science park and work is currently being taken forward to achieve this aim with QinetiQ taking a lead.

The Salisbury Research Triangle and support for advanced technologies are priorities of the Wiltshire and Swindon Economic Strategy 2003-2008, published by the Wiltshire and Swindon Economic Partnership.

Support for the growth of the bio-technology sector is a key strategic action of the South West Regional Development Agency's Regional Economic Strategy for the South West Of England 2003-2012.

For the above reasons we believe it is of vital importance that the development proposals of Porton Bioscience and Technology Centre are taken forward to ensure that the presence of the research and development sector in South Wiltshire is consolidated and strengthened.

The development is of strategic importance to the district, county and South West as a whole. It is mentioned specifically within the developing Economic Strategy for Wiltshire as being produced by the Wiltshire Strategic Economic Partnership as well as within the economic priorities of the emerging 2008 Wiltshire LAA. Porton Down is identified in the Salisbury District LDF Preferred Options consultation document (Jan 08) as a key local strength and a prized asset. It proposes we work closely with these establishment and partners to ensure they have the room to expand and flourish in a manner which will secure a long-term future and consequent benefits to this area.

The biotechnology sector is identified in SWRDA's Regional Economic Strategy for the South West 2003-2012 as a key sector for support and growth. The SWRDA Corporate Plan 2008- 2011 to be published in Spring 08 lists

encouraging science and innovation as one of the most important things the RDA will do over the next 3 years.

South Wiltshire Economic Partnership

The South Wiltshire Economic Partnership (SWEP) would like to express their strong support for the above planning application for the development of the Porton Bioscience & Technology Centre at Porton Down.

One of the key aims of the SWEP Vision is a world class Salisbury Research Triangle and science park. As a partnership we fully recognise the contribution the SRT companies make to the local economy, the opportunities that exist for further business development and investment and the international reputation it brings to South Wiltshire.

SWEP, in supporting a world class Salisbury Research Triangle, has stated that the development of a science park is a key requirement. The development of the biotechnology and high tech industry sector is vital to the future economic prosperity of the region and will help build South Wiltshire's reputation as a centre for excellence in this field.

It is also vital that space is provided to accommodate spin-out companies created from research ideas in the district to retain skills, encourage new investment and job opportunities.

South West Regional Development Agency

The South West RDA supports the proposed development.

Salisbury has seen relatively strong economic growth in recent years. 'Spatial Implications – Place Matters'¹, an annex to the Regional Economic Strategy (RES) 2006–2015, identifies that the economy of Salisbury and its surrounding Travel To Work Area has the potential to grow by 13,600 jobs and £1.5Bn GVA between 2006 and 2026.

Central to achieving the successful and competitive businesses that will drive Salisbury's economy will be maximising opportunities in key economic sectors with high future growth potential and in which the district is relatively specialised. In this regard, supporting the growth of the Biotechnology/Bio-Medical sector has a very important role to play in ensuring that the area achieves its full economic potential.

The Porton Bioscience and Technology Centre (PTBC) is a critical component of the Biotechnology sector in the Salisbury area and the South West region as a whole.

The proposed PBTC is a key development in unlocking the opportunities presented at Porton Down for the establishment of knowledge-based companies in the Biotechnology sector, as recognised in the Spatial Annex to the RES. As

such, the proposals will help to deliver a key Strategic Objective identified in the RES, that being to promote successful and competitive businesses.

Background

The South West RDA's response is set in the context of a strong planning policy framework identified in PPG4, the Regional Spatial Strategy, Wiltshire and Swindon Structure Plan, the Salisbury Local Plan and emerging Local Development Framework and the South West RDA makes no further comment about this. However the application has been assessed on the ability of the proposals to help deliver the Regional Economic Strategy (RES) and it is within this context that our response should be considered.

Delivery of the Region's Economic Strategy (RES) 2006-2015

The RES Delivery Framework 2006-09 prioritises supporting business productivity through the development of and support for high value and growth sectors of the economy. It identifies a number of priority sectors, one of which is the Biotechnology/Bio-Medical sector. The Biotechnology sector is forecast to grow significantly to 2026 with a potential increase from 9,300 jobs in 2001 to 25,000 jobs in 2026¹. These new jobs are forecast to be located across four or five clusters of activity in the South West region, one of which is Porton Down.

Research by DTZ & ADL² names Porton Down as a particularly important location for the future development of Biotechnology. Indeed, work by Roger Tym and Partners³ relating to the economic potential of South West settlements mentions the proposals for a Bioscience Centre as a key component in ensuring that the Salisbury area achieves its full economic potential.

Therefore the South West RDA supports Porton Down in becoming one of the foremost research and science locations in the Country. The development of the Porton Bioscience and Technology Centre is fundamental to provide grow-on space for companies incubated at the Porton Down Science Park (PDSP) thus preventing further highly productive companies moving away from the area (and often, region) once they outgrow existing premises at PDSP. It will also be a catalyst to attracting related companies and organisations to the Salisbury area and the wider region.

