

Transport Statement

Proposed warehouse extension and permission for 24-hour operation

Clover Farm, Brickworth Road, Whiteparish, Salisbury SP5 2QG

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Contents

Executive Summary	4
1 Introduction	9
2 Background	10
3 Scope of Assessment	11
4 Description of Existing Conditions	12
5 Development Proposals	22
6 Trip Generation	29
7 Summary and Conclusions	36
References	43
Appendix A – Proposed Plans	44
Appendix B – Accident data	45
Appendix C – Sustainable Transport Information	46
Appendix D – Context Maps	47

Executive Summary

This report has been prepared in connection with the full planning application for the demolition of an existing rear building to facilitate the erection of a warehouse extension, with permitted 24-hour operation at Clover Farm, Brickworth Road, Whiteparish, Salisbury SP5 2QG. From investigations concerning accident data, sustainable accessibility, car parking provision, and traffic generation, the main findings are:

- The existing site currently operates as a Class B8 food distribution warehouse, with associated car parking provision and turning area. The development proposes the rear building with a floor area of 86.3m² to be demolished to accommodate a warehouse extension of 183.03m², resulting in an overall Class B8 food distribution warehouse floorspace of 695m² as proposed.
- The proposed quantum of formalised and unformalised car parking is considered sufficient to strike the requisite balance for parking provision, which will serve the needs of the site users without leading to indiscriminate on-street parking within the vicinity of the site. However, should additional formalised spaces be required by the local highway authority, it is advised additional spaces formal spaces can be accommodated.
- The development does not propose cycle parking spaces. It is advised that should cycle parking spaces be required by the local highway authority, the specifics of cycle parking, such as location, type of storage and amount could be secured by condition.
- The location of the site provides variable accessibility by sustainable modes.
- While there is a bus stop within 400m of the site that offers large catchment areas, the routes provided offer infrequent services and are not considered a reliable alternative form of transport, this is exacerbated by the lack of pedestrian infrastructure on A27 Brickworth Road.
- Regular rail travel to and from the surrounding regional area provides baseline access for site users. However, due to the distance and lack of a transport interchange that connects to the site, rail travel to and from the site does not propose a valid sustainable alternative.
- Walking is a viable option for site users. Several public rights of way routes are within walking distance of the site, providing safe and designated routes to access the wider area. However, due to the lack of sufficient pedestrian infrastructure on the local highway network, walking to and from the site is considered adequate.

- Whilst users of the site can access the site by cycling, there is a lack of cycling infrastructure and designated routes on the local highway network to support this mode of transport. The existing road network is considered adequate to encourage users of the site to cycle.
- A total of 3 accidents occurred within a 500m study area (accounting for the highway network) to investigate the severity of accidents within the last 5 years. The Accident rate equates to 0.6 per year over the last 5 years for the study area. A review of the accidents did not reveal any systematic pattern to indicate an issue with the highway network. However, a spatial pattern was identified in that all three accidents occurred on approach or at the A36/A27 Brickworth Road junction, spread equidistantly. All three accidents involved motorised road users as the casualty. Accidents did not involve any goods vehicle. On investigation of the accident reports, vehicles were proceeding normally or in the process of conducting a manoeuvre on the carriageway, suggesting that the accidents could be caused by driver behaviour.
- To ascertain the vehicle trips generated by the existing and proposed site, a first principle approach, whereby data provided by the operator regarding the existing and proposed staffing levels, shift patterns and delivery schedules is utilised to understand the likely vehicle trip generation.
- The development proposes extending the operating hours of the site from 07:00 – 19:00 Monday - Saturday to 24-hour operation from Monday - Saturday.

- The operator has provided the following data outlining the staffing levels of the existing and proposed sites in relation to each shift:

Existing:

Day Shift – 07:00 to 19:00

- 6 staff

Proposed:

Morning to Day Shift – 5am to 1:30pm

- 3 staff

Day shift – 8am to 5pm

- 2 staff

Night Shift – 7pm to 5am

- 1 staff

- It is advised that the number of staff will not increase from existing as a result of the proposals, and that the proposed morning to day shift and night shift alters the period existing staff are on-site to account for the proposed 24-hour operation.

- The operator has provided the following data outlining the delivery schedule of the proposed site, which includes the delivery schedules of the existing and proposed sites:

Existing:

05:00 – 07:00

- 2 operator vehicles

07:00 – 19:00

- 2 operator delivery vehicles
 - Potential for 1 delivery vehicle to arrive and depart twice

19:00 – 05:00

- 2 supplier delivery vehicles

Proposed:

05:00 – 07:00

- 2 operator vehicles

07:00 – 19:00

- 2 operator delivery vehicles
 - Potential for 1 delivery vehicle to arrive and depart twice

19:00 – 05:00

- 2 supplier delivery vehicles

- As existing, the operator has advised that deliveries from Europe arrive out of hours. The proposed 24-hour operation formally accommodates the deliveries arriving from Europe, allowing continuous storage and distribution activities vital to food produce. Therefore, it is considered that the increase in floor area will not materially affect the demand for deliveries to and from the site.

- Based on data provided by the operator, the existing site has the potential to generate 26 vehicle trips throughout the day, while the proposed site has the potential to generate 26 vehicle trips throughout the day. Tables 4, 5 and 6 provide a detailed breakdown of vehicle trips per period/shift for the existing and proposed sites.
- It is considered that the proposals to demolish the external rear structure and replace it with a warehouse extension seek only to improve efficiency and maintain internal operations. While it is noted that the floor area will increase by 96.8 m², the data provided by the operator suggests that there will be no increase in vehicle trips from the existing to the proposed site. The proposed 24-hour operation formally accommodates supplier delivery vehicles arriving from Europe during the night, which, in terms of capacity and operability of the site and local highway network, should not have a material effect.
- The proposals alter staff shift patterns while retaining the number of staff. This results in vehicle trips relating to staff not being concentrated during 06:00–07:00 and 19:00–20:00, and instead being spread throughout the day. Therefore, as the proposals not only retain the existing vehicle trips related to staff but also lessen the impact of staff arrival and departure periods by altering the shift patterns throughout the day, it is considered that the proposed vehicle trips related to staff should not have a material impact on the local highway network.
- Vehicle trips related to delivery vehicles is not anticipated to change following completion of the development. Therefore, it is considered that there should be no significant impact observed on the local highway network related to operator delivery vehicles.
- In summary, the proposed site should not increase vehicle trips from existing. The proposed 24-hour operation suggests that trips generated by the development are spread throughout the day and not concentrated during a particular hour/period due to the altered shift patterns. Additionally, the proposed 24-hour operation formally accommodates the deliveries arriving from Europe, which also occurs as existing but is stated to be out of hours. Therefore, it is considered that the development should not have a material effect on the local highway network.
- To conclude, the amount of predicted vehicle movement is unlikely to have any discernible impact on the local highway network and as such, the development will not create an unacceptable impact on highway safety, and the residual cumulative impacts on the road network are not severe.

1 Introduction

As per planning reference PL/2025/09926, this Transport Statement (TS) has been submitted in connection for the:

‘Demolition of rear building and construction of a new warehouse extension with increasing daily operating hours to permit 24-hour operation (Subject to mitigation included within the Noise Impact Assessment)’

At Clover Farm, Brickworth Road, Whiteparish, Salisbury SP5 2QG, requested by Knight Consulting on behalf of the client.

- 1.1 The Transport Statement also considers comments from Wiltshire Council: Highway Development Management dated 5th February 2026.
- 1.2 The report has been produced in line with the ‘Travel Plans, Transport Assessments and Statements’ Ministry of Housing, Communities & Local Government (MHCLG, 2014), with best practise guidance within Wiltshire Design Guide (Wiltshire Council, 2024) and the Design Manual for Roads and Bridges (National Highways, 2020). The report has also been produced in line with national planning policy National Planning Policy Framework (DLUHC, 2024) and local planning policy Wiltshire Core Strategy (Wiltshire Council, 2015).

2 Background

The site bounds south of A27 Brickworth Road. The predominant land use surrounding the site is arable land, with several business and residential properties adjacent to the site.

- 2.1 The existing site currently operates as a Class B8 food distribution warehouse, with associated car parking provision and turning area. As per Section 1, the development proposes the rear building with a floor area of 86.3m² to be demolished to accommodate a warehouse extension of 183.03m², resulting in an overall Class B8 food distribution warehouse floorspace of 695m² as proposed.
- 2.2 Additionally, the development proposes extending the operating hours of the site from 07:00 – 19:00 Monday to Saturday to 24-hour operation from Monday to Saturday.
- 2.3 A Noise Impact Assessment (NIA) (Samphier & Riley, 2025) produced by Dice Environmental, has been submitted detailing the implications of the proposals on neighbouring sensitive receptors. The NIA concludes that 24-hour operation from an acoustics perspective is acceptable, subject to mitigation measures in the form of restricting operation on the eastern boundary/area of the site, near receptor 2, by 23:00. Refer to the NIA (Samphier & Riley, 2025) for further information.
- 2.4 Vehicle access to the site is via the existing access on A27 Brickworth Road, which leads to the proposed car park, turning area for HGVs and the site proper. Pedestrians and cyclist access to the site is via the existing access on A27 Brickworth Road.

3 Scope of Assessment

This Transport Assessment has been produced to consider the following issues:

- Sustainable accessibility of the site
- Proposed development including access and parking provision
- Calculation of trips from the proposed development

3.1 This Assessment considers the extent of the transport and movement needs and implications of the proposed development. In particular, the likely vehicle trip generation, the accessibility of the site in terms of sustainable transport options, the proposed parking provision and an assessment of the suitability of the proposed access are all examined.

3.2 To calculate the vehicle trips generated by the existing and proposed site, a first principle approach, whereby data provided by the operator regarding the existing and proposed staffing levels, shift patterns and delivery schedules is utilised to understand the likely vehicle trip generation.

3.3 The report comprises the following sections:

Section 4 - Provides a description of the existing highway and conditions in the site vicinity, including a site description, existing walking and cycling conditions and assessments of the existing public transport and walking networks.

Section 5 - Sets out the development proposals for the amount and type, including a description of the development, proposed access and level of on-site parking provision.

Section 6 – Establishes the existing and proposed traffic generation for the site, with contextual background.

Section 7– Summarises the key findings and concludes the report.

4 Description of Existing Conditions

This section describes the existing:

- Site location and surrounding area
- Development site
- Local highway network
- Sustainable modes of transport
 - Bus travel
 - Rail travel
 - Walking
 - Cycling

4.1 Site Location and Surrounding Area

The application site is suitably connected to the surrounding local and regional area, as A27 Brickworth Road provides direct access to A36 to the west and Whiteparish village to the east. A27 Brickworth Road provides the site with suitable access to the wider urban and rural areas, as A27 Brickworth Road directly links to Salisbury city to the north, M27 to the south and several settlements to the east.

Figure 1: A 1:10,000 map showing the local context around the site. Copyright and source information contained in Appendix D.



- 4.2 Figure 1 shows the local context surrounding the site, which highlights how the site is connected to the surrounding area via the local highway network.

4.3 Local Highway Network

A27 Brickworth Road

A27 Brickworth Road bounds north of the site and runs east to west, intersecting A36 to the west and Whiteparish village to the east; A27 Brickworth Road is intersected by several access roads leading to several residential/business properties. The speed limit on the A27 Brickworth Road varies from 30mph within Whiteparish village and to 60mph (National speed limit) outside the boundary of Whiteparish village.

Travelling eastbound from the intersection with the A36, A27 Brickworth Road lacks footways and street lighting until the boundary of Whiteparish village, whereby A72 Brickworth Road contains footway, street lighting and dropped kerbs on one side of the highway within the boundary of Whiteparish village. A27 Brickworth Road does not contain pedestrian crossing facilities. The footway and carriageway are in good condition, suitable for the movement of all road users. A27 Brickworth Road contains laybys to facilitate on-street parking, in particular, a c.50m layby is located adjacent to the site access.

A27 Brickworth Road does not contain signage, markings or cycling infrastructure to facilitate and indicate the movement of cyclists. Therefore, cyclists have to utilise the carriageway for travel, which may conflict with other road users.

A27 Brickworth Road does not contain on-street parking restrictions. However, given the speed limit on A27 Brickworth Road outside the boundary of Whiteparish village and the presence of laybys, on-street parking on the carriageway does not appear customary outside the boundary of Whiteparish village.

4.4 **Accident Data**

Accident data for the highway network surrounding the site was accessed from Crashmap.co.uk under the Open Government License. This data covers the latest 5-year period available, between the start of 2020 and the end of 2024. Analysis of this data is carried out to identify if any patterns or trends exist and to investigate if there are existing highway safety issues that could be exacerbated by the proposed development on the site.

