

**PROPOSED ALDI FOODSTORE EXTENSION  
ALDI, BRADLEY ROAD, TROWBRIDGE, BA14 0QT**

Aldi Stores Limited  
Transport Statement

**31 March 2026**

## **Proposed Foodstore Extension**

**Aldi, A363 Bradley Road, Trowbridge, BA14 0QT**

## Document Control Sheet

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## 1.0 INTRODUCTION

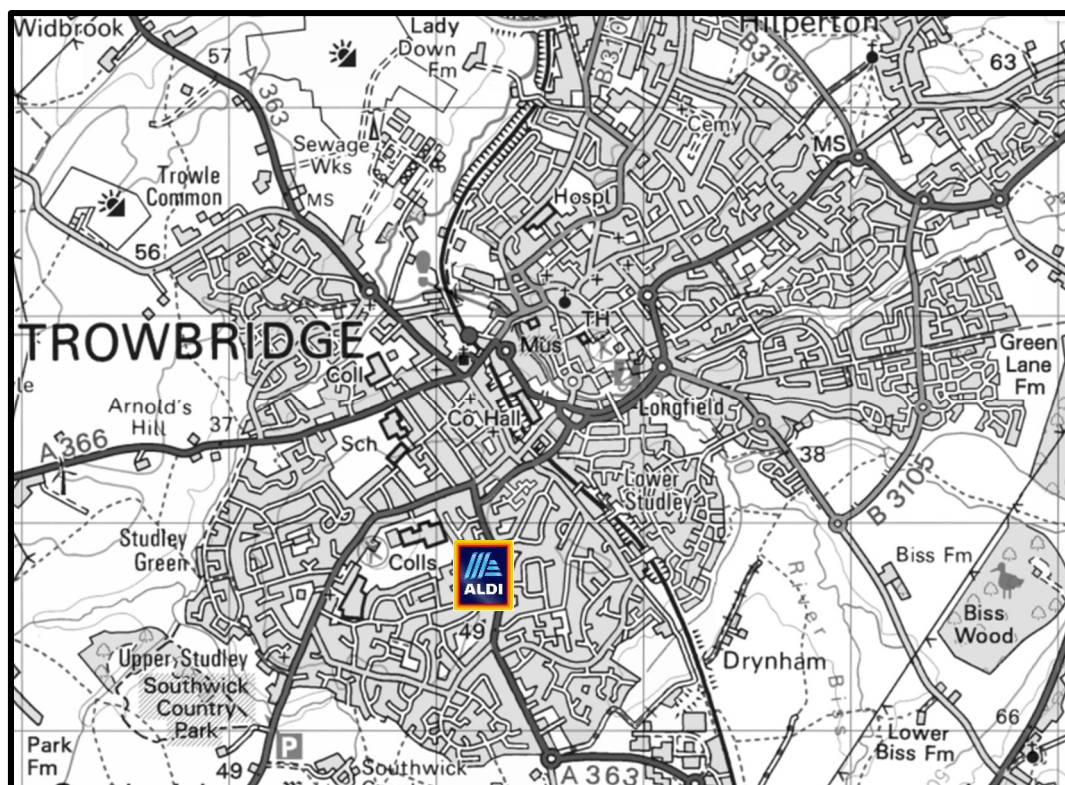
### 1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Aldi Foodstores Ltd in relation to a proposed extension at their existing foodstore store located off the A363 Bradley Road in Trowbridge.

### 1.2 Site Location

- 1.2.1 The proposal site (herein referred to as 'the Site') is located on the eastern side of the A363 Bradley Road, to the southwest of Trowbridge. There is currently an foodstore on site. The foodstore is served by a total of 112 car parking spaces and has a gross internal area of 1,369sq.m
- 1.2.2 The Site is bound to its eastern side by the A363 Bradley Road. To the north and west are residential dwellings. To the south is a children's play area and small park called Cavell Court.
- 1.2.3 The Aldi foodstore is located to the south of the site with its longest side orientated east to west, parallel to the site boundary.
- 1.2.4 The location of the Site is shown at Figure 1.1 below.

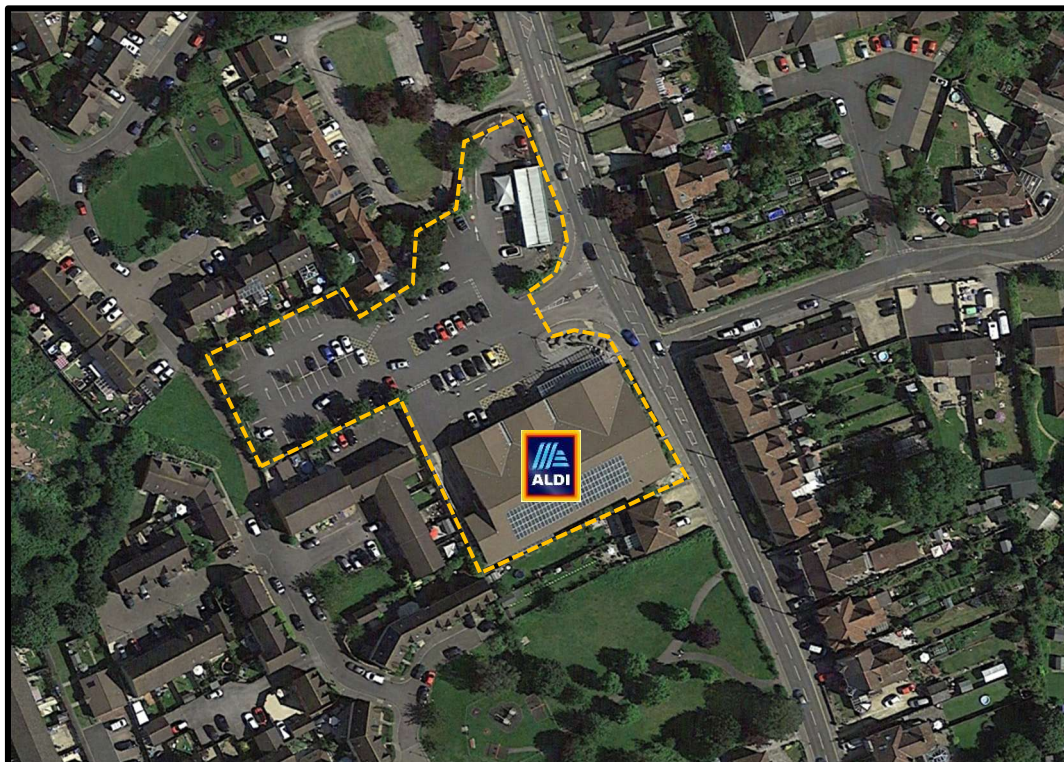
**Figure 1.1 – Site Location Plan**



Source: Ordnance Survey

- 1.2.5 The Site is located in a largely built-up urban area, southwest of Trowbridge town centre with a number of residential dwellings in close proximity.
- 1.2.6 Figure 1.2 below identifies the context of the Site in relation to the local area.

**Figure 1.2 – Site in its Local Context**



*Source: Google Earth / Orange site boundary is indicative / Car wash to north of site no longer present*

### **1.3 Existing Site Usage**

- 1.3.1 As noted above, an Aldi foodstore currently occupies the site and this can be seen in Figure 1.2. The store has a floor area of 1,396sq.m.
- 1.3.2 Access to the site is from the A363 Bradley Road. The site is served by 112 car parking spaces in total, of which 102 are standard car parking spaces, 4 are for use by the disabled and 6 are parent and child spaces.
- 1.3.3 There are no electric vehicle (EV) spaces. There are 10 cycle parking spaces.

