

- 22.7 The noise of the land train in particular is a sensitive issue and this is covered on page 49 of this report on the evaluation of the Environmental Statement, however in summary it is considered that potential noise issues can be satisfactorily mitigated through the use of conditions.

Flooding

- 22.8 The Environment Agency has confirmed that they do not wish to object to these proposals. Sustainable drainage systems and retention ponds are planned to promote natural infiltration of rainwater back into the hydrological system.

Waste management

- 22.9 In accordance with County Council Supplementary Planning Guidance this scheme will attract a high number of visitors and provision should be made for the recycling and waste separation collection. Ideally bins for recyclable materials should be installed. The applicants state that full waste disposal details will be incorporated into an Operational Management Plan for the scheme and should members be minded to approve this scheme then a condition will be recommended to ensure a waste audit is carried out and appropriate measures implemented.

Conclusions

- 22.10 With regard to sustainable development the application satisfactorily addresses this topic in a manner that accords with planning policy. It is clear that these objectives have been a serious and integral consideration from the outset of the design process. Nevertheless, it will be necessary to ensure that the measures proposed are fully implemented and should the scheme proceed then suitable planning conditions will be required to ensure compliance.

23. Tourism

- 23.0 The tourist and visitor experience has caused much debate, however care needs to be exercised to confine our deliberations to material planning considerations. It is not for us to unduly intercede on the business case upon which the new proposals are based. However the economic wellbeing of the District is a legitimate concern.
- 23.1 On consultation the tourist industry are divided on the merits of this case. Many are wedded to the status quo and this is a clear reflection of trying maintain exiting business practices, most prominently the coach tours which stop in at Stonehenge for a short visit on their way from London to Bath or vice versa. This faction feels strongly that the new arrangements and dwell time of 4 hours will disrupt existing patterns of business and ultimately lead to visitors missing out their visit altogether.
- 23.2 However there is a strong lobby in favour of the proposals, headed by South West Tourism (the Regional Tourist Board for the South West of England.) This support is based on the fact that the existing facilities fall well short of what international tourists expect in the 21st Century and that the new facilities will provide an improved experience and add to the appeal of Stonehenge.
- 23.3 We must not make planning decisions to protect any vested interest; we must do so taking into account planning policy and all other material considerations. Planning policy seeks the building of a new visitor centre outside of the World Heritage Site and restoration of a more respectful setting for Stonehenge. It certainly seeks to improve on the existing situation and although this may impact on certain sectors of the tourist industry there is much evidence that it will adapt and that visitor numbers will stay at current levels of about 800,000 per year, the difference being that visitors will have had a more enriching and enlightening experience.

- 23.4 Extensive customer surveys have been carried out to inform this application and the consistently popular line was that people would enjoy seeing Stonehenge as part of a walk, would like to see more interpretative material and were disappointed with the quality of the existing facilities.

Conclusion

- 23.5 The patterns of tourism will change, but it should be for the benefit of the visitor and the World Heritage Site. The substantial market research conducted by the applicants confirms that visitors would like to see a more meaningful visit and it indicates that visitor numbers will remain consistent with existing ones. The tourist bus operators have a choice of whether to revise their schedules or to miss out Stonehenge altogether, however the future of such an important site can not be dictated by any one party and instead we must make a decision in the public interest and in accordance with our policy.
- 23.6 This application in this respect complies with the Development Plan.

24. Socio-economic Considerations

- 24.0 The social and economic wellbeing of our communities and rural areas is an important one and one that is material to our consideration of this proposal. We are seeking new patterns of development, which complement existing settlements and help sustain their vitality and viability. We seek to protect the District from development that competes with existing towns and villages to their detriment.

Location and Synergy with Amesbury

- 24.1 In line with PPS7, the selected site is the most proximal to Amesbury town centre, which would enable opportunities for local services and businesses to generate income from visitors exploring the area. Additional economic growth would be accrued from additional expenditure on goods and services by English Heritage and other organizations involved in the operation of the visitor centre, the creation of 47.5 full time jobs in the operation of the new visitor centre, up to 275 full time jobs in all including non-direct and induced employment, the equivalent of 38 full time jobs during the construction process, and the increase in average dwell times of the attraction will encourage visitors to make a day of their visit and hence increase the likelihood of a combined visit to Amesbury or Salisbury. It is considered that there are definite and tangible economic benefits that this scheme will deliver, meaning in this respect the application complies with national and regional guidance.

Potential Competition

- 24.2 There is the potential for those operating a development such as Stonehenge Visitor Centre to try and increase profits by extending and diversifying the range of goods sold in its retail outlet. Many of us will be aware of garden centers, which now sell a vast range of goods many apparently unrelated to gardens. The same pressure may be on the restaurant to open later to try and improve income generation. Finally the state of the art nature of the building and its direct relationship with Stonehenge may make it attractive for corporate meetings, functions and weddings.
- 24.3 All of the above have the potential to compete with existing businesses in existing town centers and should be resisted. If members are minded to approve this application conditions will be suggested for the purpose of controlling such ancillary uses so they do not grow and compete with exiting Town Centers, which we are seeking to enhance.

Conclusions

- 24.4 The application will bring clear economic and social benefits to the area and should on these grounds be welcomed providing ancillary functions are controlled so they do not compete with existing service centers.

25. Summary and Conclusions

- 25.0 This section has taken a detailed look at the key planning issues related to this planning application.
- 25.1 This is a contentious planning application and has raised a significant amount of opposition from the local community and further afield. In such circumstances it is important to take a forensic approach to analysing the issues being raised to see if the empirical evidence and views of specialist consultees support refusal or whether, to the contrary, approval is the correct course of action.
- 25.2 Without fail in this case, as the key planning issues are evaluated, there emerges strong support for approving this application. While the local community have made fair and robust objections, as is their prerogative, on analysis it becomes clear that their arguments cannot be substantiated as planning grounds for refusal. Against all key planning issues and in accordance with section 54A of the Town and Country Planning Act, this application should be approved.
- 25.3 However this should not be the end of our deliberations as there are still key issues, which need to be assessed in order to reach a final conclusion. In particular we must scrutinise the Environmental Statement and the Transportation Assessment submitted to support the application, to see if they are credible documents and whether they demonstrate that the respective impacts are within acceptable limits.

26. Evaluation of the Environmental Impact Assessment

- 26.0 The Environmental Impact Statement is submitted under Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999.
- 26.1 The purpose of the Environmental Statement (ES) is to assess the significant impacts of the development at each stage of the development programme i.e. demolition, construction and operation. It must identify the baseline situation, the nature of the impact both direct and indirect, whether it is temporary (demolition and construction) or permanent (operation) and then measures to mitigate the impacts in each case.
- 26.2 The Regulations make it clear that local planning authorities should satisfy themselves in every case that submitted statements contain the information specified in Part II of Schedule 4 to the Regulations and the relevant information set out in Part I of that Schedule that the developer can reasonably be required to compile. That is, is the information supplied adequate for the purposes of assessing the likely impacts of the development and is what is can we have reasonably expected them to provide more.
- 26.3 The Environmental Impact Assessment require an ES to provide an outline of alternative sites and the reasons for selecting the proposed development site, which in this case is set out on page 4 of this report. It is also appropriate to note that the significant impacts considered in the Environmental Statement, examined below, were agreed in principle with the Local Planning Authority prior to the submission of the planning application during the scoping exercise.

- 26.4 Auditing and evaluating the information in the Environmental Statement is a key piece of work and for this reason we set up a Technical Consultative Group comprising of key consultees, so that each topic and the conclusions could be robustly scrutinised and discussed with a panel of experts. The membership of the Technical Consultative Group was as follows:

Stonehenge Joint Consultative Technical Group:

David Milton	<i>Salisbury District Council, Development Services</i>
Isabella Stokes	<i>Salisbury District Council, Development Services</i>
James Iles	<i>Salisbury District Council, Development Services</i>
Gary Tomsett	<i>Salisbury District Council, Environmental Services</i>
Gianina Newell	<i>Salisbury District Council, Legal & Property Services</i>
Jane Ferguson	<i>Salisbury District Council, Legal & Property Services</i>
Geoffrey Hobbs	<i>Salisbury Joint Transportation Team</i>
Colin Grimwood	<i>Casella Group, Noise consultants on behalf of Salisbury District Council.</i>
Ian Postlethwaite	<i>Wiltshire County Council, Highways</i>
Mike Crook	<i>Wiltshire County Council, Highways</i>
Phil Tilley	<i>Wiltshire County Council, Highways</i>
Tim Jones	<i>Wiltshire County Council, Highways</i>
Janice Green	<i>Wiltshire County Council, Public Rights of Way</i>
Barbara Burke	<i>Wiltshire County Council, Public Rights of Way</i>
Roy Canham	<i>Wiltshire County Council, Archaeology</i>
Amanda Chadburn,	<i>English Heritage, Curatorial</i>
Andrew Purvey	<i>Wessex Water</i>
Dagmar Junghanns,	<i>English Nature</i>
Julie Swain	<i>English Nature</i>
Jonathan Startin	<i>BBCJV representing the Highways Agency</i>
Judith Williams	<i>Defence Estates</i>
Jane Hallett	<i>Defence Estates</i>
Matt Edworthy	<i>National Trust</i>
Tracey Brightman	<i>Environment Agency</i>

27. EIA Analysis of Archaeology & Historic Environment

- 27.0 Archaeology and historic environment in the context of an Environmental Impact Assessment relates to the physical aspects of the environment which are of historic importance and reflect human activities, ideas and attitudes, shaping the character of the area over time. In this case, it is the impact of the proposals on the archaeological remains in the area as well as the setting of nearby Listed Buildings (Toll Cottage, Countess Farm, Amesbury Abbey and Amesbury Conservation Area).

Baseline

- 27.1 Unsurprisingly the applicant's baseline survey showed hundreds of archaeological sites and monuments within the application and adjoining area. The principle baseline features are as follows:

- ⌘ A small number of pits dating to the Neolithic or early Bronze Age scattered across the site.
- ⌘ A short length of ditch in the southern field and assemblage of Neolith or Bronze Age worked flint.
- ⌘ A Romano-British masonry building in the southern field.

- ⌘ An Anglo-Saxon settlement in the southern field, comprising of five sunken featured buildings.
- ⌘ Possible enclosures or a field system east of the Larkhill Sewage Treatment Works.
- ⌘ A linear anomaly that may represent part of the northern ditch of the Cursus.
- ⌘ Steel Houses, possibly relating to 20th century military activity.
- ⌘ Possible ridge and furrow east of the Steel Houses.
- ⌘ Anomalies associated with the line of the former military light railway.
- ⌘ The Neolithic Cursus Long Barrow.
- ⌘ The Neolithic Cursus itself.
- ⌘ A Bronze Age linear barrow cemetery with two scheduled bowl barrows, north of the Cursus.
- ⌘ A Bronze Age bowl barrow south-east of Stonehenge Bottom.
- ⌘ Barrows at the Old King Barrows barrow cemetery.
- ⌘ A Bronze Age barrow cemetery five upstanding barrows, north-west of Durrington Farm Drop-off.
- ⌘ An extensive Bronze Age barrow cemetery north of the Steel Houses including six upstanding barrows.
- ⌘ Bronze Age bowl barrows on King Barrow Ridge.
- ⌘ A Bronze Age bowl barrow north-west of Seven Barrows Cottages.
- ⌘ Stonehenge, the Heel Stone, the North Barrow and the South Barrow.
- ⌘ The Avenue.
- ⌘ Earthworks of a road of probable late 18th century date.
- ⌘ Four Mesolithic pits thought to relate to the earliest phase of ritual and ceremonial Stonehenge activity.
- ⌘ A group of stakeholes and associated flint tools of probably Neolithic date.
- ⌘ Part of a Late Neolithic palisade ditch.
- ⌘ A crouched burial of Late Bronze Age or Romano-British date.
- ⌘ Romano-British pottery shards.
- ⌘ Eight Bronze Age round barrows within the Stonehenge triangle
- ⌘ The Cursus Barrows
- ⌘ Barrows between the A344 and Fargo Plantation.
- ⌘ Two Bronze Age barrows in the Southern part of Fargo Plantation, including the Monarch of the Plain.
- ⌘ Three Bronze Age Barrows west of the Cursus and South of the Lesser Cursus.
- ⌘ An undated boundary earthwork north-west of Stonehenge.
- ⌘ Two Bronze Age Barrows west of the Old King Barrows.
- ⌘ Three Bronze Age barrows north of the Winterbourne Stoke Group
- ⌘ The Hewetson Memorial.

Adverse Impacts

- 27.2 The assessment concludes that there will be no direct impact on any archaeological sites of national importance. There would be some adverse impact on a number of archaeological features of regional or local importance, within the new visitor centre site at Countess East. The transit route would have no direct impact on archaeology as it is non penetrative and reversible. However it would have an adverse impact on the setting of a number of sites of national importance most significantly the Cursus.