- 4.5 Please note that the data provided is classified as sensitive but cannot be shared due to the sensitive nature of the information. It is permitted to share the location of the accident, which has been appended to this report. However, the collision details cannot be included in public documents because they contain sensitive information on the age of the casualty, contributory factors and accident descriptions. The content is collated by the attending officer using the information available to them at the time. This information is not public because it can be interpreted as assigning blame or allegations and that is not why the STATS19 data is collected.

4.6 **Accident Data Study area**

The study area focuses on a 500m distance radius, accounting for the local highway network, around the site to capture the safety of the wider area.

4.7 The data reveals that there has been a total of 3 slight accidents within the study area during the 5-year period (2020 – 2024).

4.8 The locations of the accidents are indicated on the map in Appendix B. The accidents are classified as slight and are clustered on approach, though spread equidistantly, at the A36/A27 Brickworth Road junction.

4.9 **Summary and Analysis**

A review of the accidents did not reveal any systematic pattern to indicate an issue with the highway network. However, a spatial pattern was identified in that all three accidents occurred on approach or at the A36/A27 Brickworth Road junction, spread equidistantly.

4.10 All three accidents involved motorised road users as the casualty. Accidents did not involve any goods vehicle. On investigation of the accident reports, vehicles were proceeding normally or in the process of conducting a manoeuvre on the carriageway, suggesting that the accidents could be caused by driver behaviour.

4.11 As the accident rate equates to 0.6 per year between the start of 2020 and the end of 2024, there is no substantive evidence to infer underlying safety issues on the local highway network or the site access junction.

4.12 **Sustainable Accessibility**

An investigation into the provision of sustainable travel options for potential users of the application site has been carried out to assess the sustainable accessibility of the site. The following modes of transport have been investigated:

- Bus travel
- Rail travel
- Walking
- Cycling

4.13 Bus Travel

The Institute of Highways and Transportation Guidelines for Planning for Public Transport in New Developments (IHT, 2000a) states that the maximum walking distance to a bus stop should not exceed 400m if bus travel is to be maximised.

4.14 Using the IHT report as a guideline, the nearest bus stop to the site is located approximately 350m west of the site on A27 Brickworth Road, which is serviced by Salsiburyreds 677, X7 and X7R routes.

4.15 A summary of the frequency of the services is detailed below:

Table 1: Bus services. See Appendix C for route and timetable of the bus services outlined below.

Bus service	Closest Bus stop	Route	Weekday				Weekend	
			Frequency		Times		Frequency	
			On-peak	Off-peak	First	Last	Sat	Sun
677	350m	Salisbury – Whiteparish – West Wellow	-	-	07:44	16:44	-	-
X7	350m	Salisbury – Whiteparish – Romsey	1 hour	1 hour	06:57	19:10	2 hours	-
X7R	350m	Salisbury – Whiteparish – Romsey	-	-	11:06	14:06	2 hours	-

4.16 Utilising Planning for Public Transport in New Developments (IHT, 2000a) as a guideline, while there is a bus stop within 400m of the site that offers large catchment areas, the routes offer infrequent services and are not considered a reliable alternative form of transport, this is exacerbated by the lack of pedestrian infrastructure on A27 Brickworth Road.

4.17 Rail Travel

The nearest rail station to the site is Salisbury Station, which is located 13.2km northwest of the site.

4.18 Rail Services are operated by South Western Railway with 4 platforms and is classed as a category B2 station with some step-free access to all platforms. The customer car park contains 358 spaces. Additionally, cycle storage is provided, which are sheltered and monitored.

4.19 Salisbury Station provides services every 40 minutes to an hour, directly to Basingstoke, Cardiff, Exeter St Davids, Portsmouth Harbour and Gillingham.

4.20 Salisbury Station can provide regional travel for site users. However, due to the distance and the lack of transport interchange connecting Salisbury Station to the site, rail travel to and from the site does not provide a valid alternative to private transportation.

4.21 Walking

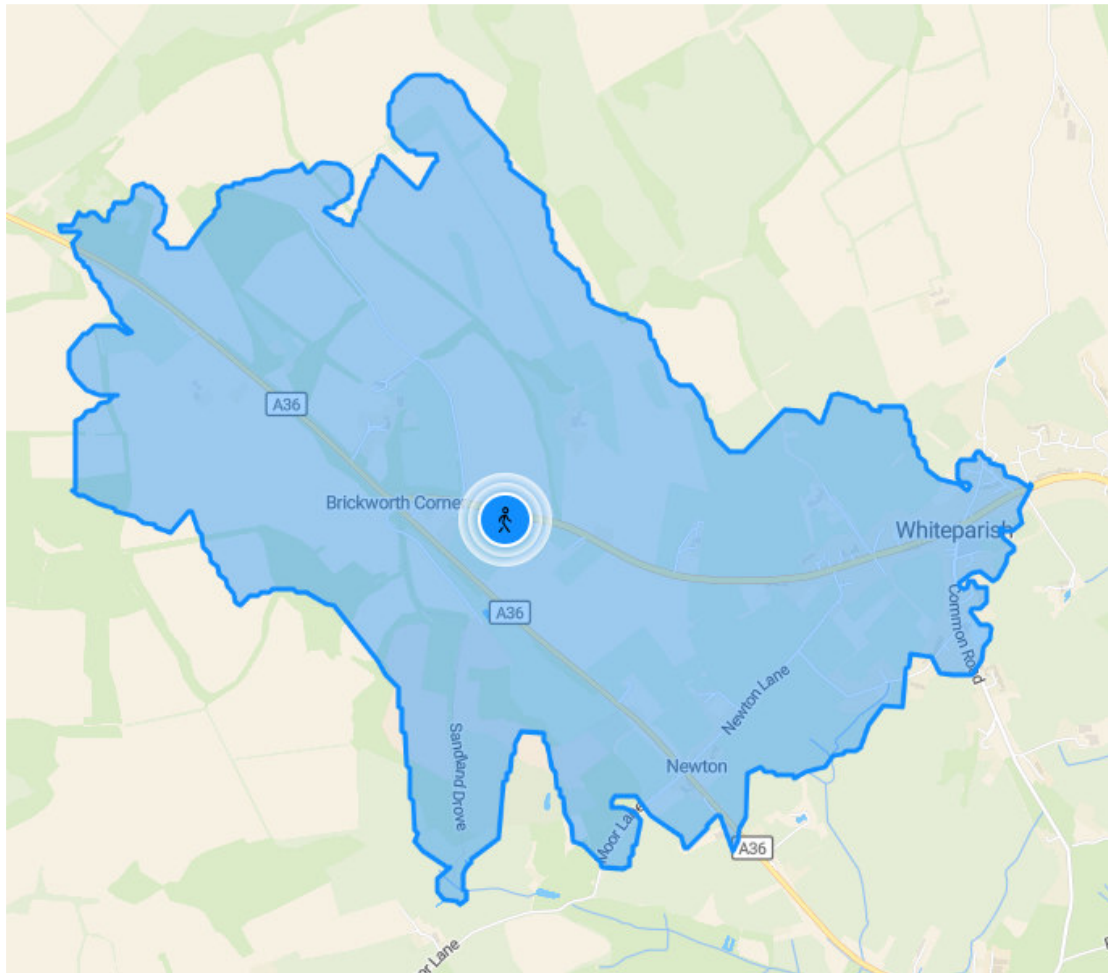
A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.

4.22 National Planning Policy Framework (DLUHC, 2024) refers to the importance of encouraging walking as an alternative mode of travel which offers the greatest potential to replace short car trips, particularly under 2 km, (approximately 1.5 miles).

4.23 The Institution of Highways and Transportation publication guidelines for Providing for Journeys on Foot (IHT, 2000b); note that walking accounts for over 25% of all journeys and 80% of journeys up to 2km.

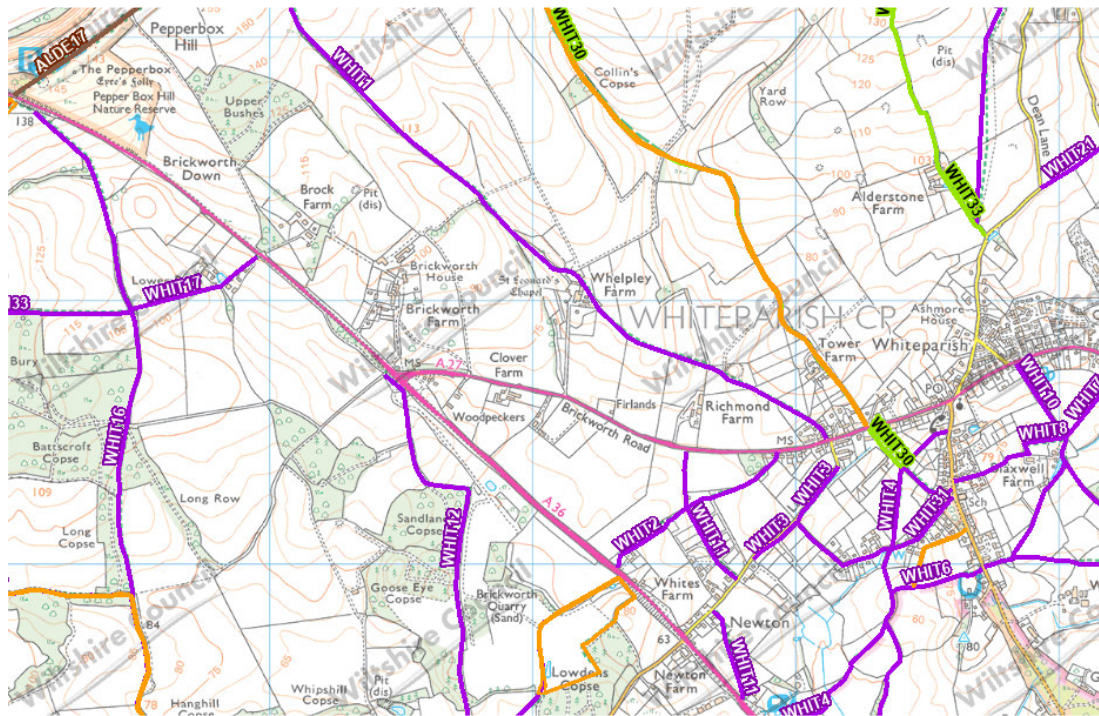
4.24 Figure 2 shows a 2 km walking isochrone map centred on the development site. Figure 2 shows that the Whiteparish village is within acceptable walking distance of the site. Note that the walking isochrone is indicative.

Figure 2: 2km Walking Isochrone map, with the site access point at the centre. Map courtesy of: © OpenStreetMap | Created with TravelTime API | Places data provided by Foursquare.



4.25 Figure 3 shows the availability of designated public rights of way (PRoW) within walking distance of the site. Purple lines indicate a footpath, green lines indicate a bridleway and brown lines indicate a byway open to all traffic.

Figure 3: Public rights of way map. Map extracted from <https://experience.arcgis.com/experience/cae051befa5649fbb318c836afe901c1/page/Page>, © Crown copyright and database rights 2026 Ordnance Survey AC0000812613. Powered by ArcGIS, ESRI. All rights reserved.



4.26 Figure 3 shows several PROWs intersecting A27 Brickworth Road, Whiteparish village and within the 2km walking isochrone boundary. The location of designated safe walking routes within acceptable walking distance of the site could provide an alternative mode of transport. However, given the lack of pedestrian infrastructure on the A27 Brickworth Road, it is unlikely that pedestrians would travel on the A27 Brickworth Road despite the ample provision of PROWs within 2km walking distance of the site.

