

Porton BioScience & Technology Centre



Development Brief

PBTC Ltd

February 2007



Porton BioScience and Technology Centre

Development Brief

on behalf of

PBTC Ltd

Prepared by



DPDS Consulting Group

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1.0 Introduction

Background

- 1.1 This Planning and Development Brief (The Brief) has been prepared by DPDS Consulting Group acting on behalf of Porton BioScience and Technology Centre (PBTC) with advice from officers of Salisbury District Council. It relates to the Bioscience and Technology Centre which is proposed to be developed at Porton Down.
- 1.2 The Brief will be adopted by Salisbury District Council as Supplementary Planning Guidance (SPG) (or as a Supplementary Planning Document (SPD) and will be used to guide all new planning applications on the PBTC site. The preparation of a Development Brief is a requirement of the Local Plan policy.
- 1.3 The Brief will clarify the policies of the Local Plan, inform the relevant parties of the constraints and opportunities of the site and aid the preparation of future planning applications. A Master Plan has been prepared that offers guidance for future development at the whole Porton Down site, and provides the context within which this Development Brief is set. The Porton Down Master Plan indicates the general principles that should be applied to any detailed planning applications.
- 1.4 The Porton Down site is currently home to the Defence Science and Technology Laboratory (Dstl), the Centre for Emergency Preparedness and Response (CEPR) which is part of the Health Protection Agency (HPA) and the Porton Down Science Park. These three organisations operate as entirely separate concerns. The proposed Porton Bioscience and Technology Centre (PBTC) will be located on the Porton Down site and will form part of this complex of uses.

Plan 1 Site location plan



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Purpose of the Brief

- 1.5 The Brief supplements existing Local Plan policies for the site, including Policy E8B of the adopted Salisbury District Local Plan. This policy proposes 12 hectares of land at Boscombe Down and Porton Down for science-based industry and research. 5 hectares is allocated at Porton Down with a further 5 hectares identified in the explanatory text for future expansion if required. This Brief sets out a more detailed framework for the development of the site and as Supplementary Planning Guidance will be a material consideration in determining planning applications.
- 1.6 The Brief is intended to:
- set out design principles for the site so as to protect and enhance (where possible) the ecological and historical characteristics of the area;
 - clarify policies and their application to the site;
 - provide a clear vision for the future of the site as it develops and grows, emphasising the importance of phasing the development in the short to long term;
 - offer possible solutions to access/transportation issues;
 - be considered in conjunction with the Porton Down Master Plan document that complements this Development Brief; and
 - provide detailed guidance as to how development of the site will conform to the Porton Down Master Plan.
- 1.7 The long term aspiration for PBTC Ltd is to pursue a programme of improvement and development of the site. This will be achieved through a series of planned phases, as part of the long term strategy to create a new Porton Down Bioscience and Technology Centre. This will incorporate elements of both business incubation facilities and a science park, with an emphasis on bioscience and other technologies that are complementary activities to the existing uses.
- 1.8 The development at Porton Down must be capable of continuing the process of evolutionary change to reflect market conditions and new technologies as well as being able to respond to the needs of the

occupiers. The development of the Porton Down site represents one of the biggest long-term economic investment opportunities for the south Wiltshire economy.

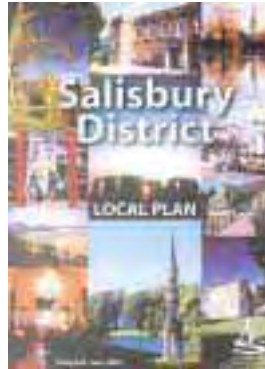
- 1.9 Ministerial approval and government commitment to research and development in the area will reinforce the area as a major centre for technology and life science expertise in the region. This is reflected in the substantial investment and development of the Dstl corporate HQ at Porton Down together with the continuing development of CEPR as a major centre of life science research.
- 1.10 The proposals for Porton Down are in line with the objectives of the South West Regional Development Agency (SWRDA) in encouraging new enterprise and the promotion of innovation in the area, and importantly, in line with proposals in the draft Regional Spatial Strategy (RSS). The RSS will be part of the new development plan system at the strategic level and will eventually replace the Regional Planning Guidance for the South West and the Wiltshire Structure Plan.



Indicative building for a science park

2.0 Planning Policy Framework

2.1 This Development Brief relates to the land allocated in the adopted Salisbury Local Plan for development for science based industry and research (Policy EB8), and should be cross-referenced to other relevant policies in that Plan. The policies are summarised below.



2.2 Section 54A of the Town and Country Planning Act 1990 (as amended by the Planning and Compulsory Purchase Act 2004) requires that any planning application shall be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan currently comprises the approved Wiltshire Structure Plan (2001) and the adopted Local Plan (2003) which both cover the period to 2011.

National guidance

2.3 National Policy is contained in Planning Policy Guidance (PPG) and Planning Policy Statements (PPS). The most relevant include:

PPG4 Planning and Small Business

This sets out the government's aims to encourage continued economic development in a way which is compatible with its stated environmental objectives.

PPS 7 Sustainable Development in Rural Areas

This sets out planning policies to ensure that development in rural areas is sustainable with enhanced economic development and services.

PPS9 Biodiversity and Geological Conservation

This sets out planning policies on the protection of biodiversity and geological conservation through the planning system (August 2005).

PPG13 Transport

This sets out national policy which emphasises the inter-relationship between land use and transport planning as a means of reducing the growth in length and number of motorised journeys, encouraging

alternative means of travel that have less environmental impact, and hence reducing reliance on the private car (March 1994).

PPG15 Planning and the Historic Environment

Both this and PPG16 set out guidelines for the development of areas that could be historically or archaeologically sensitive.

PPG16 Archaeology and Planning

This sets out policy on archaeological remains on land, and how they should be preserved or recorded.



PPS23 Planning and Pollution Control

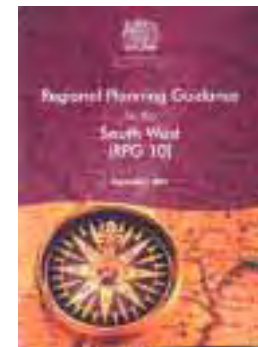
This sets out planning policies on ensuring development considers impacts from pollution.

PPS 25 Development and Flood Risk

It is recognised that development will increase run-off and this must be fully addressed as part of any future development.

Regional guidance

2.4 South West Regional Planning Guidance (RPG10) recognises the need for economic investment in the South West and the balance that needs to be found between economic investment and ecology/archaeology within the sustainable development criteria.



2.5 The draft RSS for the South West notes the importance of *“harnessing the opportunities offered by proximity to key knowledge intensive institutions...”* and indicates that *“LDDs should make adequate provision enabling ‘spin offs’ and businesses related to these bodies to develop through the identification of sites for ‘science parks’ technology centres and incubator units etc.”* (Regional Assembly meeting 10 March 2006), (Para 8.2.2).

Local Plan

2.6 The adopted Salisbury District Local Plan, 2003, identifies the Porton Down site as an area with the potential for the development of a South Wiltshire Science Park and the associated economic benefits it would bring to the surrounding area. The key elements of the employment policy is set out here but the full text is included in Appendix 1. The list of all relevant policies is set out below.

2.7 The adopted Salisbury Local Plan contains policy E8B, which notes with respect to Porton Down:

“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 of 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.

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”.