The application's supporting information estimates that the Bioscience and Technology Centre will result in 435 full-time permanent jobs, of which 298 are new jobs created. These jobs are in general highly skilled, with around 80% being scientists or technical professionals, and are therefore of high value to the region. The centre has established strong links with academic institutions across the country and the South West RDA would encourage the embedding of further such links with Higher Education establishments within the region.

FOOTNOTES

1) The RES Delivery Framework 2006-09 identifies the provision of a suitable supply of employment space to meet the needs of new or growing businesses as central to the achievement of more competitive and successful businesses in the South West. Furthermore, 'Spatial Implications – Place Matters', an annex to the RES, indicates that a lack of employment land could pose a challenge to Salisbury meeting its full economic potential in the future.

2) Research by Roger Tym and Partners² states that; 'Both in terms of inward investment and retention of existing businesses the lack of available employment land is a key issue.' This is particularly pertinent with regard to the Biotechnology / Bio-Medical sector, in which businesses tend to have stringent requirements for sites and premises such as security, IT provision, staff availability, appropriate facilities and agglomeration effects.

The proposed Porton BioScience and Technology Centre will contribute significantly to the provision of employment space for bioscience and technology in the region.

REPRESENTATIONS

Advertisement	Yes	Expired 13/03/2008
Site Notice displayed	Yes	Expired 13/3/2008
Departure	No	
Neighbour notification	Yes	Expired 13/3/2008
Third Party responses	Yes	

Concern is expressed that there are no pavements on Church Road and that it is too narrow to pass it is currently too dangerous to walk down this road.

The Idmiston gate access was opened a few years ago for people actually living on the site but has since been in use from 6.30am for the general use of workers and this generates a large amount of traffic.

People still use the Idmiston gate even outside of hours i.e after 6pm only if the gate is physically locked does it stop traffic. There is usually one car every two minutes until 7pm when the gate is physically locked by the police. Have written to the site manager about this but no reply.

The figures for the traffic survey will be wrong therefore for the last hour until 7pm because the gate is not locked at the correct time and because of the number of cars exiting the site after 6pm.

Considers that the implications of the additional numbers of staff that would be involved merit serious consideration of the growing impact on the areas roads and lanes and general infrastructure.

Although it is understood that WCC are considering the problems arising from the development there is no positive evidence of actual decisions or actions. For example, the agreed road signs diverting heavy vehicles away from the A338 had not been erected.

Concern is expressed about the speed and volume of Porton Down traffic using Church Lane whilst it is assumed that this is being looked at by the Transport Study Group there appears to be no positive recommendations to date.

Considers further consideration of the planning application should be deferred until the problems highlighted at the Parish Council meeting have been resolved satisfactorily particularly in respect of the traffic volumes.

Query whether the traffic figures take into account the increase in traffic from the project Inspire development.

Concern is expressed about the apparent lack of a travel plan with this application. Query raised on how many cycle parking stands will be built with the application. Also queries whether pedestrians and cyclists are given priority to the site.

Concern is expressed about the lack of a cycle to work scheme on the DSTL site also concern is expressed about the lack of bus service provision.

No detail has been provided of the travel plan and how it will bring about a reduction in traffic movements.

There are no targets on what the travel plan reduction will achieve across the site. Considers that this application does not demonstrate the measures that are being taken to minimise the need for parking as stated in PPG13.

Parish Council response Yes Object

As is well known from our response to the Development Brief and Porton Master Plan IPC has serious concerns with all further development at that site. The issues are:-

highways, travel & transportation. The impact upon our villages will be severe but, not being experts in this field, we require the WCC analysis of an comment upon the submitted volumes and resolutions before we can comment.

We do note some apparent omissions, errors and discrepancies – eg there are no volume figures for vehicles travelling along the C285

Porton/Gomeldon/Winterbourne Gunner road and this road is heavily used by Porton Down traffic am & pm.

Road safety – ditto

Air quality & pollution arising from the above – ditto

Housing – location of additional planned developments will only lead to an increase in traffic through our villages from the currently designated sites of Laverstock, Old Sarum & Archers Gate, Amesbury

On site nursery/crèche facilities- not addressed here

Impact upon local schools/school places

Water abstraction (to be addressed by the Environment Agency)

Rainwater drainage (a problem today with surface water running down Manor Farm Road onto Winterslow Road (referred to in the reports as Porton Pheasant Road). Not addressed here and the covering grassland will exacerbate this, yet the issue appears not to have been addressed here- i.e installation of gullies and soakaways.

Screening of buildings. Although issue is discussed within the application there is one major view excluded from the report- that from dwellings at the eastern end of East Gomeldon Road who have a clear line of sight across some half mile to the proposed site.

Given the lack of information in key areas we therefore OBJECT to this outline application. When we are satisfied that these key areas are addressed then we may withdraw our objection.