### **1.4 Development Proposals**

- 1.4.1 The development proposals are shown on the plan provided at Appendix 1 and described in detail at Section 3.0 of this report.
- 1.4.2 The proposal is for the extension of the existing Aldi foodstore. The extension will increase the floor area by 277sq.m. (from 1,396sq.m. to 1,673sq.m.). This represents an increase in floor area of approximately 20%.
- 1.4.3 Access to the site by all modes of travel will be unchanged and will continue to be from the A363 Bradley Road.
- 1.4.4 Car parking will be reduced by four car parking spaces from 112 to 108, although as will be seen later in this report, the car park remains appropriately sized to cater for demand.

- 1.4.5 As a general overview, the nominal increase in floor area is not anticipated to result in a pro-rata or material increase in trips. The provision of a larger store typically results in wider store aisles a greater level of stock being offered for sale, as opposed to a wider range of goods. A greater level of stock means that less frequent stock replenishment is necessary.
- 1.4.6 In addition, it is reasonable to assume that the population catchment of the store is relatively fixed; provision of a larger store does not increase the catchment proportionally. If the catchment is relatively fixed, the number of trips to the store is not likely to alter in proportion to the floor area. This will be considered in section 4.2.

## 1.5 National Transport Planning Policy

### National Planning Policy Framework (NPPF), December 2024

- 1.5.1 The National Planning Policy Framework (NPPF) was first published on the 27<sup>th</sup> March 2012. A revised NPPF was published on 12<sup>th</sup> December 2024, with a minor update on 7<sup>th</sup> February 2025. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.
- 1.5.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.
- 1.5.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.
- 1.5.4 Paragraph 109 sets out how transport solutions should be based on a vision-led approach:

*"109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*

*a) making transport considerations an important part of early engagement with local communities;*

*b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*

*c) understanding and addressing the potential impacts of development on transport networks;*

*d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*

*e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

*f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

- 1.5.5 Paragraphs 115 – 118 address how development proposals are to be considered:

*"115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

*"116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

*"117. Within this context, applications for development should:*

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

*"118. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

## **1.6 Car Parking Policy**

1.6.1 NPPF Chapter 9 *Promoting sustainable transport* sets out at paragraph 112 that,

*"If setting local parking standards for residential and non-residential development, policies should take into account:*

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*

*d) local car ownership levels; and*

*e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

1.6.2 Paragraph 113 states,

*"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

#### Adopted Local Parking Standards

1.6.3 Local Car Parking Standards are given in the *Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy*.

1.6.4 Parking Standards for the retail use class, expressed as a maximum, are given at Appendix C on pages 35 and 36.

1.6.5 These maximum car parking standards are discounted using a two-step process outlined at page 28 onwards. The first step is selection of the correct band and the second step is calculating an accessibility score. The site, as per Table 3.1 of the parking strategy is located in Trowbridge and hence falls in Band 2, allowing for an initial 10% reduction to the maximum standards. The 10% reduction value is given at table 7.2 of the document.

1.6.6 The second step is to calculate an accessibility score using the questionnaire at Appendix D. The results of this questionnaire give a secondary discounting value. The secondary discounting values as per table 7.3 of the document.

1.6.7 The accessibility score of the site is calculated as being 10. The breakdown of this value is as per the bellow, and is structure as per the questionnaire at Appendix D of the document:

Walking = 3

Cycling = 2

Bus = (3 + 1 + 0 + 1 + 0) = 5

Train = (0 + 0 + 0) = 0

**TOTAL ACCESSIBILITY SCORE = 10**

1.6.8 An accessibility score of 10 gives rise to a 'low' accessibility rating and no secondary discounting value, based on table 7.3.

1.6.9 The maximum car parking standard at pages 35 and 36, for non-food retail with the primary 10% discount applied are therefore as follows:

Standard Car Parking Spaces = 1 per 15.55sq.m.

1.6.10 Disabled provision is omitted from any discounting.

- 1.6.11 The *Car Parking Strategy* indicates that disabled provision should be in line with national guidance. In such instances, *"Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure"* from 2005 is often used. Section 5.2 of this document indicates that disabled provision at a rate of 6% of all spaces is typical.

## **1.7 Proposed Development Vision**

- 1.7.1 In line with paragraph 109 of the NPPF, the vision of the proposed development is to provide an Aldi discount foodstore that has safe and suitable access by sustainable travel modes, and encourages their use, with an emphasis on travel by foot as this is the most relevant non-car travel mode for a discount food store development. Also, that the development provides safe and suitable access by vehicular modes, to achieve reduced travel distances, and also encourage the use of electric vehicles. Furthermore, that the development does not unacceptably impact on the operation of the surrounding road network.

## **1.8 Report Overview**

- 1.8.1 The remainder of this report is divided into five further sections, which are as follows: -

### Section 2.0 Site Transport Context

- 1.8.2 This section of the report provides details of the Site context, including its accessibility by all relevant transport modes, and a road safety review.

### Section 3.0 Proposed Development

- 1.8.3 The various components of the development proposal, including the Site access arrangements and parking provision, are described within this section of the report.

### Section 4.0 Traffic Assessment

- 1.8.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

### Section 5.0 Junction Capacity Assessment

- 1.8.5 The results of the traffic assessment have been used to inform junction capacity assessment, and the methodology and results are outlined in this section of the report.

### Section 6.0 Summary and Conclusions

- 1.8.6 A summary and the conclusions of the report are provided in this section.

## 2.0 SITE TRANSPORT CONTEXT

### 2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the Site in terms of a range of transport modes. The existing layout of the site is given at Appendix 2.

### 2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

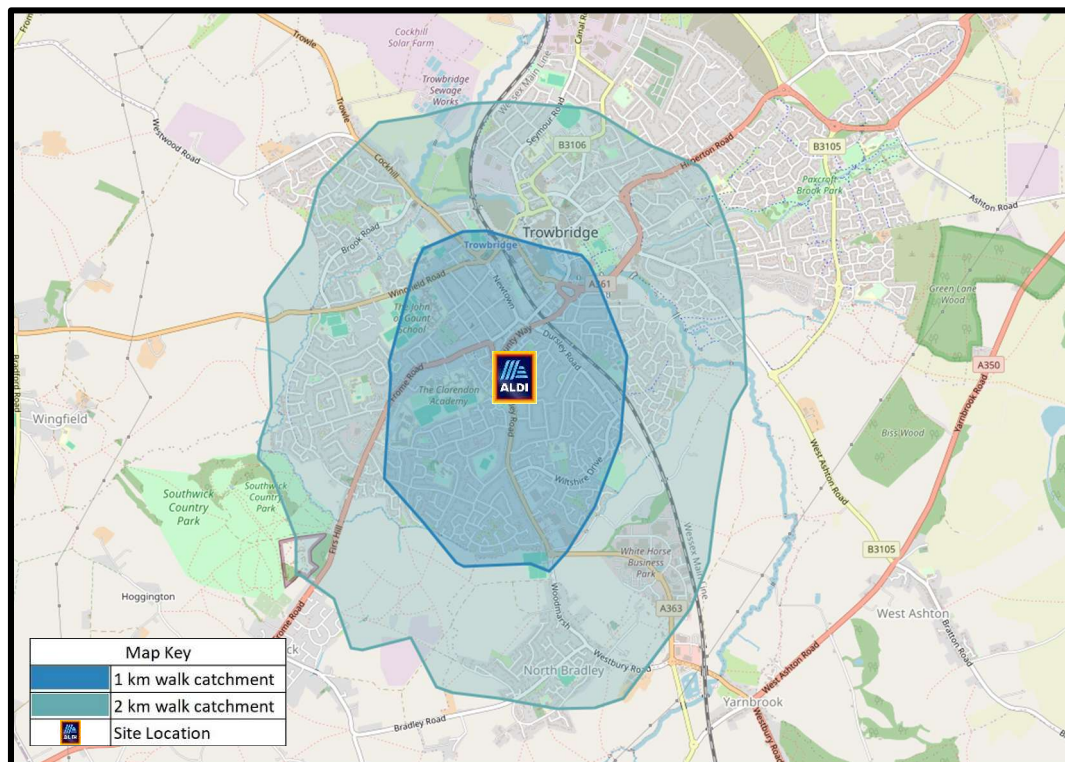
*"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".*