2.8 By the time the Local Plan was adopted with the policy outlined above, certain key changes had taken place which have been recognised by the District council. These have influenced the preparation of this Brief and include:

- (i) the changes to Defence Evaluation and Research Agency (DERA) that took place in July 2001 leading to the creation of QinetiQ and Dstl;
- (ii) the fact that the Salisbury Research Triangle (SRT) could no longer be considered “a single entity”;

- (iii) the need for development briefs as separate documents for Boscombe Down and Porton Down;
- (iv) that the proposed location of the PBTC site would be close to the existing security gate and not on the sports field.

Local Plan policies of relevance

General policies

- G1 Sustainable Development
- G2 General criteria for development
- G8 Groundwater protection
- G9 Planning obligations
- G12 Development in MOD establishments

Design policies

- D1 Extensive development proposals
- D7 Site Analysis requirement

Conservation policies

- CN20 Protection of archaeological features
- CN21 Archaeological evaluation
- CN22 Protection of archaeology in situ
- C1 Protect natural beauty of District
- C6 Criteria for development in Special Landscape Areas
- C8 Loss of trees and hedges
- C10 Sites of Special Scientific interest
- C11 Local nature conservation sites
- C13 Enhance existing habitat

Transportation policies

- TR1 Sustainable transportation
- TR11 Parking standards
- TR12 Criteria for major new development
- TR14 Cycle parking standards



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3.0 The site and its context

The site

- 3.1 The Porton Down Bioscience and Technology Centre (PBTC) site lies to the east of Porton Village and forms part of the MOD land holdings and farm at Porton Down. The site now forms part of the Dstl land holding but is also adjacent to land currently used by HPA.
- 3.2 The site comprises primarily agricultural land with some fields in use as pasture and other fields in arable production. It extends to 5 hectares (which is the allocation) with a further 5 hectares in reserve for future needs.
- 3.3 The site is bordered on three sides by roads - Church Road which leads on to Idmiston Arch Road to the north, Blackbarn Road (generally closed) to the east, and Manor Farm Road, an access road leading into the existing site, to the west. The southern boundary is as yet only defined by 'a field' boundary. Plan 2 shows the relationship of the site to the two main research locations of Dstl and CEPR. Part of the CEPR site extends on to the east side of Manor Farm Road and forms a projection of built development known as the White Hut site around which the PBTC will be constructed. The nearest settlements are Porton village and



Looking towards north boundary from Blackbarn Road - (DSTL buildings behind trees).

Idmiston, both of which are separated from the site by the railway line which is on an embankment. The PBTC site will relate closely to the outlying development at the CEPR site, although they are separate developments. (Although it must be assumed that the CEPR White Hut site will be redeveloped in the near future as it comprises mainly wartime single storey buildings). The PBTC site extends northwards on falling land towards the main developed complex of the Dstl site.

Landscape character

- 3.4 The proposed PBTC site is located on a sloping area of land approximately 100m above sea level. To the north of the site the land is relatively level, eventually dropping down to the valley of the River Bourne towards Boscombe, Allington and Newton Tony. To the north east the land gradually rises towards Tower Hill (172 m AOD) and Isle of Wight Hill. The land rises steeply to the south, to heights of 158m AOD and 162m AOD at Battery Hill.



Looking south - showing slope of site.

3.5 There are very few routes close to the PBTC site which are public rights of way because most of the land around the site is closed to the public due to MOD activities. However, the Pheasant Road is used by the public and parts of the PBTC development may be visible from this road. In addition, the whole site will be visible to visitors and people employed at Dstl, CEPR and the PBTC sites, as they gain access to their places of work.

3.6 Plan 2 shows the locations where views may be obtained from positions where there is public access, such as footpaths or public roads or the railway.

Close views

3.6.1 The views of the site from locations in close proximity are as follows:

- Winterslow Road between Porton and A30 towards Moll Harris's Clump (119m AOD)
- From the railway line track at Idmiston (100m AOD)

Distant views

3.6.2 Views of the proposed site from further afield are as follows:



Looking east along northern boundary of site.

- Figsbury Hill (140m+ AOD)
- Hill Crest, above Bracknell Croft (140m AOD)
- A30, north of Winterbourne Down (131m AOD)
- Highpost (off A345) (130m AOD)
- Pine Croft, East Winterslow (162m AOD)

3.6.3 Trees and hedgerows

All vegetation and landscape features of significance to the site are on or just beyond its boundaries. For the most part boundaries are undefined by vegetation with only a few specimens close to the CEPR site. The most important trees are on the northern boundary and these can easily be retained.

Access and highways

3.7 The site is located about 2.6km west of the A30 and about 2.4km from the A338 which runs to the west of the site. Both roads link the site to Salisbury about 8km away whilst the A30 provides a connection to Winchester to the east and the A338 links to the A303(T) near Cholderton providing a strategic connection to Andover and the M3.

3.8 The railway line to Andover, Basingstoke and London passes close to the site, but the nearest station is in Salisbury about 8kms away.

Ecology

3.9 An ecological appraisal of the PBTC site was carried out in August 2001. It revealed no evidence of any protected species on the site. The appraisal noted the possibility of reptiles such as slow worms using the fringes of the site. A good range of birds was observed on or crossing the site, (partridge, magpie, buzzard, green woodpecker and little owl) but none of the birds is classed as rare or an endangered species.

3.10 The site is relatively close to areas designated as a Special Landscape Area and an Area of High Ecological Value (SSSI) and a Special Protection Area as defined by the European Habitats Directive. An appropriate assessment of the potential impact of the development will be required prior to the submission of a planning application.

Archaeology

- 3.11 A desktop study of the site was commissioned by DERA and was carried out prior to time of last Local Plan Inquiry, by Wessex Archaeology. It was supplemented by a walkover appraisal of the site. The conclusions were that no intrusive investigation was required at this stage, but that a watching brief would be necessary when development takes place. Much of Salisbury district is defined as an area having high archaeological value and an archaeological evaluation will be necessary prior to the submission of a planning application.

Key findings

- The site comprises open undeveloped farmland with no obvious features of ecological or archaeological interest. However, in the light of its proximity to an SSSI, a Special Area of Conservation and Special Protection Areas of habitats of mobile and ground-nesting species, further assessment will be required because of the archaeological and ecological potential of the area generally;
- The site relates well to existing development at Porton Down, and its development should not be intrusive in the landscape and will be mitigated by the introduction of major strategic landscaping on the periphery of the site;
- Other than views of close proximity at Winterslow Road and the railway at Idmiston, the site is not generally visible from the public domain and long distance views will be attenuated by Strategic landscaping;
- The site will be viewed in the context of the existing development at Porton Down in long-distance views;
- The site overlays an aquifer, and surface water drainage should be designed to be sustainable and must protect the quality of watercourses and the aquifer;
- The site will form part of the wider Porton Down development and will benefit from comprehensive sustainable travel initiatives;

- Landscaping treatment will need to be addressed on a comprehensive basis giving due regard to the sensitive nature of nearby sites of nature conservation interest.



North west corner of site - showing existing car park and security gate.