Positive benefits

- 27.3 The assessment shows that the scheme would have a positive beneficial effect on the setting of a number of sites of national importance including Stonehenge itself.

Mitigation

- 27.4 The design of the visitor centre site has been produced to minimise direct impacts and to allow the preservation of archaeological remains in situ. This has been achieved through site planning

and zero-ground disturbance construction methods for the car and coach park. Similarly the assessment states that the transit route has been designed to utilise zero-ground disturbance and minimise direct impacts.

Local Planning Authority Assessment

- 27.5 These aspects of the assessment were subject to concerns expressed by key consultees, particularly the County Archaeologist. It has been necessary to require supplementary information to further inform the process, which itself was subject to further consultation. It was also subject to discussion at the Consultative Technical Group set up to ensure proper auditing of the assessment.
- 27.6 The scheme will cause some adverse impact on archaeological features, most notably upon the Cursus; it would have no direct impact due to the land train track design to lay over the surface with no ground disturbance in a fully reversible manner. Furthermore mitigation measures through the planning process have taken tangible steps to where possible minimise the disturbance. When the adverse impacts are balanced against the significant improvements to nationally important relics, such as Stonehenge itself, then it is considered that the assessment makes a credible and compelling case for concluding that with respect to archaeology and heritage this application will lead to an overall net benefit for the World Heritage Site without doing any lasting direct damage to archaeological features.

28. EIA Analysis of Landscape Character and Visual Amenity

- 28.0 Landscape and visual amenity in the context of an Environmental Impact Assessment relates to changes to the physical fabric, current landscape character and quality of the countryside, plus changes to the visual amenity of people (residents, recreational users and road users).

Baseline

- 28.1 The baseline conditions against which impacts were assessed were as follows:

- ## Desk top OS map analysis
- ## Review of existing landscape assessments
- ## Filed survey work to validate and refine assessments
- ## Identification of landscape character areas and analysis of their current quality
- ## Analysis of the current visibility of the site and identification of the type, number and sensitivity of visual receptors.

Adverse Impacts

- 28.2 The assessment highlights moderate adverse impacts from the land train and moderate adverse impact on residents. There would be permanent minor adverse changes to the visual amenity to existing rights of way users in the vicinity of the land train route.

Positive benefits

- 28.3 The assessment claims overall substantial benefits to landscape character and visual amenity. These are based on the removal of the A344 and the existing visitor facilities from the setting of Stonehenge.

Mitigation

- 28.4 The assessment specifies that design of the visitor centre and car park has been conceived to minimise impacts, as would the carefully chosen route of the land train. Landscape planting would mitigate any moderate impacts over time.

Local Planning Authority Assessment

- 28.5 Your officers concur with the findings of the assessment. The scheme has been very carefully designed to minimise impacts on the landscape and any disbenefits that do arise are more than compensated by achieving the removal of the A344 and existing facilities from the landscape setting of Stonehenge and its immediate surroundings.

29. EIA Analysis of Nature Conservation and Biodiversity

- 29.0 Nature conservation and biodiversity in the context of an Environmental Impact Assessment relates to changes an assessment of existing resource, evaluation of its importance and evaluation of impacts upon it. Assessments are required for both construction and operational effects of the proposals.

Baseline

- 29.1 The baseline conditions against which impacts were assessed were as follows:

- ☞ Phase II Botanical as National Vegetation Community (NVC) Survey
- ☞ River Habitat Survey (RHS) of River Avon
- ☞ River Corridor Survey (RCS) and specific *Ranunculus* survey of River Avon
- ☞ Badger
- ☞ Water Vole
- ☞ Deer
- ☞ Hare
- ☞ Bat
- ☞ Breeding Bird Survey
- ☞ Riverine Bird surveys
- ☞ Survey if Stone Curlew
- ☞ Reptiles
- ☞ Macro-invertebrates including Desmoulin's Snail.

Adverse Impacts

- 29.2 There are moderate to major adverse impacts at Countess East due to the loss of hedgerows. Calcareous grassland which supports a nationally important assemblage of terrestrial macro-invertebrates would be lost west of Strangways due to the land train route as would a nationally scarce plant next to the Larkhill Sewage Treatment Works. There is a small potential for adverse impact on the bats at King Barrows Ridge, which are of regional importance.

Positive benefits

- 29.3 The long-term management of the 'fen' area adjacent to the River Avon would have a moderate benefit for Desmoulin's Snail, which is of international importance.

Mitigation

- 29.4 Translocation of calcareous grassland is proposed. There will be visitor control and monitoring of bats on Kings Barrow to minimise disturbance.

Local Planning Authority Assessment

- 29.5 It is important that the assessment shows that there will be no adverse impacts on the Special Area of Conservation and SSSI, which is the River Avon. This is supported by English Nature who are satisfied that with controls (via condition) and adherence to the proposed Ecological Management and Monitoring Plan there will even be some enhancement of this area. Furthermore the precautionary approach of the ES is endorsed.
- 29.6 The adverse impacts are few and may be mitigated to some extent by the measures suggested which should be required by condition. However there is also a requirement on this council to carry out an Appropriate Assessment under the habitat regulations, of the likely impact of this application on the SAC, both alone and in combination with other proposals. This is a key consideration in determining whether this application can proceed or should be refused on the grounds that it would cause unacceptable ecological harm. The Appropriate Assessment can be found at Appendix 4 of this report and this must be taken into account before any conclusions are drawn on this issue.

30. EIA Analysis of Noise and Vibration

- 30.0 Noise and vibration in the context of an Environmental Impact Assessment relates to an assessment of those impacts during the construction process and during the operation of the scheme and their impact on the neighbouring environment. In this case potential impacts were identified as follows:

- ## Changes in noise at residential, commercial, industrial and community facilities
- ## Changes in noise for visitor to the WHS and local rights of way users
- ## Changes in noise on wildlife
- ## Noise and vibration during construction and operation of the visitor centre and trains.

Baseline

- 30.1 The baseline conditions against which impacts were assessed were derived from taking existing noise readings at various points throughout the application site, measuring coach noise at the existing facilities, and taking the supposed noise of the land train into account.

Adverse Impacts

- 30.2 The ES does not identify any adverse noise impacts.

Positive benefits

- 30.3 Beneficial noise reductions associated with completing the closure of the A344 to traffic between Airman's Corner and the existing car park.

Mitigation

- 30.4 The following noise mitigation measures have informed the application:
- ## Bunding to the coach parking area
 - ## Choice of land train that is intrinsically quiet
 - ## Controlled opening hours of the visitor centre

- ## All construction works to comply with BS 5228: 1997 'Noise and Vibration Control on Construction and Open Sites
- ## Construction times limited.

Local Planning Authority Assessment

- 30.5 The case put forward was not considered convincing. Our in-house specialist was concerned over the baseline material and therefore in order to try and verify the information we commissioned consultants to carry out our own field survey of background noise levels from which to assess impacts from. From this work the assessment of the applicants has largely been verified as credible, although there are several areas of concern.
- 30.6 Firstly because a land train does not exist, all work is speculative and the impact on neighbours cannot be predicted with any certainty. However what we can do is to identify up to what noise the land train could make before is caused problems. If minded to approve this application, then conditions will be proposed and the final design of the land train will have to operate within those levels.
- 30.7 There is also a need to specify opening, construction and servicing times to avoid disturbance of neighbours and again a condition and section 106 legal agreements would be prudent should permission be granted.

31. EIA Analysis of Geology and Soils

- 31.0 Geology and soils in the context of an Environmental Impact Assessment relates to an assessment of those impacts upon all things under the ground, from the surface, topsoil to underlying bedrock and everything related.

Baseline

- 31.1 Baseline conditions used in the ES are as follows:

- ## Soils Investigations in July 2002
- ## Published geological data
- ## Full geotechnical Investigation of the new visitor centre site
- ## Consultation with the Environment Agency
- ## Consultation with the Highways Agency
- ## Consultation with Salisbury District Council

Adverse Impacts

- 31.2 The construction of the Visitor Centre plus Countess Tunnel would have a minor potential for contamination potential of underlying geology. The construction of the residual underground facilities at Stonehenge at the site of the existing visitor facilities would have a minor to negligible impact. The impact on soils underlying the land train track would have a minor adverse effect.

Positive benefits

- 31.3 None identified.

Mitigation

- 31.4 The following mitigation measures are proposed in the assessment:

- ## Construction of the tunnel under Countess Road to avoid water table
- ## Excavated chalk of visitor centre site to be covered quickly to avoid frost/moisture degradation
- ## Any unforeseen pockets of contamination would be capped or disposed of to a licensed facility
- ## Destruction of soils strictly controlled storage and fencing
- ## Soakaways, swales and retention ponds would replace recharge potential to aquifer.

Local Planning Authority Assessment

- 31.5 There are very few adverse impacts on soil and geology from this project and this is a view confirmed by the Environment Agency. The impacts of the scheme in this respect are acceptable.

32. EIA Analysis of Water Quality, Drainage and Hydrology

- 32.0 Water quality, drainage and hydrology in the context of an Environmental Impact Assessment relates to an assessment of the following potential impacts:

- ## Changes in the quantity and quality of surface water and groundwater resources upon public and private supply abstractions dependant on those resources
- ## Changes to the River Avon SAC/SSSI and associated ecologically rich wetlands
- ## Alterations in flooding and drainage patterns.

Baseline

- 32.1 Baseline conditions used in the ES were taken from existing sources.

Adverse Impacts

- 32.2 Minor risk of pollution incident resulting in temporary loss of salmon fishery. Minor risk of construction causing detriment to the SAC/SSSI. Minor risk to drainage, Minor risk to groundwater level caused by increased abstraction. Minor risk to abstraction from wells or boreholes during construction.

Positive benefits

- 32.3 Potential minor beneficial effect on fish habitats, potential minor beneficial effects water and river habitats in the River Avon SAC/SSSI. Potential minor beneficial effect on drainage.

Mitigation

- 32.4 The ES proposes very detailed and comprehensive mitigation measures to avoid those minor risks identified above. These are contained in the Outline Construction Environmental Management Plan, which was submitted to the council in the Supplementary Information. This is a long document but to summarise it covers the following broad areas:
- ## Roles and responsibilities of staff
 - ## Planning of construction works
 - ## Control of the construction process
 - ## Environmental control measures.

Local Planning Authority Assessment

- 32.5 This is a major development on a chalk aquifer and right next to an internationally recognised ecologically protected river system. It is therefore critical that all steps are taken to avoid development that can pollute or in another way interfere with the existing situation. The environmental Statement does highlight potential risks and these are during the construction phase. They are mainly based on the likelihood of one off accidents causing damage to the water system. This was of concern to both the Environment Agency and us. The supplementary information has alleviated those concerns by including a detailed and high quality Outline Construction Environmental Management Plan, which will put in place those best working practices to minimise any risk of an accident damaging the water system. Should members be minded to approve this application it will be prudent to use controls to ensure compliance with this document. However if this can be secured then the assessment of the water quality, drainage and hydrology is acceptable.

33. Part 6G - Air Quality and Emissions`

- 33.0 Air quality and emissions in the context of an Environmental Impact Assessment relates to an assessment of the likely effects of the development on local air quality conditions at sensitive receptor locations in the area.

Baseline

- 33.1 A baseline air quality survey was carried out as part of the A303 Stonehenge Improvement Scheme, over twelve one-month periods between July 2001 and July 2002. The survey comprised of roadside, intermediate and background NO2 measurements.

Adverse Impacts

- 33.2 Nil

Positive benefits

- 33.3 Nil

Mitigation

- 33.4 An Environmental Management Scheme would be developed to ensure the risk of nuisance from dust during construction is kept to a minimum.

Local Planning Authority Assessment

- 33.5 The survey work and findings are convincing to our Environmental Specialist. There are no significant impacts on air quality as a result of the scheme and therefore the assessment raises no issues on these grounds.

34. EIA Analysis of Agriculture

- 34.0 Agriculture in the context of an Environmental Impact Assessment relates to an assessment of the likely effects of the development on local agricultural land and soil resource.

Baseline

- 34.1 During 2002 an agricultural land classification survey was undertake. DEFRA was also consulted.

Adverse Impacts

- 34.2 The development of the visitor centre would lead to the loss of 23.9ha of the best and most versatile agricultural land and this is evaluated in the assessment as a major adverse impact, which is highly significant. The land train track would also lead to a minor adverse impact on farms.

Positive benefits

- 34.3 Nil

Mitigation

- 34.4 Limiting the extent of the development to the minimum size.

Local Planning Authority Assessment

- 34.5 While the assessment makes it clear that the viability of no existing agricultural businesses will be threatened by this development, it is the case that it will lead to the loss of the best and most versatile agricultural land at the countess east site. Whether this alone merits a sustainable reason for refusing this planning application will be discussed in the summing up and conclusions section of this report at section 48, page 80

35. EIA Analysis of Socio-economic

- 35.0 Socio-economic factors in the context of an Environmental Impact Assessment relates to an assessment of the potential effects on the amenity of local community and wider area as a result of impacts on employment, visitor spending, changing patterns of visitor behaviour and provision of infrastructure.