- 2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

*"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."*

- 2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment. For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for work-based / commuting trips, people are likely to be prepared to walk further.
- 2.2.6 Based on walking distances of 800m and 2km, the indicative walking catchments of the Site are shown at Figure 2.1 below. These have been shown as 1km and 2km isochrones.

**Figure 2.1 – Indicative 1km and 2km Walk Catchments**



Source: Openrouteservice

- 2.2.7 The walk catchments above indicate that there are a number of residencies within the 1km and 2km walk distances, typical of a location close to a town centre. Openrouteservice indicates that within the 1km catchment there is a population is 12,675 and with the 2km catchment the population is over double at 28,563. This means that there is a substantial pool of staff and a large walk-in catchment to the store.
- 2.2.8 Locally, the A363 Bradley Road has footway on either side. To the north, the A363 Bradley Road heads into Trowbridge town centre which is approximately 1km or 13 minutes distant on foot. Side road crossings are supplemented with tactile paving and dropped kerbs where necessary.
- 2.2.9 To the south, the A363 Bradley Road heads to the peripheries of Trowbridge, which are also approximately 1km distant. Again, the walk to/from the south is well catered for with footway provision.
- 2.2.10 A pedestrian island is located on the on the A363 Bradley Road, approximately 45m north of the site access. This allows pedestrian to cross the A363 Bradley Road on a lane-by-lane basis.
- 2.2.11 A dedicated pedestrian route is provided to the store, as shown at Figure 2.2

**Figure 2.2 – Pedestrian route In & Out of Aldi Store.**



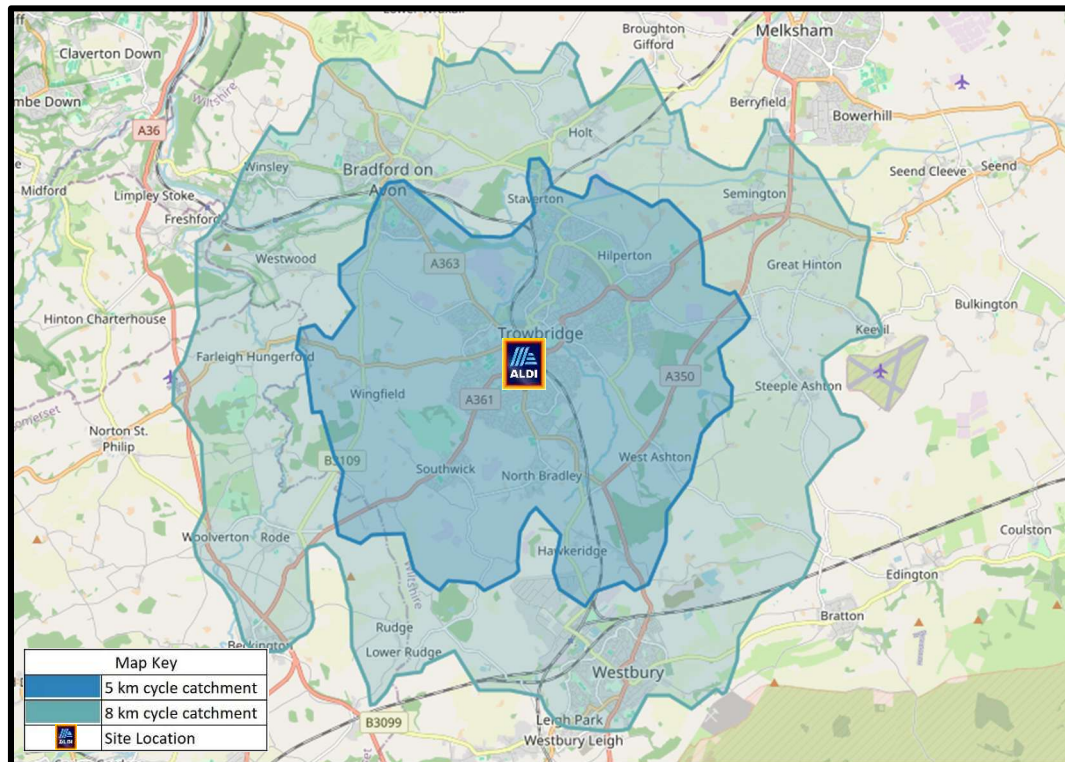
*Source: Google Streetview*

- 2.2.12 A pedestrian island is provided across the mouth of the Aldi access junction, allowing those travelling on foot, in a north-south direction to cross the Aldi access on a lane-by-lane basis.
- 2.2.13 In light of the local pedestrian facilities, the Site is well connected to the local pedestrian network with opportunities for both employees and customers to make trips to the store on foot.

## **2.3 Access by Cycling**

- 2.3.1 The 2024 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.5.3km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are up to five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 8km.
- 2.3.2 Indicative cycle catchments are shown at Figure 2.3 below, being a 5km catchment (representing the 5.3km NTS average cycling distance) and an 8km catchment (being the distance of 80% of cycle trips).