4.0 Development principles

- 4.1 The proposed development framework is the result of taking all the above factors into account. It is not intended to be overly prescriptive and stifling to innovative design. It is intended to illustrate the potential of the site and suggest ways of meeting the design principles and objectives.
- 4.2 A Master Plan has been prepared for the entire Porton Down land holding and its purpose is to inform development proposals by Dstl, CEPR and PBTC. This Development Brief must be read in conjunction with the Porton Down Master Plan in order to inform key stakeholders of how each part of the development will fit into the overall scheme.
- 4.3 The total site area of the PBTC is 10ha, of which phases one and two will comprise the 5ha currently allocated in the Local Plan. The remaining 5ha will be the final phase when the need has been established.
- 4.4 It is proposed that the first phase will take place adjoining the main access road on the front (West) part of the site. Development of phase one will adjoin the CEPR's White Hut site and development will proceed in such a way as to facilitate the future redevelopment of the White Hut site and its potential integration with the PBTC.



Looking south west towards HPA 'White Huts' on skyline from north east corner of site.

- 4.5 The first two phases of development are expected to take about 10 years to be completed and only then will the final phase be developed according to the level of demand at the time.
- 4.6 It is anticipated that about 400 - 500 jobs will be created over the 10 year period, but many of these will be relocations from the existing Science Park. (See Table 4.1)

General principles

- 4.7 The main objective of the Porton Down Bioscience and Technology Centre (PBTC) over the next 10 years is to become one of the foremost research and science locations in the country, with the potential to attract related companies and bodies to other sites in the vicinity.
- 4.8 It is proposed that the site should be developed in the form of generally low rise buildings within a strongly landscaped parkland setting that will complement the surrounding rural environment and provide an attractive 'gateway' into the more established parts of the Porton site. Building concepts and design philosophies will complement this approach with attention being paid to sustainable energy and resource footprints and well integrated services. This setting will provide a premier quality research environment in which 21st century bioscience and technology companies can develop.
- 4.9 The key bodies concerned with this development (Dstl, CEPR and PBTC), are committed to working together to achieve a consistent and carefully planned approach to development, thereby creating quality job opportunities and higher incomes, and bringing long term beneficial economic effects to the south Wiltshire economy.
- 4.10 In an effort to bring integration between PBTC site users and existing Porton Down users closer, businesses will be encouraged to share information AND facilities. Therefore there is a commitment to working together in order to share communal facilities, some of which could be developed as intrinsic parts of the Bioscience and Technology Centre. Any

future improvements identified by any one of the organisations will be notified to the other two organisations to see if there is any interest or benefit in sharing.

- 4.11 Where future opportunities exist that may be mutually beneficial to major Porton Down stakeholders, joint ventures and sharing of equipment will be sought through a joint working group that meets and discusses any potential sharing issues on any of the sites, as and when they arise.
- 4.12 The Porton Down Master Plan identifies four main areas where there may be opportunities to share facilities with the other users of the Porton Down site or even the local community:
- Sports and leisure: A centralised sports and leisure facility will be considered for use by Dstl, CEPR and PBTC which could also be used by the local community.
 - Nursery/crèche: A potential centralised nursery/crèche for Dstl and CEPR could also be used by PBTC and the local community, if there was spare capacity.
 - Incinerator: Any future replacement of incinerator provision would be examined on a joint basis, together with the Environment Agency (EA) and other interested stakeholders.



Looking south east from proposed site access point on Manor Farm Road.

- Infrastructure: There are a number of opportunities for sharing infrastructure, such as the provision of cabling.

- 4.13 There may also be opportunities to share the use of conference and training facilities, as well as the provision of meeting rooms. Certain commercial facilities such as shops, banks and restaurants may also offer potential for shared provision in the future. Whilst there may be some opportunity to permit use by the local community this would need to be limited so as to prevent any negative impact on existing local shops and businesses in the area.
- 4.14 Any shared facilities or services need to be commercially attractive and economically viable before they can be given proper consideration by Dstl, CEPR, or PBTC; in the same way any such opportunities would also be subject to suitable locations being identified for public access and taking into account security restrictions.

Transport and access principles

- 4.15 The main spine road (Manor Farm Road) into the whole Porton Down complex will also act as the access point for all phases of this development. This spine road is accessed off Winterslow Road (adopted highway) and Porton Pheasant Road (unadopted). The Master Plan contains proposals to upgrade the road to adoptable standard and to include measures for its improved use.
- 4.16 There is a secondary access to the north of the site, via Idmiston Arch Road, which leads through Idmiston Village and passes under the railway line (to this point the road is adopted highway); once under the railway bridge the road is MOD owned, and this road leads to the Dstl site. This access is restricted to incoming traffic only between the hours of 6.30am and 10am; and outgoing between 4pm and 6pm. Measures to improve accessibility are to be included in the overall site Master Plan.
- 4.17 The site is located approximately 2.6km from the A30 and 2.4km from the A338. Despite being located near to Porton railway, the nearest train station is over 8km away. The Council requires the preparation of a Travel Plan that should consider the potential for improved public transport to the site. The most effective Travel Plan will require a whole site approach and

Dstl, CEPR and PBTC are committed to preparing a joint Site Travel Plan. This will enable a co-ordinated approach to be adopted and facilitate the adoption of agreed principles. The principles and issues for consideration will include:

- Improved public transport;
- A shuttle bus to be used by all three organizations;
- A combined car share scheme;
- Improved car parking arrangements to include priority for sharers and a needs based permit system;
- Improved access from local centres for pedestrians and cyclists;
- Road junction improvements;
- Improvements to existing site accesses.

4.18 The proposed access road into the PBTC is situated at the mid-point along the western PBTC site boundary, in relation to the 10ha site, and assumes that no secondary access will be needed. The proposed access should result in the creation of a safe attractive entrance that also allows for frontage development and the creation of a noticeable focal point or “statement” as the entrance to the development.



Looking west along north boundary of site.

4.19 The proposed access road is located centrally to the PBTC which means that good-sized development plots can be located on both sides of the access road. This position minimises the possibility of conflict between the CEPR access and turning vehicles by preserving good sight lines and visibility.

4.20 Some work has been undertaken to estimate the traffic flows, based on the likely employment of the proposed Bioscience and Technology Centre. It is estimated that phase one would create between 195 and 250 jobs, therefore generating about 300-450 vehicle movements a day, of which about a half are existing trips to the Science Park. (See Table 4.1)

Table 4.1

| | Phase 1 | Phase 2 | Total |
|---------------|------------|-----------|-----------|
| Jobs | 200 - 250* | 200 - 250 | 400 - 500 |
| Trips per day | 300 - 450 | 300 - 450 | 600 - 900 |