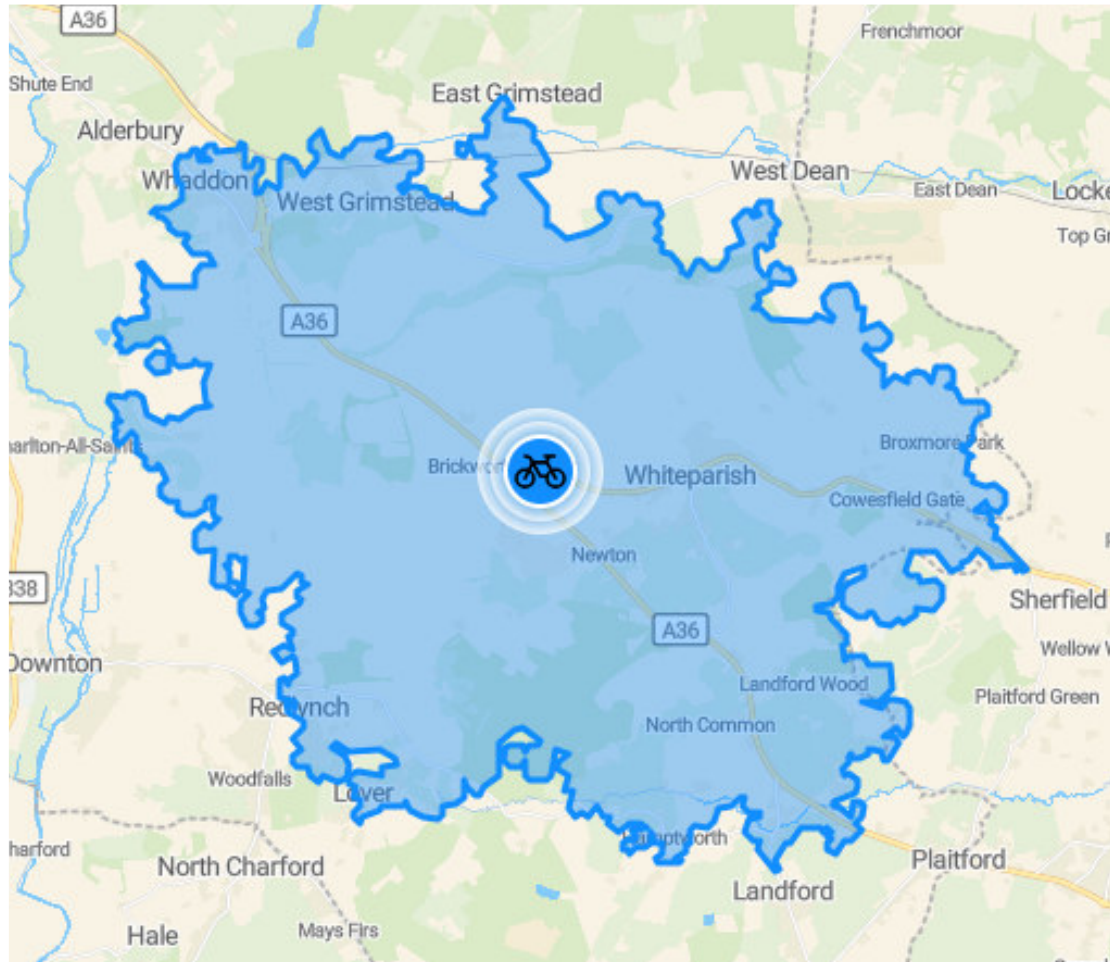
4.27 Therefore, while there is excellent provision of public rights of way within acceptable walking distance of the site, given the lack of pedestrian infrastructure on the A27 Brickworth Road, the local walking environment is considered adequate to accommodate pedestrian trips to and from the site.

4.28 **Cycling**

National Planning Policy Framework (DLUHC, 2024) refers to the importance of encouraging cycling as an alternative mode of travel, which has the potential to be a substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.

- 4.29 The location of the site provides a wide catchment area as shown in Figure 4. Whiteparish village and the neighbouring urban settlements such as Newton and North Common are within acceptable cycling distance. Note that the cycling isochrone is indicative.

Figure 4: 5km Cycling Isochrone map, with the site access junction at the centre. Map courtesy of: © OpenStreetMap | Created with TravelTime API | Places data provided by Foursquare.



- 4.30 It is considered that there are no designated cycle routes within 5km cycling distance of the site. The existing road network is considered adequate to encourage users of the site to cycle.

4.31 Sustainable Accessibility Conclusion

The location of the site provides variable accessibility by sustainable modes.

- 4.32 While there is a bus stop within 400m of the site that offers large catchment areas, the routes provided offer infrequent services and are not considered a reliable alternative form of transport, this is exacerbated by the lack of pedestrian infrastructure on A27 Brickworth Road.

- 4.33 Regular rail travel to and from the surrounding regional area provides baseline access for site users. However, due to the distance and lack of a transport interchange that connects to the site, rail travel to and from the site does not propose a valid sustainable alternative.
- 4.34 Walking is a viable option for site users. Several public rights of way routes are within walking distance of the site, providing safe and designated routes to access the wider area. However, due to the lack of sufficient pedestrian infrastructure on the local highway network, walking to and from the site is considered adequate.
- 4.35 Whilst users of the site can access the site by cycling, there is a lack of cycling infrastructure and designated routes on the local highway network to support this mode of transport. The existing road network is considered adequate to encourage users of the site to cycle.

5 Development Proposals

This section sets out the development proposals for the site in greater detail. A full planning application is to be submitted for demolition of an existing rear building to facilitate the erection of a warehouse extension, with permitted 24-hour operation of Class B8 food distribution use.

5.1 Refer to the Appendix A for full view of the proposals.

5.2 The following outlines the footprint of existing and proposed site:

Existing site:

- 598m² floor area

Proposed site:

- 695m² floor area

Net increase:

- 96.8m² floor area

5.3 **Operating hours**

The development proposes extending the operating hours of the site from 07:00 – 19:00 Monday - Saturday to 24-hour operation from Monday - Saturday.

5.4 **Staff numbers**

Data from operator is utilised to inform the staffing levels of the development.

- 5.5 The operator has provided the following data outlining the staffing levels of the existing and proposed sites in relation to each shift:

Existing:

Day Shift – 07:00 to 19:00

- 6 staff

Proposed:

Morning to Day Shift – 5am to 1:30pm

- 3 staff

Day shift – 8am to 5pm

- 2 staff

Night Shift – 7pm to 5am

- 1 staff

- 5.6 It is advised that the number of staff will not increase as a result of the proposals, and that the proposed morning to day shift and night shift alters the period existing staff are on-site to account for the proposed 24-hour operation.

- 5.7 Therefore, this Transport Statement considers that the during the day, 5 staff will be on-site at any given time. During the night shift, 1 staff will be on-site at any given time.

5.8 Deliveries

The operator has provided the following data outlining the delivery schedule of the existing and proposed sites:

Existing:

05:00 – 07:00

- 2 operator vehicles

07:00 – 19:00

- 2 operator delivery vehicles
 - Potential for 1 delivery vehicle to arrive and depart twice

19:00 – 05:00

- 2 supplier delivery vehicles

Proposed:

05:00 – 07:00

- 2 operator vehicles

07:00 – 19:00

- 2 operator delivery vehicles
 - Potential for 1 delivery vehicle to arrive and depart twice

19:00 – 05:00

- 2 supplier delivery vehicles

5.9 As existing, the operator has advised that deliveries from Europe arrive out of hours. The proposed 24-hour operation formally accommodates the deliveries arriving from Europe, allowing continuous storage and distribution activities vital to food storage and distribution.

- 5.10 A booking system will be utilised to manage the effective movement of deliveries to and from the site.

5.11 **Site access (Vehicles)**

The existing access from A27 Brickworth Road will be retained to access the development site.

- 5.12 The existing access forms a junction with A27 Brickworth Road, which then provides access to the site car park and the site proper.

5.13 **Internal Layout**

It is considered that the proposals do not materially alter the layout of the site, as such access, turning and manoeuvring arrangements are proposed to be retained.

5.14 **Site access (Pedestrian/Cyclist)**

Pedestrian access to the site is via the carriageway/highway verge on A27 Brickworth Road. Similarly, cyclist access to the site is via the carriageway on A27 Brickworth Road.

5.15 **Car Parking Standards**

Wiltshire Council refers to the Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy (Wiltshire Council, 2011) to provide guidance on car parking standards in new developments. This document sets out parking guidance for new developments to ensure that sufficient parking is provided to meet the needs of the development, maintain highway network operations, protect surrounding communities and pursue opportunities to encourage the use of sustainable modes of transport.

- 5.16 Car parking guidance as per Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy (Wiltshire Council, 2011) for Use Class B8 Storage and Distribution (Applies to fruit and vegetable distribution warehouse) is as follows and expressed as a maximum:

Table 2: B8 maximum car parking standards

Type of Development	Maximum provision of car parking spaces
B8 Storage and Distribution	1 per 30m ² (Less than 235m ²) 1 per 200m ² (Min 8 spaces above 235m ²)

- 5.17 Based on a proposed floor area of 695m², a maximum of 8 car parking spaces should be provided.

5.18 **Car Parking Provision**

The development proposes to utilise the existing car parking spaces on-site, amounting to 4 formalised car parking spaces opposite the main entrance, as per the proposed site plan/block plan.

- 5.19 It is advised and confirmed that 2 additional unformalised spaces are located west, adjacent to the main entrance. Therefore, it is considered that the development proposes a total of 6 car parking spaces.

- 5.20 As per section 5.4 to 5.7, 5 staff will be on-site at any given time during the day, and 1 staff will be on-site at any given time during the night. Therefore, based on proposed staffing levels, the proposed car parking spaces can meet demand.

- 5.21 However, should additional formalised spaces be required by the local highway authority, it is advised additional spaces can be formalised to meet the car parking standards of 8 spaces as per Table 2.

5.22 **Accessible Parking Spaces**

Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy (Wiltshire Council, 2011) states the following:

‘new developments must therefore ensure that ‘Blue Badge’ holders have an adequate number of properly designed, conveniently located and reserved car parking spaces (in line with recognised national standards as a minimum).’

Utilising Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy as a guideline, BS8300:2009 and DfT’s Traffic Advisory leaflet 05/95 Parking for Disabled people and Inclusive Mobility has been utilised for non-residential accessible parking standards.

- 5.23 BS8300:2009 recommends that 5% of total parking capacity be allocated for accessible spaces. TAL 05/95 also outlines that provision of individual bays per disabled employee plus 2 bays should be provided or 5% of total capacity, whichever is greater.

- 5.24 It is unknown as to the number of staff that require an accessible space. Therefore, a baseline of 5% of total capacity is utilised to establish the appropriate provision of accessible spaces. Based on the provision of car parking spaces, 1 accessible parking spaces should be provided.
- 5.25 The proposals do not provide formalised accessible car parking spaces. However, given the site layout and nature of unformalised spaces, as discussed in Section 5.18 and 5.21, it is considered that requirements are met for accessible spaces.
- 5.26 Nonetheless, should additional formalised accessible spaces be required by the local highway authority, it is advised additional spaces can be formalised to meet accessible car parking standards as per Sections 5.22 to 5.24.

5.27 Cycle Parking Standards

Wiltshire Local Transport Plan 2011-2026 Cycling Strategy (Wiltshire Council, 2011) provides guidance on cycle parking for developments. Table 3 outlines the required amount of cycle parking spaces according to the type of development:

Table 3: B8 minimum cycle parking standards

Type of Development	Minium provision of cycle parking spaces
B8 Storage and Distribution	1 covered cycle space per 12 employees + 1 cycle space per 15 visitor parking spaces Or, where employee/visitor number cannot be estimated 4 covered cycle spaces + 2 covered spaces for each 500m² above 1000m² gross floor area

- 5.28 Based on standards outlined in Table 3, a minimum of 2 cycle parking spaces is required.

5.29 **Cycle Parking Provision**

The development does not propose any cycle parking spaces.

- 5.30 It is advised that should cycle parking spaces be required by the local highway authority, the specifics of cycle parking, such as location, type of storage and amount could be secured by condition.

6 Trip Generation

6.1 Introduction

This section sets out details about trip generation for the existing and proposed development to provide an understanding of how the site could operate.

6.2 Methodology

To calculate the vehicle trips generated by the existing and proposed site, a first principle approach, whereby data provided by the operator regarding the existing and proposed staffing levels, shift patterns and delivery schedules is utilised to understand the likely vehicle trip generation.

6.3 Operating hours

The development proposes extending the operating hours of the site from 07:00 – 19:00 Monday - Saturday to 24-hour operation from Monday - Saturday.

6.4 **Staff numbers**

Data from operator is utilised to inform the staffing levels of the development.

- 6.5 The operator has provided the following data outlining the staffing levels of the existing and proposed sites in relation to each shift:

Existing:

Day Shift – 07:00 to 19:00

- 6 staff

Proposed:

Morning to Day Shift – 5am to 1:30pm

- 3 staff

Day shift – 8am to 5pm

- 2 staff

Night Shift – 7pm to 5am

- 1 staff

- 6.6 It is advised that the number of staff will not increase from existing as a result of the proposals, and that the proposed morning to day shift and night shift alters the period existing staff are on-site to account for the proposed 24-hour operation.

6.7 Deliveries

The operator has provided the following data outlining the delivery schedule of the proposed site, which includes the delivery schedules of the existing and proposed sites:

Existing:

05:00 – 07:00

- 2 operator vehicles

07:00 – 19:00

- 2 operator delivery vehicles
 - Potential for 1 delivery vehicle to arrive and depart twice

19:00 – 05:00

- 2 supplier delivery vehicles

Proposed:

05:00 – 07:00

- 2 operator vehicles

07:00 – 19:00

- 2 operator delivery vehicles
 - Potential for 1 delivery vehicle to arrive and depart twice

19:00 – 05:00

- 2 supplier delivery vehicles

6.8 As existing, the operator has advised that deliveries from Europe arrive out of hours. The proposed 24-hour operation formally accommodates the deliveries arriving from Europe, allowing continuous storage and distribution activities vital to food produce. Therefore, it is considered that the increase in floor area will not materially affect the demand for deliveries to and from the site.

