

REPORT FOR SOUTH AREA PLANNING COMMITTEE**Report No. 1**

Date of Meeting	21/07/16
Application Number	16/03988/FUL
Site Address	Stonehenge Visitors Centre, Airmans Corner, SP4 7DE
Proposal	Permanent use of temporary coach park and modification of existing coach park to create 53 coach spaces and 26 motorhome spaces; construction of ancillary building for new coach visitor facilities; change of use from agricultural land and creation of new visitor transit system turnaround area for shuttle bus use; creation of extended visitor transit system turnaround area for shuttle bus use; decommissioning of existing visitor transit system turnaround area; all with associated ancillary and landscaping works.
Applicant	English Heritage
Town/Parish Council	AMESBURY
Electoral Division	AMESBURY WEST – Cllr West
Grid Ref	410063 142800
Type of application	Full Planning
Case Officer	Louise Porter

Reason for the application being considered by Committee

Cllr West has called this application to the Southern Area Planning Committee for the following reasons:

- Scale of development
- Visual impact upon the surrounding area
- Environmental/highway impact
- Car parking (use)

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application be approved subject to conditions.

2. Report Summary

The main issues in the considerations of this application are as follows:

- Principle of Development
- Landscape and Visual Impact
- Highway Impact
- Heritage Impact
- Ecological Impact
- Trees

Representations received:

- Amesbury Town Council and Winterbourne Stoke Parish Council support the proposal.
- Shrewton Parish Council object to the proposal.
- 3 third party letters support the application
- 11 third party letters object to the application

- 1 third party letter comments on the application

3. Site Description

The application relates to the Stonehenge World Heritage Site (WHS). The SHVC and associated coach and car parks are relatively recent additions to the landscape, constructed in 2013 following the decommissioning of the old visitor centre and car/coach park which was approximately 0.12km from the Stonehenge monument. The application site is split into two areas; the Visitor Transit System (VTS) drop-off/turnaround area at the Stones, and the Stonehenge Visitor Centre (SHVC) and its coach park, which are positioned approximately 2km from the Stonehenge monument, adjacent to the junction between the A360 and the B3086.

4. Planning History

S/2009/1527	Decommissioning of existing visitor facilities and a section of the a344; the erection of a new visitors centre, car park, coach park and ancillary services building; and related highways and landscaping works
S/2012/0118	Erection of an ancillary services building which replaces the proposed ancillary services building granted under planning permission S/2009/1527
S/2013/0101	Creation of new access and associated works
S/2013/0102	Installation of interpretation panels, archaeological presentations and associated works
13/06505/FUL	Erection of 2 Neolithic houses and the temporary siting of a portacabin, marquee, generator, diesel supply unit, water bowser and two portaloos
14/11874/SCR	EIA Screening request for temporary coach park
14/12106/FUL	Change of use from agricultural land and creation (temporary consent 2 years) of a 26 space coach park and associated ancillary works
15/07038/FUL	Resurfacing of pedestrian crossing point and Kent Carriage Gap, revision to Fargo drop off layout and relocation of cycle racks
15/12605/SCR	EIA Screening Opinion request for Stonehenge Visitor's Enhancement Project - Permanent coach park, ancillary coach visitors facilities building, visitors transit system turnaround area works and related landscaping works

5. The Proposal

The proposal involves the following elements (which are split over two sites – see map below):

- Modification of the existing coach park layout to provide a total of 28 tarmac coach spaces, 26 tarmac motorhome spaces, 25 reinforced gravel overflow coach/motorhome spaces, and 8 loading/waiting coach bays.

- Erection of a Coach Visitor Facilities Ancillary Building (CVFAB) adjacent to the coach park – providing ticketing, audio-guides and toilet facilities specifically for coach visitors.
- Decommissioning of the existing VTS turnaround area/drop-off/loading area at the Visitor Centre.
- Creation of a new VTS turnaround/drop-off/loading bay at Visitor Centre on the north of the A344 (for coach visitors) and on southern side of A344 (for car visitors).
- Extension to the existing VTS turnaround/drop-off/loading area at the Stones
- Replacement of all land trains with shuttle buses.
- Replacement of the footpath surface between the Visitor Centre and the A344
- Associated landscaping works



6. Planning Policy

National Planning Policy Framework (NPPF)

- Paragraph 128 – “In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation”.
- Paragraph 137 - “Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably”.
- Paragraph 141 – “Local planning authorities should make information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible. They should also require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted”.

