

## Design and Access Statement

**Proposed new Aldi food store  
and drive-thru unit with EV  
charging hub, London Road,  
Devizes**



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## 1. Introduction

This Design and Access Statement has been prepared by Kendall Kingscott in support of a hybrid planning application for submission to Wiltshire Council. The detailed element relates to the construction of a new Aldi food store whilst outline information will be provided for a new drive-thru unit and EV charging hub with all matters reserved saved for access.

This report sets out the design philosophy for the scheme. It includes an appraisal of the site and its surroundings followed by a detailed description of the proposals and key features of the design.

This statement forms part of a formal hybrid planning application and it should be read in conjunction with all supporting plans and documents.

(Front cover visual image by Monolith Visuals)



Aerial image overlaid with application boundary and OS Map  
Source: Google Maps.

2. The Applicant

The application is to be submitted by Highgrove Group (Reading) Limited on behalf of PRZM Real Estate and Aldi Stores Ltd.

PRZM Real Estate is a specialist property development, investment and consultancy business operating across the UK.

Aldi Stores Ltd are a global discount supermarket operator who are currently the fourth largest grocer in the UK. Aldi began trading in the UK in 1990 and now have approximately 1000 stores in the UK and Ireland.

3. Design Team

- Architecture**  
Kendall Kingscott Ltd
- Planning Consultant**  
Avison Young
- Public Relation Consultant**  
Cavendish Consulting
- Highways Consultant**  
Connect
- Engineering Consultant**  
Craddys
- Services Consultant**  
Building Management Technology (BMT)
- Ecology and Arboriculture Consultant**  
Tyler Grange Group
- Landscape Consultant**  
Cambium
- Environmental Consultant**  
Sol Environment

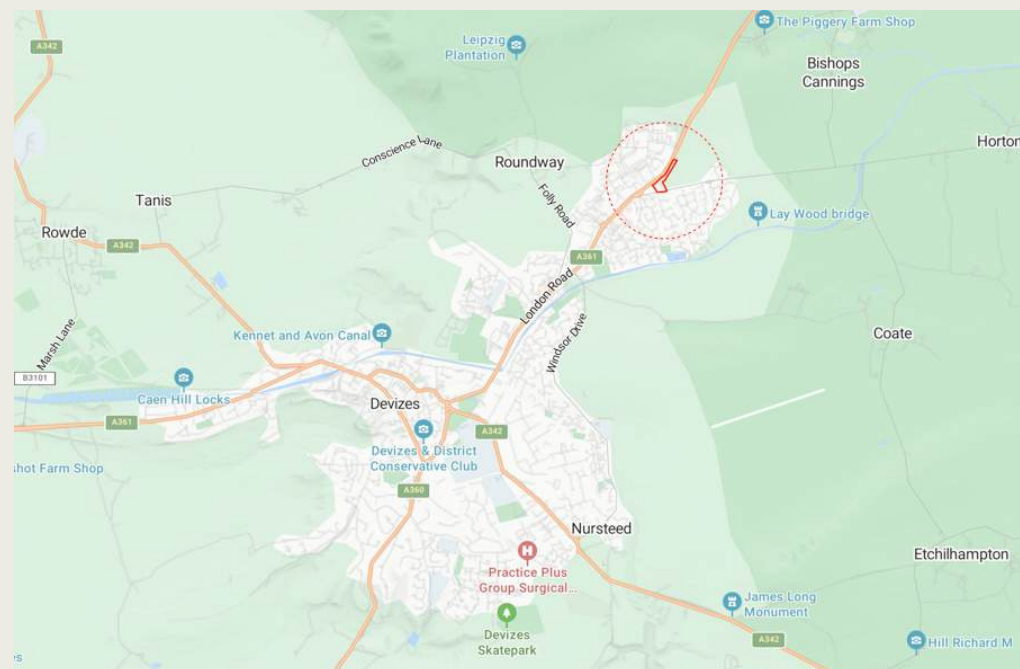
## 4. Context and Site Appraisal

### 4.1. Location

The development is proposed on a brownfield plot to the south of the A361, London Road, Devizes. It is located in the northeastern part of the town nearby the residential area of Northfields. It is close to but sits outside the North Wessex Downs National Landscape.

The site was formally a police driving training facility and skid pan. Its is currently used as a motorbike school. It lies to the east of the Cannings Hill garage, car wash and petrol station.

It can be accessed directly from the London Road and there is a nearby bus stop adjoining the site's southern boundary on Horton Road served by the 1C route around Devizes.



