
STONEHENGE VISITOR ENHANCEMENT PROJECT
DESIGN & ACCESS STATEMENT
APPENDIX B - TRANSPORT TECHNICAL NOTE

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Stonehenge Visitor Centre Enhancement Project

Transport Technical Note update

Prepared for
English Heritage
November 2015

Stonehenge Visitor Centre Enhancement Project

Transport Technical Note update

1.0 Introduction

Alan Baxter Ltd (ABA) has been commissioned by English Heritage to provide transport advice in relation to peak coach, car and motorhome parking demand at Stonehenge. Automatic Traffic Count (ATC) and visitor admissions data has been supplied by English Heritage for analysis. An initial transport technical note highlighted that additional, more focused surveys were required to provide robust estimates of peak vehicle accumulation. This was primarily due to coach departures not being registered by the existing ATCs. Video surveys were therefore undertaken from 30 September 2015 to 13 October 2015. This note provides updated estimates for the peak coach, car and motorhome parking requirements at the site.

2.0 Site Context

Stonehenge is located in Wiltshire, approximately 8 miles north of Salisbury. Strategic vehicular access is provided by the A303, for connections with London, Bristol and Exeter.

The only point of access to the monument is via the visitor centre, which is located 1.5 miles to the west of the monument, just east of the A360/B3086 roundabout. Connection between the visitor centre and the monument is by shuttle bus or by walking. The visitor centre is served by two parking areas: the coach park to its northwest and the car park to its south west.

3.0 Available Data

Three sets of data have been analysed:

- Daily visitor admissions data – between December 2013 and August 2015
- Automatic traffic count (ATC) data – vehicle arrival and departure (excluding coaches) counts between March 2015 and October 2015
- Camera surveys – all vehicle arrival and departure counts between 30 September and 13 October 2015

4.0 Seasonal Peak Analysis

As set out in the initial Transport Note the visitor admissions peak is during the summer months of July and August. Admissions rise each month between February and July and fall between August and January.

The ATC data shows an agreement with the visitor admissions data between March and August, with a general rise in traffic over this period (see Figure 3 in the initial Transport Note). There are various spikes in traffic, all of which coincide with school holidays, bank holidays and the Stonehenge Summer Solstice Festival.

Within the peak months of July and August, the peak weeks and days were identified and summarised in Table 1 of the initial Transport Note. The peak week was identified as the first week of August in the 2014 and 2015 visitors admissions data as well as in the 2015 ATC data.

Following additional analysis and a more complete data set this remains the peak week. However, it should be noted that there are a number of weeks with similarly high volumes of traffic and parking demand as set out in section 6.

The ATC data recorded an exceptionally high number of total arrivals (4672 vehicles) during the Saturday of the Summer Solstice Festival. The parking accumulation figures for this weekend are unreliable due to the likely levels of congestion causing problems with data collection as ATC surveys are prone to error when recording slow moving vehicles. As set out below, it is likely that parking demand was very high during this event.

6.0 Peak Accumulation Analysis

As well as providing the peak coach, car and motorhome parking requirement for the site, the client has also requested that we provide an estimate of the number of times parking demand exceeds 30 spaces for coaches (including minibuses), 500 spaces for cars and 27 spaces for motorhomes. These figures represent respectively the proposed total parking for hard surfacing for coach spaces, the total proposed car parking spaces and the total proposed motorhome parking spaces.

6.1 Coach parking requirement

The peak coach parking requirement based on the profile of arrivals and departures recorded during the camera surveys and factored up proportionally based on car arrivals during the peak ATC survey period gives a peak requirement of 44 coach and minibus spaces during the Saturdays of weeks 21 July to 28 July. Included within this figure is demand for up to seven minibuses. This estimate includes the visitor growth forecast of 2.28% per year between 2015 and 2018 provided by English Heritage (a total growth of 7% on top of 2015 visitor numbers). This figure is lower than previously estimated due to the greater clarity available regarding the profile of coach and minibus movements following full analysis of the camera surveys and ATC data between the end of March and early October.

By taking the peak coach arrival figure as a proportion of car arrivals and applying that proportion to car arrivals across the year, an estimate can be made for peak coach parking demand as shown in Table 1. The numbers of occasions when over 30 coach parking spaces are likely to be required include 13 Saturdays, 12 Sundays and the four weeks over the school holidays between 21 July and 11 August (Table 1). This represents 45 days a year when 30 or more coach parking spaces will be required.