Planning Practice Guidance

Relevant Core Strategy policies include (but are not limited to):

- Core Policy 4 - sets out the 'Spatial Strategy' for the Amesbury Community Area within which Stonehenge is located. The specifically issues this policy raises in relation to Stonehenge are as follows (para 5.19):
 - Delivery of improved visitor facilities at Stonehenge
 - The World Heritage Site will be protected from inappropriate development both within the Site and in its setting so as to sustain its outstanding universal value in accordance with Core Policy 59.
- Core Policy 6 – The World Heritage Site and its setting will be protected so as to sustain its Outstanding Universal Value in accordance with Core Policy 59. New visitor facilities will be supported where they:
 - i. Return Stonehenge to a more respectful setting befitting its World Heritage Site status
 - ii. Include measures to mitigate the negative impacts of the roads
 - iii. Introduce a greatly enhanced visitor experience in a high quality visitor centre
 - iv. Implement an environmentally sensitive method of managing visitors to and from Stonehenge
 - v. Include a tourist information element, which highlights other attractions and facilities on offer in the surrounding area and raises the profile of Wiltshire

- Core Policy 39 - sets out the policy for tourist development and states extensions to existing facilities should be appropriate in scale to their location and ensure the future viability of the business.
- Core Policy 50 – requires proposals to incorporate appropriate measures to avoid and reduce disturbance of sensitive wildlife species and habitats.
- Core Policy 58 – requires development to protect, conserve and where possible enhance the historic environment
- Core Policy 59 – The outstanding universal value (OUV) of the World Heritage Site will be sustained by:
 - i. Giving precedence to the protection of the World Heritage Site and its setting
 - ii. Development not adversely affecting the World Heritage Site and its attributes of OUV. This includes the physical fabric, character, appearance, setting or views into or out of the World Heritage Site
 - iii. Seeking opportunities to support and maintain the positive management of the World Heritage Site through development that delivers improved conservation, preservation and interpretation and reduces the negative impact of roads, traffic and visitor pressure
 - iv. Requiring development to demonstrate that full account has been taken of their impact upon the World Heritage Site and its setting. Proposals will need to demonstrate that the development will have no individual, cumulative or consequential adverse effect upon the Site and its OUV. Consideration of opportunities for enhancing the World Heritage Site and sustaining its OUV should also be demonstrated. This will include proposals for climate change mitigation and renewable energy schemes.

The Stonehenge, Avebury and Associated Sites World Heritage Site Management Plan 2015

UNESCO Guidelines for the implementation of the World Heritage Convention (2015)

7. Summary of consultation responses

Winterbourne Stoke Parish Council: Support

Amesbury Town Council: Support

- However, disappointed there is no additional access to the Stones from Amesbury

Shrewton Parish Council: Object

- An objection to the coach park extension being made permanent, due to E.H. failure to implement their promises of providing an access route for pedestrians/cyclists to and from Amesbury. This was the first of many failures to support local people.
- This is the third time the parking has been extended, how many more times is this going to happen?
- Only 12 additional places should be allowed because of traffic.
- English Heritage originally stated that they wanted to return Stonehenge to its original setting but the planned VTS drop-off goes against this.
- Start a public bus service in Amesbury, maybe as a Park and Ride in Solstice Park, to the visitor centre, freeing up some of the existing car park for coaches
- Suggestion to build an underpass under the 303 linking Amesbury to Stonehenge or, to save money, make a new link path from Stonehenge, to the North and parallel to

the 303, so cyclists and walkers can use the existing Countess Roundabout underpass to access the Stones from Amesbury.

- No objection in principle to coaches but extra traffic is a problem.
- The postcode quoted is wrong as it is the postcode for Stonehenge in the Amesbury parish whilst the Visitor Centre is in the Winterbourne Stoke Parish.

Wiltshire Archaeology: Support subject to conditions

Wiltshire Drainage: Support

Wiltshire Ecology: No objections

Wiltshire Landscape: No objections

Wiltshire Highways: No objection subject to conditions and s278 agreement being completed.

Environment Agency: No objection subject to conditions

Highways England: No objections

Historic England: No objections

Natural England: No objections

World Heritage Site Coordination Unit: Object. No evidence submitted of research into improved sustainable transport options and the feasibility of parking provision being located outside the WHS and its setting.