MAIN ISSUES

Highways and access Issues

Ecology and nature conservation issues

Socio- economic issues

Local Infrastructure issues

Archaeology

Other issues

POLICY CONTEXT

The following policies of the adopted Salisbury local plan are relevant to the consideration of this application:

G1 - Sustainable development

G2 - General Development control criteria

G5 - To ensure a satisfactory means of drainage

G8 - Protection of water resources

G12 - Development within MoD land
D1 - Standard of Design
D8 - Provision of public art
CN19 - Environmental Improvement Schemes
CN21 - Archaeology
C12 - Development affecting protected species
E8B- Employment allocation at Porton Down
E19 – Enlargement of existing employment sites

PLANNING CONSIDERATIONS

Policy

Policy E8B states – Approximately 12ha of land is proposed for science- based industry and research to facilitate the implementation of the Salisbury Research Triangle (SRT) initiative at Boscombe Down (7ha) and Porton Down (5ha). Development at Porton Down will be restricted to those activities requiring the co-locational benefits of the specialist facilities and expertise available at this site, primarily research laboratories. Development at Boscombe Down will be considered more flexibly within the B1 Use Classes and the site will be the focus for shared generic uses such as a conference centre or hotel. A planning obligation will be sought in respect of public transport improvements and the development of an integrated Green Commuter Plan at both sites. The release of land at Porton Down may require the repositioning of the existing playing field. The traffic implications of any development proposed within these 2 areas will be assessed and any necessary access alterations and/or off-site highway improvements will be sought. A vehicular link between the Boscombe Down site and the E8A site will be safeguarded to ensure it is not prejudiced by development.

This site is subject to a requirement for the provision of an all-movements junction with the A303 at Folly Bottom.

Paragraph 5.17 of the local plan states – Generic facilities of relevance to both sites and uses not requiring the specific co-locational benefits of Porton Down, such as a conference centre or hotel will be expected to be located at or adjacent to the Boscombe Down complex. A planning obligation will be sought in respect of the funding and phasing of public transport including the development of a Green Commuter Plan. Issues to be addressed in the Green Commuter Plan should include the potential for the reopening of Porton Station and a bus link to the Porton site, bus links between the two sites and to Salisbury, car sharing initiatives, limits to the provision of car parking and facilities for walkers and cyclists. A development brief will be prepared for the land supporting the SRT initiative, which will incorporate issues such as highway improvements, landscaping, phasing and design.

Since the local plan policy was written an 18/84 application was received for the project Inspire development which provided a new headquarters building at DSTL

at Porton Down many of the issues brought up under paragraph 5.17 have now therefore been addressed. In particular –

The issue of a new railway station at Porton was looked into at the time of the 18/84 application and a number of issues were raised preventing the station reopening. These included the prohibitive cost of reopening the station. The fact that it was likely that the station would attract a significant number of extra commuters from stations such as Grateley through Porton village and the fact that the land is not presently available at Porton for a station. For these reasons the station was not pursued as much of the much larger Project Inspire proposal.

An informative would be appropriate on this outline application to suggest the ratio of car parking spaces that will be acceptable to the local planning authority in the future (see highways section below)

Bus services have already been secured as part of the S106 agreement that was signed as part of the Project Inspire development and such services are due to run between Salisbury and Porton.

Similarly all the agencies at Porton Down are due to sign up shortly as part of the Project Inspire proposal to a green travel plan which will tie the agencies in to sustainable patterns it would be a requirement of this application that PBTC are also signed up to the travel plan.

The EIA submitted with the application covers the following topics –

- Landscape and visual Impact
- Ecology
- Archaeology and Heritage
- Socio-economic
- Transport and Highways
- Water Management.

These topics are covered in more detail below.

The conclusions of the EIA submitted with the proposal are that the development “would give rise to more significant benefits than dis-benefits, to the environment, to the local community, to the Region and potentially to the national economy”

The EIA concludes by saying that –

The long term implications of developing the site in the manner proposed would be wholly beneficial. The benefits would include enhancing the prospects for economic development of the area; improvements to and an increase in the landscape quality of the area; habitat development; adding to the body of knowledge of the archaeology of the area; creating a more sustainable approach to travel to work patterns in the area; the improvement of groundwater conditions and quality and the provision of employment benefits to the community.

Highways and access

Perhaps one of the most important aspects of any new planning proposal at Porton Down is the impact that, that proposal will have on the environment and the surrounding road and highway infrastructure through it's vehicular movements and travel patterns. It is therefore important to ensure that the number of single occupancy vehicular borne movements is kept to it's minimum whilst bearing in mind that the principle of a science park located at this site has already largely been accepted via its inclusion in the local plan, and that this application is only in outline form to consider the access into the site.

Members will recall that a notice of proposed development under circular 18/84 was received previously (see site history above) for what was known as Project Inspire This was the building of the headquarters and associated development for DSTL at Porton Down. This project is well under way with a substantial part of the construction complete. Members will also recall as part of this development a substantial package of measures was agreed in order to improve and protect the surrounding road infrastructure.

In summary these measures included -

Developing a green travel plan as part of the masterplan for Porton Down which encourages methods of travel to work other than by car.

To provide a shuttle bus service to the DSTL site between agreed locations to commence at first occupation of the new building.