Baseline

- 35.1 The assessment draws data from the following sources:

- ## Stonehenge Tourism and Economic Development Strategy (2001)
- ## Salisbury Local Plan
- ## The Office of National Statistics
- ## Various Stonehenge visitor surveys
- ## South West Economic Assessment (South Wiltshire Economic Partnership 2002)
- ## Benchmarking with Cambridge Local Area Tourism Model and Millennium Commission projects
- ## Annual Census of Production.

Adverse Impacts

- 35.2 The Assessment indicates that because of the wider range of higher quality visitor amenities than at present, this will capture a greater proportion of visitor spend leading to a fall in off site spending, which is a minor adverse affect.

Positive benefits

- 35.3 During construction the scheme would support 76 FTE jobs. This represents a minor beneficial affect on the local economy. Operation of the Centre would support 79 FTE jobs, which

represents a moderate beneficial impact. Relocation of the centre and information and links to Amesbury would promote exploration of the neighbouring area, which will have a minor beneficial effect on the local economy.

Mitigation

35.4 Nil

Local Planning Authority Assessment

35.5 One of the lost opportunities of the existing visitor arrangements is that for a large proportion of visitors this is their only experience of south Wiltshire, other than from car or bus window. It has always been considered a lost opportunity. A new visitor centre proximal to Amesbury and the increased dwell time of the visit to 4 hours, offers an excellent opportunity of encouraging people to further explore the district and to perhaps have a meal and stay overnight. One of the requirements during long pre-application discussions has been for the Visitor Centre to incorporate a prominent Tourist Information Office, which will be able to inform people of further attractions, restaurants and accommodation within the area. The assessment is negative regarding spin off spending, actually identifying that it might fall, however with the right marketing and the projected new partnership arrangements between local attractions, it is considered that the new facility could really benefit the local economy.

35.6 The project will produce 76FTE jobs during the construction and 79FTE jobs during operation. These not only will give local job opportunities they will also lead to income spend in local shops and services thereby contributing to the viability and vitality of existing settlements.

36. EIA Analysis of Recreation

36.0 Recreation in the context of an Environmental Impact Assessment relates to an assessment of the potential effects on the amenity of anyone who currently enjoys the application site and its environs through use of the countryside especially via public rights of way, such as for walking, horse riding, cycling, picnicking, hunting, and fishing.

Baseline

36.1 A number of rights of way studies have been undertaken over a 13 year period (Halcrow 1991, Halcrow 1993, Halcrow 1994, APS 2000, CBA 2002).

Adverse Impacts

36.2 Construction of the land train track would have a temporary minor adverse impact on the amenity of users of bridleways 37 and 9A. Resurfacing existing byways would cause some temporary disturbance to users, as would the construction of the visitor centre to the anglers. These are minor adverse impacts.

Positive benefits

36.3 The downgraded A344 and removal of existing facilities would have a major beneficial impact on the amenity of recreational users of the World Heritage Site. Access to wider areas of the World Heritage Site for mobility impaired through the introduction of the land train system is valued as a major beneficial impact of the scheme. There would be minor beneficial impacts on cycling due to enhancements via improved surfacing, option of cycle hire at the new centre and the Sustrans long distance cycle route passing through the new Visitor Centre site.

Mitigation

- 36.4 The design and management of the scheme aims to minimise disruption to public access routes during construction by utilising the following:
- ## Provision for continued use of the Riverbank for anglers
 - ## Temporary diversion of Bridleways 9A and 37 during construction of the tunnel under Countess Road
 - ## Crossing points for Bridleways 30 and 39 where the land train track approaches the Cursus
 - ## Diversion of Bridleway 30
 - ## New path to connect Cursus drop-off with diverted Bridleway 39
 - ## A crossing point would be provided for Bridleway 9A where Land Train approaches Seven Barrows Cottages.

Local Planning Authority Assessment

- 36.5 The Assessment is compelling and the surveys upon which the baseline is based are comprehensive. The conclusions in this part of the document are convincing.
- 36.6 This scheme will bring major benefits by helping to open up wider areas of the World Heritage Site to recreational use. Wider exploration, understanding and exploration of the site will be promoted and encouraged, through the maintenance of the public rights of way network and four dispersed drop off points from the planned Land Train. Wider access for the mobility impaired will be greatly enhanced. It is considered that the minor adverse impacts identified in the Environmental Statement are mainly temporary during the construction phase and that these are far outweighed by the major benefits that this scheme will bring.

37. EIA Analysis of Cumulative Impacts

- 37.0 Cumulative impacts in the context of an Environmental Impact Assessment relates to an assessment of the potential effects on the environment of the proposed development when considered in combination with current extant but unimplemented consents and applications for major developments within a proposed 3km of the application site.

Baseline

- 37.1 The Highways Agency's A303 Stonehenge Improvement Scheme was used as baseline material. Developments in the vicinity taken into account included:
- ## Project Allenby - redevelopment of military establishments at Larkhill and Bulford
 - ## 650 house mixed use development at Boscombe Down, Amesbury
 - ## Solstice Business Park, Amesbury
 - ## A303 Stonehenge Improvement.

Adverse Impacts

- 37.2 No adverse impacts were identified.

Positive benefits

- 37.3 No benefits were identified.

Mitigation

37.4 Nil.

Local Planning Authority Assessment

37.5 As required by the Conservation (Natural Habitats) Regulation 1994, Salisbury District Council as the competent authority, must undertake an Appropriate Assessment both of the application alone and in combination with other major developments, with regard to the impacts of the proposals on the River Avon SAC/SSSI. This Appropriate Assessment is detailed in section 44, page 62 of this report. This is the critical piece of work in relation to cumulative impacts on ecology and water quality.

37.6 The assessment states that there will be no adverse or beneficial impacts due to cumulative impacts in relation to traffic, water, construction works, noise and air quality. Specialist feedback from the members of the Technical Consultative Group support these conclusions and subject to the Appropriate Assessment work at section 44, page 62, Cumulative impacts of this scheme in conjunction with others are neutral.

38. Summary and Conclusions on Environmental Impacts and Mitigation Measures

Summary

38.0 Auditing the Environmental Assessment is a key consideration. The information provided must be robustly challenged and scrutinised to see if it is credible or not. The Assessment has been subject to audit by the Technical Consultative Group, comprising specialist input from key consultees. This was a working party set up by your officers to oversee the process. The document has also been referred to the Institute of Environmental Management and Assessment (IEMA), who evaluate the quality of the methodology and presentation of results. From the scrutiny it is concluded that while the Environmental Statement is stronger in some parts than others, that overall it is invariably an acceptable and credible presentation of a meaningful Environmental Impact Assessment of the application.

38.1 Turning from the credibility of the document to it's findings, in general the document makes a convincing case that the impacts of the development will be within acceptable standards and that long term major adverse impacts in any area, with one exception, will not be produced by the development, should it progress. Indeed in broad terms the major beneficial impacts that the application will bring in terms of landscape character, recreation and access outnumber the sole major negative impact. However this major negative impact and a number of other issues must be considered if a balanced view is to be reached.

38.2 The sole major adverse impact identified is that of loss of the most versatile and valuable agricultural land and the Countess East Site. Members will recall from earlier in the report that there is also a policy safeguarding this type of land in the Development Plan (see pages 19 on) Members must decide whether this major impact, backed up by policy represents a sustainable reason for refusing this proposals.

38.3 As there is a very strong presumption against new development within the World Heritage Site, this narrows options for the alternative visitor centre. The environmental assessment of

alternative sites is compelling and taking a view of all land use constraints the Countess Road Site does emerge in planning terms as the most acceptable site. The adverse impact must also be evaluated against the net major benefits that the scheme will bring. Therefore your officers recommend that this major adverse impact does not justify on its own reason to refuse this application.

- 38.4 Finally an Appropriate Assessment under the Habitat Regulations is needed to identify the impacts of the scheme on the River Avon, Special Area of Conservation and this is included in part 46 page 73 of this report. It would be wrong to draw any definitive conclusions on the overall environmental impacts of the scheme until this has been taken into account.

Conclusions

- 38.5 The Environmental Statement has been demonstrated to be a credible document and its findings have been verified through a close audit process. It shows that the environmental impact of the scheme will be in general acceptable and that most major impacts will be beneficial. It is not considered that the major adverse impact of the loss of agricultural land represents a sustainable reason for refusing the application when all factors are taken into account. Therefore Members are advised that the Environmental Statement indicates the acceptability of the scheme, but this is subject to the findings of the Appropriate Assessment contained in section 46 page 73.

39. Transportation Assessment

- 39.0 It is necessary to analyse the highways impacts of this proposals and to assess whether plans to facilitate the application put forward with the application are adequate. The use proposed will be a major traffic generator, attracting in the region of 800,000 visitors per year as well as 79 full time employees. This means it has the potential to have a dramatic impact on the local road network, and as has been seen on page 16 of this report, many local residents feel that the plans would exacerbate an already congested road environment to an unacceptable degree.
- 39.1 In order to evaluate the impacts it is necessary to analyse the Transportation Assessment submitted with the application and to take into account the views of statutory consultees at the County and Highways Agency. Furthermore in the case of this application it is necessary to evaluate both scenarios; should the A303 improvements progress or not, as the construction of the proposed flyover at Countess Roundabout will have a huge bearing on our considerations.
- 39.2 Consideration of the highways impacts range from the macro, such as the London to South West and South Wales Multi-Modal Study (SWARMMS) to detailed points of development control detail such as evaluating numbers and types of bicycle stands. To ensure a systematic approach is applied the transportation section of this development will be covered in the following way
- a) Transport Policy Framework
 - b) Relationship with the A303 Scheme
 - c) Existing and Projected Transport Conditions and Traffic Impact assessment
 - d) Sustainability and Travel Plans
 - e) Parking provision
 - f) Summary and Conclusions.

40. Analysis of the Transportation Assessment - Transport Policy

40.0 Members are referred to section 11 page 28 of this report where there is a detailed analysis of the policy framework, which should be applied to this planning application. However it is pertinent to mention here the main sources of national and strategic policy for transport planning which is material to these considerations.

A New Deal for Transport: Better for Everyone - Government White Paper

PPG 13: Transport

Wiltshire Transport Plan.

40.1 These policies have the underpinning philosophy of trying to widen choice for people so that they are not solely reliant on the private car but have integrated and properly catered for alternative such as trains, buses, cycling and walking.

41. Analysis of the Transportation Assessment - Relationship with the A303 Scheme & Closure of the A344

Importance of Improvements to the Countess Junction.

41.0 As has been emphasised throughout this report the A303 scheme is being properly pursued under the relevant Highways Act and is separate from this application. The points related to the merits of the tunnel and flyover cannot be considered here. However the application has been submitted based on the scenario that the road scheme gets the go ahead and there is a flyover serving Countess Roundabout which helps facilitate the new visitor centre.

41.1 Detailed visitor modelling and trip generation analysis has been carried out in the accompanying Transportation Assessment and has been validated by the relevant highways authorities. This clearly shows that with grade separation at the Countess Roundabout, the junction would have more than sufficient capacity to accommodate the predicted new Visitor Centre traffic movements.

41.2 For the purposes of the assessments it has been assumed that there will be 4,500 visitors a day, which is the 97th percentile of the busiest day.

41.3 Whilst the flyover would allow the visitor centre to operate without undue problem, the opposite is true without it. The existing junction is already very busy and the loading of an additional 4,500 visitors a day would cause widespread congestion to the detriment of all. The bottom line is that without a flyover the application should be refused on highways grounds but will not be a problem with it. Therefore the flyover is fundamental. In planning terms the proposed A303 tunnel is not fundamental to this application in that it is not required to facilitate the new visitor centre.

Safeguarding the Fundamental Junction Improvements

41.4 The fundamental nature of the Countess improvements leave us with a problem in as much as the flyover is not part of this application and we cannot ensure the outcome of the roads inquiry. Therefore should we grant planning permission for the visitor centre and subsequently the road scheme falls, we could be left with a development that is inadequately served by infrastructure and will be to the detriment of the local community.

- 41.5 Therefore we must ensure that if there is no flyover there is no road and we can secure this through the use of Grampian style conditions and section 106 legal agreements. If minded to approve then a prerequisite control is that mechanisms are put in place that mean:
- £# Construction of the visitor centre does not commence until construction of the flyover has reached a pre-agreed trigger point.
 - £# That the visitor centre cannot open for business until the flyover has been completed and is in operation.
- 41.6 Without these safeguards the application should not proceed.
- 41.7 A further integral part of this application is the closure and partial restoration works of the A344, which is central to returning Stonehenge to a more respectful setting. Again if members are minded to approve this application, a condition will be recommended to secure these important works.