8. Publicity

The application was advertised by 4x Site Notices, and published in the Salisbury Journal and on the Wiltshire Council's website.

3 letters supporting the application were received, covering the following points:

- Support the specific parking provision for motorhomes
- More streamlined visitor handling
- Increasing tourism income for the area

11 letters objecting to the application were received, covering the following points:

- CVFAB will be prominent in the landscape
- Inadequate Landscape and Visual Impact Analysis.
- Insufficient landscaping proposed
- Existing trees should be given TPOs
- More spaces will result in more traffic on local roads.
- Worsening of views from various points in the landscape
- No new land should be taken
- Planning permission should be not be granted until re-routing of the A303 is undertaken
- Visual harm from multiple coaches reflecting sunlight

1 letter providing comments (without a specific support/objection) to the application was received, covering the following points:

- Improvements to safety, but question the need for the level of coach parking proposed.

Other issues raised that are not material planning considerations:

- Further works are required over the World Heritage Site to improve the rest of the visitor experience – *[this is not considered relevant to the current proposal]*.
- Some aspects of the original planning permission for the Visitor Centre are still not completed/conditions not complied with, e.g. the Right of Way from the Stock Bottom (A303) to the Stones, along the path of the old A344 is still not open for use, and there is no landscaped walk to the Stones from the Visitor Centre – *[There is an ongoing enforcement case regarding some issues from the previous consent, however this is not of relevance to the current proposal]*.
- Consideration should be given to allowing motorhomes to park for at least 24hrs, and supply/waste water connections provided – *[this is not considered relevant to the current proposal]*.
- Landscaping should be extended to also surround the car park – *[the car park is not within the red line of this application site, nor are works to the car park considered a necessary requirement in relation to the current proposal]*.

It is noted that one representation letter stated that the application was unclear in what the proposal entailed and its location. All of the documents submitted for the application are published to the Wiltshire Council website, and they provide very detailed information about the proposal and its location.

The same representation letter also questioned the level of publicity undertaken, stating that the only site notice visible was at the Stones. In reality 4x site notices were displayed – 1 at the VTS drop-off at the Stones, 1 within the coach park, 1 within the car park and 1 just outside of the main gated vehicular entrance to the site. In addition the application has been advertised in the Salisbury Journal and also on the Wiltshire Council website. Therefore the level of publicity meets the required of the legislation. In terms of the questioning over the wording on the Site Notice, the wording “This proposal may affect a listed building or its setting, a conservation area or its setting and or a public right of way” is a standard text that is on every Site Notice produced by Wiltshire Council.

9. Planning Considerations

9.1 Principle of Development

Core Policies 6 and 59, together with paragraph 137 of the NPPF, allows for development within the World Heritage Site that better reveals the heritage significance and provides education on the heritage, whilst not adversely impacting on the heritage asset and its setting. Therefore the principle of development within the Stonehenge World Heritage Site, relating to the Stonehenge Visitor Centre is acceptable subject to it meeting all the criteria of Core Policies 6 and 59.

9.2 Landscape and Visual Impact

9.2.1 General Landscape Impacts

A Landscape and Visual Impact Assessment was submitted with the application. This assessment concluded *“although the proposed development would have some potential localised negative landscape and visual effects, these can be adequately mitigated through the proposed landscaping measures”*.

Quoting sections 5.2 and 5.3 of the Landscape and Visual Impact Assessment:

“When considered in the context of the existing coach park, ancillary building, car park and visitor centre at Airman’s Corner in the round, the scale of change associated with the proposed permanent coach park, coach visitor facilities ancillary building and VTS turning loop at Airman’s Corner would be comparatively small. The proposed area of permanent coach parking is currently a coach park which is used frequently, and concentrates coach parking within a restricted area of the site. In addition, the maximum number of coaches on the site at any one time (53 spaces) will be slightly less than the existing situation (56 spaces). There would be limited increase in visual clutter as the appearance of the proposed permanent coach park; coach visitor facilities ancillary building and the VTS turning loop would be perceived as an extension of the existing visitor facilities in this location... the majority of the scheme’s built footprint re-uses previously developed land within the coach park site, and the remaining areas of built footprint are largely reversible.”