6.9 Existing trip generation

As discussed within the methodology (Section 6). A first principle approach is utilised to inform the potential vehicle trip generation of the existing site, based on the data provided by the operator within Section 5 and as discussed in this Section (6). Table 4 outlines the existing vehicle trip generation:

Table 4: Existing vehicle trip generation

Time Period	Existing vehicle trip generation
05:00 – 07:00 Delivery vehicles*	4
06:00 - 07:00 Staff arrival	6
07:00 – 19:00 Delivery vehicles*	6
19:00 – 20:00 Staff departure	6
19:00 – 05:00 Delivery vehicles*	4
07:00 – 19:00 Total	26

** Accounts for arrive and depart trips*

6.10 As per Section 5, staff numbers are to remain as existing and therefore, a baseline of 6 staff has been utilised.

6.11 As per Section 5, Table 4 accounts for the arrival and departure of 2 delivery vehicles during 05:00 – 07:00, 2 delivery vehicles with the potential for 1 vehicle to arrive and depart twice during 07:00 – 19:00 and 2 delivery vehicles during 19:00 – 05:00.

6.12 Proposed trip generation

As discussed within the methodology (Section 6). A first principle approach is utilised to inform the potential vehicle trip generation of the proposed site, based on the data provided by the operator within Section 5 and as discussed in this Section (6). Tables 5 and 6 outlines the proposed vehicle trip generation:

Table 5: Proposed staff vehicle trip generation

Time Period	Proposed staff vehicle trip generation
05:00 – 06:00 Staff departure	1
05:00 – 06:00 Staff arrival	3
07:00 – 08:00 Staff arrival	2
13:00 – 14:00 Staff departure	3
17:00 – 18:00 Staff departure	2
18:00 – 19:00 Staff arrival	1
00:00 – 24:00 Total	12

Table 6: Proposed delivery vehicle trip generation

Time Period	Proposed staff vehicle trip generation
05:00 – 07:00 Delivery vehicles*	4
07:00 – 19:00 Delivery vehicles*	6
19:00 – 05:00 Supplier delivery vehicles*	4
00:00 – 24:00 Total	14

** Accounts for arrive and depart trips*

6.13 As per Section 5, Table 5 accounts for the proposed shift patterns and staffing levels per shift. Table 6 accounts for delivery vehicles per anticipated period and accounting for the 1 delivery vehicles that arrives and departs twice.

6.14 **Discussions and conclusions**

As shown in Tables 4, 5 and 6, the existing site has the potential to generate 26 vehicle trips throughout the day, while the proposed site has the potential to generate 26 vehicle trips throughout the day.

6.15 As per the planning statement by Knight Consulting:

‘The extension has been designed to:

- Improve storage capacity and layout efficiency.
- Meet modern day food safety, hygiene and thermal performance standards.
- Enhance internal circulation and workflow.
- Reduce reliance on external storage.’

6.16 It is considered that the proposals to demolish the external rear structure and replace it with a warehouse extension seek only to improve efficiency and maintain internal operations. While it is noted that the floor area will increase by 96.8 m², the data provided by the operator suggests that there will be no increase in vehicle trips from the existing to the proposed site. The proposed 24-hour operation formally accommodates supplier delivery vehicles arriving from Europe during the night, which, in terms of capacity and operability of the site and local highway network, should not have a material effect.

6.17 As per Section 5 and as discussed in this Section (6), the proposals alter staff shift patterns while retaining the number of staff. This results in vehicle trips relating to staff not being concentrated during 06:00–07:00 and 19:00–20:00, and instead being spread throughout the day. Therefore, as the proposals not only retain the existing vehicle trips related to staff but also lessen the impact of staff arrival and departure periods by altering the shift patterns throughout the day, it is considered that the proposed vehicle trips related to staff should not have a material impact on the local highway network.

- 6.18 Vehicle trips related to operator delivery vehicles is not anticipated to change following completion of the development. Therefore, it is considered that there should be no significant impact observed on the local highway network related to operator delivery vehicles.
- 6.19 In summary, while the proposed site should not increase vehicle trips from existing. The proposed 24-hour operation suggests that trips generated by the development are spread throughout the day and not concentrated during a particular hour/period due to the altered shift patterns. Additionally, the proposed 24-hour operation formally accommodates the deliveries arriving from Europe, which also occurs as existing but is stated to be out of hours. Therefore, it is considered that the development should not have a material effect on the local highway network.

7 Summary and Conclusions

This report has been prepared in connection with the full planning application for the demolition of an existing rear building to facilitate the erection of a warehouse extension, with permitted 24-hour operation at Clover Farm, Brickworth Road, Whiteparish, Salisbury SP5 2QG. From investigations concerning accident data, sustainable accessibility, car parking provision, and traffic generation, the main findings are:

- The existing site currently operates as a Class B8 food distribution warehouse, with associated car parking provision and turning area. The development proposes the rear building with a floor area of 86.3m² to be demolished to accommodate a warehouse extension of 183.03m², resulting in an overall Class B8 food distribution warehouse floorspace of 695m² as proposed.
- The proposed quantum of formalised and unformalised car parking is considered sufficient to strike the requisite balance for parking provision, which will serve the needs of the site users without leading to indiscriminate on-street parking within the vicinity of the site. However, should additional formalised spaces be required by the local highway authority, it is advised additional formal spaces can be accommodated.
- The development does not propose cycle parking spaces. It is advised that should cycle parking spaces be required by the local highway authority, the specifics of cycle parking, such as location, type of storage and amount could be secured by condition.
- The location of the site provides variable accessibility by sustainable modes.
- While there is a bus stop within 400m of the site that offers large catchment areas, the routes provided offer infrequent services and are not considered a reliable alternative form of transport, this is exacerbated by the lack of pedestrian infrastructure on A27 Brickworth Road.
- Regular rail travel to and from the surrounding regional area provides baseline access for site users. However, due to the distance and lack of a transport interchange that connects to the site, rail travel to and from the site does not propose a valid sustainable alternative.

- Walking is a viable option for site users. Several public rights of way routes are within walking distance of the site, providing safe and designated routes to access the wider area. However, due to the lack of sufficient pedestrian infrastructure on the local highway network, walking to and from the site is considered adequate.
- Whilst users of the site can access the site by cycling, there is a lack of cycling infrastructure and designated routes on the local highway network to support this mode of transport. The existing road network is considered adequate to encourage users of the site to cycle.
- A total of 3 accidents occurred within a 500m study area (Accounting for the highway network) to investigate the severity of accidents within the last 5 years. The Accident rate equates to 0.6 per year over the last 5 years for the study area. A review of the accidents did not reveal any systematic pattern to indicate an issue with the highway network. However, a spatial pattern was identified in that all three accidents occurred on approach or at the A36/A27 Brickworth Road junction, spread equidistantly. All three accidents involved motorised road users as the casualty. Accidents did not involve any goods vehicle. On investigation of the accident reports, vehicles were proceeding normally or in the process of conducting a manoeuvre on the carriageway, suggesting that the accidents could be caused by driver behaviour.
- To ascertain the vehicle trips generated by the existing and proposed site, a first principle approach, whereby data provided by the operator regarding the existing and proposed staffing levels, shift patterns and delivery schedules is utilised to understand the likely vehicle trip generation.
- The development proposes extending the operating hours of the site from 07:00 – 19:00 Monday - Saturday to 24-hour operation from Monday - Saturday.

- The operator has provided the following data outlining the staffing levels of the existing and proposed sites in relation to each shift:

Existing:

Day Shift – 07:00 to 19:00

- 6 staff

Proposed:

Morning to Day Shift – 5am to 1:30pm

- 3 staff

Day shift – 8am to 5pm

- 2 staff

Night Shift – 7pm to 5am

- 1 staff

- It is advised that the number of staff will not increase from existing as a result of the proposals, and that the proposed morning to day shift and night shift alters the period existing staff are on-site to account for the proposed 24-hour operation.

- The operator has provided the following data outlining the delivery schedule of the proposed site, which includes the delivery schedules of the existing and proposed sites:

Existing:

05:00 – 07:00

- 2 operator vehicles

07:00 – 19:00

- 2 operator delivery vehicles
 - Potential for 1 delivery vehicle to arrive and depart twice

19:00 – 05:00

- 2 supplier delivery vehicles

Proposed:

05:00 – 07:00

- 2 operator vehicles

07:00 – 19:00

- 2 operator delivery vehicles
 - Potential for 1 delivery vehicle to arrive and depart twice

19:00 – 05:00

- 2 supplier delivery vehicles

- As existing, the operator has advised that deliveries from Europe arrive out of hours. The proposed 24-hour operation formally accommodates the deliveries arriving from Europe, allowing continuous storage and distribution activities vital to food produce. Therefore, it is considered that the increase in floor area will not materially affect the demand for deliveries to and from the site.

- Based on data provided by the operator, the existing site has the potential to generate 26 vehicle trips throughout the day, while the proposed site has the potential to generate 26 vehicle trips throughout the day. Tables 4, 5 and 6 provide a detailed breakdown of vehicle trips per period/shift for the existing and proposed sites.
- It is considered that the proposals to demolish the external rear structure and replace it with a warehouse extension seek only to improve efficiency and maintain internal operations. While it is noted that the floor area will increase by 96.8 m², the data provided by the operator suggests that there will be no increase in vehicle trips from the existing to the proposed site. The proposed 24-hour operation formally accommodates supplier delivery vehicles arriving from Europe during the night, which, in terms of capacity and operability of the site and local highway network, should not have a material effect.
- The proposals alter staff shift patterns while retaining the number of staff. This results in vehicle trips relating to staff not being concentrated during 06:00–07:00 and 19:00–20:00, and instead being spread throughout the day. Therefore, as the proposals not only retain the existing vehicle trips related to staff but also lessen the impact of staff arrival and departure periods by altering the shift patterns throughout the day, it is considered that the proposed vehicle trips related to staff should not have a material impact on the local highway network.
- Vehicle trips related to delivery vehicles is not anticipated to change following completion of the development. Therefore, it is considered that there should be no significant impact observed on the local highway network related to operator delivery vehicles.
- In summary, the proposed site should not increase vehicle trips from existing. The proposed 24-hour operation suggests that trips generated by the development are spread throughout the day and not concentrated during a particular hour/period due to the altered shift patterns. Additionally, the proposed 24-hour operation formally accommodates the deliveries arriving from Europe, which also occurs as existing but is stated to be out of hours. Therefore, it is considered that the development should not have a material effect on the local highway network.

- To conclude, the amount of predicted vehicle movement is unlikely to have any discernible impact on the local highway network and as such, the development will not create an unacceptable impact on highway safety, and the residual cumulative impacts on the road network are not severe.

This Report has been prepared by:

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Email: tyler@enconassociates.com

Signed for and on behalf of Encon Associates Limited

A handwritten signature in black ink, appearing to read 'T. Shin', is written over a light blue rectangular background.

Tyler Shin B_{Sc} Hons, GradCIHT

Traffic and Transportation Division

Date: 05/03/26

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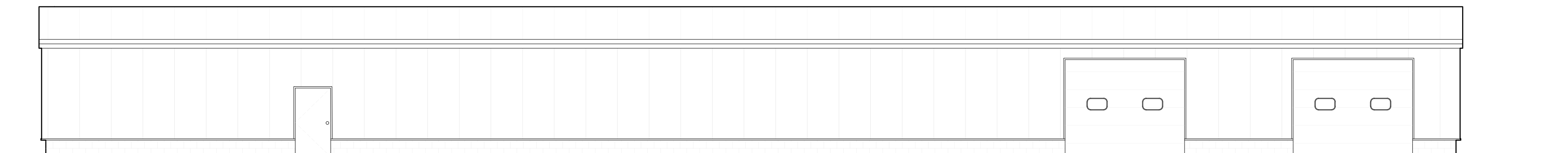
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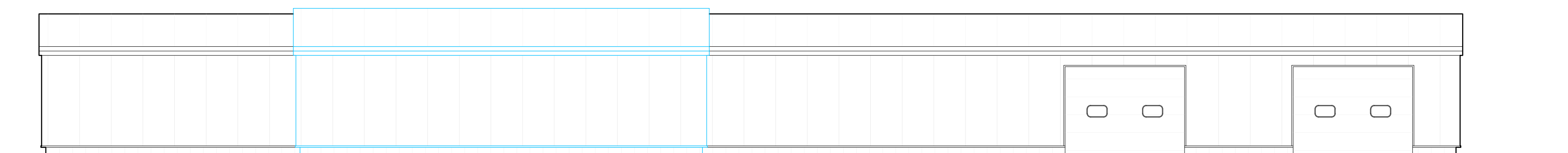
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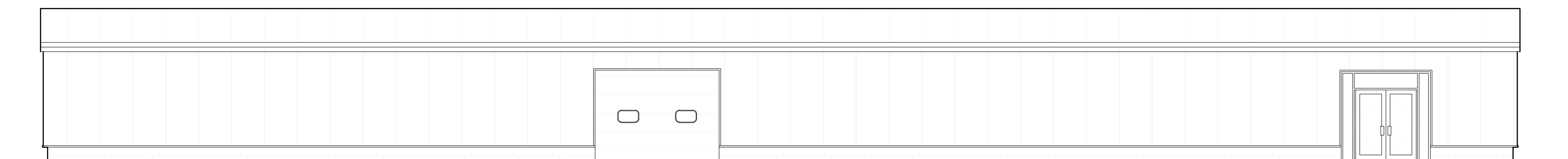
Appendix A – Proposed Plans



