

Design and Access Statement

Proposed Extension to the Aldi Food Store on Bradley Road, Trowbridge



Document Control Record

Version	Date	Prepared by	Checked by
PO1	01.04.2026	EA	MW

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1. Introduction

This Design and Access Statement has been prepared by Kendall Kingscott in support of a detailed planning application for submission to Wiltshire Council. The application relates to the extension of the Aldi Trowbridge store.

The report describes 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.

As the statement forms part of a formal detailed planning application, it should be read in conjunction with all supporting plans and documents.

Front cover image courtesy of Google Maps.

KEY:

 Application boundary
4,747 m²
1.17 acres

ADDRESS:

Aldi Foodstore,
Bradley Road,
Trowbridge
BA14 0QT



Site Location Plan

2. Design Team

Architecture

Kendall Kingscott Ltd

Planning Consultant

Avison Young

Highways Consultant

Connect Consultants

Engineering Consultant

Craddys

Refrigeration Consultant

K2 Cooling

Ecology

Tyler Grange

Arboriculture

Bowland Tree Consultancy Ltd

3. Context and Site Appraisal

3.1. Location and Context

The existing food store is located along Bradley Road in the South of Trowbridge, the county town of Wiltshire and has been in operation since 1997. The store trades very successfully and in 2025 an existing car wash was removed to improve customer parking.



Existing Site Plan

3.2. Boundaries

The descriptions below define the character of the site boundaries. The only impacts to these boundaries will occur along the northern boundary, where arboricultural works are required, and at the eastern boundary adjacent to the site entrance, where the new extension will be located and minor alterations will therefore be necessary.

North Boundary

The northern boundary, flanking the car park, contains a mix of treatments that define the site edge and separate it from the residential properties to the north. It mainly comprises close-boarded timber fencing, with a small section of palisade fencing at the western end. This palisade section sits inboard of brick walling topped with timber fencing, which marks the rear boundaries of the adjoining gardens. This boundary hosts the sites larger, more established, trees.



East Boundary

The eastern boundary includes the site entrance from Bradley Road. A series of low hedges run from the centre of the site towards the south, separating the site from Bradley Road and providing a buffer for the change in levels between the road and the site. In front of the existing store entrance, on the slope, there are several boulders together with a black metal handrail that front the highways boundary.



South Boundary

Directly behind the store, along the southern boundary, is no. 4 Bradley Road. The house is separated from the site by a low-level brick wall to the front of the property, followed by a high-level brick wall to the rear. A small hedge runs along this rear brick wall, providing an additional buffer between the plant areas and the dwelling premises



West Boundary

The western boundary, which defines the edge of the car park, includes perimeter parking and tree planting, positioned between the spaces. This planting helps to soften the appearance of the rendered wall that encloses this portion of the car park.



Site images courtesy of Google Maps.

3.3. Connections

The Aldi is within close proximity to several key local amenities, including a number of schools and sports centres. It is also situated within an extensive residential area and benefits from convenient access to surrounding houses.

The food store is well-connected for both pedestrians and cyclists, with access provided along single carriageway roads that support active travel. The store is positioned less than 5 minutes walk to 5 bus stops, the nearest of which is approximately a 2-minute walk (100m) from the site.

3.4. Area and Topography

The application area covers 4,747m² (1.17 acres) and is generally flat with a gradual slope up into the site from Bradley Road. There is a level difference between the store end of the site and Bradley Road, with the road being set slightly lower than the store.

3.5. Landscape and Ecology

The existing site is primarily composed of block paving and tarmac, defining the car park and pedestrian routes. The car park hosts large perimeter trees to the north and west, with a smaller less established tree in the centre of the car park. Hedges are located to the Bradley Road boundary and the centre of the northern boundary.

Please refer to the separate arboricultural and ecology reports submitted with the application for further details.

3.6. Flood Risk

The application site sits within a low flood risk zone.

4. Scheme Design

4.1. Scheme Proposal

The proposal seeks planning permission to extend the existing Aldi food store. The store has an existing GIA of approximately 1,396m², and a GEA of approximately 1,455m². This will be extended to create a GIA of approximately 1,673m², and a GEA of approximately 1,735m².

To facilitate the proposed extension, the existing parking layout will be reconfigured. Accessible parking spaces are retained at the closest point to the new store entrance along the store frontage. The two separate single-depth aisles are combined to form a central back-to-back row of parking bays. Parent and child bays are located within the spaces closest to the store entrance.

The intention is to extend the store whilst minimising disruption and avoiding closure wherever possible, with the construction programme designed to keep the store operational for as long as practicable.



Proposed Site Plan

4.2. Parking Provision

The scheme will reduce the total parking provision from 112 spaces to 108 due to the construction of the extension and the conversion of several bays into electric vehicle spaces, which require additional room. The introduction of 8 EV charging spaces will improve travel options for customers. In addition, the number of parent and child spaces will increase from 6 to 7.

4.3. Layout

Feasibility studies were undertaken to determine the most appropriate location for the extension in order to deliver the required additional floor space. Owing to the nature of the site and its constraints, it was concluded that the only suitable location for the extension is to the north, to the existing store front.