Site location map showing the approx location of the site in the town context (Darker green shade denotes North Wessex Downs National Landscape)  
Source – Google Maps

### 4.2. The Site and Context

The site lies alongside the main A361 London Road coming into Devizes from the north. On the other side of the main road there are a number of commercial units and the Hopton Industrial Estate. These units are generally screened by roadside landscaping directly opposite the site.

#### North-West Boundary

The north-west boundary follows the London Road and is defined by a roadside verge that sits at a higher level to the majority of the site. Whilst there is a wire fence along this boundary it is fairly open and there are clear views from the road into the heart of the site. (See image 1 below).



Image 1 – View of access and London Rd boundary (Site photo March 2025)



Image 2 – View of eastern boundary (Site photo March 2025)



Image 3 – Horton Rd development masterplan  
By SGP architects from Wilts Council planning

#### North and Eastern Boundary

The north and eastern boundaries sit alongside adjacent green field sites which are defined by a landscaped bund and the change from hard to soft landscaping. There are some planted elements in this location, but it remains relatively open and undefined. (See image 2 on the previous page).

The plot to the east has planning approval for a future commercial development (ref. PL/2022/00977). The site plan on the previous page (image 3) shows the proximity of these new commercial units to this development, with both schemes having a presence along London Rd.

#### South-West Boundary

The south-western boundary adjoins a portion of scrubland to the east of the garage, petrol station and car wash. Its boundary also defined by an open mesh fence. (See image 4 below).



Image 4 – View of southwest boundary (Site photo Dec 2024)



Image 5 – View bus stop along Horton Rd (Source – Google street view June 2025)

#### Southern Boundary

The southern boundary adjoins Horton Rd. Set back from the highway through a landscaped buffer, this side is well screened by a hedge. The existing bus stop sits along this boundary just outside of the site. (See image 5 above).

#### **4.3. Materiality**

The most common built materiality in the vicinity of the site is that of the commercial units along the London Road and Hopton Park. The images below highlight the predominant use of metal cladding and brickwork to the facades.

Typically 2 storeys in scale with a range of metal roof forms and projecting eaves details.



Image 6 – Nearby commercial units on Hopton Park and London Rd (Source – Google street view June 2025)

#### **4.4. Area and Topography**

The application area including proposed highways works is 14,321m<sup>2</sup> (3.53 acres) whilst the overall development plot itself is circa 2.8 acres.

Beyond the existing access point at the northern end, the site sits at a lower level to the London Rd. Across its length north to south it is relatively level. A gradual fall of less than 2m over a distance of 250m.

The slope is more pronounced east to west where along its narrowest aspect the existing level will need to be raised to ensure a level development platform.

#### **4.5. Landscape and Ecology**

The existing use of the site as a motorbike school has necessitated a large area of hardstanding within the site. Scrubland boundaries dominate the site periphery where there are also some small areas of hedge and a limited number of trees.

Please refer to the ecology report for more details of BNG and wildlife within the site and how this is proposed to change following the construction of the development.

#### 4.6. Flood Risk

The site sits within Flood Zone 1 and is at low risk from flooding.

Please refer to Craddys accompanying flood risk and drainage strategy documents.

#### 4.7. Constraints and Opportunities

Listed below are some of the key opportunities and constraints related to the site and proposals:

Site opportunities:

- The scheme offers the chance for the redevelopment and physical regeneration of a prominent brownfield road side site ensuring improved transport links to and from it.
- The development can enhance the relationship of the main road to the wider approved commercial development and ensure a cohesive and attractive outlook across both sites.
- The site is within reach of nearby residential areas.
- The site will be accessible by a range of transport options including walking, via bus, and cycling.

Site constraints:

- A key constraint will be the highways proposals and ensuring an appropriate site entrance and design that works with the current use of the London Rd.
- The proposals will need to relate positively to the adjacent commercial development and be of appropriate materiality and scale.
- The current levels across the narrow part of the site will constrain the post development levels and how a suitable development plot is created.
- The new scheme will need to enhance the landscape of a currently under utilised site to provide improved visual and ecological amenity.

The provision of a new Aldi food store will provide the following benefits to the area:

- The development will create up to 40 new, full-time jobs for local people, paid at industry-leading rates of £12.40 per hour within the new Aldi store along with around 10 new jobs in the drive-thru unit in addition to further temporary jobs during the construction phase of the development.
- The introduction of an Aldi store will improve the current retail offering to the local community by providing a modern, budget supermarket, enhancing consumer choice.
- A local Aldi would make it easier for those without cars in the northern part of Devizes to buy groceries close to home.

- Including a future coffee drive-thru, the development will see an investment of circa £10 million into the local economy benefiting people of Devizes and the wider area

#### 4.8. Pre-application advice and community consultation

Both the pre-application process with the council (ref. ENQ/2025/01219) and further public consultation have been undertaken prior to the submission of the planning application.