“In conjunction with the screening afforded by the existing beech trees and ancillary building along the southern boundary of the application site, and the undulating landscape in which the site is located, once established the proposed boundary edge tree and scrub planting will help further screen and/or soften the appearance of the coaches and the new coach visitor facilities ancillary building seen in views from the wider landscape. The decommissioning, removal and restoration to grassland of the existing VTS turnaround are adjacent to the Visitor Centre would be a beneficial landscape impact.”

“When considered in the context of the existing VTS turnaround area, the scale of change associated with the proposed extension to the VTS turnaround area near the Stones would be minor. The extended VTS turning area would not have a significant permanent adverse impact on the character and appearance of the landscape, or on the amenity of recreational users of public rights of way and open access land in the vicinity of the Stones.”

The Wiltshire Council Landscape Officer has reviewed the submitted Landscape and Visual Impact Assessment, and is content with the level of assessment and detail provided.

9.2.2 Specific Design Impacts

All access routes (both vehicular and pedestrian) will be constructed in materials to match those already in existence within the application site and within the SHVC locality. This provides a consistent, uniformed approach across the site.

The CVFAB is to be flat-roofed and single-storey (only marginally taller than a standard coach) and is to be located on land of a lower level than the majority of the coach parking spaces. The building is to be clad in vertical weathered timber panels which will extend upwards as a parapet to hide the flat-roof. The timber cladding will match that of the existing ancillary building. The timber cladding, being a natural material, is considered to maximise the building’s ability to blend in with the surroundings and ensures the building is as unobtrusive as possible.

The removal of the existing VTS turning area at SHVC allows for improved landscape views from the SHVC, as at present the SHVC outlook is directly onto this turning area.

9.2.3 Proposed Mitigation for Visual Impacts

A landscaping scheme forms part of the proposal, which will follow the basis of the existing landscaping works that have been undertaken in and around the SHVC site. In summary, the landscaping works are designed to soften, rather than hide, the visual impact of the coaches, with the intention to retain the character of the open chalk downland landscape.

Native trees and shrubs will be planted in a woodland matrix to blend in with the existing landscape.

The proposed landscaping at the VTS turning area at the Stones will be minimal, with the increased area of turning loop being subtly blended into existing land levels and sown with a chalk grassland mix.

The submitted landscaping proposal is considered to be appropriate for its setting, providing a compromise between retaining the open character of the area whilst softening the visual impact of the proposals.

9.3 Highway Impact

9.3.1 Impact on the Local Road Network

The approval of 14/12106/FUL for the temporary coach park, accepted that there was a need for a larger coach park than that which was originally built at the time of the construction of the new SHVC (S/2009/1527). Therefore the impact of this current coach park proposal on the local road network is not considered to be any different from the temporary coach park approved under 14/12106/FUL.

Wiltshire Highways supports the general principle of the permanent coach park which meets the current parking requirements for the site.

9.3.2 Highway Safety within the Application Site and the Visitor Transit System (VTS)

The proposal also includes amendments to the VTS, with the replacement of all land-trains with buses. The type of vehicle used for transporting visitors from the SHVC to the Stones is not a relevant planning consideration, and the actual use of buses does not require planning permission. The alterations to the A344 and the VTS's drop-off/loading bays and turning areas do require planning permission however. The buses require a lower kerb than the land-trains, and also require different turning circles; as such all existing infrastructure requires amending.

The initial consultation response from Wiltshire Highways raised several concerns and requested further information to be submitted. Following the receipt of vehicle tracking diagrams to demonstrate the usability of the various elements of the coach park and VTS, and clarification of various aspects of the proposal, all but two of the highway concerns have been resolved. The two unresolved issues relate to the exit arrangements from the coach park, and the realignment of the pedestrian route past the VTS turning area at the Stones. Wiltshire Highways have requested pre-commencement conditions be imposed in order to appropriately resolve these issues.

In addition, it is necessary for the applicant to enter into a legal agreement, to address the requirement for coaches to only turn left out of the site. The agreement will provide for payment for a Traffic Regulation Order to be advertised and implemented, and to provide on-site signage.

9.3.3 Misc

The World Heritage Site Coordination Unit objected to the proposal on the basis that no evidence had been submitted of research into more sustainable transport options and the feasibility of parking provision being located outside the WHS and its setting. In response, the applicant stated that off-site coach parking provision outside of the World Heritage Site had been considered, however the option was discounted as it would lead to undesirable

increases in the number of coach journeys on local roads by doubling coach movements. Other options such as park and ride were also considered but discounted for various reasons. The applicant concluded that expanding the existing coach park on a permanent basis would encourage more visitors to arrive by coach and therefore on balance this was considered to be the most sustainable transport option.

