

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 revised and additional details received on 16th April 2026 in respect of the above planning application.

Proposal

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

The proposed new access to serve a temporary construction compound has been amended to increase the width of the access from the A345, together with increasing the initial dept of the access route into the compound to facilitate HGV movements out of the access enabling them to exit perpendicular to the A345 carriageway.

The red line boundary has been extended to reflect the increased size of the access. Given that the site compound is also required to serve the construction of the development, it is considered that the compound area should also be included within the application site boundary.

Roadside control kiosks are also required to be installed which are proposed to be protected with bollards surrounding it.

Access, Parking and Manoeuvring

The proposed temporary construction access has been amended to provide for HGVs to enter and leave in a forward gear, with appropriate visibility splays of 2.4m x 43 m in each direction.

The temporary access is required to serve a compound area which would accommodate delivery vehicles, materials storage and contractor parking. Gates are proposed to be set back approximately 20m from the A345 carriageway edge to enclose the compound, which would be sufficient to ensure a vehicle can pull clear of the highway in advance of the gates.

The extent of the access surfacing between the gates and A345 carriageway has been increased to ensure an exiting vehicle can approach perpendicular to the carriageway, thus ensuring appropriate visibility without the need for drivers to look over their shoulder with a more acute angle of exit, as previously proposed.

The compound area is proposed to accommodate delivery vehicles, contractor parking, onsite manoeuvring and materials/plant storage.

The submitted Traffic Management Plan indicates the areas proposed to accommodate the vehicles and turning areas, together with the storage areas and welfare facilities. It is noted that the plan is not to scale and there are no dimensions or swept path analysis to confirm that the proposed areas are sufficient for the intended purposes. A scaled compound plan should therefore be provided which provides details of the following.

- Dimensions of contractor car parking spaces
- Swept path analysis for rigid and articulated vehicles within the compound

It is also noted that the largest vehicle requiring to be accommodated within the compound is an articulated lorry, however, the submitted swept path analysis for the temporary access only indicates the movements for an 8.5m long tanker. Details of the swept path movements for all vehicles should be submitted to demonstrate the impact of such vehicles accessing and exiting the A345 temporary access. This should also demonstrate that such vehicles can be adequately accommodated within the compound area also.

The Traffic Management Plan has provided details of the estimated number of vehicles during the 6-month construction period, advising up to a maximum of 10no. site staff, 10no. 8-wheeled rigid lorries and 3no. articulated or rigid lorries for deliveries and removal of plant, equipment and materials.

It is noted that a one-way system will operate within the compound to control the movement of vehicles, with vehicle movements being supervised.

The numbers and frequency of HGVs to and from the site would need to be carefully managed to ensure that there would be no conflict of arrivals/departures and the number of HGVs that can be accommodated within the confines of the compound.

Drawing No. C00520-WWSL-XX-XX-D-T-7206 Rev C03 indicates details of the reinstatement of the fence and hedge following the completion of the works and removal of the temporary access. These works will form part of the S278 Highway works.

With regard to the proposed permanent layby for the tanker, the layby would be constructed on land forming part of the existing public highway and would be 25m long and 4m deep. The layby detail has been amended to indicate a construction in a Heavy Duty Cellpave with a 25mm upstand kerb to provide ease of access for a tanker. The general construction shown on submitted Drawing No. C00520-WWSL-XX-XX-D-T-7208 Rev C01 is considered acceptable for this purpose.

The construction of the layby will, however, require more detailed engineering drawings of the construction, including a tie-in detail for the A345 carriageway construction to enable the kerbing works to be undertaken. Details of the construction of the temporary access will also be required. These details will need to be submitted and approved as part of a Section 278 Agreement.

A sign to restrict the access to and the use of the layby will also be required (preferably on the fence behind the layby on private land) which should read 'layby to be kept clear at all times for Wessex Water tanker parking'.

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, the revised detail for the tanker layby is considered acceptable, in planning terms. Further details of the construction will be subject to a S278 Agreement.

With regard to the proposed temporary access to serve the compound, the applicant has not provided sufficient detail of the swept path analysis for the largest vehicles that will need to be accommodated within the site in order to demonstrate how they can both access and exit the A345 access, and also manoeuvre within the compound. A scaled plan should be included within the Traffic Management Plan of the compound to confirm that the proposed parking areas and turning areas would be appropriately dimensioned and fit for purpose.

It is therefore recommended that further details are provided.

Subject to the satisfactory receipt of the additional information and confirmation that parking and manoeuvring can be adequately accommodated, together with the extension of the red line boundary to include the site compound, the following conditions would be recommended.

The temporary construction access hereby approved shall not be first brought into use until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level. The visibility splays shall always be maintained free of obstruction thereafter for the duration of the site works.

Reason: In the interests of highway safety.

The development shall be carried out in accordance with the Traffic Management Plan dated **(revised Plan date)**.

Reason: In the interests of highway safety.

The temporary construction access hereby approved to the A345 Salisbury Road shall be reinstated and the verge and hedgerows fully reinstated by the applicant as detailed within the application documents, in a manner to be agreed in writing with the Local Planning Authority and within 1 month of completion of the site works.

Reason: In the interests of highway safety and amenity.

The applicant will be expected to enter into a S278 Agreement with the Highway Authority before commencement of works hereby approved.

Amanda Hall
Highways Development Management Engineer