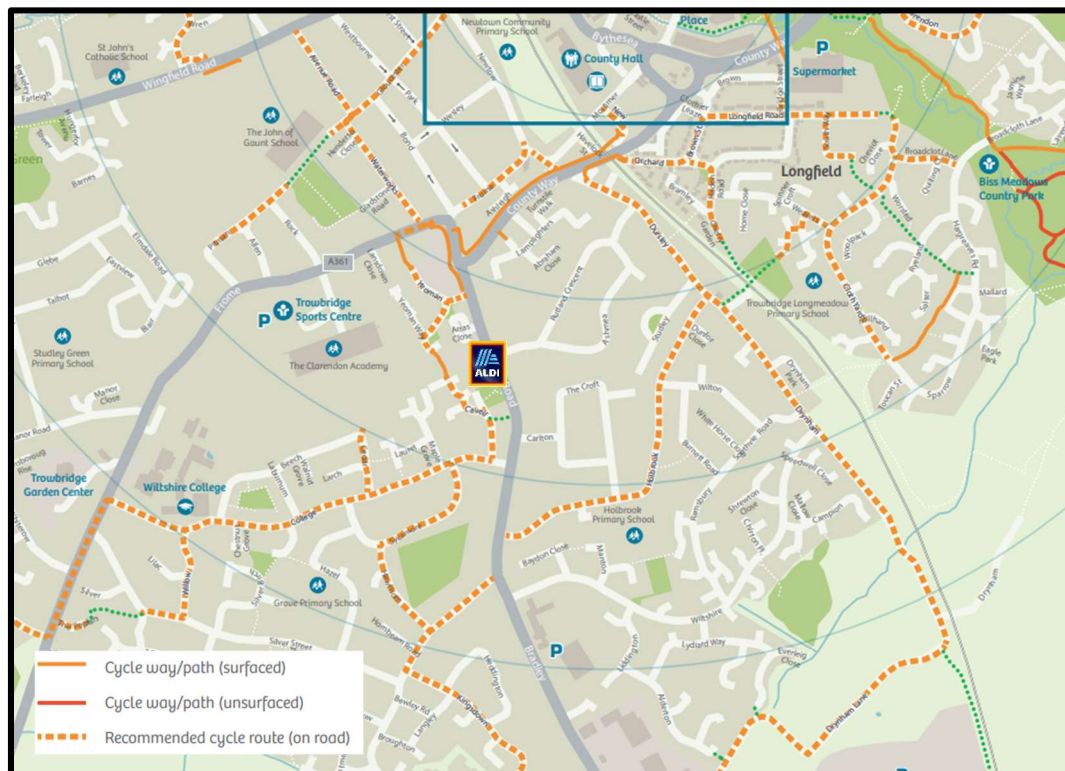
**Figure 2.3 – Cycle Catchment Area**



Source: Openrouteservice

- 2.3.3 The 5km cycle catchment includes all of Trowbridge as well as Hilperton to the northwest. The 8km cycle catchment extends the catchment to cover most of Westbury, to the south and all of Bradford-on-Avon, to the northwest. There is therefore a significant local population within cycling distance of the Site.
- 2.3.4 Figure 2.4 below, shows a local cycle map for the area immediately surrounding the site. The extract is taken from the Trowbridge cycle map available from Connecting Wiltshire.

**Figure 2.4 – Local Cycle Map**



Source: ConnectingWiltshire

- 2.3.5 Figure 2.4 shows how locally, cycle infrastructure and access by cycle is afforded via a series of formal cycleways (indicated by a solid orange line) and recommended cycle routes (indicated by a dashed orange line). Recommended cycle routes are often on quiet, lightly trafficked roads.
- 2.3.6 The nearest dedicated cycle infrastructure is to the north, on and within the vicinity of County Way. The infrastructure starts approximately 150m distant from the site and takes the form of a segregated footway/cycleway. The route provides convenient access to the centre of Trowbridge.
- 2.3.7 Considering that the roads local to the Site are urban in character, and that the local topography is generally gentle, and the presence of cycle infrastructure, there are realistic and viable opportunities for customers and employees to make trips by cycle.

## **2.4 Access by Bus**

- 2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.4.2 The nearest bus stops to the site are located on the A363 Bradley Road, between 100m and 130m distant from the site access. Separate northbound and southbound, on-road bus stops are provided. Both stops take the form of flag-and-pole stops with timetable information.
- 2.4.3 The bus stops and the walk routes to/from the Site are shown at Figure 2.5 below.

**Figure 2.5 – Bus Stop Location**



Source: Google Earth | Walk route denoted by dashed red line.

2.4.4 Table 2.1 below summarises the bus services available at the above bus stops. It is noted that services 67 and 77 have been omitted as they operate in the AM period only.

**Table 2.1 – Bus Service Details**

| Service | Route                | Approximate Peak Frequency / Period |                 |              |
|---------|----------------------|-------------------------------------|-----------------|--------------|
|         |                      | Monday - Friday                     | Saturday        | Sunday       |
| D1      | Bath - Warminster    | One per hour                        | One per hour    | --           |
| 87/87A  | Trowbridge – Bath    | Every two hours                     | Every two hours | --           |
| 49      | Devizes - Trowbridge | One per hour                        | One per hour    | One per hour |

2.4.5 Table 2.1 shows that there are regular and frequent buses between the Site and the local area. When considered in unison there is an average of 2.5 services per hour at any bus stop, Monday to Saturday.

2.4.6 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the Site is accessible by public transport.

## 2.5 Vehicular Access

2.5.1 The proposed development will be served from the existing junction used to serve the site. This junction takes the form of a priority T-junction formed with the A363 Bradley Road. The junction has a right turn lane for Aldi traffic.

- 2.5.2 The A363 Bradley Road, within the vicinity of the site access is nominally 9m wide, with northbound, southbound and right turn lanes each being nominally 3m wide.
- 2.5.3 The A363 Bradley Road is street lit and subject to a 30mph speed limit where it passes the site.
- 2.5.4 Approximately 200m to the north, the A363 Bradley Road meets the A361 County Way at a three arm mini roundabout. The A361 forms the northern and eastern arms of this roundabout with the A363 Bradley Road forming the southernmost arm. To the east, the A361 County Way heads through Trowbridge in doing so acting as the major east-west through road. The A363 provides access to the A350 to the east and in turn Melksham, some 7km to the northeast.
- 2.5.5 To the west, the A361 becomes the A361 Frome Road. The A361 Frome Road gives access to the southwestern side of Trowbridge as well as the village of Frome, some 10km to the southwest.
- 2.5.6 To the south of the site, the A363 Bradley Road heads out of Trowbridge, in doing so passing the Trowbridge Retail Park and the White Horse Business Park. These locations are nominally 1.6km distant from the site. The A363 meets the A350 some 2.5km to the southeast of the site, where it provides access to Westbury, to the south.
- 2.5.7 Figure 2.6 below shows the site in its local highway context