9.4 Heritage Impact

9.4.1 Archaeological Impact

The Heritage Impact Assessment (HIA) which accompanies the application recognises the archaeological potential of the site. Wiltshire Archaeology have been consulted on proposal and have commented with regard to the potential for impact upon non-designated heritage assets with an archaeological interest.

The National Planning and Policy Framework (NPPF) contains the following Policy:

“128. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.”

The Heritage Impact Assessment that accompanies the application fulfils the requirement within this paragraph for a desk based assessment.

As the HIA states, parts of the site, and areas directly adjacent to the site, have been the subject of previous archaeological works. The HIA also states:

“Although the results of previous archaeological evaluation trenching, test pitting and watching briefs in the area all suggest a low potential for significant archaeological remains to exist here, the survival of such remains cannot be ruled out. Consultation with the Wiltshire Council Assistant County Archaeologist concluded that archaeological investigation would be required prior to development, to offset any loss in archaeological remains.”

Therefore an archaeological evaluation is not necessary for this application.

The NPPF also says: *141. Local planning authorities should make information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible. They should also require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.*

It is therefore required that a programme of archaeological works is carried out as part of the development, at the applicant’s expense and risk.

In terms of the archaeological impacts from the proposed landscaping scheme (discussed in 9.2.3 of this report), this is designed such that the planting will have minimal impact on any

archaeological remains. The landscaping will be planted into very subtle bunds above the existing ground levels that will blend into the existing ground levels, allowing sufficient depth for the root structures not to interfere with archaeological remains. The layout of the planting will be dictated by the depth of the bunds, e.g. adjacent to the western boundary of the site will be suitable for tree and shrub planting, whilst on the sections of bund which are closest to the existing levels, only chalk grassland will be sown.

9.4.2 Impact on the Outstanding Universal Value (OUV) of the World Heritage Site

When considering the proposal in the context of the existing SHVC, Coach Park and other development works already undertaken on the site, the scale of change proposed is comparatively small. There would be no change to the character or legibility of any of the key Scheduled Monument groups or the visual relationship between them.

Historic England were consulted on the proposal and have concluded that the works proposed would not result in harm to OUV of the World Heritage Site.

9.5 Ecological Impact

The development lies 1.5km from the Salisbury Plain SAC / SPA, and much of the site is already developed from the previous temporary coach park permission. The proportion of the application site that comprises development on existing arable agricultural land (the VTS turnaround/drop-off/loading bay adjacent to the coach park) is of a relatively small scale, and therefore the Wiltshire Ecologist does not consider it is likely to have a significant effect on stone curlew, which are a feature of the SPA. It is considered unlikely that there will be ground nesting birds on this section of existing arable agricultural land, however the developer has confirmed that if approved, the proposed works would not be taking place during the breeding season. This can be controlled via condition. Natural England have no comments to make on the proposal, on the basis that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes.

Stone curlews are also listed on annex 1 of the EU Birds Directive and Schedule 1 of the Wildlife and Countryside Act 1981 (as amended) and are thus protected from disturbance while they are breeding. The nearest that stone curlews have been recorded nesting is approximately 1.6 km away. At this distance, these nest sites are unlikely to be affected by the development proposals if they are used in the future.

9.6 Trees

The proposal results in the loss of a section of beech trees in the tree belt adjacent to the A344, to facilitate the creation of the VTS turning loop and coach visitor drop-off/loading bay. The Wiltshire Council Arboriculturalist has been consulted on the proposal and has raised no objections, stating that the trees are not worthy of a Tree Protection Order.

9.7 Misc

An Environmental Impact Assessment Screening Request was submitted for the proposal prior to the submission of this planning application. It was concluded that whilst the proposed development was categorised as Schedule 2 Development, the proposal was not likely to have significant environment impacts and as such an Environmental Impact Assessment was not required.