To promote car-sharing for commuter and business journeys.

To seek active car park management that rewards car-share and motorcycle users.

To coordinate travel arrangements with the Health Protection Agency (HPA).

To fund works to provide traffic light control signals at the Winterslow Road railway arch.

To restrict the levels of traffic using the Idmiston railway arch to levels previously agreed with Wiltshire County Council and the district.

DSTL to pay for a traffic regulation order that may be required to govern the level of traffic that travels to or from the site from the Gomeldon or Idmiston roads.

The highways authority will monitor the junction onto the A30 road at the Pheasant Road junction for the second year following occupation. If delays to traffic regularly exceed a time to be agreed between the parties at the evening peak then signal controls may be required to be installed at the expense of DSTL.

The new development (project Inspire) will provide for junction improvements at the Manor Farm Road/ Pheasant Road junction, which shall have capacity for at least 10 years after its construction.

DSTL will within one year of the development make good the unadopted part of the Pheasant Road in full.

The new science park intends to utilise these improvements that are already tied into a legal agreement at the site as part of its proposal however in addition Wiltshire County Council highways have requested the following requirements to be incorporated into any S106 legal agreement which the Health Protection Agency will also need to be party to.

During any construction on site, the developer shall endeavour to ensure that construction vehicles only access the site via the A30 and the Manor Farm Road access. The conditions put to DSTL in the S106 agreement under Schedule 4 must also be applied to PBTC. The same requirement as was applied to the DSTL application will be applied to this application to ensure that construction vehicles access the site from the A30 rather than through the villages.

The umbrella organisation PBTC and all the companies on the site including the HPA are to commit fully to the policies and provisions in the site Travel Plan which is in development for the whole of the Porton Down campus. Members may be aware that since the adoption of the masterplan for this site there is a site wide travel plan which all three organisations at Porton Down are signed up to and which contains requirements for reducing the amount of single occupancy car borne traffic at the site. The commitments contained within the travel plan will mean that the amount of single occupancy car borne traffic will be minimised.

The development shall not be occupied until after Porton Pheasant Road is reconstructed by DSTL except for up to an initial 100 staff who will be allowed to transfer to the new location from the existing Tetricus Incubator space on the DSTL site. This would be on condition that the existing space then remains unoccupied by Tetricus or PBTC until the works on Pheasant Road are complete.

As is noted above, the original project Inspire required within one year of completion the road to Porton Down (Pheasant Road) to be upgraded and resurfaced in order that it can accommodate the amount of traffic that was envisaged with that proposal. The need not to allow any further increase in numbers of staff at the Porton Down site is clear and therefore apart from allowing the existing 100 staff who are already part of the applicants company and who already work on site to transfer over no further increase in staff should be allowed until the road has been upgraded as part of the project Inspire proposals.

If TRO (traffic regulation order) has not been implemented In line with DSTL's S106 agreement (schedule 2, clause 1.4) This condition (including the contribution for up to £35,000) is to be transferred to PBTC for a period of 5 years after the first occupation (excluding the initial staff who transfer from the current Tetricus site) in order to deal with issues that arise due to traffic from PBTC.

There is provision within the legal agreement signed by DSTL to provide for a traffic regulation order (TRO) if traffic levels exceed a certain level on the Gomeldon and Idmiston roads. If the DSTL application does not trigger the need for this then there is the potential for this application to do so and as such it is considered reasonable to request the payment towards the traffic regulation order.

DSTL has agreed to provide up to £225,000 towards the costs of designing and installing traffic signals at the A30/Pheasant Road junction. The junction upgrade is being made necessary as a result of the developments at Porton Down so we will expect the rest of the cost of installation to be borne by PBTC. Agreement has been reached with PBTC that they will meet the additional costs of undertaking the work, subject to agreeing a design form for the junction at the S106 stage, but PBTC would have no liability for any future variations to the design in the S106 which would exceed the original costs by more than 5%.

The traffic lights that are due to be installed at the A30/Pheasant road junction could well exceed the £225,000 that has been allocated by DSTL and therefore WCC are requesting further monies towards the provision of that traffic light junction for any costs incurred over and above that already provided for by DSTL. This is something that has been agreed to by the applicants subject the provisions above.

The only other issue that needs raising at the moment is car parking. The exact amount of car parking can be set at the detailed submission stage as it is not clear yet what proportion of companies will be B1(a) and what proportion B1(b). The agreed maximum car parking level of 1/40 is acceptable as a starter as this falls between the parking standards for the two classes.

Parking provision is clearly an important consideration as it is directly related to the amount of vehicles that will then be able to access the site. Whilst exact levels of car parking provision can be agreed at the detailed stage (this is an outline application only) WCC highways are suggesting that a ratio 1 parking space for every 40m² would be appropriate as this falls within the existing guidelines contained within the current SDC local plan for developments of this size.

Members should bear in mind that this application is in outline form only and considers the access only to the site. The access which will be on to Manor Farm Road is considered to be entirely appropriate and the precise form of this access can be agreed at the detailed stage. A further pedestrian access is proposed to the North West of the site close to where the site adjoins DSTL. These accesses are considered to be appropriate to the site.