* includes about 100 from existing science park

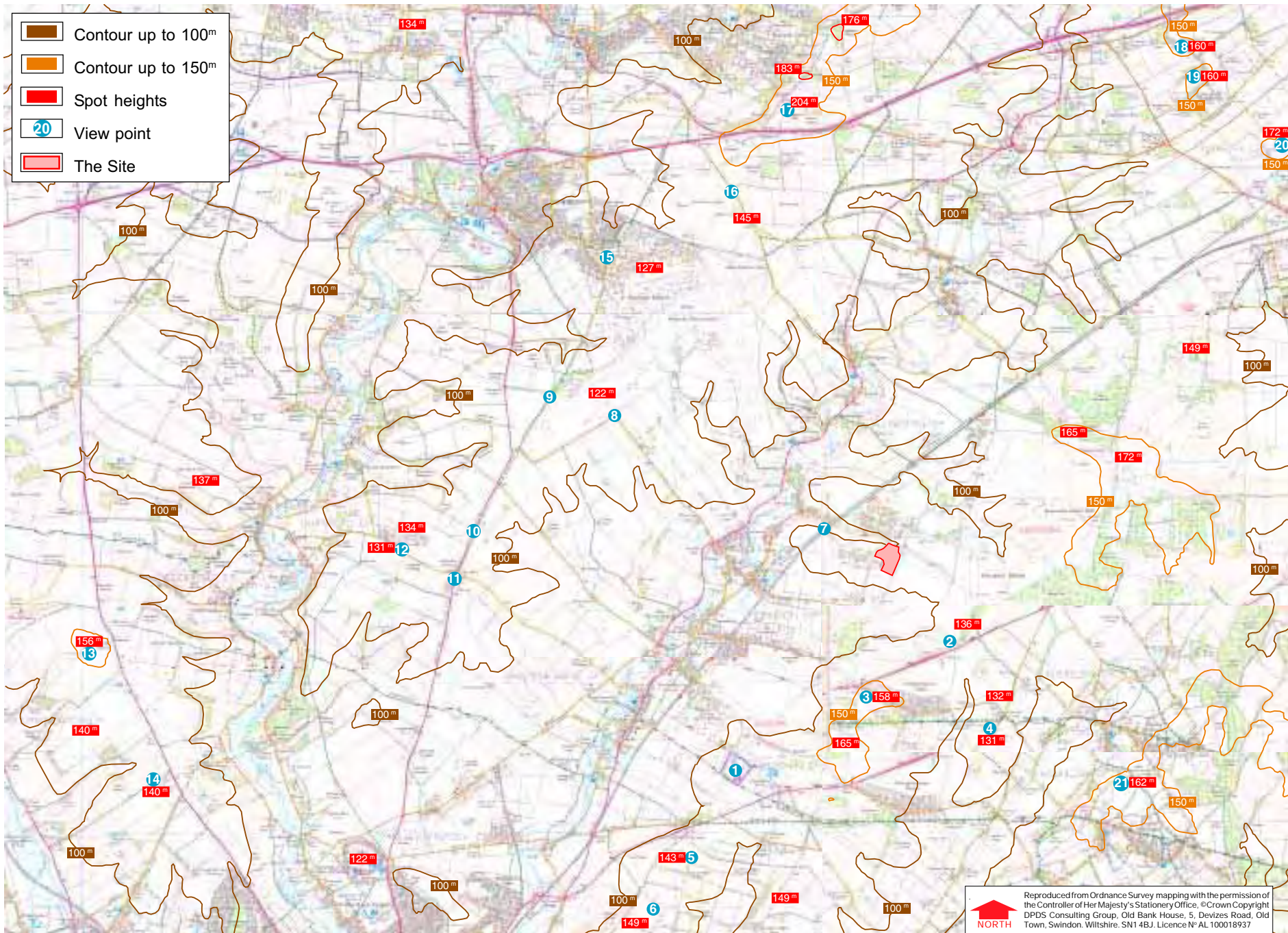
4.21 Any planning application for the site will have to be accompanied by a Transport Assessment, the scope of which will be agreed with the Local Highways Authority.

Landscape and visual principles

4.22 A detailed description of the landscape characteristics of the site has been set out in the Master Plan and earlier in this report.

4.23 Policy C6 of the adopted Salisbury Local Plan provides guidance on development of sites within Special Landscape Areas.

4.24 Plan 3 is a map of the area around Porton Down and indicates the number of potential viewpoints from public rights of way, of the PBTC site (indicated by numbers in blue circles). Actual visibility would depend on the precise height and siting of the proposed buildings.



Plan 3 Viewpoints and spot heights

4.25 The sensitivity of the Porton Down site as whole means that proposals for future development will include the enhancement of the existing landscaping and planting on the site so as to minimise any effects on the area. This may best be achieved by implementing landscape schemes that deal comprehensively with the whole site and its users.

4.26 Landscape treatment will be concerned not only with screening development from public viewpoints but also with the creation and support of habitats. Landscaping schemes should assist with programmes to achieve greater biodiversity by careful selection of plant species.

Ecological principles

4.27 The main ecological principle of the development is to contribute to the protection, enhancement and creation of bio-diversity during and after the building and construction process.

4.28 An Ecological Appraisal of the PBTC site was conducted in August 2001. This appraisal revealed that there was no evidence of any protected species on site.

4.29 The Ecological Appraisal concludes that the environment for wildlife can be considerably improved by the planting of native tree and shrub species. The planting of native species, such as hawthorn, blackthorn

and wayfaring tree will encourage birds to the site. This should be done wherever possible.

4.30 It is recognised that sites close to the development site are inhabited by UK Biodiversity Action Plan priority species. Any development must ensure that it protects and where possible enhances these species and their habitats.

4.31 The creation of 'wildlife corridors' should be introduced wherever possible as part of the landscape design to aid the movement of wildlife through the site and encourage bio-diversity. Wildlife habitats and feeding zones should also be integrated into the landscape design.

4.32 The design of the PBTC site should also acknowledge that some adjacent areas are ecologically sensitive. In order to minimise impact in such areas lighting design (internal and external) should be designed to minimise light disturbance to surrounding wildlife areas.

4.33 The maintenance of landscaped areas should be planned carefully to minimise the impact on ecological areas. This is achieved by the correct management of hedgerows and other features so as not to destroy food and shelter for birds and animals at the wrong time of year, such as cutting hedgerows in autumn when berries are forming, or trimming or pruning trees, hedges and shrubs when birds are nesting or animals are looking for shelter. This approach would be further improved by implementing such a policy on a site wide-basis.