**Figure 2.6 – Highway Network**

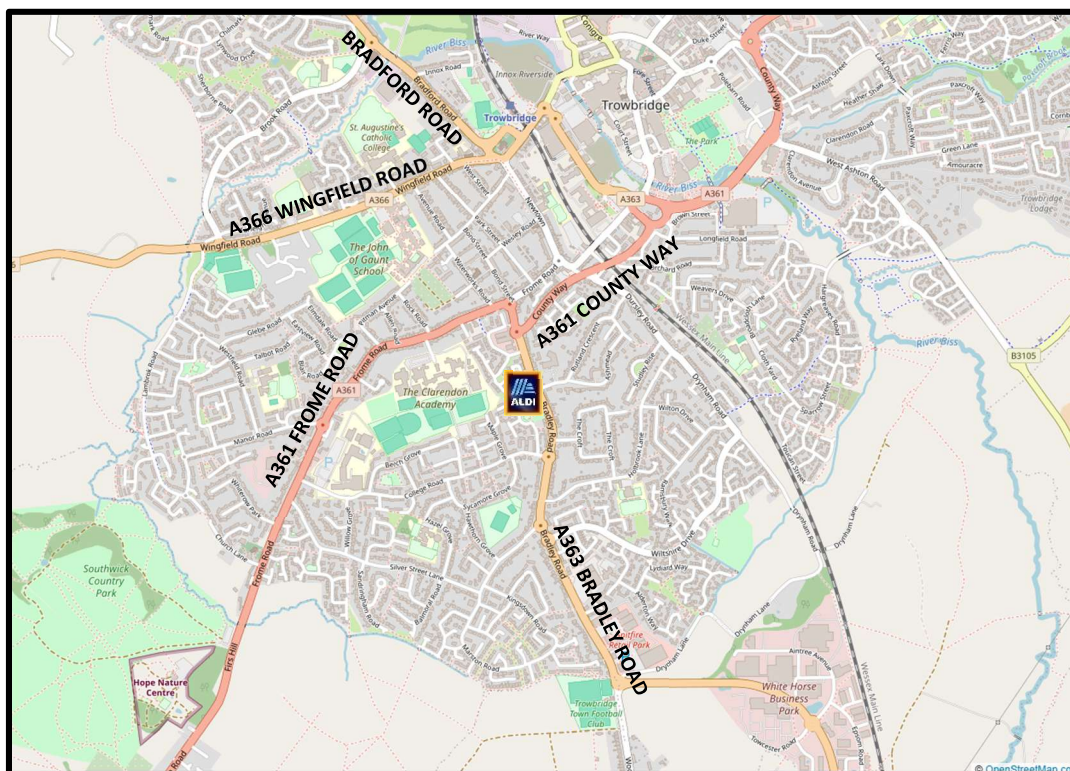


Image Source: OpenStreetMap.org

- 2.5.8 Overall, the Site has a prominent location in relation to the local road network from which it is readily accessible.

## 2.6 Existing Aldi – Arrival/Departure Traffic Flows

- 2.6.1 Aldi operate an automatic numberplate recognition system (ANPR) in order to limit the potential for car park misuse. The system can be interrogated to provide arrival/departure flows to the Aldi car park.
- 2.6.2 Table 2.2 below summarises arrival/departure flows to the car park over the period Monday 9<sup>th</sup> to Saturday 14<sup>th</sup> March 2026. The weekday is expressed as a five day average with the Saturday given as the actual recorded flows. The original data can be seen at Appendix 3.

**Table 2.2 – Arrival/Departure Flows to Aldi: Mon 9<sup>th</sup> to Sat 14<sup>th</sup> March 2026**

| Hr Start     | Weekday Average |        |       | Saturday |        |       |
|--------------|-----------------|--------|-------|----------|--------|-------|
|              | Arrive          | Depart | Total | Arrive   | Depart | Total |
| <b>07:00</b> | 10              | 5      | 16    | 9        | 2      | 11    |
| <b>08:00</b> | 47              | 31     | 78    | 65       | 48     | 113   |
| <b>09:00</b> | 87              | 75     | 162   | 91       | 85     | 176   |
| <b>10:00</b> | 107             | 101    | 208   | 94       | 89     | 183   |
| <b>11:00</b> | 109             | 108    | 218   | 122      | 117    | 239   |
| <b>12:00</b> | 119             | 122    | 241   | 100      | 103    | 203   |
| <b>13:00</b> | 100             | 103    | 204   | 127      | 115    | 242   |
| <b>14:00</b> | 107             | 111    | 217   | 124      | 124    | 248   |
| <b>15:00</b> | 103             | 101    | 204   | 133      | 131    | 264   |
| <b>16:00</b> | 110             | 112    | 222   | 128      | 137    | 265   |
| <b>17:00</b> | 112             | 115    | 227   | 111      | 122    | 233   |
| <b>18:00</b> | 84              | 91     | 174   | 96       | 102    | 198   |

- 2.6.3 Table 2.2 shows how in the traditional AM peak hour of 08:00-09:00 there are 78, two-way vehicle movements at the site. In the traditional PM peak hour of 17:00-18:00, there are 227, two-way vehicle movements.
- 2.6.4 On a Saturday the peak hour is typically concentrated around 12:00-13:00. On the Saturday, 203 two-way vehicle movements are recorded.

## 2.7 Existing Aldi – Car Parking Utilisation

- 2.7.1 The above table and the original survey data at Appendix 3 can be extrapolated to show car park utilisation over the day. Car park utilisation over the day, expressed as a percentage based on 112 car parking spaces can be seen at Table 2.3

**Table 2.3 – Car Park Utilisation (March 2026) - 112 Spaces**

| Hr Start | Weekday | Saturday |
|----------|---------|----------|
| 07:00    | 7%      | 10%      |
| 08:00    | 22%     | 25%      |
| 09:00    | 34%     | 30%      |
| 10:00    | 39%     | 35%      |
| 11:00    | 40%     | 39%      |
| 12:00    | 37%     | 37%      |
| 13:00    | 34%     | 47%      |
| 14:00    | 31%     | 47%      |
| 15:00    | 32%     | 49%      |
| 16:00    | 30%     | 41%      |
| 17:00    | 27%     | 31%      |
| 18:00    | 21%     | 26%      |

2.7.2 Table 2.3 shows how the maximum accumulation of the Aldi car park, at any one time is 49%. This would equate to approximately 55 occupied spaces and 57 unoccupied spaces

## 2.8 Road Safety Review

2.8.1 Publicly available official collision records include collisions which resulted in a personal injury and which were reported to the police. The data does not include details of damage-only collisions or those which were not reported to the police.

2.8.2 Personal-injury collisions are classified by the police as one of either 'Slight', 'Serious' or 'Fatal'. Where more than one personal injury occurs, the classification is determined by the most serious. A description of each classification is provided in the DfT publication Instructions for the Completion of Road Accident Reports dated October 2004, summarised below:

### Slight:

- Sprains, not necessarily requiring medical treatment
- Neck whiplash injury
- Bruises
- Slight cuts
- Slight shock requiring roadside attention.
- (Persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment).

Serious:

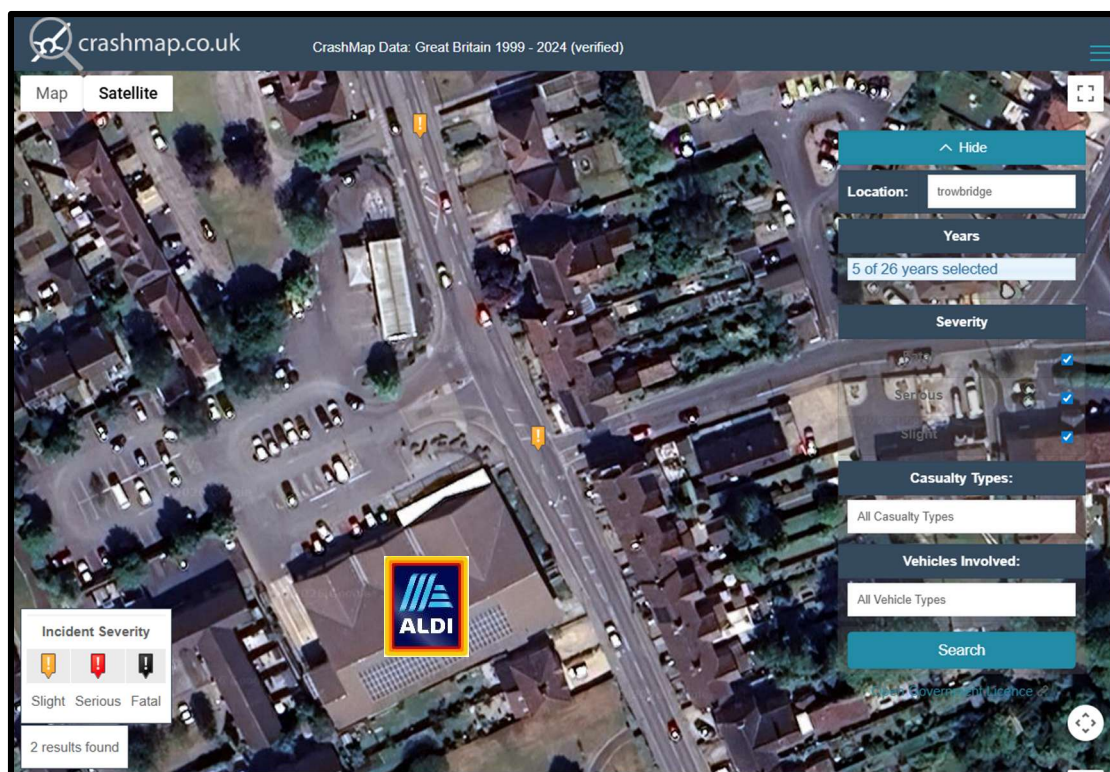
- Fracture
- Internal injury
- Severe cuts
- Crushing
- Burns (excluding friction burns)
- Concussion
- Severe general shock requiring hospital treatment
- Detention in hospital as an in-patient, either immediately or later
- Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.