The parking peak accumulation for coaches occurs between 11am and 12pm.

The camera surveys allowed additional information to be gathered regarding the number of coaches exiting via the coach entrance. In total this movement represents up to 3% of coach movements per day. It should be noted that the majority of these movements tend to be concentrated in a handful of periods rather than dispersed over the course of the day. This suggests that coaches are exiting wrongly due to congestion or other issues at the designated exit, rather than through confusion regarding the proper route.

Table 1: Peak coach parking requirement (periods highlighted when 30 or more spaces are required)

	Saturday	Sunday	Weekday average
DATE	Peak coach parking requirement	Peak coach parking requirement	Peak coach parking requirement
24-Mar	19	18	13
31-Mar	39	37	26
07-Apr	25	22	22
14-Apr	23	21	15
21-Apr	13	15	11
28-Apr	17	20	12
05-May	23	21	14
12-May	27	26	17
19-May	31	24	25
26-May	28	29	20
02-Jun	28	29	20
09-Jun	28	29	20
16-Jun	81*	48*	22
23-Jun	33	31	24
30-Jun	33	34	25
07-Jul	36	33	28
14-Jul	36	37	29
21-Jul	44	32	30
28-Jul	44	40	35
04-Aug	43	43	36
11-Aug	43	35	32
18-Aug	39	30	29
25-Aug	39	30	27
01-Sep	26	24	22
22-Sep	28	20	17
06-Oct	26	18	14

*unreliable data due to likely congestion during Summer Solstice Festival

6.2 Car parking requirement

Based on the ATC surveys the peak car parking requirement is for 633 spaces on Saturday 8 August. This estimate is greater than the 592 set out in the initial Transport Note as it includes the visitor growth forecast of 2.28% per year between 2015 and 2018 provided by English Heritage (a total growth of 7% on top of 2015 visitor numbers). In total there is a requirement for over 600 spaces on six days of the year, with a further 29 days requiring over 500 car parking spaces (Table 2). It should be noted that during the Summer Solstice Festival over 600 spaces are likely to be required however the survey data is unreliable, for the reasons set out above.

During the three peak weeks between 21 July and 4 August the ATC data included some anomalous results, as set out on the initial Transport Note. The anomalies relate to more cars being recorded as arriving than departing, resulting in parking accumulation figures of over 100 vehicles remaining in the car park at the end of the day. This is likely to have been caused by congestion affecting data collection by the ATC tubes. Similar issues affected data on Easter Sunday and Saturday 15 August when visitor numbers were also very high. The peak parking accumulation has therefore been adjusted by applying a factor based on the parking accumulation data from the nearest unaffected weeks.

Based on figures provided by English Heritage, staff car parking is likely to account for around 27 vehicles during peak periods in July and August.

The parking peak accumulation for cars occurs later than for coaches, between 1pm and 2pm.

Table 2: Peak car parking requirement (periods highlighted when 500 or more spaces are required)

	Saturday	Sunday	Weekday average
DATE	Peak car parking requirement	Peak car parking requirement	Peak car parking requirement
24-Mar	279	221	220
31-Mar	526	587**	412
07-Apr	383	307	394
14-Apr	380	311	272
21-Apr	131	187	204
28-Apr	117	78	146
05-May	348	308	169
12-May	428	400	261
19-May	479	309	409
26-May	455	443	330
02-Jun	455	443	330
09-Jun	482	368	316
16-Jun	435*	1554*	361
23-Jun	565	429	364
30-Jun	490	463	394
07-Jul	517	427	428
14-Jul	518	556	478
21-Jul	624**	465**	501**
28-Jul	621**	580**	569**
04-Aug	633**	623**	591**
11-Aug	628**	540	516
18-Aug	608	462	456
25-Aug	578	419	386
01-Sep	363	363	346
22-Sep	496	350	302
06-Oct	449	292	247

*unreliable data due to likely congestion during Summer Solstice Festival

**period affected by anomalous car park accumulation figures

6.3 Motorhome parking

The number of motorhomes recorded in the camera surveys was significantly below the numbers observed on-site and during the ATC surveys earlier in the summer. This is likely to be due to motorhome use decreasing as autumn approaches. For this reason the ATC data has been used, as described below.