Idmiston parish council have raised a number of concerns/objections relating to the development of this site and indeed residents have raised concerns regarding the amount of traffic that will access the site. These are fair and reasonable concerns, as inevitably any major new development at Porton Down will increase traffic levels on the surrounding road infrastructure. The problems with traffic in and around villages surrounding Porton Down come down to one primarily of principle. If the principle of a new large development at Porton Down is accepted (which it has partially been through the site's allocation in the local plan), then what has to be ensured through any development such as this is that suitable mitigating measures are in place to prevent unreasonable levels of traffic entering Porton and the surrounding villages. It is considered by officers that the measures that are currently being put in place in the green travel plan and through the working group are sufficient to ensure that the effects of any further development are ameliorated. It is considered that the combination of measures put forward by

WCC, those already in place through the existing legal agreement with DSTL and the work being carried out on the travel plan will ensure that the impact in traffic terms will wherever possible be minimised for the residents of those villages and is acceptable in the context of this application.

New bus services to the Porton Down site are to be provided as part of the project Inspire proposal and therefore this application will link into those proposals.

Landscape and visual impact

The landscape around the site is designated as a Special Landscape Area in the local plan and as such it is important to consider the impact that this proposal will have upon that landscape. Although the impact on the landscape of the proposal would have been considered at the time of the original designation and will be considered again as the design and exact siting of individual buildings are considered it is none the less important to consider this at the outline stage as well.

The area is surrounded predominantly by a mixture of arable farmland and grassland habitats as such the landscape is relatively open and views in some parts are extensive. The site itself is placed on what is currently farmed land on a relatively flat site that slopes to the North. Porton Down is by its nature relatively secluded and therefore public views of the site are reasonably scarce. None the less there will be some views and these have to be considered as part of the development's effect on the landscape.

The primary public views of the site are those from the Pheasant Road which runs up to Porton Down and there would be views of the site from here albeit long distance ones. They would be similar to the views of the present Project inspire building the view of which is clearer at certain points along the road than others. It is not considered by officers that there would be a significant detriment to the surrounding landscape through the provision of this proposal.

The applicants EIA (Environmental Impact Assessment) goes into this issue in some depth and considers the impact on the landscape from a number of different vantage points including importantly the Pheasant Road but also from one of the nearest High points (Figsbury Ring) and High Post as well as the road around Boscombe Down. Having assessed the information provided within the EIA officers consider that there will be effects on the surrounding landscape but that these effects are largely able to be mitigated through suitable landscaping and would therefore not be sufficient to warrant effusing planning permission.

Concerns are expressed that the view from the Eastern end of Gomeldon road have not been considered within the applicants submission. Those properties at the Eastern end of Gomeldon road would have a view of the site but this would as most of the other views be a distant view therefore whilst residents could see the site it is unlikely to have any significant impact on their amenities. Members should also be aware that there is no right to a view from an individuals property in planning law.

Ecology and nature conservation

Porton Down comprises areas of land that are designated as a site of Special Scientific Interest (SSSI) notified under the Wildlife and Countryside Act 1981 (as amended). Porton Down is also a Special Protection Area (SPA) under EC Directive 79/409 on the Conservation of Wild Birds and a Special Area of Conservation (SAC) designated under the Habitat Regulations 1994. Porton Down is a habitat for many European protected species including 10% of the British Stone Curlew population, various species of bat and 20% of Britain's juniper population along with various types of orchid

Under the Habitat Regulations 1994, any development with the potential to affect a Special Area of Conservation and its designated species must be subject to strict scrutiny by the decision maker, in this case the LPA. The same is true for a Special protection area (SPA) The Authority should not permit any development, which would have an adverse effect on the integrity of the Porton Down SAC/SPA, alone or in combination with other developments, unless certain tests are met.

The Porton Down SPA and Salisbury plain SAC are important predominantly for their bird species in particular the SPA contains 10% of the Country's population of Stone Curlew which is a nationally important species of bird, whilst the Salisbury Plain SAC contains species of Quail, Hen harrier and Hobby (a type of falcon). It also contains the Marsh fritillary Butterfly all of these are important species for which the SAC has been designated.

Officers have assessed this proposed development by itself and in combination with other developments both proposed and under construction, Such developments include the Project Inspire building which is presently being constructed as DSTL's headquarters and also the proposed road improvements along the Pheasant road which are to be carried out within a year of the headquarters building becoming operational. Having considered these developments in combination with those of the proposal, the subject of this application, Officers concluded that an appropriate assessment was required to be undertaken in relation to this application. Officers considered that the proposals in combination had the potential to have an effect on the SAC/SPA and as such an appropriate assessment was required.