Fatal:

- 'Fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.

2.8.3 Personal injury collision data has been obtained from Crashmap for the area within the immediate vicinity of the site access for the most recent five-year period which covers 2020 – 2024. The locations and severity levels of the recorded collisions are shown at Figure 2.7 below.

**Figure 2.7 – Local Collision Map – 5 year.**



Source: Crashmap.

- 2.8.4 Figure 2.7 shows how there have been two collisions in a five year period, within the vicinity of the site access. Both collisions were recorded as slight.
- 2.8.5 The two collisions are separate and distant from one another and both were recorded over a period of five years. Hence, each location has sustained one slight collision every five years.

## **2.9 Section Conclusion**

- 2.9.1 The Site is surrounded by a pedestrian network that includes crossing facilities and a residential catchment within walking distance.
- 2.9.2 The area local to the Site is conducive to cycling, with a wide range of services and amenities within cycling distance, and there are good opportunities for staff and customers to cycle.
- 2.9.3 The bus stops local to the Site are served by frequent bus services, which provide access to and from a variety of destinations.
- 2.9.4 The proposal site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 2.9.5 Overall, the site has a good level of accessibility by all relevant transport modes, thereby complying with national and local transport planning policy including the vision of the proposed development.

### **3.0 PROPOSED DEVELOPMENT**

#### **3.1 Development Proposals**

- 3.1.1 The development proposals are shown on the plan provided at Appendix 2. The proposals are for the extension of the existing Aldi foodstore, increasing the floor area by 277sq.m. (from 1,396sq.m. to 1,673sq.m.). This represents an increase in floor area of approximately 20%.
- 3.1.2 The extension is delivered by extending the store frontage to the north, into the car park. This necessitates some localised car park reconfiguration.
- 3.1.3 Access to the site by all modes of travel will be unchanged and will continue to be from the A363 Bradley Road.
- 3.1.4 Car parking will be reduced by four car parking spaces from 112 to 108. The composition of the car parking is as follows:-
- 89 standard car parking spaces
  - 4 disabled car parking spaces,
  - 7 parent and child car parking spaces
  - 8 'active' electric vehicle car parking spaces.
- 3.1.5 A total of five Sheffield stands will be provided, allowing up to ten cycles to be stored.

#### **3.2 Proposed Site Access Arrangements**

- 3.2.1 No alterations are proposed to either the existing vehicular or separate, existing pedestrian accesses formed with the A363 Bradley Road.
- 3.2.2 There will be some slight internal reconfiguration of the site car park to accommodate the extension. This reconfiguration is mainly in two areas:
- Relocation of the four disabled car parking spaces along the store frontage. The spaces will be repositioned approximately 5m north of their current location. Their prime positioning across the store frontage will be retained.
  - Reconfiguration of the existing, inefficient 'single row' car parking bays such that they become the more standard and more space efficient 'double row' car parking bays.
- 3.2.3 The above changes can be seen Appendix 2.

#### **3.3 Vision Splays**

- 3.3.1 As there is no change to the existing site access formed with the A363 Bradley Road, there is no change to existing visibility splays at the junction.

#### **3.4 Deliveries / Servicing**

##### Aldi Deliveries

- 3.4.1 An Aldi store typically receives an average of three to four HGV deliveries per day. Three articulated HGV deliveries per day come from the Regional Distribution Centre (RDC) and there is one delivery per day of milk by a local supplier, usually using a medium sized goods vehicle.

- 3.4.2 Daily deliveries of milk, bread and morning fresh produce are received prior to, or as early as possible after, the store opening in the morning, and are delivered by one Aldi HGV and one milk delivery vehicle.
- 3.4.3 In addition to goods deliveries, each store has 1-2 collections of General Waste and Animal By-products per week.
- 3.4.4 Aldi stores have a cardboard bailer within the warehouse, and all cardboard packaging is bailed. Together with any plastics as required for recycling, this is then back loaded to the RDC with each Aldi HGV.
- 3.4.5 Aldi operate a closely managed servicing arrangement for each of its stores. The Aldi articulated service vehicle is able to carry frozen, chilled and mixed goods assembled at Aldi's RDC, enabling the potential to reduce journeys and vehicle kilometres compared to separate deliveries, thus providing an efficient servicing regime.
- 3.4.6 Aldi operates its own fleet of dedicated vehicles and drivers. Aldi HGVs are driven and operated by the dedicated Aldi driver.
- 3.4.7 The Aldi store warehouse has been designed as a result of years of experience to hold enough stock to prevent unnecessary deliveries, but is also of efficient size to ensure the freshest possible products and to prevent over-stocking. The efficient stock holding in their stores further reduces the need for multiple daily deliveries.
- 3.4.8 Stores are constructed with a delivery ramp, sheltered canopy and dock leveller system which means products can be unloaded without any external activity, such as forklift trucks, scissor lifts or cages, and in less than half the time were these facilities not provided. The usual time for unloading an Aldi HGV is 30 - 60 minutes.
- 3.4.9 During unloading, the back of the vehicle body is at the shop floor level, enabling the driver to wheel pre-packed pallets directly from the HGV to the dedicated storage area within the store. The delivery system is extremely efficient.
- 3.4.10 All Aldi vehicles are equipped with Reversing Cameras and Audible Warning Systems enabling the driver and customers to be aware of the reversing vehicle. Where required, a trained Pedestrian Marshal is utilised by the store to guide pedestrians in a safe manner whilst a service vehicle is manoeuvring.
- 3.4.11 HGV access to the service area has been designed to accommodate the required turning manoeuvres of the largest service vehicle (FTA 16.5m articulated goods vehicle). The service vehicle will drive forwards into the site, reverse into the service ramp and then drive out forwards to exit the site.

#### Proposed Deliveries / Servicing Access Arrangements

- 3.4.12 The development proposals do not result in any significant change to the location, shape or size of the service area. However the car park reconfiguration changes the routing of service vehicles through the car park and minor changes to the immediate entry to the service bay, from within the car park.
- 3.4.13 The proposed site layout, including the reconfigured car park has been assessed for goods and refuse vehicle manoeuvres based on a 16.5m articulated truck. A drawing of the swept path assessment is provided at Appendix 4.
- 3.4.14 The track plots show that the route through the site is satisfactory and that service vehicles will be able to manoeuvre within the site, enabling them to arrive and depart in forward gear.