Motorhome numbers have been calculated based on the number of 'Class 4' vehicles (i.e. vehicles larger than cars with two axles) recorded exiting via the main entrance. The proportion of coaches observed in the camera surveys exiting from via the main entrance have been deducted from these figures as has a factor for general servicing and site shuttle buses. The peak parking accumulation figure for motorhomes has then been derived by identifying the proportion of total car parking that the peak car parking accumulation represents for each day or week and applying it to the motorhome departure figures. For a number of periods the motorhome departure figures are over 70% of total 'Class 4' arrivals (see Table 3). Where this is the case arrivals have been estimated based on the trend for motorhome arrivals either side of the anomalous period.

Based on the ATC surveys the peak motorhome parking requirement is for 38 spaces on Saturday 15 August. This estimate includes the visitor growth forecast provided by English Heritage. In total there is a requirement for over 27 spaces on four Saturdays, five Sundays and 35 weekdays of the year (Table 3). This represents 44 days a year when 27 or more motorhome parking spaces will be required.

During weekends motorhomes represent around 5% of total vehicles visiting the site. Whereas car visitor numbers decline by around 36% during the week, motorhome numbers remain broadly constant. As a result motorhomes represent around 7% of total vehicles visiting the site during the week.

It is assumed that the peak parking accumulation for motorhomes is the same as for cars, between 1pm and 2pm.

The motorhome parking demand is additional to the car parking demand set out above.

Table 3: Peak motorhome parking requirement (periods highlighted when 27 or more spaces are required)

	Saturday	Sunday	Weekday average
DATE	Peak motorhome parking requirement	Peak motorhome parking requirement	Peak motorhome parking requirement
24-Mar	9	14	14
31-Mar	19	20	18
07-Apr	14	8	18
14-Apr	16	7	17
21-Apr	16**	9	12
28-Apr	16**	15	12
05-May	17**	14	14
12-May	17	18	17
19-May	17	15	24
26-May	18	18	22
02-Jun	18	18	22
09-Jun	21	14	17
16-Jun	22* **	20* **	22* **
23-Jun	27	19	23
30-Jun	25	21	26
07-Jul	25	23	27
14-Jul	21	29	31
21-Jul	26**	26**	33**
28-Jul	30**	32**	34**
04-Aug	36**	35**	36**
11-Aug	38	35	36
18-Aug	35	30	30
25-Aug	20	16	16
01-Sep	15	19	19
22-Sep	16	18	19
06-Oct	18	14	15

*unreliable data due to likely congestion during Summer Solstice Festival

**period affected by anomalous Class 4 departure figures

7.0 Conclusion

The peak parking demand at the site by mode is:

- 44 coach and minibus parking spaces during the Saturdays of the weeks commencing 21 July to 28 July
- 633 car parking spaces on Saturday 8 August
- 38 motorhome parking spaces on Saturday 15 August

As set out in the initial Transport Note the peak periods of parking demand at the site are during school holidays, bank holidays and during the Summer Solstice Festival.

The estimated peak car parking figures provided are higher than set out in the initial note due to the application of an assumed visitor growth factor of 7%.

It should be noted that the datasets used to derive the estimates set out in this note contain a number of inconsistencies and data collection errors. These include inconsistent data collection during high volume days, the lack of ATC coach exit figures and the limited period that camera survey data was able to be collected to provide this information. Taken together this has meant that a number of assumptions and modifications have had to be made and applied to the data to reach the peak accumulation estimates. These assumptions and modifications have been referred to in the note.

It is recommended that English Heritage note the limitations of the data sets in the context of them being used to derive conclusions as to the future parking demand.

Prepared by Geoff Burrage
Reviewed by Malcolm Turner and Simon Bennett
Issued 27 November 2015

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STONEHENGE VISITOR ENHANCEMENT PROJECT
DESIGN & ACCESS STATEMENT
APPENDIX C - SURFACE WATER DRAINAGE STRATEGY

Alan Baxter Associates
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Stonehenge Visitor Enhancement Project

Planning Submission for Permanent
Coach Visitor Facilities & Visitor
Transit System Improvements
Surface Water Drainage Strategy

Prepared for
English Heritage

April 2016

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1.0 Introduction

Alan Baxter Ltd are appointed by English Heritage as civil and structural engineers for the proposed permanent extension to their existing coach parking facility and visitor transit system (VTS) improvements at the Stonehenge Visitor Centre, Wiltshire. As part of our work we have produced this Surface Water Drainage Strategy to support the planning application.

The application site comprises approximately 2.5ha. This report is to be read in conjunction with drawing numbers 1733/10/25 & 26.