Archaeological principles

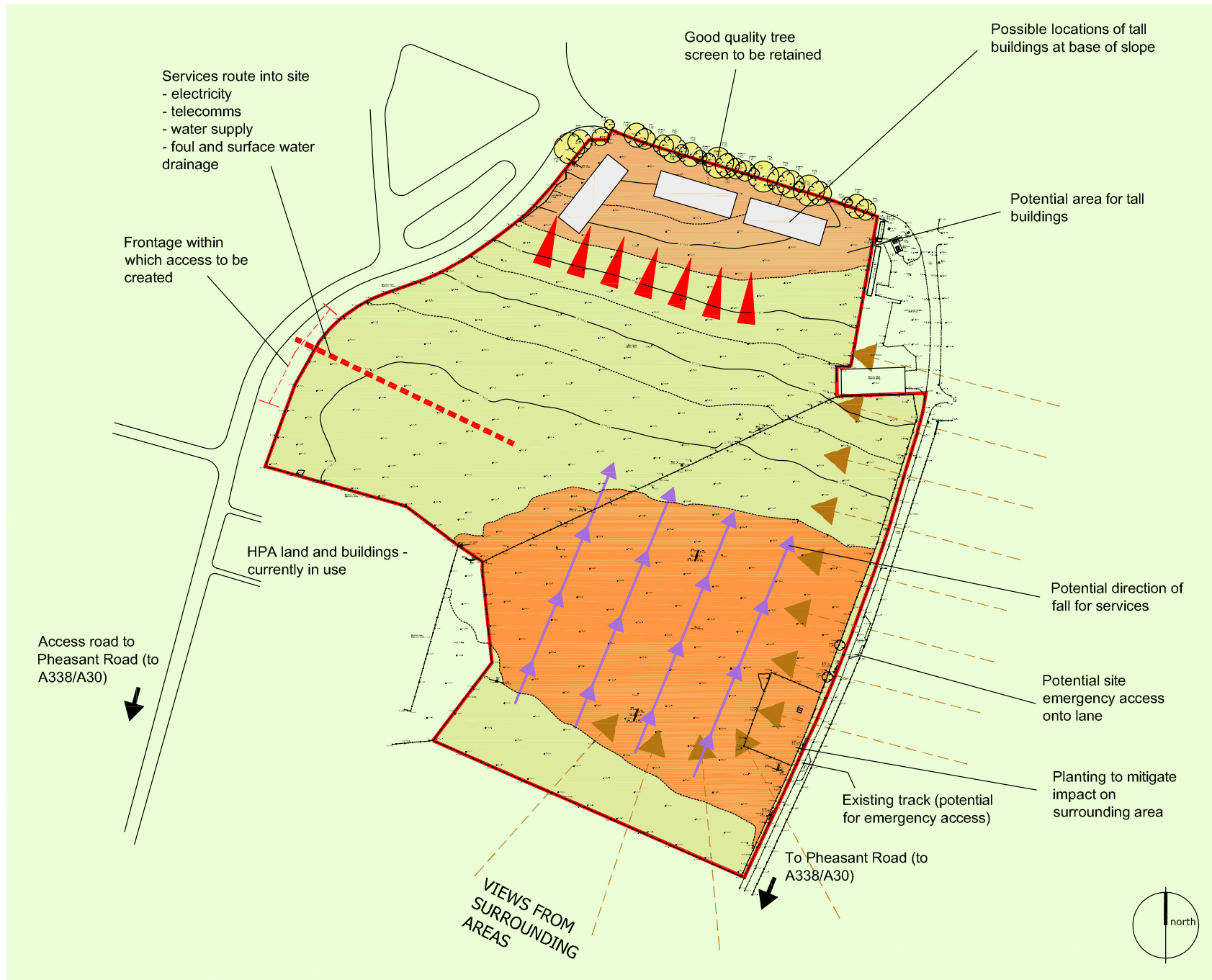
4.34 The Porton Down Bioscience and Technology Centre proposal is not on an archaeologically sensitive site. An archaeological assessment will need to be carried out before any application for the site can be determined, in accordance with Planning Policy Guidance 16: Archaeology and Planning. If any archaeological remains are found, the applicant must demonstrate how these will be dealt with.

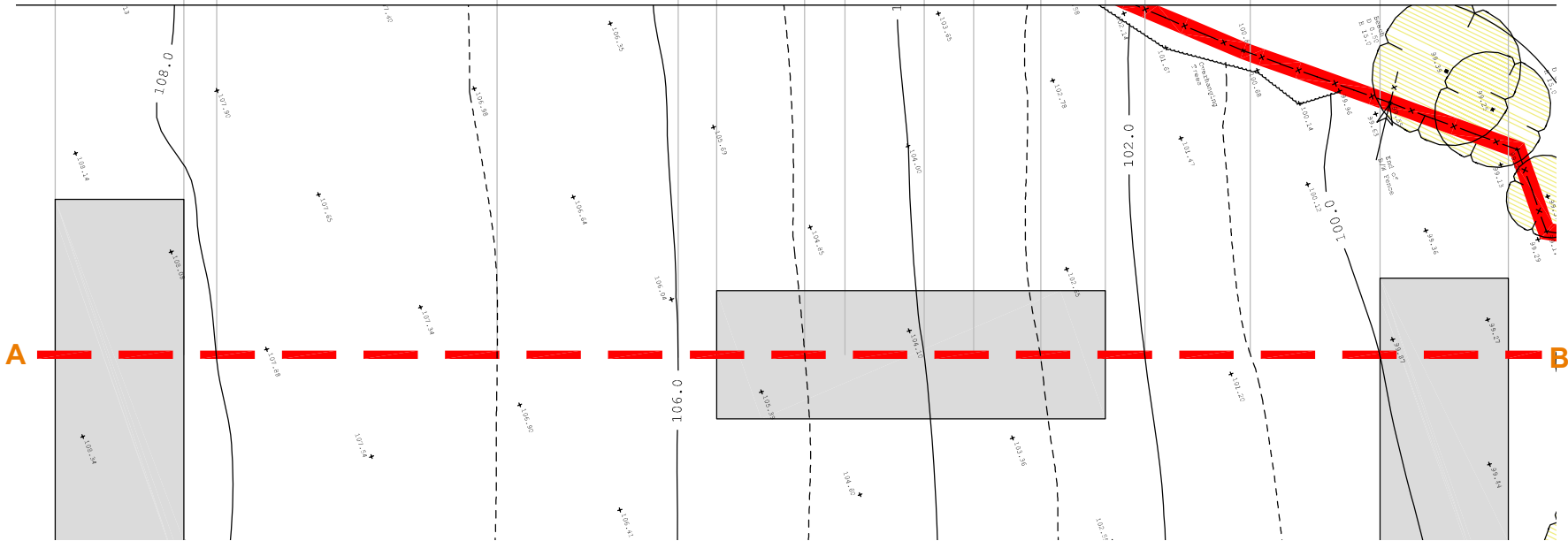
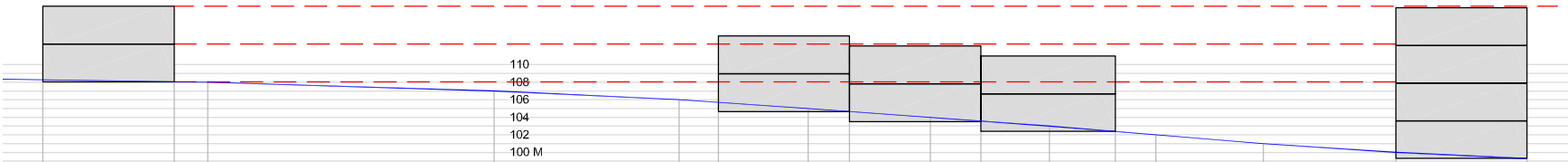
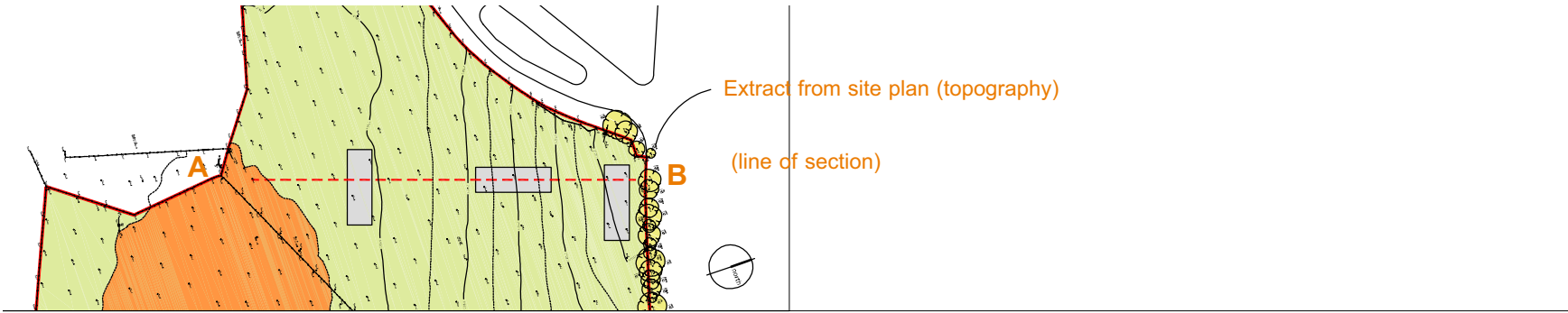
Design principles

4.35 The Porton Down site as a whole has developed over a number of years and therefore there are a wide range of building types and sizes in varying



Looking west to 'White Huts' from Blackbarn Road (east boundary of site).