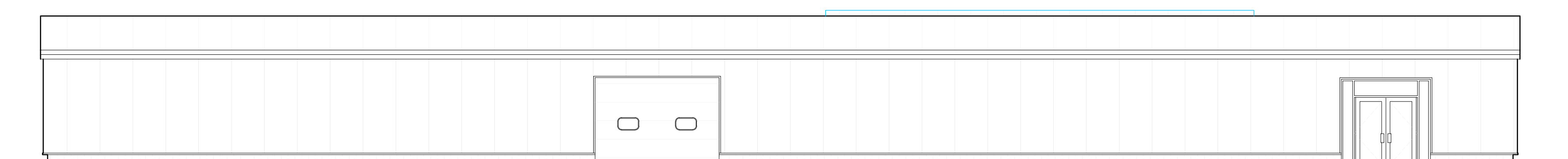
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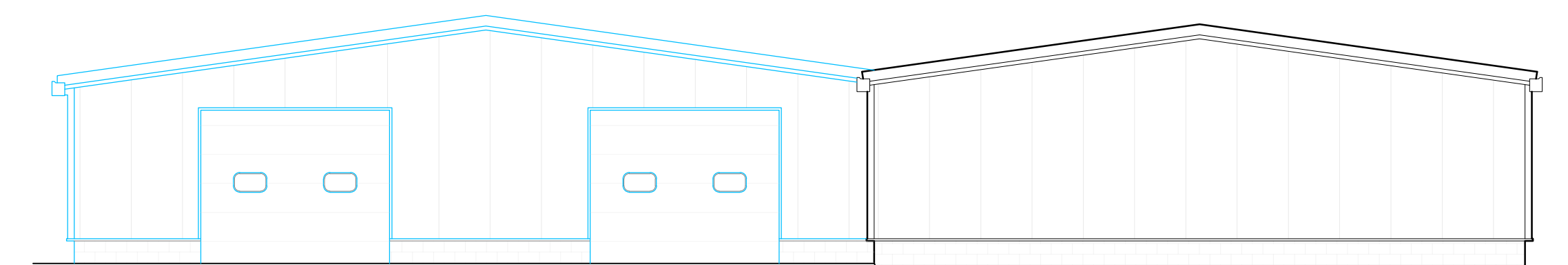
Proposed South Side Elevation - 1:100



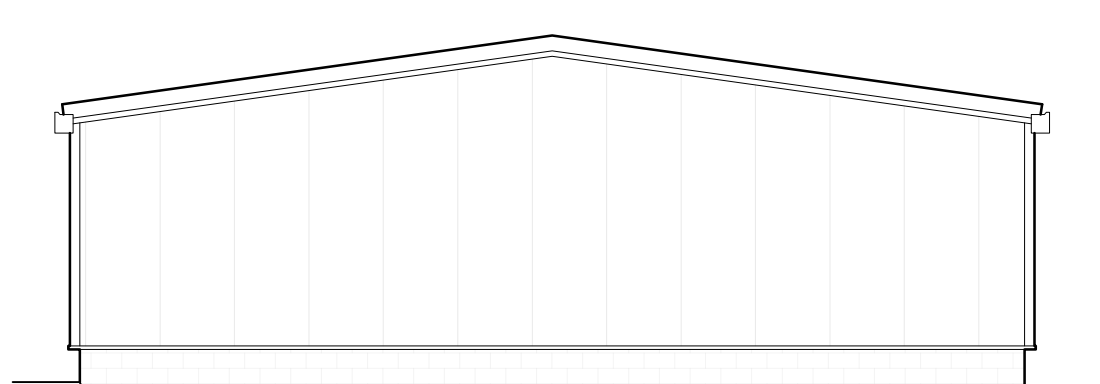
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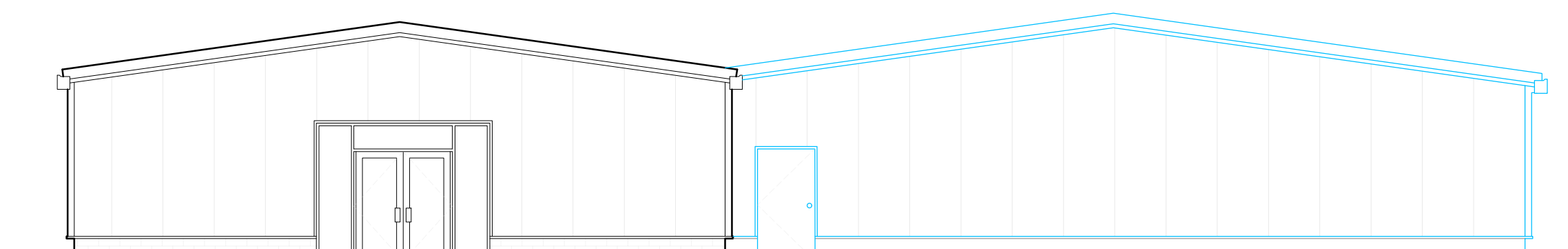
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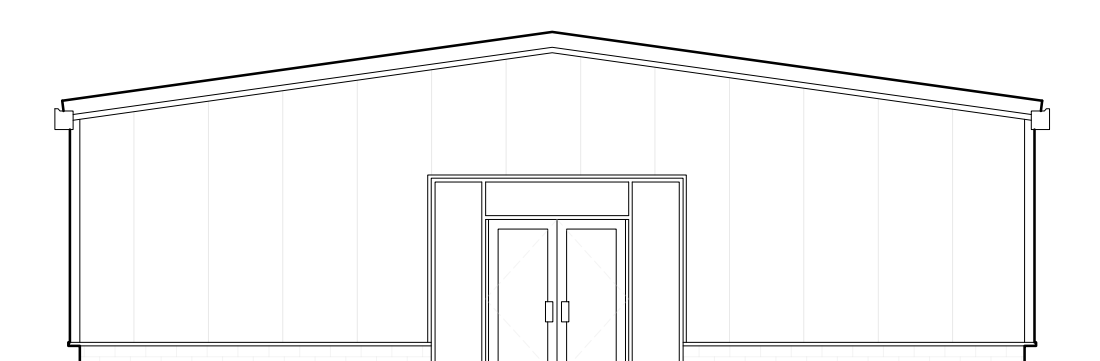
Proposed Rear Elevation - 1:100



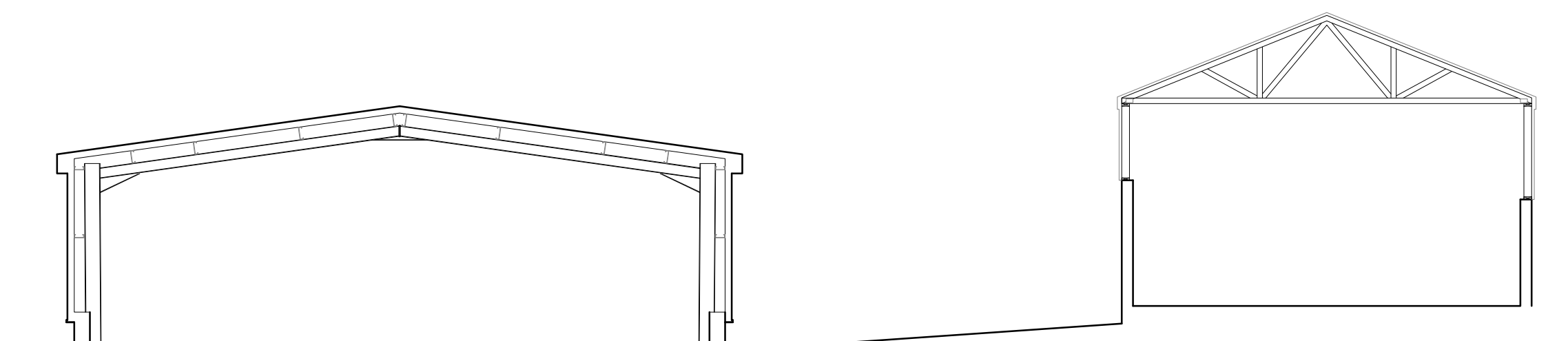
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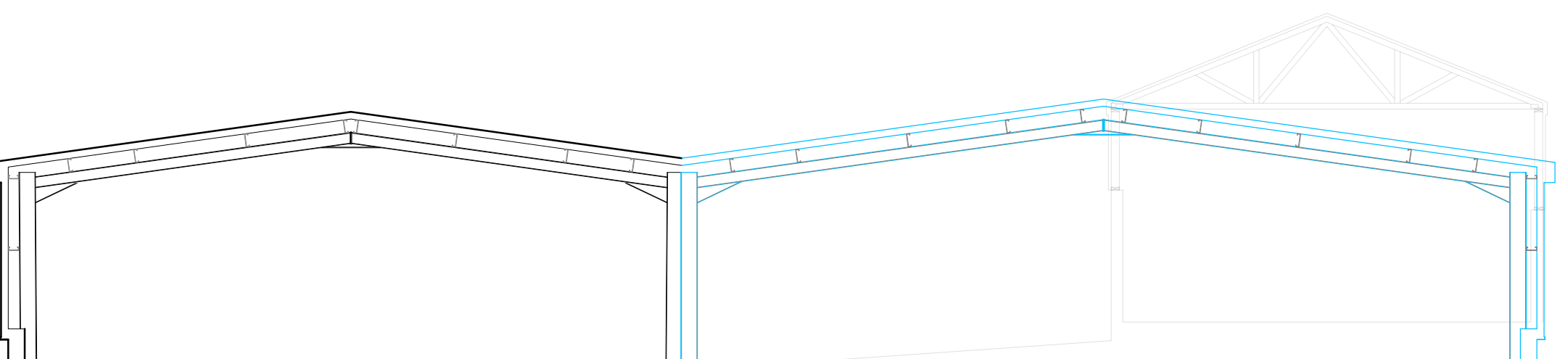
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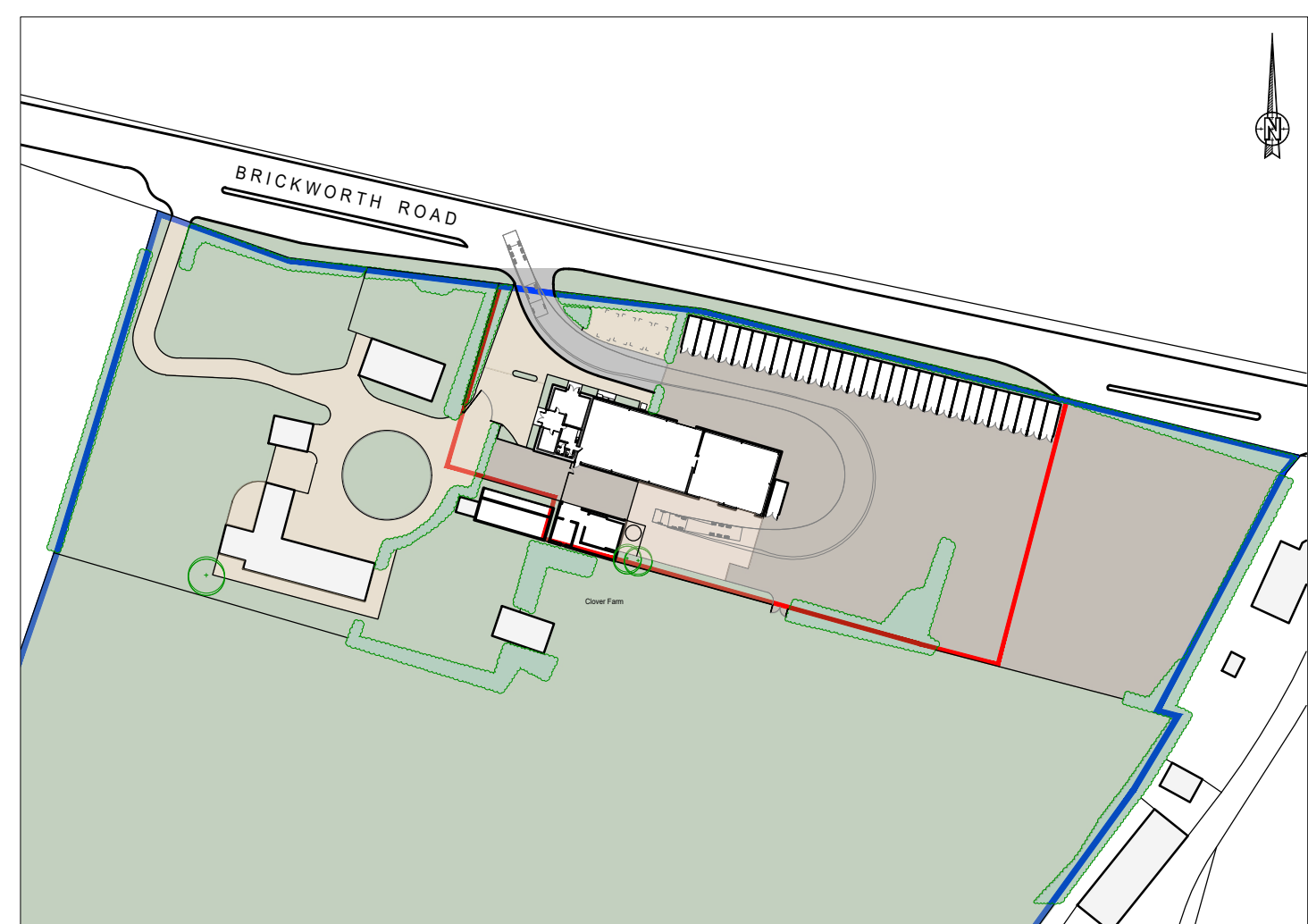
Existing Front Elevation - 1:100