1.1 Previous Studies

The previous studies used to inform this report are listed below

- a proposed site plan produced by Ramboll UK LTD (Drawing No. 61034252-DR-C-001-T02, 18th February 2015) for the temporary coach park extension;
- a surface water design report produced by SKM Anthony Hunts for the development of the Visitor Centre and Coach Park (Revision B, dated February 2012);
- a surface water drainage layout drawing produced by SKM for the existing coach park (Drawing No. SE14283-C-002, 18th December 2012);
- Wiltshire Council Joint Strategic Flood Risk Assessment, Level 1 (February 2008);
- National Planning Policy Framework (NPPF): Flood Risk.

1.2 The Role of this Document

This Surface Water Drainage Strategy draws on the previous reports prepared by the above studies which have been submitted to Wiltshire Council in support of previous Applications to undertake works on the site.

It summarises the surface water drainage strategy for the site and shows that all surface water can be managed on site through direct infiltration and soakaways.

2.0 Development Context

2.1 Stonehenge Visitor Centre Site Location.

The Stonehenge Visitor Centre coach park was constructed in 2012, and is located to the north of the existing A344. It is reached by an access road off the A344, which leads to a coach drop off alongside an Ancillary Building. The site consists of both permanent and temporary coach parking for visitors.

The application site comprises approximately 2.5 ha, and consists of two distinct areas; the original SKM scheme provided a permanent coach park paved with sealed (asphalt) construction in 2012, this was followed in 2015 by a temporary coach park paved with a permeable granular tanked pavement developed by engineer Ramboll.

2.2 Planning Context

This assessment has been undertaken in accordance with current legislation, and national, regional and local plans and policies. A summary of the relevant legislation and policies and the requirements of these policies are provided below.

National Planning Policy Framework (NPPF)

The NPPF sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk.

Wiltshire Council Joint South Strategic Flood Risk Assessment

In 2007, a consortium of five local councils, including Salisbury District Council (now merged into the single unitary authority Wiltshire Council), commissioned Halcrow to produce a Strategic Flood Risk Assessment. This states that "SuDS techniques will be required for all developments in all flood zones, unless suitable facilities can be provided at a suitable downstream location."

3.0 Site Area and Development proposal

3.1 Site Description

Stonehenge lies approximately 9km to the west of the town of Amesbury, Wiltshire, which is accessed by the A303 that runs south of the historic stone monument and visitor coach park.

The existing application site is split into two distinct areas as below.

- 1) On the site of the existing coach park, a new coach park is proposed that is to be formed by a permanent and overflow coach park with construction formed with a combination of both impermeable tarmac surfacing and permeable tanked aggregate, and a new VTS turnaround facility.
- 2) An extension to the existing VTS turnaround near the Stonehenge Monument using impermeable surfacing.

3.2 Site Topography

The proposed coach park site slopes at a gradient of approximately 1 in 30 from the north west (approx. 107.5m AOD) to the south east (approx. 99.5m AOD).

3.3 Existing Drainage Features

The existing coach park is positively drained from a combination of road gullies, channels and perforated drains located within permeable gravel that is tanked. Surface water runoff is collected from paved areas and the flows are conveyed through to a full retention interceptor before being discharged into the ground via soakaway structures.

The soakaway structure serving the permanent coach park consist of two large parallel diameter perforated corrugated pipes that are surrounded by a single sized aggregate. The original designers SKM carried out a hydrological assessment using MicroDrainage that is contained within the 2012, SKM Surface Water Design Report. The Soakaway was designed to contain up to the 1 in 30 year return period flow. The Ramboll assessment noted during more extreme events that surface flooding would be likely to occur, especially during the 1 in 100 year (plus 20% climate change) return period storm and predicted surface water flood volumes of up to around 33m³.

The report noted that any surface water flooding ejected from within the existing coach park would end up and be retained in the dew (or sheep) pond which is approximately 100m to the south of the site. It is understood that the dew pond does not retain water permanently due to its location where surface water runoff infiltrates into the underlying chalk structure. The report further notes that surface water flood volume runoff rate translates to a runoff rate lower than the pre-existing greenfield runoff rate.

Ramboll note that, theoretically, the remainder of the site is used for agricultural purposes and is not positively drained, therefore any surface water runoff from this area is collected via the existing coach park drainage system, or bypasses the coach park and is retained by the dew pond as noted above. However, we believe in reality the run-off from surrounding areas will be very small due to the high permeability of the ground.