A pre-application meeting was held with the council on September 17th 2025 along with a follow up meeting January 9th 2025. A number of the key discussion points from the meetings and subsequent responses are noted below:

- The consideration of opportunities to link the site to the adjacent commercial development was discussed.
- The Applicant confirmed that the scheme will be targeting BREEAM Excellent.
- A separate meeting with the Highways authority was encouraged and subsequently undertaken.
- A landscape and visual assessment would be required given the proximity to the North Wessex Downs National Landscape.

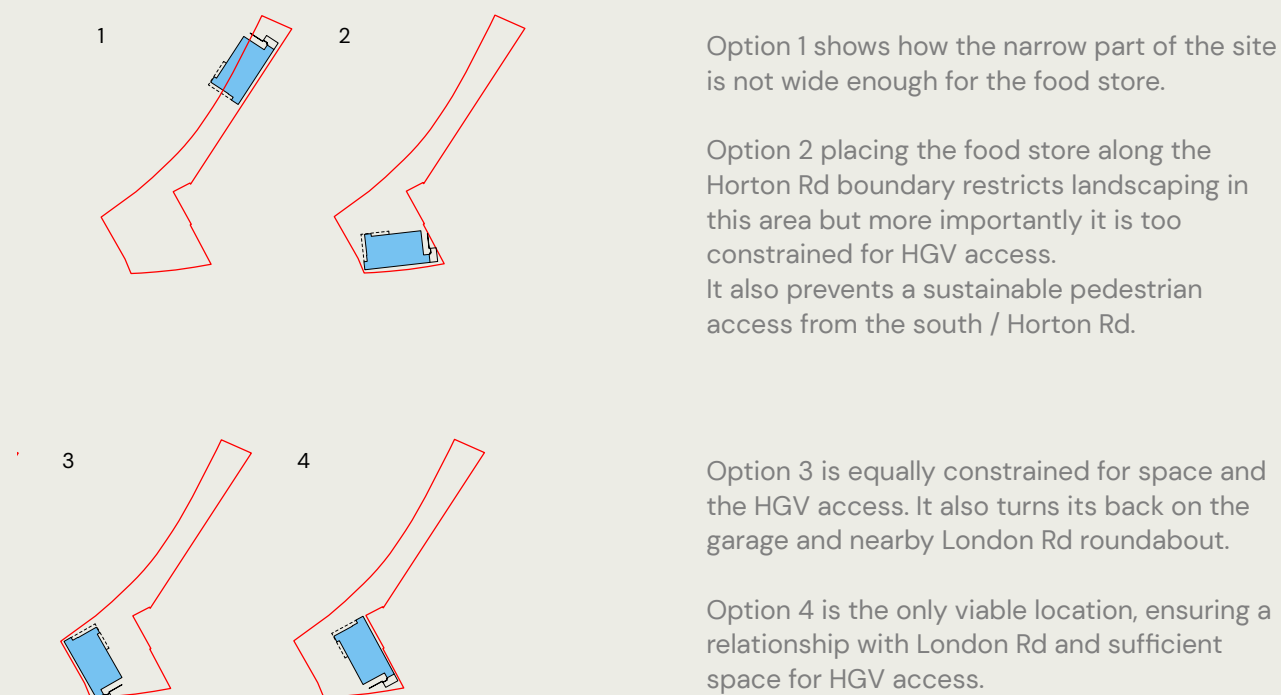
Following the first pre-app, further work was undertaken and a meeting was held with the highways authority to discuss the proposals. A public consultation has been undertaken in advance of the submission. An LVIA has also been completed to accompany the application as requested during the pre-application discussions.

Please see the separate Planning Statement and Statement of Community involvement submitted with this application for more details on the public and stakeholder engagement undertaken prior to submission.

## 5. Scheme Design

### 5.1. Design Development

The shape of the site is such that there is only one viable position for the food store. The diagrams below show a typical food store outline in varying positions across the site. Only option 4 offers a suitable position that promotes a relationship between the building and the wider site whilst ensuring space for an access from London Rd and room for HGV servicing.



Another aspect of the design development has related to the highways design. The point of entry along London Rd has been consistent from early design stages but its detailed design along with extent of pedestrian access has evolved positively further to discussions with the Highways Authority.