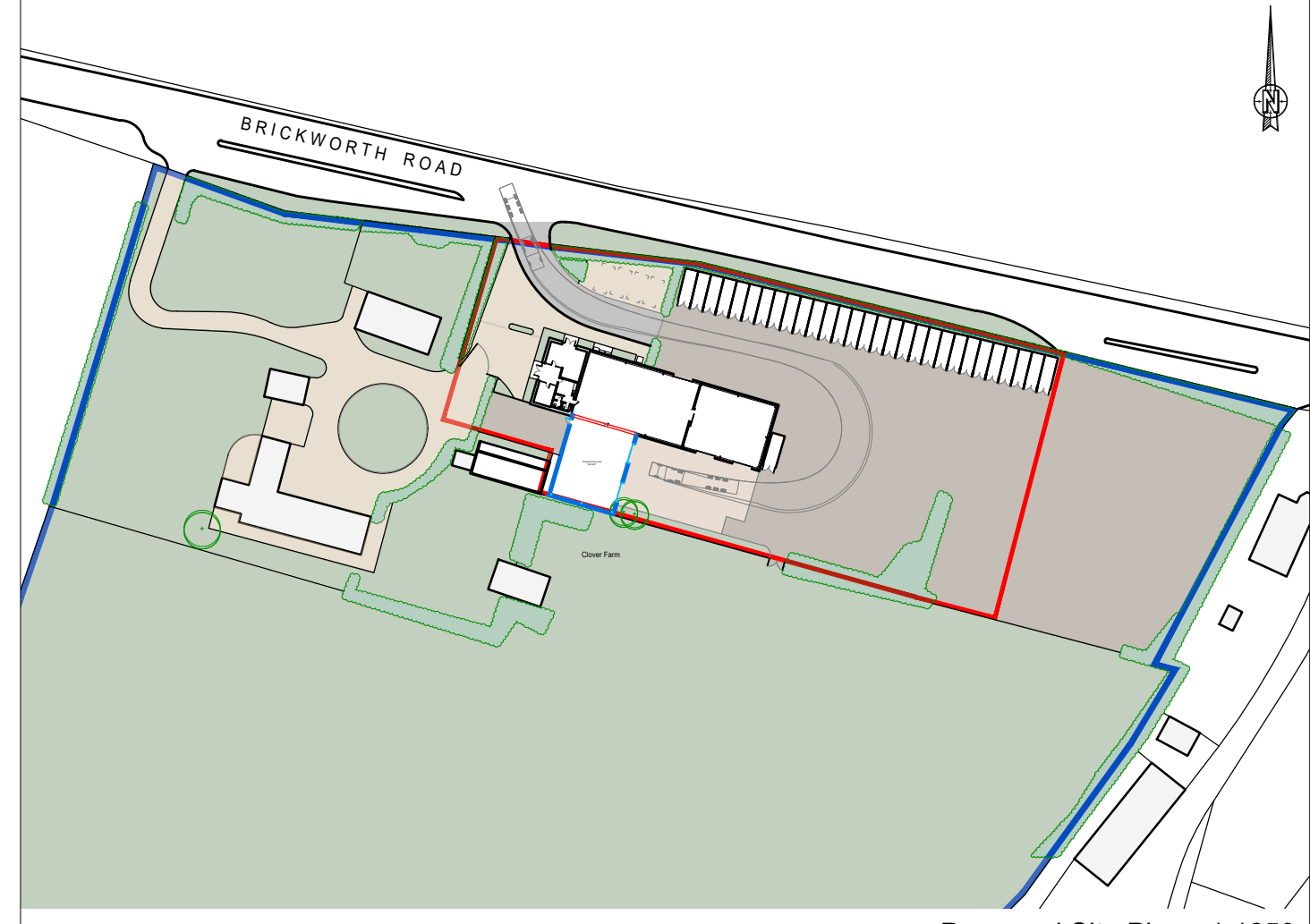
Existing Section - 1:100



Proposed Section - 1:100



Existing Site Plan - 1:1250



Proposed Site Plan - 1:1250



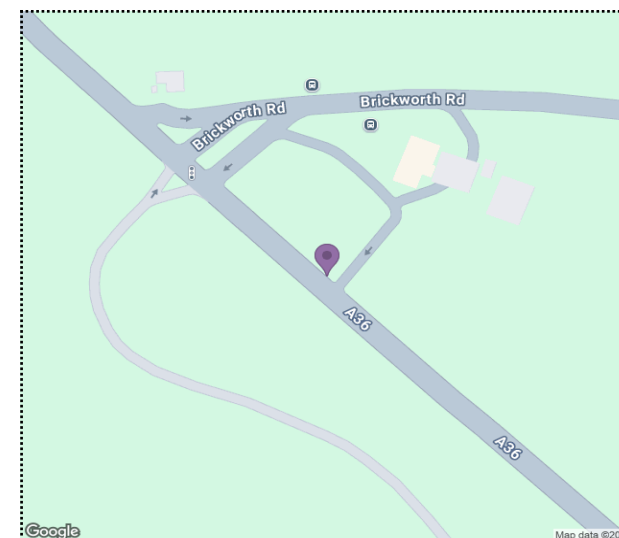
Rev	Revision	By	Date	
KNIGHT Consulting ARCHITECTURE - SURVEYING - PLANNING admin@knight-consulting.co.uk First Floor Unit 7 The Quarterdeck Port Solent PO6 4TP T: 01489 660194 www.knight-consulting.co.uk				
Client				
DWB LONG LTD				
Project				
ROEBRIDGE FOODS BRICKWORTH ROAD WHITEPARISH, SALISBURY SP5 2QG				
Drawing				
EXISTING AND PROPOSED PLANS				
Scale	Date			
1:100@A1	JAN 2026			
Project no.	Sequential	Bldg/Floor	Detail	Rev
KC	03	A	EX/PP	.

Appendix B – Accident data



Validated Data

Crash Date:	Tuesday, November 29, 2022	Time of Crash:	20:22:00	Crash Reference:	202254C600722
Highest Injury Severity:	Slight	Road Number:	A36	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	422554 123650
Weather Description:	Fog or mist - if hazard				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, November 29, 2022

Time of Crash: 20:22:00

Crash Reference: 202254C600722

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Motorcycle over 500cc (2005 onwards)	18	Male	26 - 35	Vehicle is slowing down or stopping	Back	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	19	Male	46 - 55	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

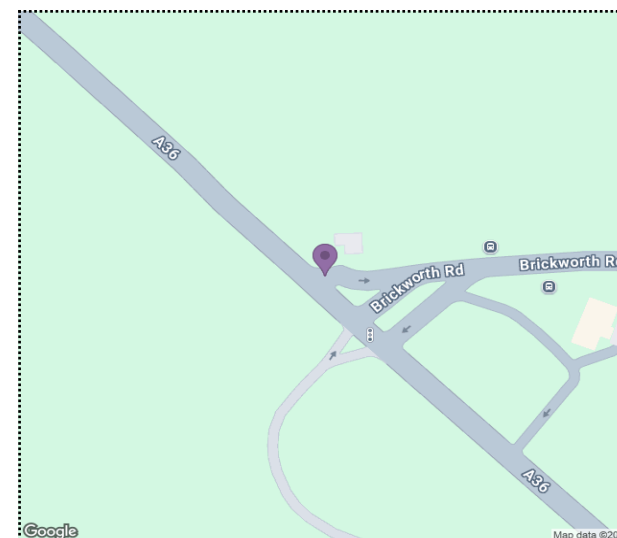
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Monday, September 30, 2024	Time of Crash:	16:14:00	Crash Reference:	202454B533724
Highest Injury Severity:	Slight	Road Number:	A36	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	3
Local Authority:	Wiltshire			OS Grid Reference:	422483 123718
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				
Vehicles Involved					



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Validated Data

Crash Date:

Monday, September 30, 2024

Time of Crash: 16:14:00

Crash Reference: 202454B533724

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	-1	Male	56 - 65	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
1	Taxi/Private hire car (2005 onwards)	-1	Male	46 - 55	Unknown	Front	Journey as part of work	None	None
3	Car (excluding private hire cars 2005 onwards)	17	Female	56 - 65	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

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Validated Data

Crash Date:

Monday, September 30, 2024

Time of Crash:

16:14:00

Crash Reference:

202454B533724

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

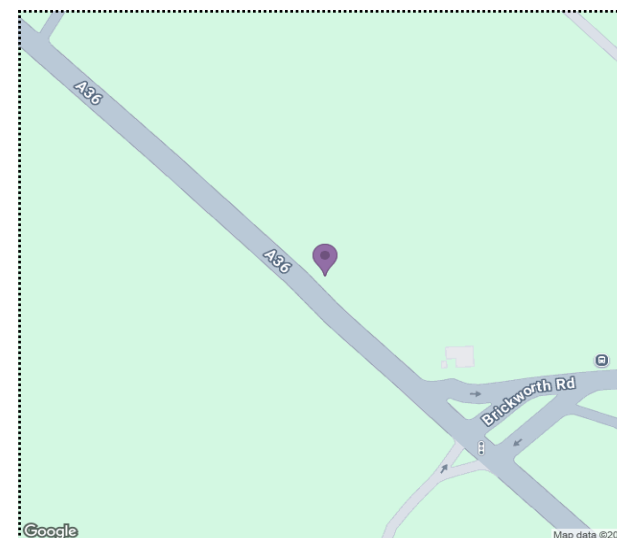
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Validated Data

Crash Date:	Saturday, June 17, 2023	Time of Crash:	11:36:00	Crash Reference:	2023546349423
Highest Injury Severity:	Slight	Road Number:	A36	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	422439 123766
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date:

Saturday, June 17, 2023

Time of Crash: 11:36:00

Crash Reference: 2023546349423

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Motorcycle over 500cc (2005 onwards)	8	Male	56 - 65	Unknown	Offside	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	6	Male	56 - 65	Vehicle is passing another moving vehicle on its offside	Nearside	Unknown	None	None