42. Existing and Projected Transport Conditions and Traffic Impact Assessment.

- 42.0 The Transportation Assessment has been based on the comprehensive collection of baseline data, much comprising of original survey work and traffic modelling. The statutory consultees have verified the findings of this assessment.
- 42.1 The proposals will replace the existing facilities and projections demonstrate that the new Visitor Centre will generate in the region of 750,000 visitors per year, very similar to existing visitor figures. Therefore the impact is limited to the network immediately surrounding the World Heritage Site and beyond that will be minimal.
- 42.2 The assessments with the application represent a combination of peak flows (June, July and August) on the local road network and peak demand at the new Visitor Centre (4,500 visitors per day). This has been modelled, taking into account coaches, staff and servicing and has been transposed onto the exiting surrounding road network. From this, the following conclusions with regard to existing and projected situations can be drawn:
- £# With the flyover the Countess junction would have more than sufficient capacity
 - £# Longbarrow junctions will have sufficient capacity
 - £# Durrington roundabout would continue to operate satisfactorily
 - £# Access and egress to the Visitor Centre would have adequate capacity
 - £# There are a range of travel modes for staff and visitors.

Egress onto Countess Road

- 42.3 One area of concern which emerges, is the design and function of the egress onto Countess Road. The Transportation Assessment and planning application show a junction which allows both a right and left turn. The County confirm that in highways terms this is acceptable due to adequate distances between the egress and other junctions. However this is not acceptable to Salisbury District Council. The insistence in the Planning Brief for a left turn only junction was not simply a response to highway safety concerns but was based on the resolution of the committee when adopting the SPG to discourage rat-running through the northern villages. This is explicit in Appendix 8 of the Planning Brief, which states:

"Egress shall be onto the A345 Countess Road subject to a physical prohibition of right movements and measures to mitigate traffic and congestion conflict"

- 42.4 The application fails to address this point and should members be minded to approve this application then a condition will be suggested that requires details of a left-hand turn only junction to be submitted to and approved by this council and then implemented as per the agreement, prior to any works commencing.

Conclusions

- 42.5 The Transportation Assessment adequately demonstrates that the Visitor Centre can be accommodated at the Countess site without undue adverse impact upon the local highways network, providing the flyover and Countess Roundabout is constructed and a no right turn junction is secured at the egress to the site.

43. Sustainability and Travel Plans

- 43.0 A Travel Plan has been submitted to support the planning application. All of the policies pertinent to this application are underpinned by the philosophical approach of seeking sustainable patterns of new development. Travel Plans, if done well are one of the key elements in meeting these objectives.

Aims of the Travel Plan

- 43.1 The aims of the travel plan are as follows:
- ☞ To promote the use of sustainable transport options by staff and visitors of Stonehenge
 - ☞ To ensure that the World Heritage Site is accessible by a range of sustainable transport modes
 - ☞ To reduce the number of single occupancy car journeys made to and from the visitor centre.
 - ☞ To reduce the impact of the proposed development on surrounding areas.

Proposed Measures

- 43.2 The submitted Travel Plan outlines the following range of both physical and management measures, which would be implemented, to try and meet the aims outlined above. It is proposed that these measures are overseen by an employed travel co-coordinator.

Topic Area	Proposed measures
Recruitment	☞ Target local community and Set out aims of travel plan
Buses	☞ Service 3 and Stonehenge tour bus to be diverted to new VC ☞ Bus services to other attraction (e.g. Salisbury, Old Sarum) to be advertised ☞ Through ticketing opportunities to be advertised and promoted ☞ Close liaison with bus and coach operators
Car Parking Charges	☞ Charges for parking within the new VC site ☞ Parking charge redeemable against ticket price ☞ No parking charges for minibuses and coaches ☞ Impact on parking around WHS to be monitored
Car Sharing Scheme	☞ Database of staff and travel matches identified by Co-ordinator ☞ Free emergency ride home facility for all car sharers
Walking/Cycling	☞ New toucan crossing on Countess Road/A345 ☞ Cycle parking facilities at VC and monument ☞ Comprehensive public rights of way network maintained and enhanced across the WHS ☞ Good linkages from VC to Amesbury ☞ Details of safe routes to be incorporated within promotional material ☞ Cycle mileage allowance for staff using cycles for business purposes

Table 3 - Proposed Travel Plan Measures

Local Planning Authority Comments

- 43.3 The Travel Plan submitted is an outline framework and is a step in the right direction. However it is neither comprehensive nor detailed enough to give us the comfort that the opportunities for securing sustainable solutions will be delivered. If the measures outlined are secured then we should be satisfied with the arrangements, therefore as per previous practice on major schemes, should members be minded to approve this application it is recommended that a Section 106 Agreement be entered into in order to secure the agreement, delivery, monitoring and review of a Travel Plan to serve this development.

44. Parking Provision

- 44.0 The parking provision at the new Visitor Centre is summarised in the following table.

Mode	Capacity
Cars	581*
Disabled parking bays	25
Family parking bays	18
Coaches	30
Coach drop off	5
Motorbikes	36
Cycles	40
Staff parking	15
Minibus parking	6

*This figure includes disabled.

Table 4 - Proposed Parking Provision

- 44.1 The justification for the number of spaces is included in the Transportation Assessment and is based on modelling taking into account the peak number of visitors per day (4873) and the hourly car arrival profiles. This shows that even when demand is at its highest (between 13:00 and 14:00 in mid summer) then there would still be spare capacity. Should visitor numbers grow far beyond predicted levels then the Master Plan for the Countess Road Site has land for an overflow car park indicated to the east of the existing one. To bring this up to permanent useable standard would represent an engineering operation constituting development for which a further planning application will be required.
- 44.2 The overall design concept has been assessed in section 14 of this report, and for the scheme to really deliver the quality that the excellent design merits, the same rigour needs to be taken through and reflected in the design of all elements of the scheme. Therefore it would be expected to see high quality surface treatment, signage and cycle stands and so on, all of which compliment the overall design philosophy and reinforce the sense of quality. A condition will be recommended should this application be approved to ensure that details have to be submitted to and approved prior to implementation.
- 44.3 The County Highways specialists have confirmed that the parking capacity is based on reasonable modelling and will be adequate to meet demand. There is therefore no justification to resist the proposal on these grounds.

45. Transportation Assessments, Summary and Conclusions

- 45.0 A comprehensive Transportation Assessment has supported the application, the statutory consultees have confirmed that this information is both adequately modelled and produces reliable conclusions.
- 45.1 Scrutiny of the highways issues based around the key areas has revealed that on every count the application is considered to be acceptable. There is clearly adequate capacity on the local network and within the parking provision to allow the Visitor Centre to operate without harming the local area. However there a number of issues that it would be wise to safeguard should development progress.
- 45.2 The Transportation Assessment is based on the assumption that the flyover at Countess Roundabout will be implemented. This will undoubtedly make the capacity of the junction adequate to serve the new development; it is clearly not adequate without the flyover. It is therefore considered essential should permission be granted that safeguards are put in place to ensure that the Visitor Centre cannot go ahead without the flyover and not open until it is complete. This requires conditions and a legal agreement to secure the following:
- ## Construction of the visitor centre does not commence until construction of the flyover has reached a pre-agreed trigger point.
 - ## That the visitor centre cannot open for business until the flyover has been completed and is in operation.
- 45.3 A second requirement will be the inclusion in the legal agreement to ensure the promising work put forward in the submitted travel plans moves from a framework to a worked up detailed plan which is then implemented monitored and reviewed.
- 45.4 A third requirement is that the application fails to address the issue of potential rat-running north from the egress as required by the adopted planning brief point. Should members be minded to approve this application then a condition will be suggested that requires details of a left-hand turn only junction to be submitted to, and approved by, this council and then implemented as per the agreement, prior to any works commencing.
- 45.5 Finally details of the design of all parking related elements should be required, such as surface treatment, kerbs, signage and cycle stands, in order to ensure that the quality of the overall design concept are not diluted by the mundane use of materials.
- 45.6 Provided that members are prepared to agree to the controls specified above, it is considered that on transportation grounds that the scheme will be acceptable.

46. The Habitat Regulations and the Appropriate Assessment of Impacts on the River Avon

Background

- 46.0 Under the Conservation (Natural Habitats & C) Regulations 1994, Salisbury District Council must determine whether the Stonehenge planning application is likely to have a significant impact (either alone or in combination with other developments) upon the conservation interests of the Special Area of Conservation. The Council should take advice from English Nature before forming a judgement.
- 46.1 This is a complex area and this section has been written in a manner to lead members through in a step by step process so that as well as seeing the conclusions of the Appropriate Assessment they are also informed of the key stages in the process. This appropriate assessment relates to all components of the application over both the short, medium and long term including the visitor centre building, car parks and overspill car park.

Why an Appropriate Assessment is required for the Stonehenge Application

- 46.2 Under Regulation 48(1), an Appropriate Assessment needs to be undertaken in respect of any plan or project which:
- a. either alone or in combination with other plans or projects would be likely to have a *significant effect* on a European Site, and
 - b. is not directly connected with the management of the site for nature conservation.

Timing

- 46.3 An Appropriate Assessment needs to be undertaken in respect of a plan or project described above before any "competent authority" decides to give any consent, permission or other authorisation for the plan or project. (Regs. 48(1) et al)

Determining significant Impacts

- 46.4 English Nature will advise, on request, as to whether any particular plan or project may be likely to have significant effect on any of these sites. English Nature in a letter dated 28th October 2004 confirmed that the Stonehenge Application may have significant effect on the River Avon cSAC and that an Appropriate Assessment is required, alone and in combination with other plans and projects.

Relationship to Environmental Statement

- 46.5 It is a self contained step in a wider decision making process,
- 46.6 The assessment required under the Habitats Regulations does not correspond to an environmental assessment. In such cases such as this where an ES is required then it will be appropriate to use the information assembled for the purposes of the EA also for the assessment required by the Habitats Regulations.

Scope and Content of Appropriate Assessment

- 46.7 The scope and content of an Appropriate Assessment will depend on the location, size and significance of the proposed plan or project (PPG 9 box C10). English Nature will advise on a case-by-case basis.

46.8 English Nature in their letter dated 28th October 2004 have confirmed that based on previous AA's and in combination work carried out related to the River Avon cSAC the key impacts to be assessed can be summarised as:

- ≠# Runoff, spillage or leakage directly or via groundwater polluting the river during construction.
- ≠# Run off during operational use of the development
- ≠# Increased demand upon water resources arising from increased visitor and employee populations
- ≠# Increased sewerage disposal impact upon
 - a) Capacity of existing treatment works
 - b) Quality/quantity of discharge into the Avon
 - c) Need for additional works to treatment works
- ≠# Direct loss of habitat
- ≠# Indirect pressures on the river system if floodplain dynamics are altered.

The Site's Conservation Objectives

46.9 Related to the previous Appropriate Assessment work it is apparent that the sites conservation objectives are based on the River Avon and it's major tributaries, The Bourne, Till, Wylye, Nadder and Dockens Water being recommended as eligible for SAC status in 1998 because it contains a high diversity of habitat types and species which are of European importance given that they are either rare or threatened.

The species of European importance are:
Atlantic Salmon (<i>salmo salar</i>)
Bullhead (<i>Cottus gobio</i>) for which the River Avon catchment is considered to be one of the best areas in the United Kingdom
Brook Lamprey (<i>Lampetra planeri</i>) a small, jawless, eel like freshwater fish, for which the River Avon catchment is considered to be one of the best areas in the United Kingdom
Sea Lamprey (<i>Petromyzon marinus</i>) The largest lamprey found in the UK. Inhabits coastal waters and spawns in rivers, for which the River Avon catchment is considered to be one of the best areas in the United Kingdom (although not the upper reaches of the River Avon)
Desmoulin's whorl snail (<i>vertigo moulinsiana</i>) a small snail usually found in long established environments bordering lowland rivers and lakes. It occurs in scattered sites between the Norfolk Broads and Dorset. Within Europe, only England and Ireland have reasonable populations. The River Avon catchment is considered to be one of the best areas in the United Kingdom
Flowing water vegetation (<i>Ranunculon fluitantis & Callitricho-Batrachion</i>). Watercourses dominated by water-crowfoot species reflecting relatively unpolluted water. The River Avon catchment is considered to be one of the best areas in the United Kingdom

Table 5 - Species of European Importance

46.10 Within the River Avon catchment key issues to impact upon the river's condition include:

- ≠# Land drainage
- ≠# Diffuse pollution from agriculture
- ≠# Development proposals (both construction phase and operation)
- ≠# Abstraction levels
- ≠# Foul drainage treatment and discharge.