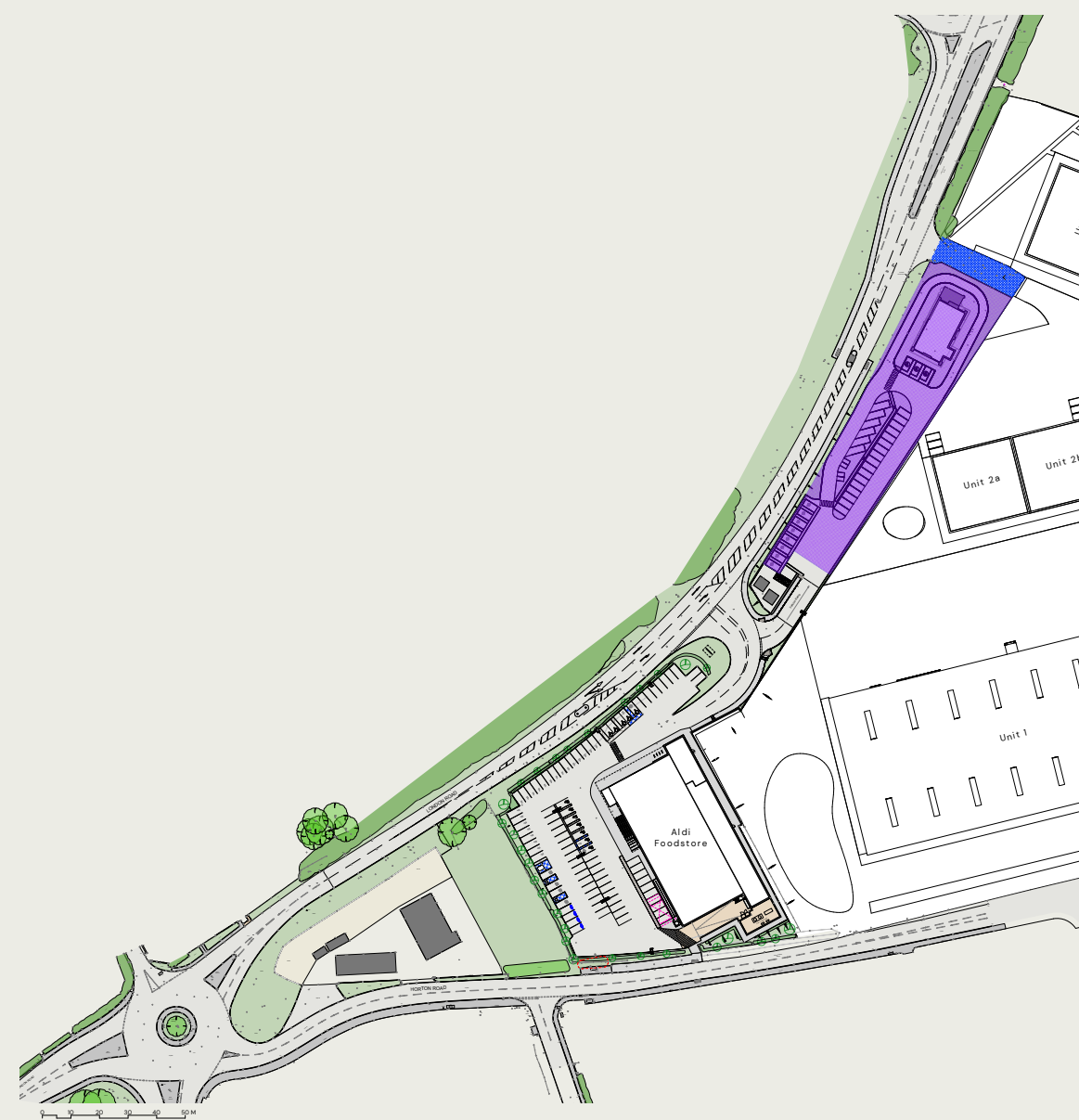
Refer to Transport Statement for more details.

### 5.2. Scheme Proposal

The application is coming forward as a hybrid application. A full application for the proposed food store, and in outline with all matters reserved save for access for the coffee drive-thru unit and EV hub. The layout of the northern part of the site including the drive-thru unit and EV hub are therefore shown on the submitted plans for indicative purposes only.

The overall application area is 14,321m<sup>2</sup> (3.538 acres) with approximately 2,973m<sup>2</sup> (0.73 acres) given over to the area of the proposed drive-thru (shown via the purple shade below).

The new food store will have a GIA of 1,787m<sup>2</sup>, with a GEA of 1,875m<sup>2</sup>.



Proposed site plan – (purple shade denotes area of outline application)

### 5.3. Parking Provision

Within the food store customer car park the scheme will provide 91no. car park spaces at 2.5m width, including 5no. accessible spaces for disabled persons and 7no. parent & child spaces, both conveniently positioned close to the store entrance.