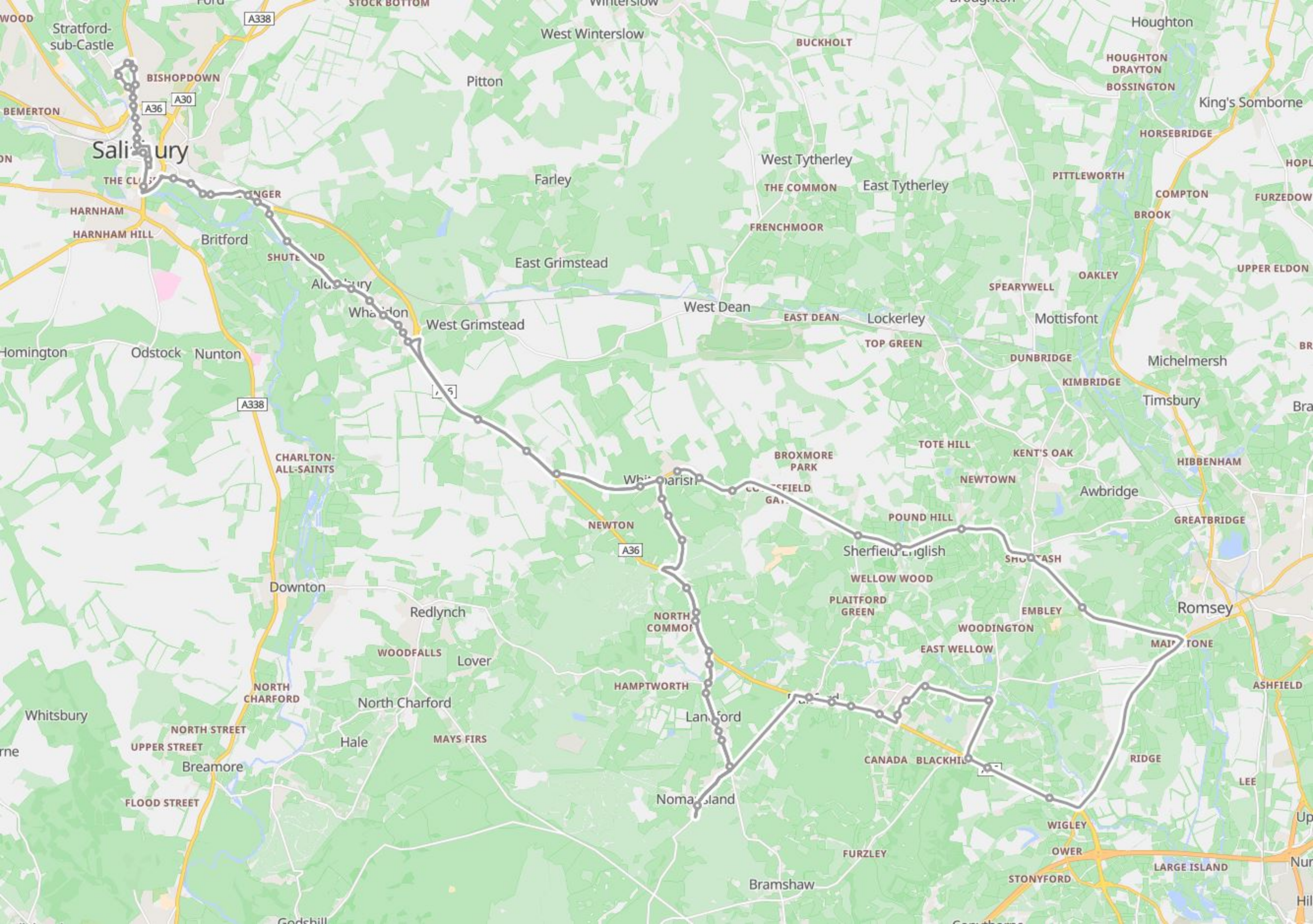
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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Appendix C – Sustainable Transport Information



677

☆

South Wilts Grammar School to West Wellow



↓ To West Wellow

↓ To South Wilts Grammar School

📍 Major stops

📍 All stops

23/02/2026

📅

Update

📍 = Pick up only 📍 = Set down only

Toggle exp	677
Stratfor...	15:57
Warwic...	15:58
Hudson...	15:59
Waters ...	16:00
Castle ...	16:01
Queens...	16:02
Butts R...	16:03
Milford ...	16:04 📍

>>	677
<u>Mill Stre...</u>	16:05 📍
<u>Salisbur...</u>	16:06 📍
<u>Salisbur...</u>	16:07 📍
<u>Brown ...</u>	16:09 📍
<u>St Osm...</u>	16:10 📍
<u>Wiltshir...</u>	16:12
<u>Southa...</u>	16:14
<u>Bourne ...</u>	16:15
<u>Hughen...</u>	16:17
<u>Clarend...</u>	16:18
<u>Marshm...</u>	16:19
<u>Shute E...</u>	16:21
<u>Green D...</u>	16:22
<u>Alderbu...</u>	16:24
<u>Lights L...</u>	16:24
<u>Alderbu...</u>	16:25
<u>Avon Dr...</u>	16:25
<u>Grimste...</u>	16:25
<u>Whaddo...</u>	16:26
<u>Pepper...</u>	16:28
<u>Lime Kil...</u>	16:29
<u>Brickwo...</u>	16:30
<u>Newton...</u>	16:33
<u>Whitepa...</u>	16:34
<u>Whitepa...</u>	16:35
<u>Brympt...</u>	16:36
<u>Barters ...</u>	16:37
<u>Landfor...</u>	16:39
<u>North C...</u>	16:40
<u>Landfor...</u>	16:41
<u>Landfor...</u>	16:41

>>	677
<u>Methodi...</u>	16:42
<u>Landfor...</u>	16:43
<u>Landfor...</u>	16:43
<u>Landfor...</u>	16:44
<u>Noman...</u>	16:45
<u>Noman...</u>	16:48
<u>Plaitfor...</u>	16:54
<u>Plaitfor...</u>	16:54
<u>Maurys...</u>	16:55
<u>Slab La...</u>	16:56
<u>West W...</u>	16:57
<u>Wheate...</u>	16:58
<u>West W...</u>	16:59
<u>Wellow,...</u>	17:01
<u>East We...</u>	17:03
<u>Salisbur...</u>	17:04
<u>Ower, S...</u>	17:09
<u>Embley...</u>	17:12
<u>Shoota...</u>	17:15
<u>Newto...</u>	17:16
<u>Hatchet...</u>	17:17
<u>Sherfiel...</u>	17:19
<u>Greenw...</u>	17:22
<u>Meado...</u>	17:23
<u>Green C...</u>	17:24

The following routes have sections of "On Request" journeys so please check PDF timetables carefully:

Red 2, Red14, 25, 26, 27, 29, 37, 66, 101, 201 & 217

Get in Touch (/contact)

General enquiries

01202 338 420 (tel:01202 338 420)

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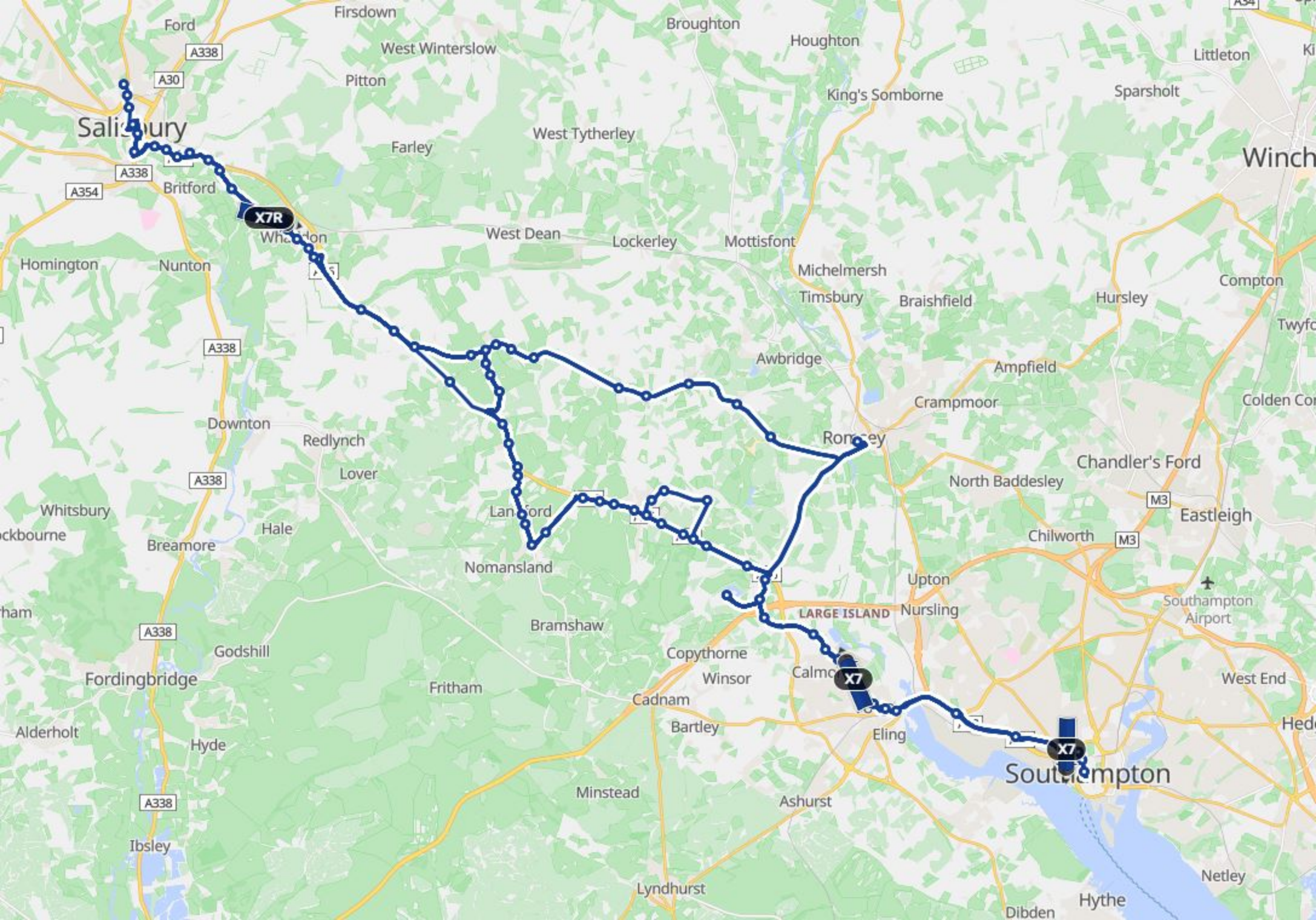
(<https://www.instagram.com/salisburyreds>)
(<https://www.facebook.com/salisburyreds>)

Download the Salisbury Reds app

([https://play.google.com/store/apps/details?referrer=utm_source%3Doperator-website%26utr](https://play.google.com/store/apps/details?referrer=utm_source%3Doperator-website%26utm_source=operator-website)

(<https://apps.apple.com/us/app/salisbury-reds/id1556029206?pt=1590190&ct=website-footer>

[Learn more about the Salisbury Reds app \(/app\)](#)



from 14 February 2026

Salisbury | Southampton via Alderbury, West Wellow/Romsey & Totton

route

X7 X7R

Mondays to Fridays except public holidays

route number	X7	X7	X7	X7R	X7	X7R	X7	X7R	X7	X7	X7	X7	X7
	sch	hols											
Salisbury Endless Street Stop D	0635	0635	0840	0940	1040	1140	1240	1340	1440	1605	1645	1745	1845
Alderbury Crossroads	0647	0647	0854	0955	1055	1155	1255	1355	1455	1621	1701	1758	1856
Whaddon Post Office	0650	0650	0857	0958	1058	1158	1258	1358	1458	1625	1705	1802	1859
Whiteparish Church	0657	0657	0905	1006	1106	1206	1306	1406	1506	1633	1713	1809	1910
Landford Beech Grange	0705	0705	0913	▼	1114	▼	1314	▼	1514	1641	1722	1817	
Plaitford Garage	0710	0710	0919	▼	1120	▼	1320	▼	1520	1646	1727	1822	
West Wellow Canada Corner	0713	0713	0922	▼	1123	▼	1323	▼	1523	1649	1730	1825	
Sherfield English Graemar Lane	▼	▼	▼	1011	▼	1211	▼	1411	▼	▼	▼	▼	
Shootash Crossroads	▼	▼	▼	1016	▼	1216	▼	1416	▼	▼	▼	▼	
Romsey Bus Station Stand D	▼	▼	▼	1025	▼	1225	▼	1425	▼	▼	▼	▼	
Ower Mortimer Arms	0719	0719	0928	1032	1129	1232	1329	1432	1529	1655	1737	1831	
Paultons Park Main Entrance	▼	▼	▼	P	P	▼	▼	▼	P	P	P	▼	
Testwood Testwood Crescent	0724	0724	0933	1037	1134	1237	1334	1437	1534	1702	1743	1836	
Totton Shopping Precinct	0729	0729	0939	1043	1140	1243	1340	1443	1540	1708	1749	1840	
Millbrook Railway Station		0734	0945	1049	1146	1249	1346	1449	1546	1714	1755		
Southampton Central Station		0740	0950	1054	1151	1254	1351	1454	1551	1719	1800		
Southampton Albion Place		0749	0959	1103	1200	1303	1400	1503	1600	1728	1809		

via A36, Newton, Common Road and Whiteparish Church to Brickworth Corner

Journeys marked **P** stop at Paultons Park main entrance when the park is open. Subsequent stops may be served up to 6 minutes later.

terminates at Totton Library Road, connections available to Southampton on Bluestar 11 & 12 from Totton Shopping Precinct - through fares available