46.11 Of these, points 3-5 are particularly relevant to the Stonehenge Planning Application.

The In-combination Assessment

- 46.12 As well as determining what impacts the planning application on its own may have on the integrity of the SAC, there is also a requirement to look at other planned developments and extant consents in the area to assess whether cumulatively this they will have an adverse impact on the nature conservation of the river.
- 46.13 In 2002 a report was endorsed by the Planning and regulatory committee which considered an in combination assessment of major development proposals may have upon the health and integrity of the River Avon. This is being used as the baseline data and the information contained therein has been brought up to date with the most recent information that the Local Planning Authority can reasonably be expected to attain. Therefore for example the 'Statement to Inform an Appropriate Assessment' produced on behalf of the Highways Agency in relation to the A303 scheme has since become available and has been taken into account, while some projects outlined in the baseline study can now be discounted as they have no reasonable chance of development, such as the Maltings. The major developments identified at this time were as follows:

Plan or Project	Brief Description
Project Allenby	Redevelopment of Salisbury Plain Garrisons at Tidworth, Bulford and Larkhill
Training Estate, Salisbury Plain	EIA submitted to LPA's addressing post strategic defence review use of the Plain
Solstice Business Park	Business park development
Residential development	Up to 1000 houses, land south of Boscombe Road Amesbury
Stonehenge Visitors Centre	As per this application
A303 Improvements	Undergrounding and flyover
Wylve Valley Relief Road	Route options
Brunel Link and Harnham Relief Road	Major road schemes in Salisbury
The Maltings Redevelopment	Major city centre redevelopment in Salisbury
Ringwood, New Forest	Retail redevelopment

Table 6 - Major Projects used as Baseline for In-combination Assessment

- 46.14 The impacts assessed and the sites conservation objectives are the same as those highlighted above. Each of the schemes was assessed in detail. Updating the in-combination assessment to June 2005 reveals that there is only one new significant development proposal of 650 house, mixed use development at Old Sarum, that needs to be added into the consideration. However several of the prospective developments have fallen by the wayside and the Wylve Valley Relief Road and Malting redevelopment are certainly not expected any time soon.

Impacts of the Application Upon the Integrity of the Site

- 46.15 Having regard to English Nature's advice, other consultation responses and any other information available, we need to decide whether the plan or project, as proposed, alone or in-combination would adversely affect the integrity of the site, in the light of its conservation objectives. That is, whether the plan or project would adversely affect the coherence of the site's ecological structure and function, across its whole area or the habitats, complex of habitats and/or populations of species for which the site is or will be classified.
- 46.16 The information supplied by the applicants to allow an Appropriate Assessment to be made is contained within the Environmental Statement, which accompanies the planning application. From this information, which has been the subject to scrutiny and assessment by the key consultees and the Technical Consultative Group, the following risks can be identified

46.17 There are the following acknowledged impacts:

- €# Changes to water quality from run-off during construction affecting flora and fauna
- €# Changes in hydrology caused by construction events, including drying out of the floodplain fen and subsequent changes in vegetation
- €# Noise impacts from piling and machinery
- €# Risk of pollution and failure of mitigation measures during construction, which is assessed as a moderate adverse impact
- €# There is a small adverse impact that may occur due to a rise in Biochemical Oxygen Demand (BOD) in the River through additional foul sewage treatment at Amesbury Sewage works.

Avoiding Adverse Impacts - Mitigation

46.18 In order to avoid the potential impacts outlined above, which are principally related to construction phases, the applicants are suggesting a number of mitigation measures. This is based around an Outline Construction Environmental Management Plan, which has been submitted with the application, which will contain an Ecological Construction Management and Monitoring Plan (ECMMP). A project ecologist would oversee the works including the following safeguarding measures:

- €# Defined works areas would be clearly marked and no construction works, storage of materials or workers would be allowed outside these areas, particularly in areas of important grassland habitats or near areas of importance for terrestrial invertebrates.
- €# No entry would be allowed by employees/construction/site workers to the River Avon bank-side during the construction period to limit disturbance impacts on the river SAC and associated habitats and fauna.
- €# Works external to buildings would be restricted to daylight hours to avoid the use of external lighting (which would be required with night-time works) in order to prevent unnecessary disturbance to nocturnal and crepuscular species such as certain invertebrates, bats and birds.
- €# No herbicide would be used within or adjacent to important grassland areas identified
- €# To reduce the risk of fire damaging habitats within the site, smoking would not be allowed on site during construction.
- €# Specific protected species mitigation guidance would be provided including:
 - a) *DEFRA Licence guidance with regard to bats;
 - b) Seasonal constraints such as vegetation clearance only allowed outside the breeding bird season
 - c) Specific construction methodology near to badger setts to be agreed with Project Ecologist and English Nature (EN) and if necessary carried out under an EN licence;
 - d) * Methodology of relocation of reptiles to be agreed with EN;
 - e) Any steep sided excavations to be provided with plank/ramps to allow animals, which could fall in such as deer and badger an opportunity to get out
- €# Water Strategy includes a "sensitivity test" based on higher projected estimate of visitors
- €# Water Strategy outlines potential impacts and mitigations on water resources and water quality including foul run-off and groundwater.
- €# The management plan makes it clear that there will be no access to the water courses for general public hence preventing the risk of human activity causing habitat destruction or damage
- €# Information indicates that burying of electric cables will not occur in the vicinity of the River Avon

46.19 It is considered that the mitigation measures proposed will prove effective if they are properly implemented and this may be secured via an appropriate condition up an planning permission granted..

- 46.20 It is considered that the mitigation measures proposed will prove effective if they are properly implemented and this may be secured via an appropriate condition upon a planning permission granted.

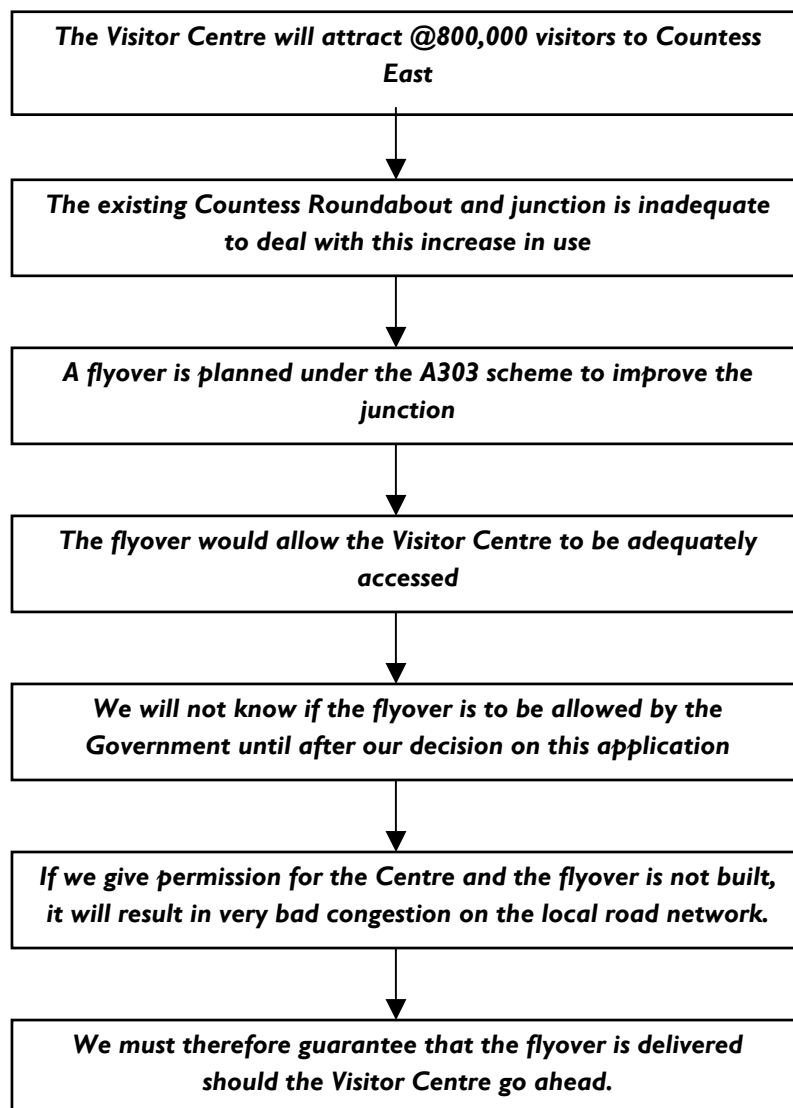
Conclusion on Effects In The Light of Conditions

- 46.21 It is not considered that the scheme either alone or in combination would have an adverse impact on the SAC. Some minor risks have been identified, but these are largely during the construction phase and it is considered that the mitigation set out within the Construction Environmental Management Plan, would minimise the likelihood of occurrence.
- 46.22 Therefore as competent authority it is considered that the Appropriate Assessment shows that this development may proceed.
- 46.23 A full copy of the Appropriate Assessment may be found at Appendix 5 to this report

47. Timing and Relationship with the A303 Improvement Scheme

47.0 This is an issue that has been raised throughout the consultation and indeed by your officers over a very long period of pre-application engagement with the applicants. It has already been touched on in the highways section, but given the fundamental nature of this relationship it is prudent to give it some detailed and extended consideration.

47.1 There is a sequence of issues that can be framed to help with members understanding of this issue:



47.2 The fundamental nature of the Countess improvements leave us with a problem in as much as the flyover is not part of this application and we cannot ensure the outcome of the roads inquiry. Therefore should we grant planning permission for the visitor centre and subsequently the road scheme falls, we could be left with a development that is inadequately served by infrastructure and will be to the detriment of the local community.

Applicants Position

- 47.3 The applicants have stated that should the A303 not proceed then the scheme for the Visitor Centre will not progress. That is, that the two parts of the overall Stonehenge Project are inextricably linked. However this does not provide the safeguards we would need in planning terms. It cannot be emphasised enough that without the improvements to Countess Road then this application should be refused. It is completely dependant upon these works.

Interim Solutions

- 47.4 Are there solutions that could be required by the council that would allow the new Visitor Centre scheme to go ahead even should the A303 scheme fall? For example could signalisation of the junction allow adequate capacity to serve the new development? There are both technical and intellectual reasons why such an interim solution would not be acceptable. On the latter, it is difficult to believe that near to £60 million would be spent on a new visitor centre and transit system to deliver visitors to Stonehenge, which still has the A303 next to it. This is the reason the applicants are adamant that the application will not proceed should the road scheme not be given the green light. On the technical issue there has been no traffic impact work submitted with the application to try and support a fall back position. Therefore whether an interim solution such as signalisation can work is a moot point. This is not an option on the table.

Way Forward

- 47.5 Taking into account the information above, it is clear that in order to allow this application to progress, then this council must be certain that the flyover is going to be built. We cannot just bank on circumstances such as the outcome of the A303 Inquiry and funding arrangements falling into place. The only real comfort we can have is when construction of the flyover actually starts on the ground.
- 47.6 Therefore we must ensure that if there is no flyover there is no visitor centre and we can secure this through the use of Grampian style conditions and section 106 legal agreements. If minded to approve then a prerequisite control is that mechanisms are put in place that mean
- ## Construction of the visitor centre does not commence until construction of the flyover has reached a pre-agreed trigger point.
 - ## That the visitor centre cannot open for business until the flyover has been completed and is in operation.
- 47.7 With regard to the first point, the council should agree a trigger point, within the section 106 agreement, which represents a stage in its construction that the flyover has reached, which is incontrovertible evidence that the structure is going ahead, at which point the Visitor Centre works can start and proceed in tandem. It is important to specify a trigger point, as relying simply on 'commencement of development' has proved a grey area in planning case law.
- 47.8 Turning to the second requirement it is logical that if the flyover is required to allow access to the new visitor centre, that it must be completed and operational before the centre can open.

Conclusions

- 47.9 If members are minded to approve this application then it is essential that safeguards be put into place to ensure that the requisite highway improvements to Countess Roundabout are secured. This means using planning controls to ensure that the construction of the flyover commences first and that it is fully operational prior to the centre becoming operational. This means that the applicants will be prevented from commencing their development prior until after that of the flyover. Hence no flyover, then no visitor centre
- 47.10 Without these safeguards the application should not proceed.