There will be secure parking for up to 8no. bicycles with 4no. sheffield hoops near to the store entrance. 9no. active electric vehicle charging points (EVCP) will be provided with further provision made for infrastructure to an additional 24no. spaces for future conversion to EVCP.

The outline application area is currently indicatively shown as accommodating 34no. parking spaces, 3no. of which are accessible for disabled customers with 8no. associated with a new EVCP hub.

## 6. Layout and Site Access

A new site access is proposed from London Road in a position broadly central to the roadside boundary. From this point cars and pedestrians are directed into the Aldi car park, or they can turn left to enter the drive-thru and EV charging hub element of the scheme. The area of the site's existing access to the north does not form part of this planning application. This area (coloured blue on the previous page) has to be left in its current condition given the existence of historic legal property rights that exist over it for the adjacent site.

Pedestrian connectivity to the site is much improved with the provision of a new footpath from Hopton Park to the north and a direct connection from Horton Rd at the southern end close to the existing bus stops. The north to south footway ensures pedestrian connectivity between both the food store and the drive-thru site.

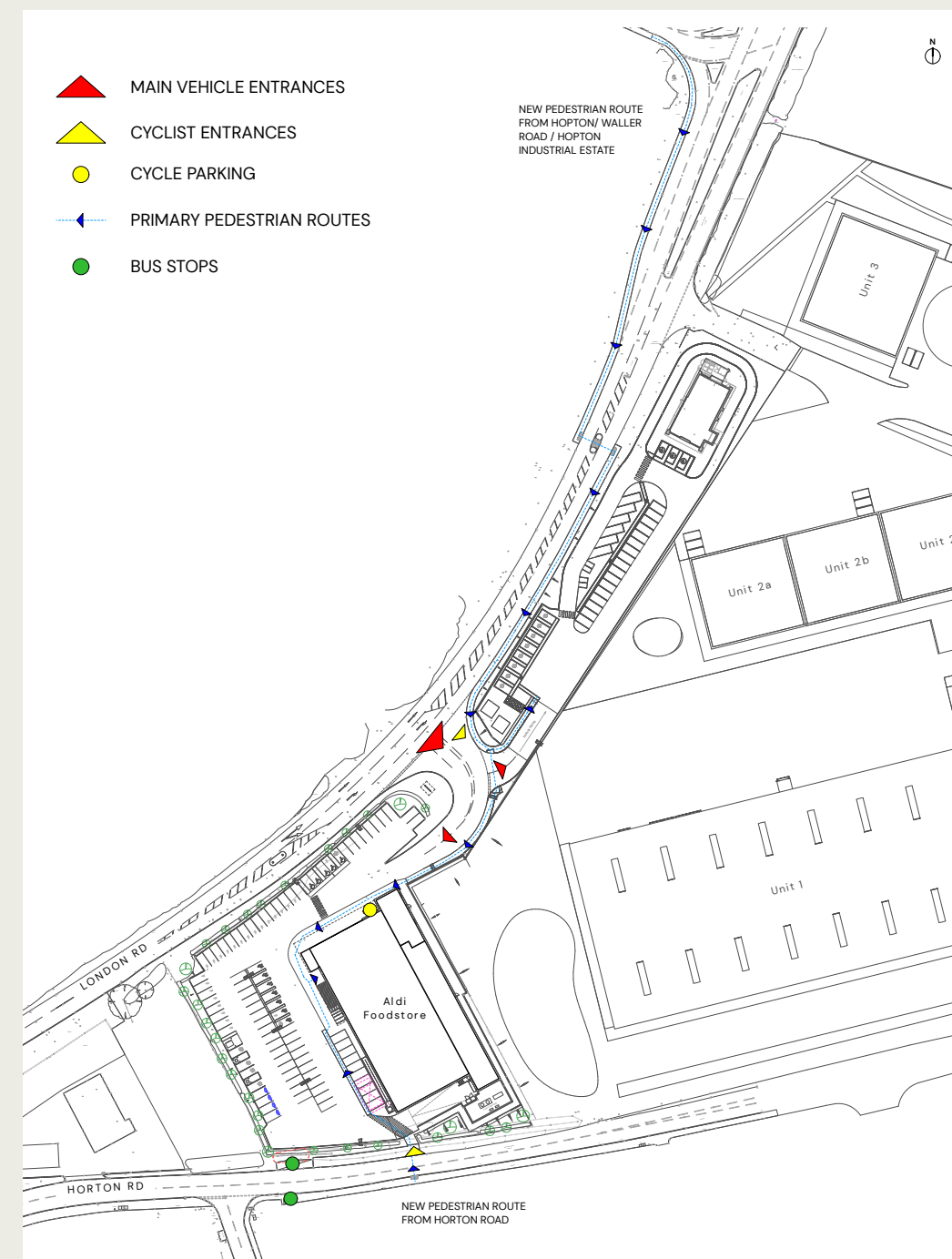
The store is located against the lower eastern boundary of the site backing onto the new commercial development but providing an active frontage to the London Rd and a main entrance position that is in a prominent location and visible to all entering the site. The main body of the customer car park faces the long facade of the store.