10. Conclusion

The proposed modification of the existing coach park layout and its associated permanent expansion and ancillary building, together with the infrastructure amendments to facilitate the replacement of land-trains with buses and the proposed landscaping scheme, will provide significant public benefit by means of an improved visitor experience. Taking into consideration this public benefit and there being no demonstrable harm to heritage, ecology, highways, landscape and visual amenity, on balance the proposal is considered to be acceptable. As such the proposal is considered to be in accordance with paragraphs 128, 137 and 141 of the National Planning Policy Framework (NPPF), the Planning Practice Guidance, Core Policies 4, 6, 39, 50, 57, 58 and 59 of the adopted Wiltshire Core Strategy, The Stonehenge, Avebury and Associated Sites World Heritage Site Management Plan 2015 and UNESCO Guidelines for the implementation of the World Heritage Convention (2015).

RECOMMENDATION:

Subject to the applicant entering into a legal agreement to achieve delivery of the Traffic Regulation Order and related infrastructure, delegate to the Area Development Manager (South) to grant planning permission, subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Design & Access Statement dated April 2015 received 18/04/16
Planning Statement dated April 2016 received 18/04/16
Landscape & Visual Impact Assessment dated April 2016 received 18/04/16
Heritage Impact Assessment dated April 2016 received 18/04/16
1515/253 Rev P5 dated 13/04/16 received 18/04/16
1515/242 Rev P13 dated 13/04/16 received 18/04/16
1733/010/020 Rev C dated 14/04/16 received 18/04/16
1733/10/21 Rev A dated 13/04/16 received 18/04/16
1733/10/23 dated 13/04/16 received 18/04/16
HED.1152.103 Rev A dated 04/04/16 received 18/04/16
HED.1152.104 Rev A dated 04/04/16 received 18/04/16
HED.1152.105 Rev A dated 05/04/16 received 18/04/16
HED.1152.SK002 Rev A dated 04/04/16 received 18/04/16
1733/10/25 Rev A dated 13/04/16 received 18/04/16
1515/215 Rev P8 dated 13/04/16 received 18/04/16
1515/272 Rev P4 dated 13/04/16 received 18/04/16
1515/273 Rev P4 dated 13/04/16 received 18/04/16
1515/216 Rev P8 dated 13/04/16 received 18/04/16
1515/270 Rev P4 dated 13/04/16 received 18/04/16
1515/271 Rev P4 dated 13/04/16 received 18/04/16
1515/211 Rev P8 dated 13/04/16 received 18/04/16
HED.1152.106 dated 14/03/16 received 18/04/16

1515/251 Rev P7 dated 13/04/16 received 18/04/16
1733/10/026 Rev A dated 13/04/16 received 18/04/16
1733/10/22 Rev A dated 13/04/16 received 18/04/16
12246-1 Rev 0 dated 13/04/16 received 18/04/16
12246-2 Rev 0 dated 13/04/16 received 18/04/16
12246-3 Rev 0 dated 13/04/16 received 18/04/16
12246-4 Rev 0 dated 14/04/16 received 18/04/16
12246-5 Rev 0 dated 14/04/16 received 18/04/16
12246-6 Rev 0 dated 14/04/16 received 18/04/16
12246-7 Rev 0 dated 14/04/16 received 18/04/16
12246-8 Rev 0 dated 14/04/16 received 18/04/16
12246-9 Rev 0 dated 14/04/16 received 18/04/16
1733/10/07 Rev A dated 12/02/16 received 28/06/16
1733/10/08 Rev A dated 12/02/16 received 28/06/16
1733/10/09 Rev B dated 02/06/16 received 28/06/16
1733/10/10 Rev B dated 02/06/16 received 28/06/16
1733/10/13 Rev B dated 02/06/16 received 28/06/16
1733/10/14 Rev B dated 02/06/16 received 28/06/16
1733/10/15 Rev B dated 02/06/16 received 28/06/16
1733/10/16 Rev B dated 02/06/16 received 28/06/16
1733/10/30 Rev A dated 24/06/16 received 28/06/16
1733/10/34 dated 02/06/16 received 28/06/16
11110205R_Wiltshire Highways Comments_Responses_Final_28-06-16 received
28/06/16
Email from Alan Baxter Ltd to Wiltshire Council 30/06/16 17:06
Email from Chris Blandford Associates to Wiltshire Council 28/06/16 20:47

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 Prior to the commencement of the development hereby approved, details for temporary parking of coaches displaced from the development area during the course of the works shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: To ensure an adequate supply of coach parking at the Stonehenge Visitor Centre site during the works.