48. Summing Up, Conclusions and Recommendation.

- 48.0 This is a complex and contentious planning application. Not only does it have implications on one of the most important archaeological monuments in the world, it has also been the subject of a very loud voice of objection from many local residents who feel the scheme is ill-conceived and will impact upon their quality of life. This is a volatile mix. The only legitimate way to reach a proper reasoned conclusion, as with any planning application is to set aside emotion and preconceptions and to take a long, dispassionate look at the planning issues of the case.
- 48.1 There is no doubt that this application will bring significant benefits to Stonehenge, leading to the removal of the appalling existing facilities and the A344. In policy terms this is encouraged. Furthermore the location of the alternative site at Countess Road East is again supported by the development plan and supplementary planning guidance. This is a key consideration, but not the sole one. It must be evaluated whether the scheme can be satisfactorily accommodated without having an unacceptable impact upon neighbours, the environment and local transport network.
- 48.2 The statutory consultees who are central to this application, all have raised no objections subject to certain conditions being imposed to ensure mitigation measures proposed by the applicant are satisfactorily implemented and maintained. English Nature, the County Council, Environment Agency, Defence Estates, and Environmental Health all maintain that this application is acceptable.
- 48.3 The views of neighbours have been made robustly as is their prerogative, and many valid planning issues have been raised. However on analysis of these issues it has invariably been revealed that the impacts will be less than imagined, can be mitigated through planning controls or are unfounded. The most common grounds raised were based on impact on residential amenity, impact on the roads network, impact on the tourist industry, the distance to the Monument and the transit system. The full range of issues is summarised in Appendix 3. When analysed and also placed in the context of the views of statutory consultees, it is clear that their arguments cannot be substantiated as planning grounds for refusal.
- 48.4 That is not to say that this application is free from contentious points and the three most difficult assessments that have to be made are based on the impact of the transit system upon the Cursus, the loss of the best quality agricultural land and ensuring that this application is tied to the A303 highway improvements so that the requisite improvements to Countess Road Roundabout can be secured.
- 48.5 Of these the impact of the proposals on the landscape setting and archaeology of the Cursus, which is a scheduled ancient monument is the most finely balanced. It has also divided the archaeological community, from which we have received both objection and support for the scheme. The scheme will cause some adverse impact, especially the visual intrusion on its setting. Impact on archaeological features would be prevented due to the land train track design to lay over the surface with no ground disturbance in a fully reversible manner. When the adverse impacts are balanced against the significant improvements to nationally important relics, such as Stonehenge itself, then it is considered that the application makes a credible and compelling case for concluding that with respect to archaeology and heritage this application will lead to an overall net benefit for the World Heritage Site, without doing any lasting direct damage to archaeological features.
- 48.6 In policy terms the loss of the 'best and most versatile agricultural land' as defined by the Government (DEFRA) as grades 1, 2, and 3 should be resisted. The Countess East Site is designated Grade 2 land. The supporting text with the policy makes it clear that this land should only be developed if there is an overriding need that cannot be met elsewhere. The need for a new visitor centre to serve Stonehenge has long been accepted as an exceptional need as expressed through policy T3 of the Salisbury Local Plan and the unequivocal injurious impact the existing visitor facilities have on the Monument and its wider setting.

- 48.7 The exceptional need for the new visitor centre being established it must be examined whether alternative sites are available that would help safeguard the best agricultural land. The analysis of site selection and consideration of alternatives is contained in section 16, page 36 of this report. As there is a very strong presumption against new development within the World Heritage Site, this narrows options for the alternative visitor centre. The environmental assessment of alternative sites is compelling and taking a view of all land use constraints the Countess Road Site does emerge in planning terms as the most acceptable site. Therefore in relation to policy C12 the proposals are considered to accord with its provisions as exceptional need that cannot be elsewhere accommodated has been demonstrated.
- 48.8 The unique and exceptional circumstances related to the case, the environmental and economic benefits to be gained, together with the lack of feasible alternatives all lead to the unavoidable conclusion that this planning application is in accordance with those provisions of the development plan, which will permit the principal of development.
- 48.9 The fundamental nature of the Countess improvements leave us with a problem in as much as the flyover is not part of this application and we cannot ensure the outcome of the roads inquiry. Therefore should we grant planning permission for the visitor centre and subsequently the road scheme falls, we could be left with a development that is inadequately served by infrastructure and will be to the detriment of the local community.
- 48.10 Therefore we must ensure that if there is no flyover there is no road and we can secure this through the use of Grampian style conditions and section 106 legal agreements. If minded to approve then a prerequisite control is that mechanisms are put in place that mean:
- ## Construction of the visitor centre does not commence until construction of the flyover has reached a pre-agreed trigger point.
 - ## That the visitor centre cannot open for business until the flyover has been completed and is in operation.

Conclusion

- 48.11 Without fail in this case, starting from the Development Plan policy framework, through to issues such as impact on the highways network, landscape, archaeology and wildlife issues, there emerges support for approving this application. Whilst the local community have made fair and robust objections, as is their prerogative, on analysis it becomes clear that their arguments cannot be substantiated as planning grounds for refusal.
- 48.12 Members are advised that this planning application is well conceived, in accordance with policy, and benefits from some excellent architectural design in the form of the new visitor centre building. Furthermore, while there are areas where adverse impacts will be produced, most notably upon the Cursus and the loss of high grade agricultural land, it is undoubtedly the case that these impacts are more than compensated for through the net benefits that the application will bring; not least of which is that it will help to return Stonehenge to a more respectful setting more befitting of its international reputation.

Recommendation

- 48.13 That this application be approved, subject to:

Recommendation - Approve subject to:

- ## the conditions and Section 106 agreement as set out in the report;
- ## and referral to the Secretary of State for consideration

and that providing that English Nature confirm they are satisfied, that members **endorse** the findings of the Appropriate Assessment

49. Conditions

It is important if members are minded to approve this application that means of control are exerted by this Local Planning Authority to ensure that the essential mitigation measures are implemented and maintained. That is, controls should be used to ensure a comprehensive development is delivered fully supported by the social and technical infrastructure and one, which does not adversely affect its environment. However we should also have in mind the key tests in Circular 11/95: Use of conditions in planning permission and ensure that the conditions applied are: necessary; relevant to planning; relevant to the development to be permitted; enforceable precise; and reasonable in all other respects. This must include consideration of whether conditions applicable outside of the application area (so called Grampian style conditions) give the applicant a reasonable chance to adhere to them.

In this case and bearing in mind the tests from Circular 11/95 the following conditions are recommended should members be minded to approve this application.

Time

The development hereby permitted shall be begun before the expiration of seven years from the date of this permission. (A07A)

Reason: *To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.*

Compliance

The development shall be carried out in strict accordance with the drawing[s] hereby approved, or with such other details as may subsequently be submitted to and approved in writing by the Local Planning Authority. (B05A)

Reason: *For the avoidance of doubt.*

Materials

The development hereby approved shall not commence until a schedule of materials and finishes, and, where so required by the Local Planning Authority, samples of such materials and finishes, to be used for the external wall[s] and roof[s] of the proposed development, including visitor centre building, car park surfacing, transit route and drop off shelters, shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: *To ensure that the external appearance of the proposed development is acceptable in the interests of visual amenity*

Boundary Treatment

The development hereby approved shall not commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied and in accordance with a timetable agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: *To enable the Local Planning Authority to secure the satisfactory treatment of the boundaries in the interests of visual amenity and securing adequate standards of privacy for occupants of the neighbouring premises.*

Landscaping

(a) Landscaping Scheme

The development hereby approved shall not commence until details of the landscaping scheme including site clearance and a statement of the methods of its implementation shall be submitted to the Local Planning Authority and approved in writing.

The scheme must include details of the proposed planting including a plan, details of species, stock sizes and numbers/densities where appropriate, and including a timetable for its implementation. If any plant dies, becomes diseased or fails to thrive within a period of 5 years from the date of planting, or is removed, uprooted or destroyed, it must be replaced by another plant of the same kind and size and at the same place, unless the Local Planning Authority agrees to a variation beforehand in writing.

The landscaping must be carried out in accordance with the agreed scheme and statement, unless the Local Planning Authority has given its prior written consent to any variation.

Reason: *To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990 so as to ensure a satisfactory appearance to the development*

(b) Retention of Existing Trees and Shrubs:

No tree, shrub, or hedge which are shown as being retained on the approved plans shall be cut down, uprooted, wilfully damaged or destroyed, cut back in any way or removed other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. All tree works approved shall be carried out in accordance with British Standard Recommendations for Tree Work (B.S.3998: 1989).

If any tree shown to be retained in accordance with the approved plans and particulars is removed, uprooted or destroyed, or dies, or becomes severely damaged or diseased within 5 years of the completion of the development, another tree, shrub, or hedge shall be planted at the same place, and that tree, shrub, or hedge shall be of such a size specification, and species, and should be planted at such time as may be specified in writing by the Local Authority.

If within a period of five years from the date of planting any replacement tree is removed, uprooted or destroyed, or dies or becomes seriously damaged or defective another tree of the species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason: *To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990 so as to safeguard the amenity of the existing trees and to ensure a satisfactory appearance of the development.*

(c) Submission of Tree Protection Statement:

No development shall take place on site, including site clearance, tree works, demolition, storage of materials or other preparatory work, until all details relevant to the retention and protection of trees, hereafter called the Arboricultural Method Statement, have been submitted to the Local Planning Authority and approved in writing. Thereafter the development shall be undertaken only in accordance with the approved details, unless the Local Planning Authority has given its prior written consent to any variation.

The Arboricultural Method Statement shall show areas, which are designated for the protection of trees, shrubs and hedges, hereafter referred to as Tree Protection Zones. Unless otherwise agreed, the Tree Protection Zones will be fenced, in accordance with British Standard Guide for Trees in Relation to Construction (BS5837: 1990) and no access will be permitted to the Tree Protection Zone for any development operation. Tree protection zones shall be provided for all trees to be retained on the site and also to take account of the root spread into the site of trees on adjoining sites.

The Arboricultural Method Statement shall also include all other relevant details, such as changes in levels, methods of demolition and construction, the materials, design and levels of roads, footpaths, parking areas and of foundations, walls and fences, placement of service runs i.e. BT, water, gas, sewage, electric etc. It shall also include the control of potentially harmful operations, such as

burning, the storage, handling and missing of materials, the movement of people and machinery across the site, where these are within ten metres of any designated Tree Protection Zone.

The Arboricultural Method Statement shall indicate the specification and timetable of any tree works, which shall be in accordance with the British Standard Recommendations for Tree Works (BS3998, 1989).

The Arboricultural Method Statement shall include the provision for the supervision and inspection of tree protection measures on a regular basis throughout the different phases of construction. Reports produced as a result of these inspections shall be forwarded to the Local Authority Arboricultural Officer. The fencing, or other protection which is part of the approved Statement shall not be moved or removed, temporarily or otherwise, until all works, including external works and soft landscaping have been completed and all equipment, machinery and surplus materials removed from site, unless the prior approval of the Local Planning Authority has been given in writing.

Reason: *To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990, so as to ensure that the amenity value of the most important trees, shrubs and hedges growing within or adjacent to the site is adequately protected during the period of site clearance and construction.*

(d) Details of Hedges Retained.

The development hereby approved shall not commence until there has been submitted to and approved in writing by the Local Planning Authority, a plan indicating the existing hedge or hedges which are to be retained, the minimum heights at which they will be maintained and appropriate trees within the hedge or hedges which shall be retained and allowed to grow on. The plan shall also show where hedgerows are to be reinforced with further planting, details of which indicated in a timetable of implementation. The hedges shall be maintained in accordance with the approved details.

Reason: to ensure the maintenance of screening to the site and to protect the appearance and character of the area.

(e) Submission of landscape management plan:

The development hereby approved shall not commence until there has been submitted to and approved in writing by the Local Planning Authority, a landscape management plan.

The landscape management plan shall contain a statement for the long-term effective maintenance of the agreed landscape scheme and full details of all management and establishment operations over a ten-year period, unless otherwise agreed in writing by the Local Planning Authority. It shall also include details of the relevant management, and supervisory responsibilities.

The landscape management plan shall also include the provision for a review to be undertaken during the course of the plan with a final review being undertaken before the end of the ten-year period. A revised landscape management plan shall be submitted for the agreement of the Local Planning Authority before the ten years has expired. The revised details shall make similar provisions for the long-term maintenance and management of the landscape scheme. The revised scheme shall also make provision for future revision and updating.

The provisions of the landscape management plan and subsequent revisions shall be adhered to and any variation shall have been agreed beforehand in writing by the Local Planning Authority. No trees, shrubs, hedges or other plants shall be removed for the duration of the landscape management scheme or its revisions, without the prior written approval of the Local Planning Authority. Any trees, shrubs, hedges or other plants being so removed shall be replaced in the first available planting season by an equivalent replacement or replacements to the satisfaction of the Local Planning Authority. Management of the landscape scheme in accordance with the landscape management plan or their agreed revisions shall not

cease before the duration of the use of the development unless agreed in writing by the local Planning Authority.

Reason: *To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990, so as to ensure that the amenity to be provided by the new landscaping is achieved and safeguarded, and to ensure satisfactory appearance to the development.*

Highways

(a) Details of Egress - No Right Turn

The development hereby approved shall not commence until the Local Planning Authority has approved details of the egress junction onto Countess Road. This shall be designed to discourage right turn, north onto Countess Road. The building shall not be occupied until that junction has been constructed in accordance with the approved details.