Indicative building for a science park

conditions to be found in the area. Buildings range from approximately 85 years old and of mixed condition (some at the end of their life), to modern laboratory facilities.

- 4.36 This Development Brief is not intended to be prescriptive but to offer a range of design options, which will help to maintain the quality of the best buildings and landscaping that have been achieved in recent years on neighbouring sites.
- 4.37 Within Porton Down there will be buildings of different types and forms of construction and design, to reflect the different uses to be found there. Sensitive boundaries cause concern not only from the scale, location, design and appearance of buildings, but also the use of materials and the positioning of different uses.
- 4.38 There are two locations, that may be regarded as sensitive boundaries. First, the eastern boundary of the site which is adjacent to open countryside, and secondly, the southern boundary which adjoins open land and which is exposed to views from Winterslow Road.
- 4.39 High design quality is of central importance to the future development of the PBTC. New development should be of high architectural and landscape merit and this should apply particularly to key locations that are focal points, entrance points to the PBTC, or are highly visible from public viewpoints.

- 4.40 New buildings at PBTC should be striking and sophisticated in terms both of design and use of materials yet maintain a high level of energy efficiency. Best practice should be followed in all aspects of construction. Buildings should be relatively simple in form and timeless in detailing.

Scale, massing and landmark buildings.

- Generally development will not exceed a height of two storeys, however in important locations, where a visual 'statement' may be needed, higher building elements may be appropriate.
- Due to the topography of the site it may be possible to develop higher buildings on the lower areas with minimal visual impact. Buildings may step down the slope or be built across it to maintain a single floor level. The higher, more open part of the site should generally be restricted to two storey buildings. Plan 5 shows diagrammatically how this could be achieved across the slope of the site.

Materials

- The intention is to use a range of good quality materials that will have an overall cohesion. Individual areas of the PBTC may employ a particular palette of materials. In areas comprising mainly offices or laboratories external elevations will be predominately glass, curtain walling, flat metal cladding, stone faced cladding, brick and render. The palette of colours will be limited. For example, glazing will be either clear or tinted but not reflective; cladding will be opaque and employ a restricted range of colours such as grey, white, silver or natural masonry finishes. Small areas of strong colour would be introduced in order to highlight individual features.

Car parking

- Provision will be made by means of surface car parking at a maximum standard of one space per 30m². This includes plots which are ancillary to the main use of the site. All car parks should be constructed using good quality materials and be screened by landscaping. It may be appropriate to provide some car parking centrally, where the site could be developed in the future if demand dictates.

Finally it is the aim of the project that each facility is to be of a high quality, low energy modern design that reflects the functions with flexible internal layouts in order to allow consideration of future needs; therefore prolonging the life of buildings.

Sustainability principles

- 4.41 All new development at the PBTC site should aim to be as sustainable as possible. Methods of construction, types of materials and methods of heating and cooling buildings, are all important elements of a sustainable strategy that endeavours to minimise any negative impact on the local community and the environment generally. New buildings will be required to meet a bespoke BREEAM rating to ensure that the highest standards of sustainability are met. Where applicable buildings will also be required to meet a BREEAM standard of very good. A range of sustainable design and energy management features will need to be employed as part of the development. These may include:
- Employing grey water recycling, site-wide energy recovery and recycling of existing building materials;
 - Avoiding piling to eliminate contamination risks to the chalk aquifer;
 - Using materials with low embodied energy;
 - Taking care with building orientation to maximize natural daylight;
 - Appropriate renewable energy technology.
- 4.42 There are many benefits to be derived from a sustainable approach, including:
- i) economic gains from reduced construction, maintenance and energy costs;
 - ii) employment gains such as increased productivity from the provision of a good quality working environment;
 - iii) improved corporate profile and image.
- 4.43 There are many elements of building design that need to be considered as part of an environmentally sensitive approach. Artificially controlled office temperatures use too much energy to be acceptable. Air conditioning is becoming less acceptable and is being replaced by natural ventilation as a means of cooling. Floor widths are kept narrow

so as to allow in as much daylight as possible. In the case of microbiological containment laboratories, managed air flow may be required for both safety and experimental reasons.

- 4.44 Passive ventilation systems, good insulation and an emphasis on natural lighting are the keys to environmentally sensitive design, coupled with a commitment to the use of ecologically responsible building materials.
- 4.45 Orientation is a critical aspect of good environmentally sensitive design. It means working with the sun, not against it, taking advantage of the heat it gives off to minimise the need for artificial heating, but ensuring that in the height of summer the building does not over-heat.
- 4.46 New development at PBTC should seek to utilise environmentally sensitive construction methods, materials and strategies.

Energy conservation and emissions

- 4.47 The energy consumed by buildings is responsible for over 50% of the UK's CO₂ emissions. Energy efficiency within buildings is the most cost effective method of reducing CO₂ emissions.
- 4.48 Environmental engineering systems in buildings should be designed to limit burning of fossil fuels and thereby minimise the production of carbon dioxide (CO₂), oxides of nitrogen (NO_x) and oxides of sulphur (SO_x). In turn, this will reduce the depletion of natural resources.
- 4.49 The use of systems employing natural gas should be preferred, as this would minimise the emission of nitrogen and sulphur oxides.
- 4.50 The buildings' external envelope should incorporate appropriate building fabric insulation and thermal mass as well as solar control to limit building fabric heat loss and air infiltration heat gain. Glazing design and specification should be afforded particular attention especially with regard to its solar, light transmission and thermal properties.
- 4.51 In designing and specifying plant equipment, such as air handling unit fans and electric motors, the design team, where reasonable, will specify high efficiency equipment.

- 4.52 The use of artificial lighting can be reduced by means of the effective use of natural light.

Sustainable materials

- 4.53 The use of timber in developments should be limited to those species sourced from managed sustainable forests and plantations. No timber will be used from species listed in Appendix 1 of the Convention on International Trade in Endangered Species (CITES). All timber used should, where possible, have a certificate provided by an organisation (such as the Forest Stewardship Council) and based on publicly available forestry standards drawn up in a fully participatory, transparent and objective manner and backed by independent auditing. Where possible, timber and wood products sourced from forest areas certified under these schemes will be preferred.
- 4.54 Where independently certified timber is not available, timber and wood products from suppliers that have adopted a formal Environmental Purchasing Policy for those products and that can provide evidence of commitment to that policy should be used.