The store utilises a side loading bay and external plant area at the furthest point from the main site entrance. This separates the majority of customers within the customer car park from the back of house operations for aesthetic, safety, and operational reasons.

Whilst much of the site needs to be hard standing for car parking and circulation, where possible soft landscaping will be provided at the periphery to soften the roadside boundaries. This is

especially important along Horton Rd where the adjacent consented scheme also has an element of a landscape buffer in this position.

The indicative layout of the drive-thru site denotes new sub-station infrastructure and EV spaces at the southern end with a centralised parking island and circulation to the drive-thru at the northern most point of the site looking back towards the new food store.



Site Connections Plan - (not to scale).

## 7. Appearance and Scale

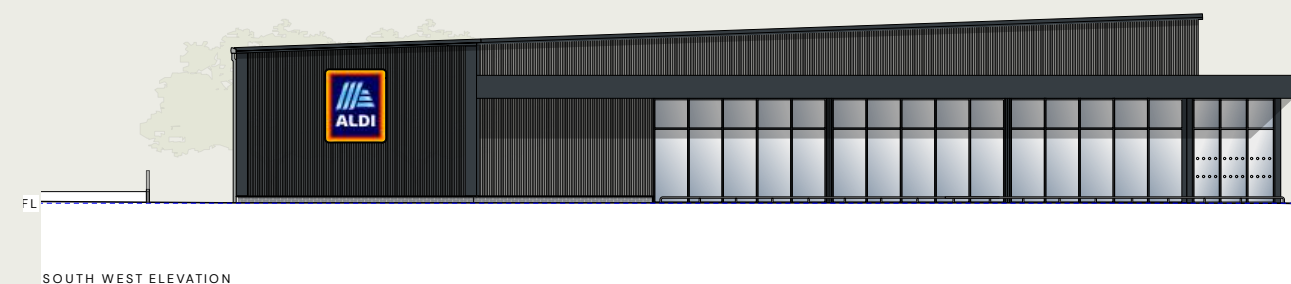
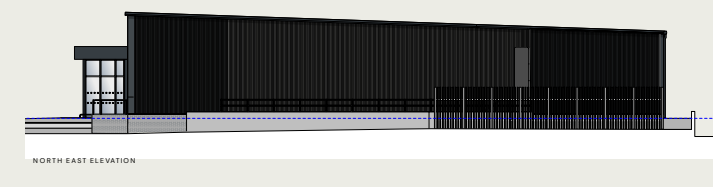
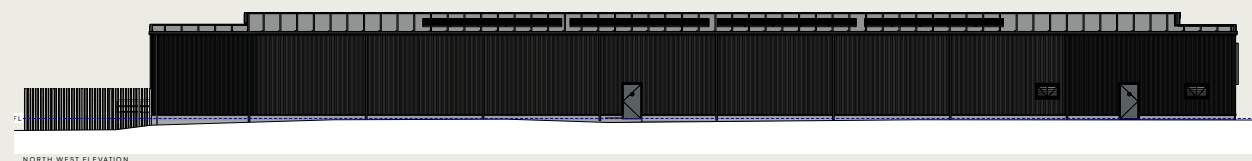
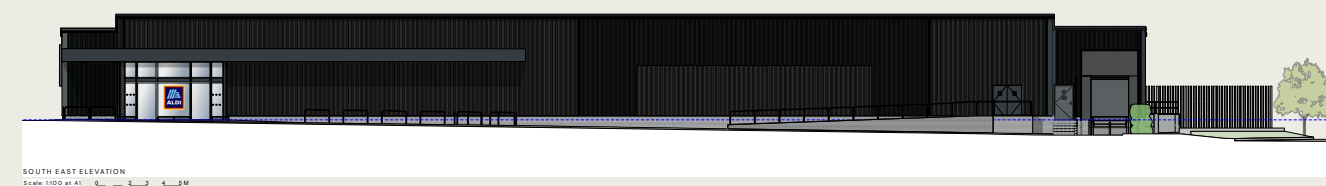
The food store has been designed to reflect Aldi's preferred built aesthetic whilst complementing the materials and scale of the nearby commercial building vernacular and residential areas to the south. The height of the building is limited to a single storey. At its highest point the mono pitch roof is approximately 6.3m from finished floor level (5.1m at the lower end). This is lower in scale than the planning approved commercial unit to the east that will sit behind that has a ridge height circa 14m.