Reason: *In order to prevent rat-running through northern villages on narrow, unsuitable roads.*

(b) Details of Airman's Cross Junction

The development hereby permitted shall not be brought into commercial operation until a scheme providing for a revised layout of the Airman's Cross junction (to include speed reduction works involving narrowing the entrance to the gated road) has been submitted to and approved by the Local Planning Authority, and until the LPA has confirmed in writing that it is satisfied that adequate arrangements have been secured with the local highways authority to secure alterations to the junction

Reason: *In the interests of highway safety at a location where an existing road is proposed to be fenced off and traffic priority movements altered.*

Prior to the commencement of development hereby permitted drawings shall be submitted and approved by the Local Planning Authority detailing arrangements to secure access to the restricted length of the A344 (between Airman's Corner and the A303) to that traffic permitted under the provisions of the traffic regulation order, including arrangements for the parking and turning of vehicles in a safe manner. The drawings shall be accompanied by a statement of how the gate will be managed. The approved works shall be fully implemented prior to closure of the existing Stonehenge visitor car park for public use, and thereafter managed in accordance with the approved management plan.

Reason: *In order to secure the proper and intended function of the decommissioned A344*

(c) Reinstatement of the A344

The Visitor Centre shall not be brought into commercial operation until such time as a timetable for the implementation of the partial restoration work to that part of the A344 as described in this planning application have been submitted to and approved by the Local Planning Authority.

Reason: *In the interests of the visual amenity of the World Heritage Site*

(d) Access

The visitor centre shall not commence commercial operation until a means of vehicular access has been constructed in accordance with the approved plans. (I02A)

Reason: *In the interests of highway safety.*

(e) Gates

Any gate[s] provided to close the proposed access and egress to the visitor centre shall be set a minimum distance of 4.5 metres from the carriageway edge and shall be made to open inwards only. (I09A)

Reason: *To ensure that a satisfactory form of access is provided in the interests of highway safety.*

(f) Service Roads

The visitor centre shall not commence commercial operation until that part of the service road, which provides access to it, has been constructed in accordance with the approved plans. (I13A)

Reason: To ensure that each of the [dwellings/buildings] hereby permitted is provided with adequate means of vehicular access before being brought into occupation.

(g) Construction traffic access/egress

Prior to commencement of the development hereby permitted any temporary access arrangements for construction traffic entering and leaving the site shall be agreed with the Local Planning Authority and implemented in accordance with a programme of works to be approved. The programme shall provide for completion of the egress arrangement and works, and use of the egress shall not be permitted unless or until the egress works have been completed in accordance with details approved by the Local Planning authority

Reason: In the interests of highway safety

(h) Pedestrian crossing

The Visitor Centre shall not be brought into commercial operation until a provision has been made on the A345 Countess Road for a signal controlled pedestrian crossing point in accordance with details that shall have been agreed with the local planning authority

Reason: *To provide for the safe passage of pedestrian visitors and site staff.*

(i) Local traffic signage

The Visitor Centre shall not be brought into commercial operation until a scheme of local traffic direction signs has been agreed by the local planning authority and signs have been erected and/or removed in accordance with the agreed scheme.

Reason: *In order that there is clear direction in the vicinity of the A303 Countess Junction and on local roads for unfamiliar visitors.*

Parking

The visitor centre shall not commence commercial operation until the approved car parks have been constructed, surfaced and drained in accordance with the approved plans

Reason: *To ensure that the development hereby permitted is provided with adequate facilities for the parking of vehicles.*

The visitor centre shall not commence commercial operation until the provision has been made on site for the parking for a number of coaches to be agreed in accordance with a plan to be submitted to and approved by the Local Planning Authority

Reason: *in order to make provision for sustainable transport modes to the site and provide ample space for accommodating future growth for travel by coach*

Provision for Cyclists

Prior to the development hereby permitted being brought into use by the public cycle stands shall be erected in accordance with numbers, locations and specification to be approved in writing by the Local Planning Authority.

Reason: *To encourage the use of cycling as a means of travel in connection with the proposal.*

Servicing

The visitor centre shall not commence commercial operation until the delivery bay and parking and turning areas have been provided within the site in accordance with the details shown on drawing No. And thereafter they shall be retained for these purposes only. (J08A)

Reason: *To ensure that the development hereby permitted is provided with adequate facilities for the turning/loading and unloading of servicing vehicles.*

Transit Route and Drop Off Points

The visitor centre shall not commence commercial operation until the transit route and drop off points have been provided within the site in accordance with the approved plans.

Reason: *To ensure adequate access to Stonehenge is provided for visitors.*

The transit route and drop off points hereby approved shall be used solely for transporting visitors between the new visitor centre and Stonehenge and for ancillary purposes such as the transport of equipment and for no other purposes whatsoever. Should the visitor centre cease to operate then all traces of the land train, its track and drop off points shall be removed and the land reinstated to its condition prior to its introduction.

Reason: *In the interests of the amenity of the World Heritage Site*

Internal Footpaths

The Visitor Centre shall not be brought into commercial operation until such time that a system of internal pedestrian footpaths, within the visitor centre site itself, has been completed in accordance with detailed drawings to be submitted to and approved by the Local Planning Authority

Reason: *to facilitate pedestrian movement on identified desire lines*

Drainage

The visitor centre shall not commence commercial operation until works for the disposal of sewage and surface water have been provided on the site to serve the development hereby permitted, in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: *To ensure that the development is provided with a satisfactory means of drainage.*

Fumes

No development shall take place until a scheme/schemes for the control of fumes from extractor fans and equipment (and for the sound insulation of that equipment) have been submitted to and approved by the Local Planning Authority; and the development shall not be brought into use until that scheme/those schemes have been implemented in accordance with the approved details.

Reason: *To minimise the effect which the emission of fumes from the proposed development/use could have upon neighbouring premises.*

Hours of Operations

The use hereby permitted shall take place only between the following hours:

- £# 0800 to 21.00 1st June to 31st August (last train to stop running by 8pm)
- £# 8.30 to 20.00 - 1st September to 15th October (last train to stop running at 7pm)
- £# 8.30 to 18.00 - 16th October to 15th March (last train to stop running at 5pm)
- £# 08.30 to 20.00 - 16th March to 31st May (last train to stop running at 7pm)

Reason: *to protect the amenity of neighbouring residents*

No deliveries shall be taken at or despatched from the site outside the hours neither of 0800 to 1800 nor at any times on Sundays, Bank or Public Holidays. (M29A)

Reason: *In the interests of amenity for the occupants of the neighbouring/ nearby dwelling(s).*

Lighting

The details of all lighting proposals, including street lighting, lighting for the car and coach parks, lighting for footpaths, lighting at the drop off points, including intensity of the lighting and design for the light column shall be submitted to and approved in writing by the Local Planning Authority prior to the development hereby permitted commencing. All the works shall subsequently accord with the approved plans.

Reason: *To ensure that the lighting scheme respects the overall design qualities required from the development and to minimise impact of the lighting scheme upon both the World Heritage Site and wider landscape and the amenity of neighbours.*

Retail Development

The retail unit within the visitor centre hereby permitted shall not commence trading until details of the broad range of goods to be sold have been submitted to and agreed by the Local Planning Authority. The shop shall not sell goods outside of the agreed range, other than as a minor and ancillary part of the stores operation without the prior written approval of the Local Planning Authority.

Reason: *To enable the Local Planning Authority to exercise adequate control over the kind of goods which are sold from the premises, in the interests of maintaining the vitality and viability of Amesbury town centre.*

Archaeology

The developer shall afford access at all reasonable times to any archaeologist nominated by the Local Planning Authority, and shall allow him to observe the excavations and record items of interest and finds.

Reason: *To ensure that the archaeology of the site is adequately recorded.*

Environmental Management

The development hereby approved shall not commence until a detailed Construction Environmental Management Plan (to expand on the outline plans at appendix F in the Supplementary Information received on 2.6.05) are submitted to and approved by the Local Planning Authority. The construction and future management of the development shall subsequently accord with the approved working practices.

Reason: *In order to protect the environmental interests on the site and the amenity of neighbours.*

The visitor centre shall not commence commercial operation until an Ecological Management and Monitoring Plan (to expand on the outline plans at appendix G in the Supplementary Information received on 2.6.05) are submitted to and approved by the Local Planning Authority. The future management of the development shall subsequently accord with the approved working practices.

Reason: *In order to protect the environmental interests on the site and the amenity of neighbours.*

The development shall be carried out in accordance with the approved Water Strategy (see appendix E in the Supplementary Information received on 2.6.05). The construction and future management of the development shall subsequently accord with the approved working practices unless otherwise agreed in writing by the Local Planning Authority.

Reason: *In order to protect the environmental interests of water quality and avoidance of flooding.*

Security

No development shall commence until measures to secure the access track between 24-26 Countess Road, in order to prevent general access has been submitted to and approved in writing by the Local Planning Authority. The access shall be secured as specified unless otherwise agreed in writing by the Local Planning Authority

Reason: *in the interests of security and the amenity of existing residents.*

Farm Access

No development shall commence until details of continued farm access (including for combine harvesters) is to be provided between Countess Road and Byway 9A has been submitted to and approved in writing by the Local Planning Authority and the development shall be in accordance with these plans and access maintained thereafter.

Reason: *to ensure continued access to land for farming.*

Water Management

No development approved by this permission shall commence until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority.

Reason: *To maximise the preservation of groundwater resources in the Hampshire Avon catchment, through the most efficient use of water.*

No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water run-off limitation has been submitted to and approved in writing by of the Local Planning Authority. The scheme shall be implemented in accordance with the approved programme and details.

Reason: *To prevent the increased risk of flooding.*

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from impermeable parking areas and hardstandings for vehicles, shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.

Reason: *To prevent pollution of the water environment.*

Timing with the A303 Road Scheme

The development hereby permitted shall not commence until the construction of the flyover at Countess Road junction has reached a point to be agreed in writing with the Local Planning Authority and the visitor centre shall not commence commercial operation until the flyover has been completed and is brought into use.

Reason: *To ensure the scheme is adequately served by requisite junction improvements*

Other Use of the Visitor centre

The new visitor centre building hereby permitted may be used occasionally for evening functions such as fundraising and corporate entertaining. On each occasion English Heritage must submit the request in writing, outlining the nature of the function and times, and shall not commence without the written approval of the Local Planning Authority.

Reason: *To control extra-curricula use of the building.*

Land Train

The development hereby permitted shall not commence until full details of the design and specification of the land train to be used to take visitors between the new visitor centre and the World Heritage Site, have been submitted to and approved by the Local Planning Authority. The land trains shall not be materially altered or replaced without the written approval of the Local Planning Authority

Reason: *In the interests of the amenity of the World Heritage Site*

Waste Audit

The development hereby permitted shall not commence until a waste audit, to include measures to deal with littering has been completed in accordance with the supplementary planning guidance to the Wiltshire Structure Plan and been submitted to and approved by the Local Planning Authority.

Reason: *in the interests of achieving a sustainable development*

Conditions Required by the Highways Agency

The construction of the New Stonehenge Visitor Centre shall not commence until the applicant has provided, to the satisfaction of the Highways Agency, an operational strategy for the management, both within and outside the designated site, of “exceptional peak” traffic flows to and from the New Stonehenge Visitor Centre. The operational strategy shall consider and provide mitigation for the risk that the New Visitor Centre’s capacity to absorb vehicle entry would be exceeded at exceptionally busy periods. Mitigation should include, but not exclusively, the efficient management of available on-site parking and the provision for temporary signing of alternative destinations on approach to Countess Roundabout. The operational strategy shall set out proposals for pre-emptive action if the trend of vehicle entry numbers to the New Visitor Centre site exceeds the capability of the internal car parking and access road arrangements to accommodate the demand. The operational strategy shall include proposals for the active and continuous monitoring of the available parking space and traffic flows into and out of the New Visitor Centre during high-risk periods.

Reason: *The existing arrangement at Countess Roundabout would be inadequate to cater for the additional traffic that would be generated by the New Visitor Centre. The nature of the development is such that “exceptional peak” visitor demand (for example at busy bank holidays) cannot be ruled out. Free flow traffic conditions and hence safety on the trunk road network would then be at risk. To address this eventuality, potential visitors should be dissuaded from joining queues into the New Visitor Centre, particularly any queue that may develop on the A303 eastbound slip road.*

The construction of the New Stonehenge Visitor Centre shall not commence until the applicant shall provide, to the satisfaction of the Highways Agency, its road signing and lane marking proposals for the New Visitor Centre on the approach to and on the circulatory carriageway of Countess Roundabout.

Reason: *Signing proposals for the New Visitor Centre in normal operation need to be further developed to ensure lane discipline is maintained, particularly for visitors approaching from the east. This signing will need to be coordinated with signs for the Countess Services.*

The construction of the New Stonehenge Visitor Centre shall not commence until the necessary orders preventing informal parking on Stonehenge Road are made and are in force.

Reason: *Informal parking on Stonehenge Road, if it were allowed to occur, would compromise emergency services access to the proposed Eastern Tunnel Portal of the A303 Stonehenge Improvement and would therefore affect safety of the trunk road network.*

Noise Mitigation

No development shall be undertaken before a detailed scheme to protect adjacent premises from noise arising from construction activities has been submitted to and approved in writing by the local planning authority. All construction activities shall be undertaken in accordance with the approved scheme.