### 3.5 Car and Cycle Parking

#### Car Parking

- 3.5.1 The proposed development provides a total of 108 car parking spaces, broken down as follows:
- Standard Car Parking 89 Spaces
  - Disabled parking: 4 spaces.
  - Parent and Child parking: 7 spaces
  - Electric Active Vehicle parking: 8 spaces
- 3.5.2 Planning Policy indicates a maximum provision of 1 car parking space per 15.55sq.m. Based on a store of 1,673sq.m up to 108 standard car parking spaces can be provided. A total of 108 car parking spaces are provided, hence provision is policy compliant.
- 3.5.3 With regards disabled provision this is indicated as being 6%, which, based on 108 spaces, would be 6.48 spaces. A total of 4 disabled car parking space are provided which equates to a ratio of 3.7%. The existing arrangement provides 4 disabled spaces for a 112 space car park which equates to 3.5% and therefore the proposal provides an increase in the proportion of parking spaces which are marked for blue badge holders.
- 3.5.4 On cycle parking, a total of 10 cycle parking spaces are provided. This is the level currently provided by the Aldi store and in the experience of Aldi has been a suitable and appropriate level. Given, as will be seen the *de-minimis* increase in vehicle trips (and hence by projection trips by cycle) the existing level of cycle provision is being retained.

### 3.6 Section Conclusion

- 3.6.1 The proposed site access junction is unchanged over existing. Similarly, pedestrian access arrangements onto the A363 Bradley Road are also unchanged over existing
- 3.6.2 Swept path analysis shows that the access arrangements and layout of the proposed development, including the reconfigured car park are suitable for the largest vehicles that are expected to use the site.
- 3.6.3 The proposed on-site parking is provided in broad accordance with the local parking standards.
- 3.6.4 The proposal therefore accords with the *Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy*. of the adopted local plan and with paragraphs 109, 112 and 113 of the NPPF. This includes complying with the vision of the proposed development.

## 4.0 TRAFFIC ASSESSMENT

### 4.1 Introduction

- 4.1.1 This section of the report outlines a methodology by which the level of trips to the proposed extension can be quantified and the overall effect ascertained.
- 4.1.2 The effect on car parking and road safety also considered.

### 4.2 Change in Trips and Trip Effect.

- 4.2.1 Section 2.6 outlines the typical level of trips to and from the existing Aldi.
- 4.2.2 The proposed development results in a change in floor area of 277sq.m. (from 1,396sq.m. to 1,673sq.m. or an overall floorspace increase of 20%.
- 4.2.3 As noted however, this increase in floor area is not anticipated to transfer directly into an increase in trips.
- 4.2.4 The range of goods offered by Aldi is comparatively fixed, and increased floorspace does not materially alter this range of goods. The provision of a larger store typically results in wider store aisles a greater level of stock being offered for sale, as opposed to a wider range of goods.
- 4.2.5 A greater level of stock on the shopfloor means that less frequent stock replenishment is necessary.
- 4.2.6 In addition, it is reasonable to assume that the population catchment of the store is relatively fixed; provision of a larger store does not increase the catchment proportionally. If the catchment is relatively fixed, the number of trips to the store is not likely not alter in proportion to the floor area.
- 4.2.7 To allow for the fact that a change in floor area is not expected to correlate directly to a change in trips, the level of trips will be assumed, conservatively, to increase by 10% or half of the total floor area increase.
- 4.2.8 Considering only the arrival/departure traffic flows from the traditional weekday AM, PM and Saturday midday periods given in Table 2.2, Table 4.1 summarises the uplift in trips at the site, attributable to the extension only.

**Table 4.1 – Uplift in trips attributable to extension**

| Period                 | Increase in trips (+10% over existing) |        |       |
|------------------------|----------------------------------------|--------|-------|
|                        | Arrive                                 | Depart | 2-Way |
| <b>AM 08:00-09:00</b>  | +5                                     | +3     | +8    |
| <b>PM 17:00-18:00</b>  | +11                                    | +12    | +23   |
| <b>SAT 12:00-13:00</b> | +10                                    | +10    | +20   |

- 4.2.9 Table 4.1 shows how the increase in trips attributable to the extension is small. In the AM period the increase amounts to just 8 vehicle trips in the hour or 1 vehicle movement every 7-8 minutes. This would be wholly unnoticeable against existing traffic flow levels.
- 4.2.10 The increase in trips in the weekday PM and Saturday midday periods is similar at around 20 to 23 vehicles per hour. Taking the higher level of 23 vehicles, this would amount to one additional vehicle through the site access, in any direction, every 2 to 3 minutes

- 4.2.11 A change in trips of this order is considered to be negligible and would not be material to the operation of the junction. The scale of impact falls well below typical transport planning thresholds that would trigger the need for detailed junction capacity modelling. A change of 30 vehicles has historically been used as a starting threshold for the most basic level of assessment. It is therefore reasonable to conclude that no further detailed assessment is required as the change in trips attributable to the extension is not material.

### 4.3 Change in Car Parking Use: Parking Assessment

- 4.3.1 Table 2.3 shows car park utilisation over a typical week. Peak, outright utilisation is 49%.
- 4.3.2 The proposed car park is slightly smaller at 108 spaces and the assessment assumes a 10% increase in trips.
- 4.3.3 Table 4.2 reworks the car parking arrival/departure flows given at Appendix 3 to allow for the 108 spaces and +10% trip increase.

**Table 4.2 – Car Park Utilisation 108 Spaces & +10% trip uplift.**

| Hr Start | Weekday | Saturday |
|----------|---------|----------|
| 07:00    | 8%      | 11%      |
| 08:00    | 24%     | 28%      |
| 09:00    | 37%     | 33%      |
| 10:00    | 42%     | 38%      |
| 11:00    | 44%     | 43%      |
| 12:00    | 41%     | 40%      |
| 13:00    | 38%     | 52%      |
| 14:00    | 34%     | 52%      |
| 15:00    | 35%     | 54%      |
| 16:00    | 33%     | 45%      |
| 17:00    | 30%     | 34%      |
| 18:00    | 23%     | 28%      |

- 4.3.4 Table 4.2 shows how peak car park accumulation is 60%. For a 108 space car park this would result in 43 unoccupied spaces.
- 4.3.5 The car park therefore provides sufficient capacity based on the survey data.

### 4.4 Section Conclusions

- 4.4.1 The proposed development has been assumed to give rise to a 10% increase in trips, over existing. This gives rise to an immaterial change in trips at the site access junction.
- 4.4.2 Combining the 10% reduction in trips with the slightly smaller 108-space car park results in a maximum car park utilisation of 60%, meaning there would be ample spare capacity.
- 4.4.3 The proposal therefore does not conflict with Paragraph 116 of the NPPF.

---

## **5.0 JUNCTION CAPACITY ASSESSMENT**

### **5.1 Introduction**

- 5.1.1 The assessment in Section 4.0 identifies that the net traffic effect of the proposed development is negligible at the site access
- 5.1.2 On this basis, no detailed assessment of either the site access junction or nearby junctions is warranted.