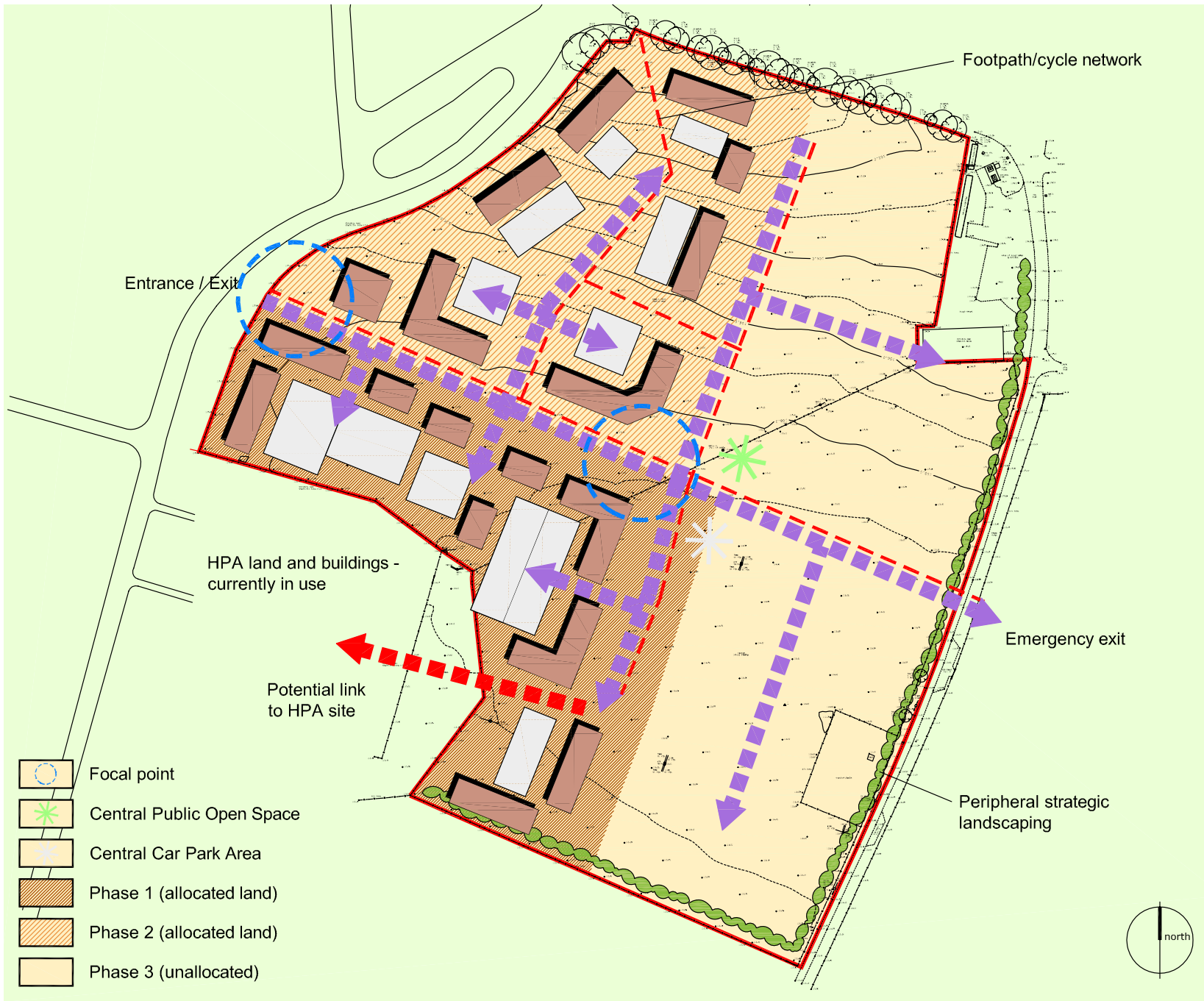
Indicative building for a science park

Recycling/waste management

- 4.55 As part of the effort to create a sustainable form of development and to minimise the impact of development on the environment, every effort should be made to recycle materials at PBTC.
- 4.56 Where possible a waste management policy will be implemented to reduce, reuse and recycle building and construction waste. By managing waste responsibly the PBTC aims to reduce its impact on the environment, and use resources cost effectively and efficiently.
- 4.57 The methods used to satisfy the waste management/recycling policy should include the following:
- Soil/garden waste – Reuse excavated topsoil and any surplus soil in landscaping and purchasing reused screened soil. A composting facility for green waste could be built into the landscaping plan.
 - Primary/secondary aggregates – Crushed rock, sand, gravel, old concrete, and brick will be used in the landscaping of the site and for wildlife conservation areas.
 - The collection of appropriate materials including paper, glass, plastics and card should be co-ordinated on a site-wide basis for the entire Porton Down site.