The proposed food store building form is a simple, rectangular block with a low, pitched roof. The short facade that faces the London Road is articulated by full height glazing extending toward the shopfront, providing an active frontage to the roadside, site entrance and car park beyond, and bringing substantial daylight into the retail area. The shopfront area is further defined by a sleek cantilevered canopy that acts to highlight the entrance lobby, additionally sheltering customers as they enter and exit, providing shelter to the trolley bay.

### 7.1. Building Materials

The use of grey metal cladding for the facade and roof characterises much of the nearby architecture. The proposed store also utilises a grey brickwork plinth, to complement the dual grey shades of the cladding and roof elements. These grey shades are broadly aligned with the grey shades noted in the North Wessex National Landscape colour guidance.

The mono pitched roof of the store will also be finished in dark grey, presenting a non-reflective and contemporary finish that reaches its highest point at the customer-facing end to give the entrance more presence, whilst reaching its lowest point along the back of house areas.



Proposed food store elevations – South West elevation (towards London Rd) enlarged

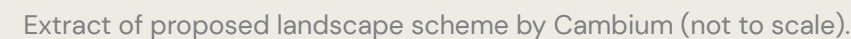
The security of the site and the Aldi foodstore have been considered and integrated into the design from an early stage. Kendall Kingscott will typically approach the architectural liaison officer during the detail design stages, if required, to obtain any further comments in respect of site security relating to the detailed, post-planning design to ensure design for security is maximised.

- A CCTV system covering the exterior and selected interior locations
- Anti-bandit glazing
- Intruder alarm
- Provision of anti-ram bollards
- Open and visible car park
- Secure fencing to the back of house areas.
- Appropriate landscape planting
- Lighting

The proposed landscaping plan has been designed to enhance the site periphery and retain existing established trees where possible.

Additional new trees and hedgerows have been proposed to line the northern, western and southern boundaries, with non-landscaped boundaries alongside the adjacent new commercial development where space is restricted and where the approved development already includes landscaping in these locations (see image 3 at page 5).

The ecology report is provided by Tyler Grange whilst the soft landscaping proposal is detailed by Cambium.



## 8. Inclusive Access

The main customer ingress and egress to the site, also providing service access, is along the northern boundary from London Road. A new 2m wide foot way from Hopton Park is forming part of the scheme and links to the main site access and provides a clearly defined route to the front of the store. There is also a secondary pedestrian access from Horton Road, that connects to an existing bus stop.

Site gradients within the site and along the new footpaths will not exceed recommendations as set out in Part M of the Building Regulations.

The car park areas will have falls no steeper than 1 in 40, a gradient which is both suitable for trolley use and wheelchair users alike.

Clearly marked disabled parking bays are provided across the site with 1200mm clear access zones. The 'parent and child' bays have been sited close to the Aldi store entrance and cycle hoops are accessible through out the site.

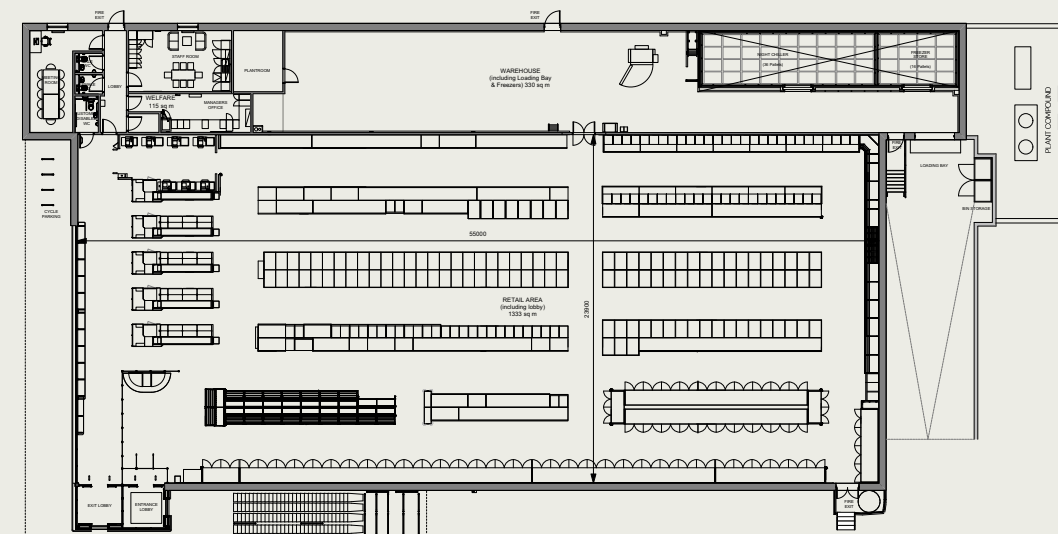
Access into the buildings will be via flush thresholds between paving and car parking. The paving itself will fall no greater than 1 in 60 from a level threshold at the entrance to the flush threshold with the car park surface. This approach will be compliant with the Equality Act 2010 and will permit unhindered access both for wheelchair users and those with restricted mobility.