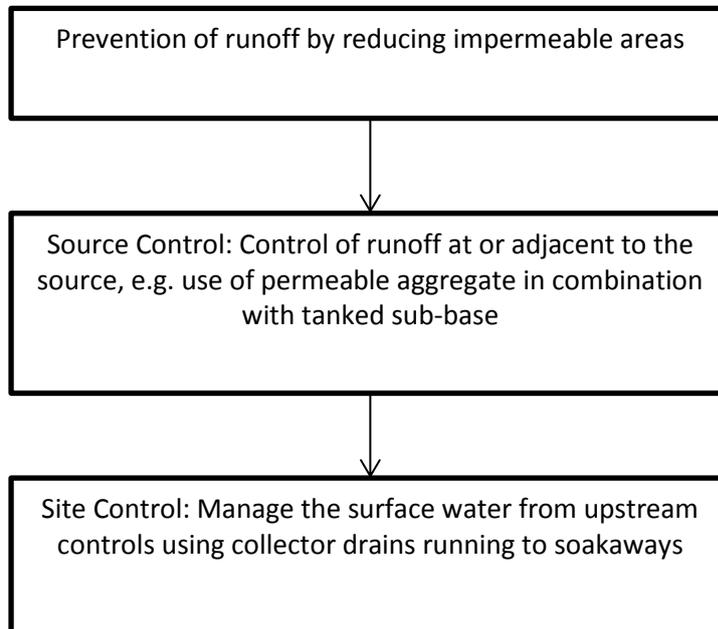
In 2015, engineers Ramboll designed a new temporary coach park to the east of the original coach park. The temporary coach park was drained using a permeable aggregate and tanked sub-base, using perforated collector drains to convey the surface water runoff to a new crated soakaway via a petrol interceptor.

3.4 Ground Conditions

The online Environment Agency maps indicate that the bedrock below the site is designated as a Principal Aquifer, which is described by the EA as layers of rock or drift deposits that have a high intergranular and/or fracture permeability - meaning they usually provide a high level of water storage. They may support water supply and/or river base flow on a strategic scale. In most cases, principal aquifers are aquifers previously designated as a major aquifer.

4.0 Surface Water Drainage Strategy

The EA and DEFRA currently suggest that the SuDS management train (as per the CIRIA SuDS Manual) is applied when considering SuDS techniques to be adopted for new developments. This lists the order in which different SuDS techniques should be considered for a site in terms of their requirement to mitigate against surface water and flood risk ¹ as follows:



The overall aim of this SuDS strategy is to manage the surface water runoff close to its source to provide a more sustainable approach to drainage design, by slowing, capturing, storing and slowly releasing water to alleviate flooding and improve water quality.

The aim is to limit the extent of impermeable areas and provide source control measures to prevent runoff from the site. This will be achieved through source control methods using permeable aggregate within the proposed overflow coach park areas, which allows surface water to infiltrate to the gap graded sub-base. Surface water is then collected and conveyed using perforated drains to a full retention petrol interceptor before infiltrating to ground via soakaways.

No surface water will therefore be discharged to sewers or water courses beyond the site boundary. There is therefore no overall change to the pattern of surface water drainage as a result of these proposals.

¹ Environment Agency, SuDS – A Practice Guide – October 2006

4.1 Stonehenge Soakaway Storage Volumes and SuDS Strategy

The drainage strategy is to manage the surface water runoff as close to the source as possible by utilising the permeable areas within the overflow coach parking areas and soakaways.

In evaluating the required soakaway volume for the proposed new coach park, we estimate the increased coach parking area, a total soakaway volume of approximately 320m³, would be required based on Ramboll's previous design. This would effectively double the size of the existing soakaway tank. For the proposed surface water drainage layout of the proposed coach park see drawing No: 1768/10/025.

The surface water strategy for the new VTS turnaround by the historic stone monument is shown on drawing No. 1768/10/026. The design strategy is to capture surface water runoff via a channel drain and convey the surface water via a filter drain into the adjacent landscaping to infiltrate directly into the ground. This is in principle no different to the current arrangement.

4.2 Maintenance

It is important that adequate consideration is given to the maintenance of SuDS features, to ensure their long-term performance. The proposed drainage strategy has been developed to enable uncomplicated maintenance access and simple operation of the SuDS features according to current guidance and best practice.

