

Application Number:	PL/2025/09926
Location:	Clover Park, Brickworth Road, Whiteparish, Salisbury, SP5 2QG
Proposal:	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 NIA).

[SP5 2QG - Google Maps](#)

I refer to the additional information received regarding the shift patterns, in response to the HDM consultation response of the 19th March 2026.

The further HDM comments are made in **red** below.

Proposal

An existing rear building of 86.3sq.m is proposed to be demolished to facilitate an extension to the existing warehouse of 511.9sq.m to create an overall GIA of 695sq.m, an increase of 96.8sq.m.

It is understood that the warehouse extension is required to improve storage capacity and layout efficiency; meet modern day food safety, hygiene, and thermal performance standards; enhance internal circulation and workflow; and reduce reliance on external storage.

The application also seeks an extension of the operating hours from 0700-1900 Monday to Saturday to permit a 24-hour operation, enabling deliveries from Europe to be received which currently arrive out of hours.

Traffic generation

The submitted TS provides information regarding the proposed operation of the site which will increase the operational hours to a 24-hour operation as a change from the existing 0700-1900 working hours. This is understood to be operated with the same level of staffing as currently employed by the business, but with 3 working shifts to cover the 24-hour operation.

The shift patterns are suggested to be 0500-1330 with 3 staff, 0800-1700 with 2 staff, and 1900-0500 with 1 staff. It is noted, however, that this does not indicate staffing over a full 24-hour period. Further clarification should be provided. **It is understood that the shift patterns staffing levels would vary throughout the day in response to demand, with the period between 17:00 and 19:00 not requiring a fixed staffing presence on the basis that there is a lull in warehouse activity between the daytime dispatch period and the commencement of overnight operations, and where there are typically no scheduled deliveries or collections. It has been further clarified that there would be a need for some flexibility to adjust staffing levels to suit operational requirements, such as extending daytime shifts, bringing forward the evening shift etc., and therefore the shift patterns should be considered indicative, and not specific.**

This would indicate that there would be a maximum of 5 members of staff on site at any one time, which is one less than what is advised as the existing situation.

With regard to the number of HGV movements, it is advised that the number of deliveries will remain the same, being 0500 – 0700 - 2 operator vehicles; 0700 – 1900 - 2 operator delivery vehicles (with the potential for 1 delivery vehicle to arrive and depart twice); and 1900 – 0500 - 2 supplier delivery vehicles.

Having regard to the low number of vehicles arriving to and departing from the site, and no changes in the levels of staff on the site, there would be no highway objection to the proposed warehouse extension and increased operational hours.

These comments are based on the impact on the safe use of the access and adjoining highway only, and any effects on residential amenity as a result on the increase in operational hours would be a planning matter.

Access and parking

The means of access and the parking and turning arrangements within the site are advised to be unaffected by the proposals, and given there are no changes proposed to the number of staff or deliveries associated with the extension of the operational hours, the existing arrangements are considered acceptable.

Conclusion and Recommendations

The TS has provided information regarding the staffing levels and associated shift patterns to facilitate a 24-hour operation of the site, albeit some further clarification is required.

The numbers of deliveries are not proposed to change from that which is currently generated by the site.

In purely traffic generation terms, the proposals would not result in an unacceptable increase in vehicle movements or demand for parking/manoeuvring within the site.

Subject to the further clarification of the overnight shift hours, there would be no highway objection raised. **Following the clarification of the overnight shift hours, and based on the number of deliveries not increasing and the staffing levels being a maximum of 5 staff on site at any one time, there would be no grounds for a highway objection.**

It is, however, recommended that a condition be imposed on any permission granted to restrict the number of delivery vehicles generated to that set out in the Transport Statement, in the interests of highway safety and residential amenity.

Amanda Hall
Highways Development Management Engineer