Reason: *in the interests of the amenity of neighbours*

The normal working hours for construction related activities shall be as follows:

0800 – 1800 Monday – Friday

0800 – 1300 Saturday

Only essential or traffic related construction work will be permitted on Sundays and public holidays subject to first obtaining the written agreement of the Local Planning Authority.

Reason: *in the interests of the amenity of neighbours*

Noise from fixed plant and equipment at the Visitor Centre site shall not exceed the following levels at the following times as measured at the boundary between the site and any adjacent premises:

Day (0700 – 1900): 45dB $L_{A90, 15mins}$

Evening (1900 – 2300): 35dB $L_{A90, 15mins}$

Night (2300 – 0700): 30dB $L_{A90, 15mins}$

Reason: *in the interests of the amenity of neighbours*

Noise from land train operations within the Visitor Centre site and noise from other vehicles operating within the Visitor Centre site shall not exceed the following levels at the following times as measured at the boundary between the site and any adjacent premises:

Day (0800 – 1700): 50dB $L_{Aeq, 5mins}$

Evening (1700 – 2000): 40dB $L_{Aeq, 5mins}$. No land train movements permitted.

NIGHT (2000 – 0800): NO LAND TRAIN MOVEMENTS PERMITTED

Reason: *in the interests of the amenity of neighbours*

The route taken by the land train between the Visitor Centre and the World Heritage Site shall be that shown on the approved plans. No more than 10 land train movements per hour shall operate on the approved route unless agreed with the local planning authority.

Noise from land trains operating on the approved route shall not exceed the following levels at the following times as measured at the boundary between the site and any adjacent premises:

Day (0800 – 1700): 40dB $L_{Aeq, 1min}$

Evening (1700 – 2000): No land train movements permitted.

NIGHT (2000 – 0800): NO LAND TRAIN MOVEMENTS PERMITTED.

Reason: *in the interests of the amenity of neighbours*

Noise from all sources at the passenger drop off points shall not exceed the following levels at the following times as measured at the boundary between the site and any adjacent premises:

Day (0800 – 1700): 35dB $L_{A90, 15mins}$

Evening (1700 – 2000): No use of passenger drop off points permitted.

Night (2000 – 0800): No use of passenger drop off points permitted.

Reason: *in the interests of the amenity of neighbours*

50. Section 106 Requirements

A single tripartite agreement with the applicants the County and Salisbury District Council and to include any other landowners as necessary (such as the National Trust) should be reached to ensure the following measures are secured.

Travel Plans

We need to ensure that the measures outlined in the Travel Plan are delivered and it will need to address the following:

- £# Links to public transport
- £# Travel plan co-ordination
- £# Promotion of the plan.
- £# Monitoring and review
- £# Travel awareness
- £# Location and provision of bus stops

Off site Highways Works

Planning permission shall only be granted subject to an agreement being completed that provides for EH to meet the full costs of providing and implementing works associated with any traffic regulation orders that might reasonably be required by the highway authorities to regulate traffic on local roads as a result of the existence of the proposed visitor centre.

Securing Cycle Links

Measures will be agreed to facilitate cycle routes to, from and within the site. The provisions shall include for upgrading links to Amesbury Town Centre, links to the proposed Countess Road controlled crossing and links shared with the proposed land-train.

Contributions to local cycle/pedestrian routes

There remains some uncertainty in relation to the precise links to connect with Sustrans Route 45. The County Council seeks a contribution from the development to secure provision of a link between this leisure route and the visitor centre to be secured through a planning obligation.

Byways

No occupation of the Visitor Centre until a Maintenance Management Plan for rights of way within the World Heritage Site has been agreed with the Director of Environmental Services, Wiltshire County Council, including agreement of costs.

Free access for locals

A scheme to ensure continued free access for local residents to all facets of the scheme for local residents

TIC plus joint promotion

The following measures will be secured:

The tourist information provision will be specified and delivered including measures to encourage local partnerships to promote other attractions within the area.

51. Appendix I - Schedule of Consultees

1. The Association of Professional Tourist Guides
2. Association of Wessex Tourist Guides
3. BBCJV (Highways Agency)
4. Berengaria Order of Druids
5. Bourne Valley Historical, Record & Conservation Society
6. CABA
7. Campaign to Protect Rural England
8. Campaign Protect Rural England (South Wilts Group)
9. Coach Drivers Club GB
10. Countess Road Residents Group
11. Council For British Archaeology
12. Council For British Archaeology
13. Council for British Druid Orders
14. Countryside Agency
15. Country Landowners Association
16. DEFRA
17. Defence Estates
18. Department for Culture Media & Sport
19. Editor, British Archaeology Magazine
20. English Heritage - Ancient Monuments
21. English Heritage - Gardens
22. English Nature
23. Environment Agency
24. Europae Archaeologiae Consilium
25. Forestry Commission
26. Garden History Society
27. GOSW
28. Health and Safety Executive
29. Heritage Lottery Fund
30. Highways Agency HA2 (Bristol)
31. ICOMOS (UK)
32. Larkhill Residents Group
33. Loyal Arthurian Warband
34. MOD - Defence Estates Organisation
35. MOD - Defence Estates Westdown Camp
36. MOD - Defence Estates Tilshead
37. MOD - Headquarters Larkhill Garrison
38. Mott McDonald
39. National Farmers Union
40. National Grid Company
41. National Trust
42. Parish Council - Allington
43. Parish Council - Amesbury
44. Parish Council - Berwick St James
45. Parish Council - Bulford
46. Parish Council - Cholderton
47. Parish Council - Durnford
48. Parish Council - Durrington
49. Parish Council - Figheldean
50. Parish Council - Firsdown
51. Parish Council - Great Wishford
52. Parish Council - Idmiston
53. Parish Council - Milston
54. Parish Council - Newton Tony
55. Parish Council - Orcheston
56. Parish Council - Shrewton

57. Parish Council - South Newton
58. Parish Council - Stapleford
59. Parish Council - Steeple Langford
60. Parish Council - Tilshead
61. Parish Council - Wilsford - cum - Lake
62. Parish Council - Winterbourne
63. Parish Council - Winterbourne Stoke
64. Parish Council - Woodford
65. The Prehistoric Society
66. Ramblers Association
67. Robert Key MP
68. Royal Astronomical Society
69. RSPB
70. Salisbury District Council - Arboricultural Officer
71. Salisbury District Council - Building Control
72. Salisbury District Council - Chief Executive
73. Salisbury District Council - Community Initiatives
74. Salisbury District Council - Conservation Officer
75. Salisbury District Council - Design Forum
76. Salisbury District Council - Economic Development
77. Salisbury District Council - Environmental Health
78. Salisbury District Council - Principal Planning Officer
79. Salisbury District Council - Forward Planning
80. Salisbury District Council - Salisbury Joint Transportation Unit
81. Salisbury Tourism Partnership
82. SEB Electricity Company
83. S&S Electricity Company
84. Society for the Protection of Ancient Buildings
85. South West Tourism
86. South West Regional Development Agency
87. Southern Water Authority
88. Transport 2000
89. Salisbury Transport 2000
90. Wiltshire County Council
91. Waste Services
92. Wessex Water
93. Wessexplore Tourist Services
94. Wiltshire Archaeological & Natural History Society
95. Wiltshire Bridleways Association
96. Wiltshire Constabulary
97. Wiltshire County Council - Highways
98. Wiltshire County Council - Libraries & Heritage
99. Wiltshire County Council - Planning
100. Wiltshire County Council
101. Rights Of Way Officer
102. Wiltshire Fire Brigade
103. Wiltshire Wildlife Trust
104. WS Atkins Highways and Transportation
105. UNESCO - The World Heritage Centre
106. Amesbury Society
107. Ancient Monuments Society

52. Appendix 2 - Planning Histories

SITE LOCATION: LITTLE CHEF (TRUST HOUSE FORTE) COUNTRESS
ROUNDAABOUT

POST CODE: SP4 7AS

Planning Ref	Proposal	Approved/ Conditions/ Refused	Date
85/1283	O/L restaurant 14.11.85	R	
	05.09.86	App WD	
87/260	O/L trunk road service area including public toilets access 10.04.87	R	
	26.04.88	App all	
88/1499	Approval of reserved matters – trunk road service area including restaurant, sleeping accommodation, filling station & parking area 03.11.88	AC	
89/934ADV	Illuminated restaurant travel lodge sign 12.10.89	AC	
89/2313	Internally illuminated shop fascia & company pole sign 17.04.90	AC	
90/219	Self service petrol filling station & associated retail shop 10.04.90	AC	
91/930	Internally illuminated pole sign 31.07.91	AC	
92/1072	Removal of condition no. 4 (opening hours) from permission no's S/87/0260 and S/90/0219 09.09.92	R	
93/0094	O/L - Erection of a CRS foodstore and associated car parking at land adj. to Little Chef 24.11.93	R	
	03.06.94	App dis	
93/146	Restaurant extension to Little Chef 09.03.93	AC	

95/0128	Extension to car park to provide 20 additional spaces 12.04.95	AC
95/0283	Internally illuminated pole sign 05.04.95	AC
95/1650	Internally illuminated static advert 23.01.96	AC
96/1822	Lowering of window cill and installation of new window 21.01.97	AC
96/1886	Internally illuminated wall mounted and free-standing display signs 05.02.97	AC
97/1610	16 bedroom extension to travelodge 27.01.98	AC
97/2039	Restaurant extension & additional car parking area 15.06.98	AC
98/0846	Internally illuminated pole sign & fascia sign 30.09.98	A
98/1028	Variation of condition 3 of S/90/1219 to extend hours of operation to 06.00- 24.00 hours daily 07.08.98	A
98/1042	Internally illuminated 7m high free standing sign 03.08.98	A
98/1815	Single storey rear extension to little chef restaurant forming new enclosed freezer and dry goods store. 22.1.99	AC
00/611	Extension for ATM (Cashpoint) machine. 23.05.00	AC
01/191	Single storey front extension to little chef restaurant. 23.03.01	AC
02/954	Single storey front extension to Little Chef and Burger King restaurant. 01.07.02	AC

SITE LOCATION: STONEHENGE VISITORS FACILITIES, AMESBURY**POST CODE:**

Planning Ref	Proposal	Approved/ Conditions/ Refused	Date
87/1932	Circular 18/84 – Improvements to visitors and staff facilities 24.02.88	A	
91/1650	Circular 18/84 - Proposed alterations to existing ticket & sales facilities 02.01.92	A	
91/700	O/L Erection of visitor facilities and car parking, construction of access road. Removal of existing visitor facilities and appropriate reinstatement of the site together with associated works 17.05.93	R App WD	
92/1378	Works to restore the landscape and improve the setting of Stonehenge and associated monuments by the restoration and re-contouring of the site 14.05.93	WD	
93/374	Circular 18/84 - Improvements to toilets, compound area and new hardstanding 19.05.93	A	
93/739	Temporary portable building for Stonehenge exhibition unit 07.07.93	AC	
93/1542	Relocation of car park entrance and exit with associated highway, car park, footpath and fence alterations 15.12.93	R	
94/1644	Temporary building to be used as a shop for a maximum period of 12 weeks 28.12.94	AC	
95/1229	Minor alterations to existing car park entrance. Alterations to existing accesses 04.06.96	AC	
96/754	Installation of temporary membership cabin for a period of 12 months 08.07.96	AC	
97/80	Alterations to existing storage compound at visitors facilities 28.02.97	AC	

97/307	Installation of a mobile ice-cream shop for a period of three months each calendar year 16.06.97	AC	
97/709	Alterations to existing membership cabin 03.07.97	AC	
97/1848	Renewal of circular 18/84 for improvements to toilets, compound and hardstanding 02/01/98	NO OBJ	
02/0728	Temporary car access 17/05/02	AC	
03/0657	Temporary planning for a purpose made 'membership recruiting' unit. 01.05.03	AC	
03/0658	Temporary planning permission for stationing of mobile ice cream unit for 3 months each calendar year. 08.05.03	AC	
03/0659	Temporary planning permission for main site compound and storage and toilets etc. 02/05/03	AC	
03/885	Temporary portakabin style shop and catering unit (6 month duration each year) 26/6/03	R	
04/0001	Construction of new Stonehenge visitor centre transit system undergrounding of 33kv power line removal of existing visitor facilities and replacement with new underground operations facility restoration works to A344	No Decision	
05/0388	Alterations to car park and provision of pedestrian footway and access ramp to existing visitor centre	AC	06/04/05

LAND SOUTH OF FARGO ROAD

91/0700	O/L application - erection of visitor facilities & car parking, construction of access road, removal of existing visitor facilities & appropriate reinstatement	R	16/12/91
92/1378	Works to restore the landscape and improve the setting of Stonehenge and associated monuments by the restoration and recontouring of the site	WD	14/5/93
89/1615	New substation	AC	12/10/89

99/1028	Renewal of substation security fence	AC	29/7/99
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DURRINGTON FARM

97/0780	Replacement silage clamp	Nob'	3/7/97
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