Prepared by Philip Howard
Reviewed by Simon Bennett
Issued April 2016

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STONEHENGE VISITOR ENHANCEMENT PROJECT

DESIGN & ACCESS STATEMENT

APPENDIX D - WATER SUPPLY & WASTE TREATMENT STRATEGY

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STONEHENGE VISITOR ENHANCEMENT PROJECT

Planning Submission for Permanent Coach Visitor Facilities and Visitor Transit System Improvements

Water Supply and Waste Water Treatment Strategy

INTRODUCTION

Based on recorded visitor numbers between 2013 and 2015 the estimated increase in visitor's numbers to the site is approximately 3% for 2016. This may see a small increase in the level of potable water used by the site for facilities such as café and toilets, but it is estimated that the impact on potable water usage and waste water from the site will be contained within the current proposed licencing levels, this seeing an increase to 10m³ average. per day, 50m³ peak, with an annual abstraction of 3652m³.

The proposed new Coach Visitor Facilities (CVF) Ancillary Building is designed to provide toilet facilities adjacent to the coach park, which will be in addition to the existing main visitors centre toilet facilities. The proposed numbers of visitor toilets on site will increase from 30 wc's to 54 wc's with an increase in the number of urinals from 11 to 19. The new CVF toilets are located for use by those arriving via coaches to enable visitors to use the facilities on arrival before they are shuttled directly to the Stonehenge monument; this will ease congestion for arrivals to the existing main toilet facilities. Further, the new facility will be used by persons returning to coaches before they embark on their onward journey, therefore seeing the usage diversified due to locality and not doubled due to numbers.

The domestic water strategy for the new CVF Ancillary Building is in line with the existing facility. Potable water would be provided from the existing bore hole. Waste water would be evacuated into the Membrane BioReactor (MBR) plant where the foul water will be treated and then either recycled and discharged under Environment Agency licence, or removed from site via a tanker facility.

As with the existing facility, the new CVF toilets will utilise a vacuum system for the waste removal from toilets which is considered a low volume water system – an average toilet cistern utilises 2-4 litres per flush whilst a vacuum system utilises approximately 1.2 litres per flush.

The bore hole potable water system will be used for the hand wash facility with the proposed taps being low flow type as part of the water saving measures.

Toilet flushing will utilise a grey water system from the existing MBR installation and the system will be designed to optimise the use of grey water for the site.

WASTE WATER TREATMENT

The existing MBR plant was designed to accommodate future capacity, the plant processing capacity being approx. 25m³.

Monitoring over the last year has shown system peaks of around 18-20 m³ of waste water processing. Assuming a 3% increase in the number of visitors, and a linear equation for use of facilities, the increase in waste water processing falls well within the designed process capability of the MBR plant.

From the monitoring it is noted that the peak occupancy for the site is very infrequent falling mainly on bank holidays.

Whilst the quality of water discharge from the MBR over the initial operational months was variable, over time the nature of use for the site has allowed this to be controlled and recent monitoring has shown this is to be under control. Discussions with respect to the quality of water are ongoing with the Environment Agency, and a report outlining the results of recent monitoring is soon to be issued to the Environment Agency for approval of excess treated water to be discharged. It should be noted that no treated water has been discharged from the MBR plant to date, with all waste and excess treated water having been removed from site via tanker. Permission to discharge being subject to approval from the Environmental Agency with respect to water quality.

The quality of treated water to date has seen in excess of 75% of this treated water being recycled by use of the grey water recycling system. This is expected to continue. While approval from the Environment Agency is awaited imminently, it is anticipated that the level of discharge will fall well within the current agreed licencing volume with the bulk of treated water being recycled.

The use of grey water for the toilet facilities offsets the level of potable water required for such a facility, there is however a need to introduce some fresh potable water back into the MBR system to maintain a healthy balance within the treatment process.

POTABLE WATER

Potable water for the site is taken from an existing bore hole. There is currently an abstraction licence in place with the Environment Agency, licence number SW/043/0021/003: for the period 17th May

2013 to 17 May 2025, which confirms the agreed maximum abstraction rates as being: 3m³ per hour, 35m³ per day, 2,837m³/year with a maximum continuous extraction rate of 2l/s.

Following a period of monitoring of the operational site, a revised application for a small increase in peak requirements is currently awaiting approval, the application being submitted November 2015.