Officers have carried out an appropriate assessment of the proposal in combination with other developments in the area and concluded that although inevitably there will be effects on the SPA particularly in terms of noise and disturbance and most noticeably during the building process mitigation measures proposed by the applicants will help prevent the worst of these effects and given that this is an outline planning permission conditions can be imposed to instigate these mitigation measures. It is therefore considered that the proposal will not either by itself or in combination with other proposed developments including the DSTL headquarters building and the proposed Pheasant road improvements have a significant adverse cumulative impact upon the SAC/SPA and its objectives and habitats.

Any appropriate assessment has to be sent to Natural England for their comment and at the time of writing we were awaiting confirmation from Natural England that the appropriate assessment was acceptable although it is anticipated that a response will have been received by the time of committee. The officer recommendation is therefore subject to Natural England raising no objections.

Socio- economic impact

Local Plan policy E8B identifies this site as one that is suitable for the establishment of a science park. At the time that the local plan was written this was being promoted as the Salisbury research triangle (the triangle being the HPA, DSTL and Quinetic at Boscombe Down). The need for a Wiltshire Science Park was identified at this stage and has been continued with the inclusion of this site in the local plan.

The councils own economic development department has stated that -
“The development is of strategic importance to the district, county and South West as a whole. It is mentioned specifically within the developing Economic Strategy for Wiltshire as being produced by the Wiltshire Strategic Economic Partnership as well as within the economic priorities of the emerging 2008 Wiltshire LAA. Porton Down is identified in the Salisbury District LDF Preferred Options consultation document (Jan 08) as a key local strength and a prized asset. It proposes we work closely with these establishment and partners to ensure they have the room to expand and flourish in a manner which will secure a long-term future and consequent benefits to this area.”

The applicant has identified that stage one of the project (the stage under consideration) will have an additional economic output impact of £109 million and that the project as a whole will create a total of 435 full time jobs of which 298 will be full time jobs.

It is clear that the project has been a long held aspiration of this council and wider County and regional agencies. It has the clear support of these agencies and has the potential to provide a world class centre for bioscience and technology related research it has the ability to provide a significant number of jobs and have a very significant positive economic impact. As such it is considered that significant weight must be attached to this aspect of the application when considering the benefits and disbenefits of the scheme as a whole.

The applicants own EIA submitted with this application identifies a number of long term benefits from this proposal including that it promotes further the development of the Salisbury Research Triangle, that it will secure further high quality employment in the area and a major benefit will be that it will secure Improvements to Porton Down as a location for quality investment and research and development.

Water management

The submitted EIA contains a section on Water Management which addresses the potential impacts and effects of the proposed development in relation to the water environment within and surrounding the application site. The assessment concludes that providing the recommended methodologies and mitigation measures are adopted during the design and construction phase then the proposed development should have no significant adverse impact on the local water environment in terms of quality flood risk and resource availability.

Members should note the comments of the environment agency who raise no objections to this scheme and consider that the water management proposals to be acceptable (subject to condition). Officers have assessed the relevant section of the EIA and considered the environment Agency's comments and are of the opinion that there would be no significant adverse impact on the water environment from this proposal.

Local infrastructure

Concerns over the ability of the local infrastructure to cope with the additional impact of this development have been raised by the parish council. These include concerns over local housing which is currently being built at Old Sarum, Laverstock and H9/Archers Gate which is situated in places where there will be increased use of the roads through the villages to access the site. This is the certainly the case, however this is where the housing sites are and there is little that can be done to change where the existing allocated sites are located. The concerns of the parish council as regards to the location of housing in relation to Porton Down are well known and are being taken forward by the councils forward planning department in future allocation considerations. It should be pointed out that those employees looking to live in Laverstock may well travel up the A30 therefore avoiding the villages. The location of the allocated housing sites and the location of this allocated site for a science park have been known for a long time and the allocation of these sites in the local plan cannot be revisited through this planning application. The science park is closely linked to other activities that take place at Porton Down and therefore it cannot be easily moved elsewhere, bearing this in mind it is considered that little can be done at this stage about the housing allocations and the location of the Science Park. As stated above in the highways and access section of this report officers consider that providing appropriate mitigation measures are put in place with regards to traffic and highways (such as the road improvements, the green travel plan etc) this adequately addresses this issue. Extra bus services are to be provided as part of the Project Inspire proposal.

On site crèche and play facilities are being dealt with by both of the other two organisations at Porton Down and it is understood that it is their intention to significantly increase the size of the existing crèche facility that is provided by HPA at present in order that it can accommodate the increased needs of DSTL .

Schools and school places and the numbers of places available were taken into account in the original designation of the site when the local plan was published.

Archaeology

An archaeological survey has been carried out of the area to be developed and no features of archaeological importance were found. All features were found to be of natural origin as such. The County archaeologist has stated that there is no need for any further investigation at the site.

CONCLUSION

In conclusion the proposal is the first stage in the creation of a science park that has been a long held ambition of this council as well as County and regional agencies. The proposal has the ability to create a world class leading bio science facility that will provide a significant number of jobs, and considerable investment to South Wiltshire and the wider area. The proposal is one which has been allocated in the Salisbury District Local Plan (retained policies) for a significant period of time and in the more recently adopted Porton Down masterplan as such the proposal is considered to comply with the saved policies in the adopted local plan

Inevitably there will be drawbacks to the proposal in terms of an increase in vehicular traffic, and additional pressure on infrastructure in the local area but officers consider that providing the highways measures as stated above are included in any grant of planning permission these should be sufficient to mitigate any substantive impact.