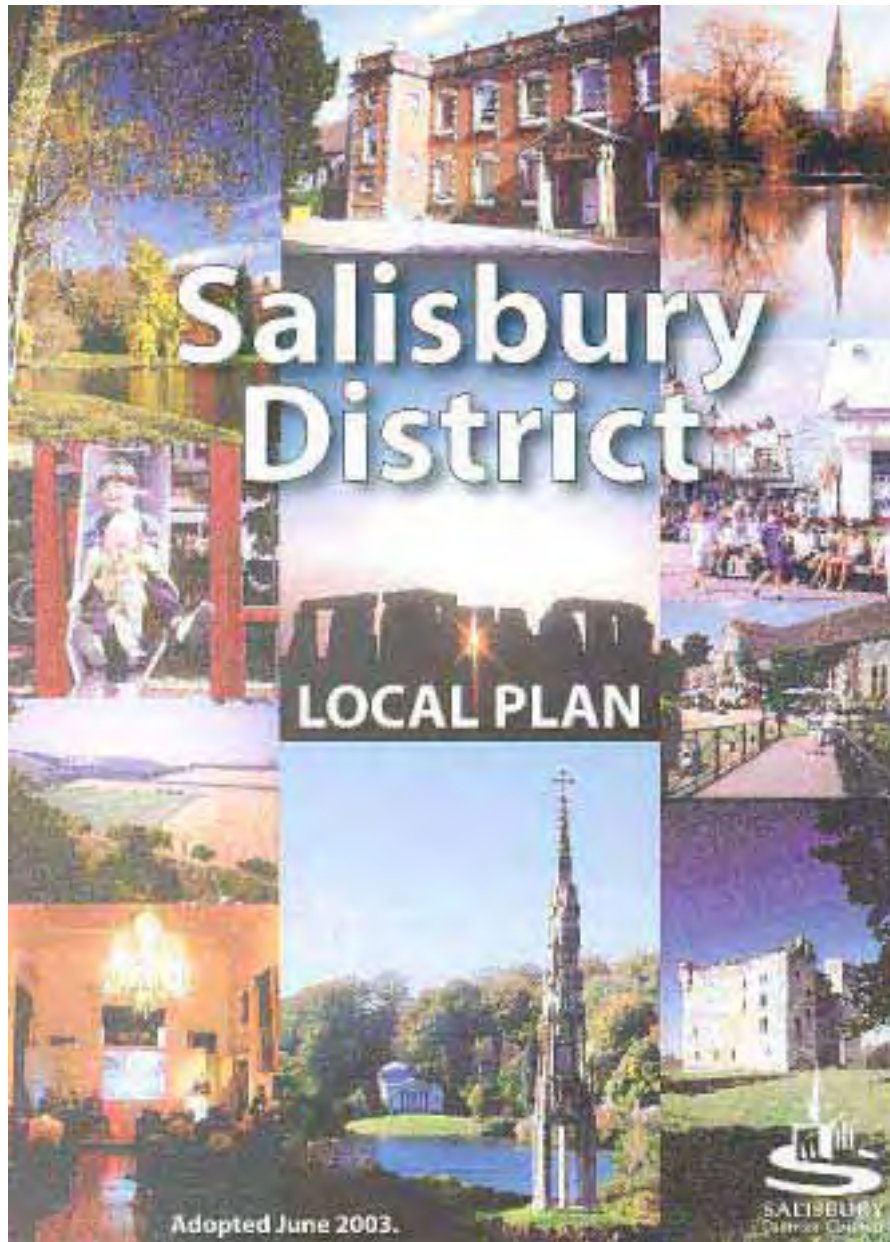
5.0 The PBTC Development Plan

- 5.1 The indicative Development Plan for the PBTC shows the key elements of infrastructure that will be required to bring the site forward for development. The Development Plan shows the principles for access for vehicles, pedestrians and cyclists, the main development blocks including car parking areas and the principal areas of landscaping.
- 5.2 The Development Plan shows the main point of access to the site from Manor Farm Road, at a point about 80m north of the CEPR White Huts site. This will be the access for vehicles, pedestrian and cyclists and will lead to central cross roads which divides the site into four quadrants. Provision is made for an emergency access to the Blackburn Road on the east boundary of the site, but this only likely to be made in later phases of development.
- 5.3 A segregated pedestrian/cycle route is suggested from the central cross roads to the north west corner of the site near the security gate.
- 5.4 The first phase of development will take place nearest the main site entrance and adjoining the White Huts site. The entrance to the site will be marked with buildings that form a focal point and clearly identify the “gateway” or entrance.
- 5.5 Buildings will form distinct development blocks, with associated car parking at prevailing standards. However a central car park may be provided which may be developed at a later date when sustainable travel patterns have been established.
- 5.6 Strategic, peripheral landscaping will be implemented on the eastern and southern boundaries during phase one of the development even though it will be some distance from, and unrelated to, the building that is taking place at that time.
- 5.7 Development during phase one is likely to be predominantly two storey construction, with some taller features as focal points, because this part of the site is higher and flatter than the area to the north it will form part of a later phase.
- 5.8 It is anticipated that phases one and two as shown on the Development Plan (which extend to about 5 hectares) will be developed to create about 20,000m² of floorspace. The first phase of 2.5ha may include the following accommodation:
- incubator units: 4 blocks of 250m² (eg 20-30 units) (total 1000m²)
 - development units: 4 blocks of 500m² (eg 8 units of 250m²) (total 2000m²)
 - large development units: 6 blocks (4 x 500m², 2 x 1000m²) (total 4000m²)
 - individual users: 2 blocks of 1500m² (total 3000m²)



6.0 Management and Implementation

- 6.1 A single Development Company will be responsible for the initial development and continuing development needs of the site.
- 6.2 This Development Company will ensure a continuity of design throughout the site, therefore maintaining control over the balance of unit sizes and overall design.
- 6.3 The Development Company will be responsible for the appointment of a Management Company; this company will be responsible for the day to day running and maintenance of the PBTC site.
- 6.4 Maintenance and management issues will include the upkeep of car parking areas and roads, as well as responsibility for the management of the landscaped areas.
- 6.5 There are likely to be some facilities provided on the PBTC site, that are intended to meet the needs of the occupiers of the site as a whole including employees from Dstl and CEPR. These should be controlled and managed by the Management Company.
- 6.6 The implementation of development should take place in accordance with a phasing programme to ensure that appropriate infrastructure is in place when specific areas of the site are developed. The Development Company will control this phasing, and the phasing should generally follow the programme set out on plan 6, unless otherwise agreed by the council.



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

5.14 Land at Boscombe and Porton Down

The potential for the development of a South Wiltshire Science Park has been identified and is being promoted as the Salisbury Research Triangle (SRT) centred on the three R&D establishments at DERA Boscombe Down, DERA Porton Down, and CAMR Porton Down. The SRT initiative has received support in principle from Wiltshire County Council.

5.15 The site at Boscombe Down comprises about 7 hectares, although there is potential for this to be extended to the east for future development if required. The site currently contains a number of Z-block military residential units. It is within an Area of Special Archaeological Significance, and development proposals will thus need to address the potential for new archaeological sites to be revealed. The traffic implications of any development proposed within this area will need to be assessed together with precise details of access and any off-site highway improvements proposed. The intention of linking the site with the approved Amesbury Business Park to the north and the proposed Folly Bottom junction will require the alignment of the proposed link road to be safeguarded. These and other matters will be the subject of a development brief

5.16 The site at Porton Down is about 5 hectares as a first phase, although there is a further 5 hectares of adjoining land available if required in the future. In view of the relatively remote location of Porton Down, new uses on the site will be restricted to those companies requiring the co-locational benefits of the specialist facilities and expertise available at Porton Down: biotechnology, healthcare and pharmaceuticals. The location of the Porton Down site within the designated Special Landscape Area and Area of Special Archaeological Significance, together with its close proximity to the Area of High Ecological Value (SSSI) will also give rise to issues that will need to be addressed in the development brief.

5.17 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.

Policy E8B

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 BI 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.

5.18 Alderbury

Alderbury is one of the larger settlements in the District, but has limited employment opportunities. In accordance with the plan's

Erratum

Contents Page

Address changed to Forward Planning and Transportation 61 Wyndham Road, Salisbury

Page 4

Insert into paragraph 2.3:

PPS 7 Sustainable Development in Rural Areas

This sets out planning policies to ensure that development in rural areas is sustainable with enhanced economic development and services.

PPS23 Planning and Pollution Control

This sets out planning policies on ensuring development considers impacts from pollution.

PPS 25 Development and Flood Risk

It is recognised that development will increase run-off and this must be fully addressed as part of any future development.

Page 6

Southern boundary amended on plan.

Boundary amended to original.

Page 8

New paragraph 3.9 - following paragraphs renumbered accordingly

3.9 Any planning application for the site will have to be accompanied by a transport assessment, the scope of which will be agreed with the Local Highways Authority.

3.9 The above paragraph has now been moved to 4.20 and the remaining paragraphs re-numbered.

Page 10

Paragraph 4.6 (see Table 4.1) reference added at the end of paragraph.

Page 12

Paragraph 4.20 Last line remove "more than" replace with "about a". Table 4.1 added after paragraph 4.20

New 4.21 Any planning application for the site will have to be accompanied by a transport assessment, the scope of which will be agreed with the Local Highways Authority. Added Renumbered to end of paragraph.

Page 14

New paragraph 4.29 - following paragraphs renumbered accordingly

4.29 It is recognised that sites close to the development site are inhabited by UK Biodiversity Action Plan priority species. Any development must ensure that it protects and where possible enhances these species and their habitats.

Insert into paragraph 4.33

An archaeological assessment will need to be carried out before any application for the site can be determined, in accordance with Planning Policy Guidance 16: Archaeology and Planning. If any archaeological remains are found, the applicant must demonstrate how these will be dealt with.

Remove from paragraph 4.33

Nevertheless before development commences the County Archaeologist should be consulted, to determine whether further assessment should be undertaken as well as a watching brief as development proceeds.

Page 18

Insert into paragraph 4.40

New buildings will be required to meet a bespoke BREEAM rating to ensure that the highest standards of sustainability are met. Where applicable buildings will also be required to meet a BREEAM standard of very good.

- Appropriate renewable energy technology.

Remove from paragraph 4.40

The intention will be to apply similar standards and principles to those which apply in the BREEAM accreditation. National standards such as BREEAM are not generally applicable to laboratory buildings, but where possible this type of measure will be used.

Paragraph 4.1 Remove sub heading CFCs HCFCs and halons, and paragraph 4.41. Document renumbered from 4.41

Page 19

Insert into paragraph 4.52

CFCs and halons will not be used in new development.

Remove from paragraph 4.52

and contributes to global warming

Page 23

Add Local Plan Cover

Back Page Change phone number to 454362

Remove Salisbury note We try etc.



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