GROUND SOURCE HEATING

In addition to the potable water bore hole, there is an open loop Ground Source Heating System (GSHS) currently in use for the existing facility.

The licence for abstraction is combined with the potable water licence and offers the following limits on quantities of water abstracted: 35m³/hour, 533m³/day, 104,839m³/year with a peak instantaneous flow rate of 9.6l/s.

This system is to be retained as per the existing design and there are no plans to increase the load for this facility.

It should be noted that the controls for the current GSHS have been reconfigured to improve the load profile. Recent monitoring has shown this to have been successful and the system is currently operating within its agreed limits. As with all other water systems on the site, monitoring of the GSHS is on-going.

Report compiled by A Jones
April 2016

STONEHENGE VISITOR ENHANCEMENT PROJECT
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APPENDIX E - STATEMENT OF COMMUNITY CONSULTATION
English Heritage

STONEHENGE VISITOR ENHANCEMENT PROJECT

Planning Submission for Permanent Coach Visitor Facilities and Visitor Transit System Improvements

Statement of Community Consultation

English Heritage (EH) is fully committed to working with its partners in developing permanent and sustainable solutions to the operational challenges arising from Stonehenge's success. The proposals were discussed in outline with the following local parish councils and community groups:

Consultee Group	Date/ Location	Method of Consultation	Key Comments/Feedback	Response
Durrington Parish Council	17th March 2016/ Stonehenge Visitor Centre	Presentation by Kate Davies (EH Stonehenge General Manager)	<ul style="list-style-type: none"> The Parish Council appreciated being updated on plans for the permanent coach park. The Parish Council considered that the proposed layout of the coach park and use of space is sensible given visitor flow and English Heritage experience of operating the site. The Parish Council was interested to know what the proposed Coach Park materials would be. The Parish Council asked if there are any plans for lighting in the coach park. 	<ul style="list-style-type: none"> Information about the proposed choice of materials will be provided in the Design and Access Statement submitted with the planning application. No lighting of the coach park area is proposed as it is not required due to visitor opening times.
Amesbury Town Council	23rd March 2016/ Stonehenge Visitor Centre	Presentation by Kate Davies (EH Stonehenge General Manager)	<ul style="list-style-type: none"> The Town Council appreciated being updated on proposed plans for the permanent coach park. The Town Council considered that the proposed layout of the coach park and use of space is sensible given visitor flow and English Heritage experience of operating the site. The Town Council expressed their thanks for the presentation and indicated their desire for a close working relationship in the future with English Heritage in respect of the Stonehenge Visitor Centre. 	<ul style="list-style-type: none"> Noted
Winterbourne Stoke Parish Council	7th March 2016/ Stonehenge Visitor Centre	Presentation by Kate Davies (EH Stonehenge General Manager)	<ul style="list-style-type: none"> Winterbourne Stoke Parish Council was appreciative that members of the Council were briefed on the aspirations for permanent coach parking and the future planning application. The Parish Council recommended that the length of the coach parking bays should all be 15m long so that there is flexibility to accommodate all coach sizes in the future. 	<ul style="list-style-type: none"> All proposed coach parking spaces are designed to accommodate the 15m long continental coaches.

Consultee Group	Date/ Location	Method of Consultation	Key Comments/Feedback	Response
Shrewton Parish Council	6th April 2016/ Shrewton Parish Council Meeting	Parish Council Meeting attended by Kate Davies (EH Stonehenge General Manager)	<ul style="list-style-type: none"> • The Parish Council appreciated being updated on proposed plans for the permanent coach park. • The Parish Council considered that the proposed layout of the coach park and use of space is sensible given visitor flow and English Heritage experience of operating the site. • The Parish Council noted that previous comments raised at the Wiltshire Council Southern Area Planning Committee on 23 July 2015 about the visibility of motorhomes in the car park had been taken into account by EH. 	<ul style="list-style-type: none"> • Noted
Stonehenge Traffic Action Group (STAG)	14th March 2016/ Stonehenge Visitor Centre	Presentation by Kate Davies (EH Stonehenge General Manager)	<ul style="list-style-type: none"> • STAG expressed their thanks for being updated on the future plans. • STAG was interested to know if groups travelling in continental coaches alighting on the 'wrong' side would be safe. • STAG was also interested to know if coach parking bays would be 15m long to accommodate continental coach sizes. 	<ul style="list-style-type: none"> • All proposed coach parking spaces are designed to accommodate the 15m long continental coaches.