Saturdays

route number	X7	X7	X7R	X7	X7R	X7	X7R	X7	X7R	X7	X7	X7	X7
Salisbury Endless Street Stop D	0740	0840	0940	1040	1140	1240	1340	1440	1540	1645	1745	1845	
Alderbury Crossroads	0751	0853	0955	1055	1155	1255	1355	1455	1555	1659	1758	1856	
Whaddon Post Office	0754	0856	0958	1058	1158	1258	1358	1458	1558	1703	1802	1859	
Whiteparish Church	0801	0904	1006	1106	1206	1306	1406	1506	1606	1711	1809	1910	
Landford Beech Grange	0809	0912	▼	1114	▼	1314	▼	1514	▼	1719	1817		
Plaitford Garage	0814	0917	▼	1120	▼	1320	▼	1520	▼	1724	1822		
West Wellow Canada Corner	0816	0920	▼	1123	▼	1323	▼	1523	▼	1727	1825		
Sherfield English Graemar Lane	▼	▼	1011	▼	1211	▼	1411	▼	1611	▼	▼		
Shootash Crossroads	▼	▼	1016	▼	1216	▼	1416	▼	1616	▼	▼		
Romsey Bus Station Stand D	▼	▼	1025	▼	1225	▼	1425	▼	1624	▼	▼		
Ower Mortimer Arms	0821	0926	1032	1129	1232	1329	1432	1529	1630	1733	1831		
Paultons Park Main Entrance	▼	P	P	P	▼	▼	▼	P	P	P	▼		
Testwood Testwood Crescent	0825	0931	1037	1134	1237	1334	1437	1534	1635	1738	1836		
Totton Shopping Precinct	0830	0937	1043	1140	1243	1340	1443	1540	1641	1744	1840		
Millbrook Railway Station	0835	0943	1049	1146	1249	1346	1449	1546	1647	1750			
Southampton Central Station	0840	0948	1054	1151	1254	1351	1454	1551	1652	1755			
Southampton Albion Place	0847	0957	1103	1200	1303	1400	1503	1600	1701	1804			

via A36, Newton, Common Road and Whiteparish Church to Brickworth Corner

Journeys marked **P** stop at Paultons Park main entrance when the park is open. Subsequent stops may be served up to 6 minutes later.

terminates at Totton Library Road, connections available to Southampton on Bluestar 11 & 12 from Totton Shopping Precinct

no buses on Sundays or public holidays

sch schooldays only

hols school holidays only

The X7/X7R only stops at certain locations between Totton Shopping Precinct and Southampton which are: Millbrook Roundabout, Millbrook Station, Southampton Central Station, SeaCity Museum, Marlands, Westquay and Albion Place

certain journeys are provided with funding from **Wiltshire Council** and **Hampshire County Council**

from 14 February 2026

Southampton | Salisbury via Totton, West Wellow/Romsey & Alderbury

route

X7 X7R

Mondays to Fridays except public holidays

route number	PR15	X7	X7	X7	X7	X7R	X7	X7R	X7	X7R	X7	X7	X7	X7	X7
		sch	hols								sch	hols			
Southampton Albion Place Stop BB						0905	1015	1125	1225	1325	1425		1525	1625	1750 1825
Southampton Central Station						0912	1022	1132	1232	1332	1432		1532	1633	1758 1832
Millbrook Railway Station						0916	1026	1136	1236	1336	1436		1536	1638	1803 1836
Totton opposite RC Church						0925	1035	1145	1245	1345	1445		1546	1648	1812 1844
Testwood Testwood Crescent						0930	1040	1150	1250	1350	1450		1551	1653	1818 1849
Paultons Park Main Entrance						P	P	P	▼	▼	▼		P	P	▼ ▼
Ower Mortimer Arms						0935	1045	1155	1255	1355	1455		1556	1658	1823 1854
Romsey Bus Station Stand D						▼	1055	▼	1305	▼	1505		▼	▼	▼ ▼
Shootash Crossroads						▼	1101	▼	1311	▼	1511		▼	▼	▼ ▼
Sherfield English Graemar Lane						▼	1105	▼	1315	▼	1515		▼	▼	▼ ▼
West Wellow Canada Corner		0723	0748			0941	▼	1201	▼	1401	▼		1601	1703	1828 1859
Plaitford Garage		0726	0751			0944	▼	1204	▼	1404	▼		1604	1706	1831 1902
Landford Beech Grange		0732	0756			0949	▼	1209	▼	1409	▼		1609	1710	1835 1906
Whiteparish Church		0723	0744	0805		0958	1111	1218	1321	1418	1521		1618	1719	1844 1915
Whaddon Post Office		0730	0752	0812	0831 0916	1005	1118	1225	1328	1425	1528	1610	1625	1726	1851 1921
Alderbury Crossroads		0733	0757	0815	0834 0919	1008	1121	1228	1331	1428	1531	1613	1628	1729	1854 1923
Salisbury Endless Street		0753	▼	0832	0852 0938	1027	1140	1247	1350	1447	1550	1633	1648	1747	1907 1936
Salisbury Castle Street Tesco Stop K			0812												
Stratford Road Grammar School			0822												

journey starts in Whiteparish Common Road at 0718 and terminates in Milford Street not Endless Street

these journeys start from Whinwhistle Road 8 minutes before time shown then serve Carlo's Tea Rooms 5 minutes before time shown then serve Lower Common Road at time shown, not Canada Corner

hols

Journeys marked P stop at Paultons Park main entrance when the park is open.

Subsequent stops may be served up to 6 minutes later.

Saturdays

	X7	X7	X7	X7	X7R	X7	X7R	X7	X7R	X7	X7R	X7	X7	
Southampton Albion Place Stop BB					0905	1015	1125	1225	1325	1425	1525	1625	1725 1825	
Southampton Central Station					0912	1022	1132	1232	1332	1432	1532	1632	1733 1832	
Millbrook Railway Station					0916	1026	1136	1236	1336	1436	1536	1636	1737 1836	
Totton opposite RC Church					0925	1035	1145	1245	1345	1445	1545	1645	1746 1844	
Testwood Testwood Crescent					0930	1040	1150	1250	1350	1450	1550	1650	1751 1849	
Paultons Park Main Entrance					P	P	P	▼	▼	▼	P	P	▼	▼
Ower Mortimer Arms					0935	1045	1155	1255	1355	1455	1555	1655	1756 1854	
Romsey Bus Station Stand D					▼	1055	▼	1305	▼	1505	▼	1705	▼	▼
Shootash Crossroads					▼	1101	▼	1311	▼	1511	▼	1711	▼	▼
Sherfield English Graemar Lane					▼	1105	▼	1315	▼	1515	▼	1715	▼	▼
West Wellow Canada Corner		0808			0941	▼	1201	▼	1401	▼	1600	▼	1801 1859	
Plaitford Garage		0811			0944	▼	1204	▼	1404	▼	1603	▼	1804 1902	
Landford Beech Grange		0816			0949	▼	1209	▼	1409	▼	1608	▼	1808 1906	
Whiteparish Church		0824			0958	1111	1218	1321	1418	1521	1617	1721	1817 1915	
Whaddon Post Office		0747	0831	0921	1005	1118	1225	1328	1425	1528	1624	1728	1824 1921	
Alderbury Crossroads		0749	0834	0924	1008	1121	1228	1331	1428	1531	1627	1731	1827 1923	
Salisbury Endless Street		0805	0850	0945	1027	1140	1247	1350	1447	1550	1647	1747	1840 1936	
Salisbury Castle Street Tesco Stop K														
Stratford Road Grammar School														

this journey may terminate at Milford Street, not Endless Street

starts from Lower Common Road, not Canada Corner

Journeys marked P stop at Paultons Park main entrance when the park is open.

Subsequent stops may be served up to 6 minutes later.

no buses on Sundays or public holidays

sch schooldays only

hols school holidays only

The X7/X7R only stops at certain locations between Totton Shopping Precinct and Southampton which are: Millbrook Roundabout, Millbrook Station, Southampton Central Station, SeaCity Museum, Marlands and Westquay.

certain journeys are provided with funding from **Wiltshire Council** and **Hampshire County Council**

Salisbury
reds

Paultons Park is the UK's number one family theme park with over 70 exciting rides & attractions to enjoy!

Paultons is home to the UK exclusive and world's first Peppa Pig World with 7 fun Peppa-themed rides, a large indoor Playzone and even Muddy Puddles to jump and play in! Lost Kingdom is Paulton's unique Jurassic Land that is home to the mighty Flight of the Pterosaur suspended rollercoaster, the thrilling Velociraptor coaster, lifelike moving Dinosaurs and much more!

There is an amazing variety of things to see and do at Paultons including: big rides, small rides, play areas, entertainments and an astonishing collection of animals and birds, all set within 140 acres of beautiful parkland on the edge of the New Forest National Park.



	February	March	April	May	June
Monday	2 9 16 23	2 9 16 23 30	6 13 20 27	4 11 18 25	1 8 15 22 29
Tuesday	3 10 17 24	3 10 17 24 31	7 14 21 28	5 12 19 26	2 9 16 23 30
Wednesday	4 11 18 25	4 11 18 25	1 8 15 22 29	6 13 20 27	3 10 17 24
Thursday	5 12 19 26	5 12 19 26	2 9 16 23 30	7 14 21 28	4 11 18 25
Friday	6 13 20 27	6 13 20 27	3 10 17 24	1 8 15 22 29	5 12 19 26
Saturday	7 14 21 28	7 14 21 28	4 11 18 25	2 9 16 23 30	6 13 20 27
Sunday	1 8 15 22	1 8 15 22 29	5 12 19 26	3 10 17 24 31	7 14 21 28

	July	August	September	October
Monday	6 13 20 27	3 10 17 24 31	7 14 21 28	5 12 19 26
Tuesday	7 14 21 28	4 11 18 25	1 8 15 22 29	6 13 20 27
Wednesday	1 8 15 22 29	5 12 19 26	2 9 16 23 30	7 14 21 28
Thursday	2 9 16 23 30	6 13 20 27	3 10 17 24	1 8 15 22 29
Friday	3 10 17 24 31	7 14 21 28	4 11 18 25	2 9 16 23 30
Saturday	4 11 18 25	1 8 15 22 29	5 12 19 26	3 10 17 24 31
Sunday	5 12 19 26	2 9 16 23 30	6 13 20 27	4 11 18 25

- X7/X7R journeys will serve the main entrance
- Park closed or the X7/X7R does not operate

for full details of opening dates and times visit
paultonspark.co.uk

These journeys run into Paultons Park when the park is open on Mondays to Saturdays **on dates shown in purple above**

from Salisbury, Alderbury, Whiteparish & Romsey

Mondays to Fridays except public holidays			Saturday		
route number	X7R	X7	X7	X7R	X7
Salisbury Endless Street Stop D	0940	1040	0840	0940	1040
Alderbury Crossroads	0955	1055	0853	0955	1055
Whaddon Post Office	0958	1058	0856	0958	1058
Whiteparish Church	1006	1106	0904	1006	1106
Landford Beech Grange	▼	1114	0912	▼	1114
Plaitford Garage	▼	1120	0917	▼	1120
West Wellow Canada Corner	▼	1123	0920	▼	1123
Sherfield English Graemar Lane	1011	▼	▼	1011	▼
Shootash Crossroads	1016	▼	▼	1016	▼
Romsey Bus Station Stand D	1025	▼	▼	1025	▼
Paultons Park	1036	1133	0930	1036	1133

to Romsey, Whiteparish, Alderbury & Salisbury

Mondays to Fridays except public holidays			Saturday	
route number	X7	X7	X7	X7R
Paultons Park	1556	1659	1555	1656
Romsey Bus Station Stand D	▼	▼	▼	1711
Shootash Crossroads	▼	▼	▼	1717
Sherfield English Graemar Lane	▼	▼	▼	1721
West Wellow Canada Corner	1606	1709	1605	▼
Plaitford Garage	1609	1712	1608	▼
Landford Beech Grange	1614	1716	1613	▼
Whiteparish Church	1623	1725	1622	1727
Whaddon Post Office	1630	1732	1629	1734
Alderbury Crossroads	1633	1735	1632	1737
Salisbury Endless Street	1653	1753	1652	1753

school holidays only

from Southampton & Totton

Mondays to Fridays except public holidays				Saturday			
route number	X7	X7R	X7	X7	X7R	X7	X7
Southampton Albion Place Stop BB	0905	1015	1125	0905	1015	1125	
Southampton Central Station	0912	1022	1132	0912	1022	1132	
Millbrook Railway Station	0916	1026	1136	0916	1026	1136	
Totton opp. RC Church	0925	1035	1145	0925	1035	1145	
Testwood Testwood Crescent	0930	1040	1150	0930	1040	1150	
Paultons Park	0935	1045	1155	0935	1045	1155	

to Totton & Southampton

Mondays to Fridays except public holidays				Saturdays			
route number	X7	X7	X7	X7	X7R	X7	
Paultons Park	1533	1659	1741	1533	1634	1737	
Testwood Testwood Crescent	1540	1706	1747	1540	1641	1743	
Totton Shopping Precinct	1546	1712	1753	1546	1647	1749	
Millbrook Railway Station	1552	1718	1759	1552	1653	1755	
Southampton Central Station	1557	1723	1804	1557	1658	1800	
Southampton Albion Place	1606	1732	1813	1606	1707	1809	

All other X7/X7R buses stop on the main road at Mortimer Arms, Ower which is approximately a 10 minute walk from Paulton Park's main entrance - meaning you can go on any day that the park is open and return when you want, although please note there are no buses on Sundays or Public Holidays.

Appendix D – Context Maps