Recommend: Subject to confirmation from Natural England that the Appropriate Assessment is acceptable and following completion of a legal agreement to include the following –

An agreement to ensure that construction vehicles only access the site via the A30 and the Manor Farm Road access. In line with that achieved under our SDC reference S/2006/0107 (project Inspire).

A commitment for PBTC along with all the companies on the site to commit fully to the policies and provisions in the site Travel Plan which is in development for the whole of the Porton Down campus.

The development shall not be occupied until after Porton Pheasant Road is reconstructed by DSTL except for up to an initial 100 staff who will be allowed to transfer to the new location from the existing Tetricus Incubator space on the DSTL site. This would be on condition that the existing space then remains unoccupied by Tetricus or PBTC until the works on Pheasant Road are complete.

If a Traffic Regulation Order has not been implemented In line with DSTL's S106 agreement (schedule 2, clause 1.4) This condition (including the contribution for up to £35,000) is to be transferred to PBTC for a period of 5 years after the first occupation (excluding the initial staff who transfer from the current Tetricus site) in order to deal with issues that arise due to traffic from PBTC.

DSTL has agreed to provide up to £225,000 towards the costs of designing and installing traffic signals at the A30/Pheasant Road junction. The junction upgrade is being made necessary as a result of the developments at Porton Down the rest of the cost of installation to be borne by PBTC. PBTC would have no liability for any future variations to the design in the S106 which would exceed the original costs by more than 5%.

APPROVE for the following reasons:

The proposal it is considered would comply with Policy E8B of the Saved local plan policies in that it would create a new science park that has the potential to provide a significant number of new jobs and is provided for in the Porton Down Masterplan saved SPG. It is considered that the conditions and measures to be included in the legal agreement provide adequate mitigation in transport terms for the proposal.

And subject to the following conditions –

(1) Approval of the details of the siting, design and external appearance of the buildings, and the landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced. (A01A)

(1) This permission is in outline only and is granted under the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 3(1) of the Town and Country Planning (General Development Procedure) Order, 1995 as amended

(2) Plans and particulars of the reserved matters referred to in condition A01A above, relating to the siting, design and external appearance of any buildings to be erected, and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved. (A02A)

(2) This permission is in outline only and is granted under the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 3(1) of the Town and Country Planning (General Development Procedure) Order, 1995 as amended

(3) Application for approval of the first of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and all reserved matters shall be submitted by the 1/1/2016 (A03A)

(3) This permission is in outline only and is granted under the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 3(1) of the Town and Country Planning (General Development Procedure) Order, 1995 as amended

(4) The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two

years from the date of approval of the last of the first of the reserved matters to be approved,.

(4) This permission is in outline only and is granted under the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 3(1) of the Town and Country Planning (General Development Procedure) Order, 1995 as amended by section 51 (2) of the Planning and Compulsory purchase Act 2004..(0001 AMENDED)

(5) Prior the submission of the first of the reserved matters applications, the applicant shall submit to, and have approved in writing by, the Local Planning Authority a Design Code setting out block layouts, highway treatments, design forms, landscape strategy, and lighting and the developments shall subsequently accord with the approved principles, details and designs set out within the design code.

(5) To ensure that a development of this scale appropriately reflects the scale, design and appearance of its landscape context in the interests of landscape and visual amenity.

(6) The details of all lighting proposals, including street lighting, lighting for footpaths, and parking areas including the intensity of the lighting and design for light columns shall be submitted to, and approved in writing by the Local Planning Authority prior to the development of each phase of development, and the works shall subsequently accord with the approved scheme.

(6) To ensure that the lighting scheme respects the overall design qualities required from the development and to minimise impact of the lighting scheme upon both the SPA and Stone Curlew population and upon the landscape in the interests of visual amenity.

(7) Before the first development of each subsequent reserved matters application, a schedule of external facing materials relating to that reserved matters application shall be submitted, and where so required by the Local Planning Authority, sample panels of the external finishes shall be constructed on site, and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

(7)To secure a harmonious form of development

(8) No development within each subsequent reserved matters submission shall take place until full details of the requirements of that reserved matters submission site in terms of both hard and soft landscape works, to include the phasing of implementation, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to the first use of the development hereby permitted. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, refuse or other storage units, signs, lighting etc): proposed and existing functional services above and

below ground (eg. Drainage, power, communications cables, pipelines etc. indicating lines, manholes supports etc).

(8) To enable the Local Planning Authority to secure a satisfactory standard of design and implementation for the landscaping of the proposed development, in the interests of visual amenity.

(9) No works or development within each subsequent reserved matters submission shall take place until full details of the requirements of that reserved matters submission in terms of all proposed tree planting and the proposed times of planting, have been approved in writing by the Local Planning Authority and all tree planting shall be carried out in accordance with those details and at those times.