- 4 Notwithstanding the submitted drawings showing the proposals for directing pedestrian arrivals in the vicinity of the A344 junction with Byway 12, prior to the commencement of the development hereby approved further details shall be submitted to and approved in writing by the Local Planning Authority demonstrating how pedestrians using the signed and lined route on the southern side of the A344 can access the Stones without having to cross the A344 or to walk within the route used by the Visitor Transit System to the east side of Byway 12. The approved details shall be implemented before the proposed bus turning arrangements are brought into effect.

Reason: In the interests of highway and visitor pedestrian safety.

- 5 Notwithstanding the submitted drawing showing the access and egress arrangements for the extended visitor coach park area at the north-west side of the coach park, prior to the commencement of the development hereby approved further details shall be submitted to and approved in writing by the Local Planning Authority demonstrating

how the potential conflict between arrivals and departures will be eliminated or managed. The approved arrangements shall be implemented before the coach/motorhome park extension area is first brought into use.

Reason: In order remove the conflicts between coaches arriving at and departing from the extended area of coach parking, and potential consequences on other departing traffic.

- 6 Prior to the Visitor Transit System operations hereby approved coming into effect, a Coach/Motorhome Parking and Visitor Transit System Management Plan shall first have been submitted to and approved in writing by the Local Planning Authority. The Coach/Motorhome Park and the Visitor Transit System shall be operated at all times in accordance with the management plan so approved.

Reason: In order to ensure that the coach/motorhome parking areas are operated and managed in a manner consistent with the safe practices, and to ensure that pedestrian users of the A344 are not exposed to unnecessary risk resulting from its use by the Visitor Transit System.

- 7 Prior to the commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: In the interests of highway safety.

- 8 No development approved by this permission shall be commenced until a scheme for surface water drainage, incorporating pollution prevention measures, has been submitted to and agreed in writing by the Local Planning Authority, in consultation with the Environment Agency. The scheme shall be fully implemented as agreed.

Reason: To protect controlled waters from pollution, particularly the local groundwater.

INFORMATIVE

A full oil retention interceptor should be installed as part of the surface water drainage for the proposed coach park, of a sufficient size to deal with the increased size and risk of oil spills and leaks.

INFORMATIVE

An application to vary the abstraction licence SW/043/0021/003 will need to be submitted to the Environment Agency as the proposal contains information that the potable abstraction will be above the licenced limits. Pre-application guidance sought with the Environment Agency is welcomed - contact Carol Pediani on 02030 259285). Online application guidance is at the following link:
<https://www.gov.uk/government/publications/water-abstraction-application-for-a-water-resources-licence>. A variation to the licence can take up to 13 weeks to determine and approve any increase in volumes abstracted above existing abstraction limits.

INFORMATIVE

The Environment Agency request that the applicant provides confirmation that the permitted sewage discharge volume will be complied with. (The proposal only states that the treatment volume will be "within the manufacturer's designed process capability of the MBR plant"). This confirmation should be sent to Carol Pediani - carol.pediani@environment-agency.gov.uk.

INFORMATIVE

Safeguards should be implemented during the construction phase to minimise the risks of pollution from the development. Such safeguards should cover:

- the use of plant and machinery
- oils/chemicals and materials
- wheel washing and vehicle wash-down
- the use and routing of heavy plant and vehicles
- the location and form of work and storage areas and compounds
- the control and removal of spoil and wastes.

- 9 No development shall commence until details of the foul drainage disposal package treatment plant have been submitted to and agreed in writing by the Local Planning Authority. These details must include a future ownership/maintenance regime. The development shall be undertaken in accordance with the approved details.

Reason: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure that the proposal is provided with a satisfactory means of drainage and does not increase the risk of flooding or pose a risk to public health or the environment.

- 10 No development shall commence within the area indicated (proposed development site) until:

- A written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and
- The approved programme of archaeological work has been carried out in accordance with the approved details.

Reason: To enable the recording of any matters of archaeological interest.

INFORMATIVE

The work should be conducted by a professionally recognised archaeological contractor in accordance with a written scheme of investigation approved by this office and there will be a financial implication for the applicant.

INFORMATIVE

The applicant should be aware that, if archaeological remains are encountered, this may have an effect on their programme of works. If human remains are encountered during the works, they cannot be removed without the appropriate permissions.

INFORMATIVE

This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990 and dated the **[INSERT]**.

INFORMATIVE

A Section 278 agreement will be required in order to construct those works which include alterations to the highway.