4.4. Site Access

The proposed extension location does not affect customer vehicle access from Bradley Road. However, it does influence servicing vehicle manoeuvring. A review of the service vehicle tracking indicated that 3 trees would likely need to be removed to accommodate the revised tracking route. Some car park white lining will also need to be adjusted accordingly.

4.5. Proposed Plant

The increase in floor area requires additional plant equipment. As the existing plant is situated close to the boundary and there is insufficient space to accommodate new equipment in that area, the new plant must be located elsewhere on the site. To maintain building access and for operational efficiency, the plant has been positioned on the roof of the extension, with new access arrangements provided.

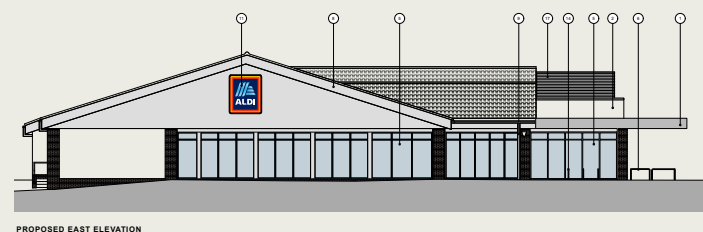
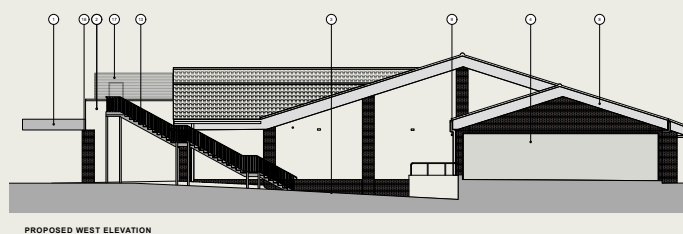
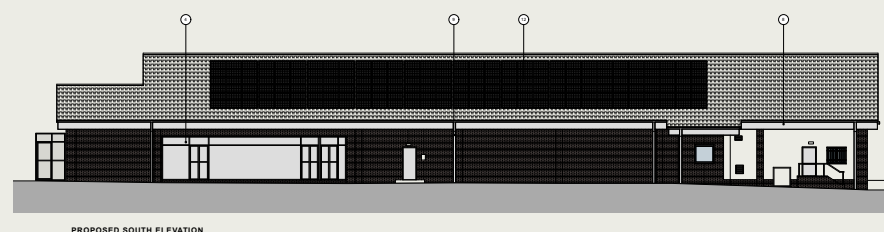
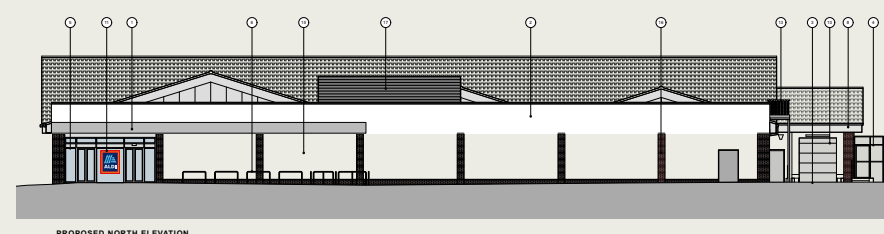
The location for this equipment has been positioned to ensure the plant is far enough away from nearby residences to the west.

5. Appearance and Scale

5.1. Building Materials & Massing

The proposed store extension has been designed to complement and reflect the material palette and scale of the existing food store, with the use of render and brick piers carefully selected to respond to the current building.

The extension will be limited to a single storey. Although plant equipment will be accommodated at roof level, the new addition will remain below the existing ridge line. The overall massing has been carefully considered, with the proposal adopting a simple flat roof form to ensure a subservient and coherent appearance.



Proposed Elevation

The existing glazed canopy element will be replaced with a cantilevered single ply canopy. This approach reduces visual clutter around the entrance and introduces a contemporary design feature that clearly defines and highlights the store entrance for customers, whilst continuing to provide shelter from the elements.

5.2. Landscaping

The proposed landscaping strategy aims to retain existing on site landscaping features and improve upon it where possible. The introduction of new EV spaces results in the loss of a tree to the south west corner of the site. To allow for service HGV manoeuvring, 3 additional trees are required to be removed.

Full details of the existing trees are outlined in Bowland Tree Services Arboricultural Constraints Appraisal.

For information regarding hard landscaping, please refer to the submitted architectural plans and accompanying details.

5.3. Inclusive Access

The main vehicle and pedestrian ingress and egress to the site as well as service access is from as per the existing arrangement from Bradley Road.

The amount of accessible parking spaces will be maintained on site.

6. Sustainability & Operations

6.1. Energy Strategy

The proposed servicing and plant equipment will provide lower noise and has improved efficiency. The existing PV tray will not be impacted by the works.

6.2. Waste

Store waste operations will not be impacted with the works.

6.3. External Lighting

External lighting will be retained where possible. One lighting column will be relocated through the works but on site lighting levels will be maintained as existing.

6.4. Security

Existing security measures on site will remain in place.