(9) To ensure the satisfactory establishment of the approved scheme for the landscaping of the site.

(10) The development shall strictly accord with the approved Code of Construction Management. Additional details will be submitted to, and approved in writing prior to the commencement of each reserved matter application setting out the provision for staff car parking away from adopted roads, together with precise location of stored materials, the provision of noise attenuation measures, dust management and wheel washing facilities where necessary, and the construction process shall subsequently accord with the approved working practices.

(10) In order to protect the residential amenity of adjoining residents.

(11) No construction work (excluding the internal fitting out of dwellings), nor the movement of spoil from site shall take place outside the hours of 0700- 2000, Monday to Thursday 0700- 1800 on Friday, 0800 - 1300 on Saturday and at no time on Sundays and Bank holidays.

(11) In order to protect residential amenity)

(12) No development shall commence until a scheme for the provision of recycling facilities, including siting, surfacing, means of access and timing of provision has been submitted to, and approved in writing by the Local Planning Authority, and development shall subsequently accord with the approved scheme.

(12) To ensure that the development delivers sustainable land use planning.

(13) Prior to the commencement of development, full details of the road layout and construction shall be submitted to, and approved in writing by, the Local Planning Authority. These details shall include longitudinal sections, typical cross sections, street lighting and road drainage. The development shall thereafter be carried out in accordance with the approved details and no building shall be occupied until that part of the access road which serves it has been constructed up to and including bindercourse (basecourse) surfacing in accordance with the approved details.

(13) In the interests of highway safety and to ensure that an adequate means of access is available when the building(s) are occupied.

(14) The premises shall be used for B1 use class and for no other purpose (including any other purpose in class B1 of the schedule to the Town and Country planning (use classes) order 1987 as amended by the use classes order amendment 2005, or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification).

(14) To enable the local planning authority to exercise control over the use of the premises in the interests of regulating any alternative kinds of B1 use activities or operations which are not justified by this sites location at Porton Down.

(15) No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water run-off limitation, to include Sustainable Drainage Systems in accordance with the Environmental Statement (Chapter 12 – Water Management), has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved programme and details.

15) To prevent the increased risk of flooding.

16) No development approved by this permission shall commence until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.

16) In the interests of sustainable development and prudent use of natural resources.

17) No development approved by this permission shall be commenced until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The measures included in the CEMP shall reflect those contained in the submitted Environmental Statement. The CEMP shall also include the following:

- Measures to prevent environmental pollution to watercourses during construction.
- Measures to avoid negative impacts on protected species and habitats
- Methods of operation to avoid or minimise environmental impacts, and measures to reduce impacts when no construction is taking place (such as through sensitive lighting and protecting work areas from access by wildlife).
- Measures to avoid noise and disturbance to local residents at Porton Down during construction.

Development shall be carried out in accordance with the CEMP.

17) To avoid negative impacts upon the environmental resource.

(18) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings is are occupied. Development shall be carried out in accordance with the approved details.

(18) To enable the Local Planning Authority to secure the satisfactory treatment of the boundaries in the interests of visual amenity and/or neighbouring premises.

(19) Details of the mitigation measures to be used in order to minimise any residual negative effects on the SPA/SAC both during and after construction as detailed on page 34 point 8.8.1 to 8.8.7 of the environmental assessment shall be submitted to and approved in writing prior to the commencement of development. Any details as approved shall be carried out in accordance with the scheme submitted.

(19) In order to mitigate any adverse impacts on the SAC/SPA/SSSI.

INFORMATIVE

The development should include water efficient appliances, fittings and systems in order to contribute to reduced water demand in the area. These should include, as a minimum, dual-flush toilets, water butts, spray taps, low flow showers (no power showers) and white goods (where installed) with the maximum water efficiency rating.

The submitted scheme should consist of a detailed list and description (including capacities, water consumption rates etc. where applicable) of water saving measures to be employed within the development. Applicants should visit www.environment-agency.gov.uk for detailed information on water saving measures. A scheme of water efficiency should be submitted in accordance with the information supplied on the website.

Sustainable Construction

We strongly recommend that the proposed development includes sustainable design and construction measures. In a sustainable building minimal natural resources and renewables are used during construction and the efficient use of energy is achieved during subsequent use. This reduces greenhouse gas emissions and helps to limit and adapt to climate change. Running costs of the building can also be significantly reduced.

Informative

The council considers an appropriate level of car parking for this development to be 1 parking space per 40 m² and will expect reserved matters in relation to parking to accord with this level of provision.

And in accordance with the following policy/policies of the adopted Salisbury District Local Plan:

Policy G1 - Sustainable development
G2 - General Development control criteria
G5 - To ensure a satisfactory means of drainage
G8 - Protection of water resources
G12 - Development within MoD land
D1 - Standard of Design
D8 - Provision of public art

CN19 - Environmental Improvement Schemes
CN21 - Archaeology
C12 - Development affecting protected species
E8B- Employment allocation at Porton Down
E19 – Enlargement of existing employment sites