The food store entrance will be comprised of two sets of bi-parting automatically opening doors, both with a minimum clear opening width of 1100 mm. These doors operate on PIR presence detection and will fail safely in the open position upon activation of the building fire alarm. Both sets of doors are fully glazed with toughened glass. To ensure safe use for partially sighted users, a manifestation of the glazing will be provided, in accordance with current British Standards and Codes of Practice.

Shopping trolley storage is provided adjacent to the main food store entrance. Trolleys are secured via a coin-operated chain, encouraging customers to return the trolleys after use. Wheelchair-accessible trolleys are also provided within the same area as the main trolley store. Internally, the merchandising layout provides minimum aisle widths of 1800mm, or greater, that permit unhindered passage to the whole of the store for wheelchair users, affording easy two-way passing. The nature of goods sold within the retail sales area allows wheelchair users to comfortably reach products with little or no external assistance.

Wheelchair-accessible customer WCs will be provided.

The proposals are single storey, thus maintaining a consistent floor datum throughout. Door openings are designed to give unhindered passage to wheelchair users.



Proposed Floor Plan (not to scale).



Image of a typical store interior, showing standard aisle widths.

## 9. Sustainability & Operations

### 9.1. Energy Strategy

The development seeks to achieve a reduction in CO<sub>2</sub> emissions compared to Building Regulation compliant developments, through the incorporation of the principles of the Energy Hierarchy and the combination of passive measures, including building fabric design improvements and the utilisation of zero and low carbon technologies.

The low and zero carbon technologies that are being proposed for the Aldi food store relate to the provision of photo voltaic panels on the roof (approx 140kWp), and air source heat pumps supplemented by a heat recovery system. No gas supply is required to the building.

Wherever possible construction materials will be procured locally. Preference will also be given to procuring materials from manufacturers and suppliers who are accredited with an EMS including BS EN ISO 14001 or a similar standard.

Elements of the building design that assist a more sustainable approach are as follows:

- The building is detailed and constructed to ensure low levels of air permeability. Features such as the entrance lobby and seals around the delivery bay ensure heat loss is minimised.
- Natural ventilation is proposed in ancillary spaces. The depth of the retail area means it isn't possible on the shop floor but heat recovery is utilised to reduce energy expended to bring cold air up to temperature.
- The system noted above also reduces energy expended in heating up the retail area.
- Large amounts of glazing into the retail area ensure the space is well day lit.
- LED lighting is proposed throughout. Outside trading hours when restocking is taking place, lighting levels are dropped by two thirds. Lights are turned off when the store is unoccupied with the exception of security lighting.
- A Building Management System will be in place to ensure effective and responsive monitoring of the building performance.
- 9no. active EVCP spaces are being provided within the food store car park to encourage the use of low carbon vehicles with passive provision made for a further 24 spaces to be provided in the future and additional EVCP provided within the charging hub adjacent to the drive-thru unit in the northern part of the site.
- The food store element of the scheme will be targeting BREEAM Excellent.

### 9.2. Waste

Aldi waste will be minimised by adoption of the national site waste strategy of reduce, reuse, and recycle. A detailed site waste strategy plan will be produced for the store, for example all

cardboard will be baled on site and taken back to the Aldi Regional Distribution Centre for recycling.

Construction waste streams will be monitored during the build to be in accordance with recognised benchmarking figures for the construction industry.

It is not anticipated that there will be any appreciable odours from the proposed buildings or plant.

### 9.3. Water

Procedures will be established to minimise water pollution by following best practice guidance from the Environment Agency's Pollution Prevention Guidance notes on the Prevention of Pollution, works near to watercourses and working at demolition and construction sites. Oil/ fuel interceptors will be provided for car park and vehicle standing areas. These will be maintained in line with manufacturers recommendations and will be fitted with an alarm which will sound in the store when an interceptor requires servicing.

### 9.4. External Lighting

External lighting will be designed in accordance with guidance set out by the Institute of Lighting Engineers to reduce the detrimental effects of night time light pollution.