

Application Number:	PL/2026/00617
Location:	Land off junction of Salisbury and Lynchets Roads, Amesbury, SP4 7JA
Proposal:	Creation of a permanent layby, bollards and a temporary compound access off Salisbury Road, Amesbury to enable construction and future operation of a below ground stormwater storage tank.

[SP4 7JA - Google Maps](#)

[A345 - Google Maps](#)

I refer to the above planning application received on 19th February 2026.

Proposal

The proposal involves the creation of a permanent layby off the A345 Salisbury Road to accommodate tankers required for maintaining a below ground stormwater storage tank.

The construction of the stormwater storage tank is permitted development, but the construction of it requires a temporary compound and vehicular access from the A345 Salisbury Road. Roadside control kiosks are also required to be installed which are proposed to be protected with bollards surrounding it.

The future maintenance of the storage tank requires access for tankers, which is proposed to be accommodated in a new layby off the A345 Salisbury Road.

Access and parking

The agreement to the principle of the proposal had been the subject of a pre-application submission, with a proposed temporary access located approximately 70 metres southeast of the junction of the A345 with Lynchets Road.

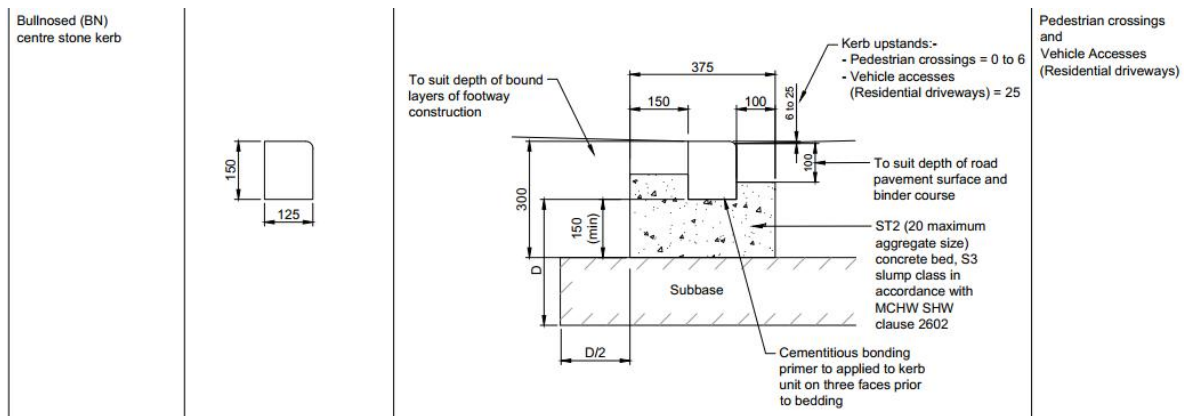
The submitted plans with the current planning application now indicate the proposed temporary access to be located much further south, approximately 130 metres from the junction with Lynchets Road. This location indicates an access which would require vehicles to make a 180-degree turn into the site to access the compound, resulting in unacceptable manoeuvring on the A345. An access which is formed perpendicular to the A345 carriageway would be required, which should include the required 2.4m by 43m visibility splays.

The submitted plans do not provide any detail of the size of vehicles required to access the compound, and it should be demonstrated with swept path analysis that such an access can adequately accommodate the required manoeuvres of the largest vehicle that would need to access the compound.

There should also be details of the number of contractors/vehicles that would be on site and the associated materials deliveries, together with a plan indicating how such vehicles can be accommodated within the compound. A programme for the works should also be provided detailing the number of vehicles that would be generated and the management of deliveries.

Also, details of the closure of the temporary access and the reinstatement of the verge and hedge following the completion of the works will need to be provided.

With regard to the proposed permanent layby, there is insufficient detail of the kerbing to the layby, with Drawing No. C00520-WWSL-XX-XX-D-T-7204 Rev C01 referring to lorry kerbs, but with no detail of such kerbs provided. However, it has previously been advised that kerbs with a 25mm upstand should be provided which would provide ease of access for a tanker, and therefore revised, and additional detailed, plans are therefore required. See detail below.



A sign was also recommended to be added (preferably on the fence behind the layby on private land) along the lines of 'layby to be kept clear at all times for Wessex Water tanker parking'.

Whilst there was concern that the layby could be used by the public for parking, the surface of the layby is proposed as a Cellpave HD paving which would allow grass to grow through the paving thus making the layby a less obvious parking area. A detail of the proposed Cellpave will need to be provided as part of the submission.

The proposed bollards are required to protect the equipment and would mainly be located within private land. However, it is noted that the last two southwestern bollards would be located within land forming part of the public highway and as such are not acceptable, particularly having regard to the closeness to the carriageway. All bollards need to be a minimum of 500mm from the edge of the public highway. See extract below showing the extent of public highway hatched in red.



As previously advised, the works would need to be the subject of a Short Form Section 278 Agreement for which approval of detailed drawings will be required. No works can commence on the highway until such approval is in place.

Summary and Recommendations

Having regard to the above, whilst the principle of the proposed temporary access and permanent layby are considered acceptable, the detail of the temporary access is not considered appropriate due to its orientation, and a revised arrangement is required.

Amended details of the layby are also required, as referred to above.

I therefore raise a holding objection and seek the submission of further and amended details.

Amanda Hall
Highways Development Management Engineer