### **5.2 Effect on Road Safety**

- 5.2.1 Section 2.8 reviews the collision records from the most recent five years available. It concludes that there does not appear to be any particular pattern of collisions.
- 5.2.2 The net traffic effect of the development is also negligible. On this basis, there is no reason for the development to have any material effect upon road safety, and no material worsening of collisions.

### **5.3 Section Conclusions**

- 5.3.1 The traffic and trip effect of the development is negligible.
- 5.3.2 The development is not anticipated to have any material effect upon road safety.
- 5.3.3 The proposed development complies with the NPPF vision led approach. Overall therefore, the traffic effect of the proposed development is acceptable.

## **6.0 SUMMARY AND CONCLUSIONS**

### **6.1 Summary**

- 6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Aldi Foodstores Ltd in relation to a proposed extension at their existing foodstore store located off the A363 Bradley Road in Trowbridge.
- 6.1.2 The proposal is for the extension of the existing Aldi foodstore. The extension will increase the floor area by 277sq.m. (from 1,396sq.m. to 1,673sq.m.). A total of 108 car parking space are provided.
- 6.1.3 The Site is surrounded by a pedestrian network that includes footway provision and crossing facilities. There is a good residential catchment within walking distance.
- 6.1.4 The area local to the Site is conducive to cycling, and there are good opportunities for customers and employees to cycle to the store.
- 6.1.5 The bus stops local to the Site are served by frequent bus services, which provide access to and from a variety of destinations.
- 6.1.6 The proposal site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 6.1.7 Overall, the Site has a good level of accessibility by all relevant transport modes in line with the development's vision.
- 6.1.8 The proposed extension results in a 277sq.m. increase in floor area. 108 car parking spaces will be provided.
- 6.1.9 The existing vehicular site access junction and pedestrian access onto the A363 Bradley Road will remain unchanged. There will be localised reconfiguration of the car park to accommodate the extension.
- 6.1.10 Swept path analysis shows that the access and car park layout of the Site are suitable for the largest vehicles that are expected to use the site.
- 6.1.11 The extension has been assumed to result in a +10% increase in vehicle trips. Existing trips to the site have been quantified and the increase applied to existing site trips.
- 6.1.12 The actual increase in vehicle numbers has been shown to be minimal and is likely to be imperceptible at the site access. The increase in trips attributable to the extension is below typically used thresholds of +30 vehicles per hour.
- 6.1.13 The recorded parking demand at this site indicates maximum car park utilisation of 54%. Post development, the 108 space car park would have a maximum utilisation of 60%. The car park would operate within capacity, post development.
- 6.1.14 There does not appear to be any particular pattern within the recent collision records, and the effect of the proposed development traffic is not likely to materially worsen the occurrence or materially affect the pattern of collisions in the vicinity of the site access.

### **6.2 Conclusions**

- 6.2.1 The proposed development has been shown to have to have a *de-minimis* traffic effect and hence is considered to be acceptable in traffic and transport terms.

## **APPENDIX 1 – PROPOSED SITE LAYOUT**



DRAWING NOTES:

Denotes application boundary

MATERIALS

- Tarmac
- Paving slabs
- Concrete
- Bark chippings
- Slate chippings
- Brick pavers
- Soft landscaping

Tree canopy and RPA to Bowland Tree Consultancy details

Tree to be removed

PROPOSED PARKING

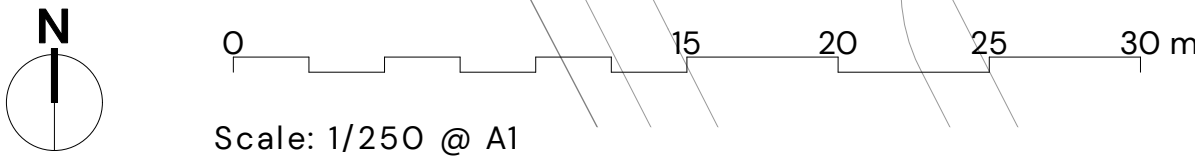
- Total site spaces – 108no. spaces
- Standard spaces – 89no. spaces
- Accessible spaces – 4no. spaces
- Parent child spaces – 7no. spaces
- Active EVCP spaces – 8no. spaces
- Cycle parking – 5no. sheffield hoops for 10 no. bikes

PROPOSED WORKS

- A New front of store extension
- B New roof top access steps
- C New retaining wall at back of footpath for new entrance area
- D Existing steps wall and handrail adapted
- E New overhead canopy and trolley bay
- F New cycle hoops
- G Potential DRS location
- H New active EVCP spaces
- I New bank of parking spaces
- J New front of store parking and hard landscaping
- K Adapted landscaping and parking spaces
- L Trees to be removed to allow HGV tracking to be straightened.
- M Tree to be removed for EV post – subject to Bowland Tree Consultancy input

Drawing based on topographical survey by Berry Geomatics

ALDI Foodstore  
Refer to drg. 1301 for details of existing layout



Scale: 1/250 @ A1



**Kendall Kingscott**  
Glentworth Court, Lime Kiln Close,  
Stoke Gifford, Bristol, BS34 8SR  
+44 (0)117 931 2062  
www.kendallkingscott.co.uk

Project  
**Aldi Trowbridge, Bradley Road Store Extension**  
Client  
**Aldi Stores Ltd**

Date  
**Feb 2026**  
Scale  
**1:250**  
Filename  
**250393.vwn**  
Drawn  
**EP**  
Checked  
**MW**  
Purpose/Status  
**PLANNING**  
Paper Size  
**ISO A1**

P08 24/03/2026 EA MW Boundary amendment.  
P07 23/03/2026 EA MW SS and red line amended.  
Rev Date By Ap Note

Drawing Title  
**Proposed Site Plan**

Project Number/Drawing Number  
**250393-1300**  
Check all dimensions and levels on site

Revision  
**P08**  
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## **APPENDIX 2 – EXISTING SITE LAYOUT**



DRAWING NOTES:

Denotes application boundary

MATERIALS

- Tarmac
- Paving slabs
- Concrete
- Bark chippings
- Slate chippings
- Brick pavers
- Soft landscaping

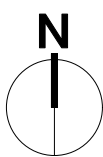
Tree canopy and RPA to Bowland Tree Consultancy details

EXISTING PARKING

- Total site spaces – 112 no. spaces
- Standard spaces – 102no. spaces
- Accessible spaces – 4no. spaces
- Parent child spaces – 6no. spaces
- Cycle parking – 5no. sheffield hoops for 10 no. bikes

Drawing based on topographical survey by Berry Geomatics

ALDI Foodstore  
Refer to drg. 1200 for details of existing layout



0 15 20 25 30 m

Scale: 1/250 @ A1



**Kendall Kingscott**  
Glentworth Court, Lime Kiln Close,  
Stoke Gifford, Bristol, BS34 8SR  
+44 (0)117 931 2062  
www.kendallkingscott.co.uk

Project  
**Aldi Trowbridge, Bradley Road  
Store Extension**  
Client  
**Aldi Stores Ltd**

|          |            |         |    |                |          |
|----------|------------|---------|----|----------------|----------|
| Date     | Feb 2026   | Drawn   | EP | Purpose/Status | PLANNING |
| Scale    | 1:250      | Checked | MW | Paper Size     | ISO A1   |
| Filename | 250393.vwx |         |    |                |          |

P03 24/03/2026 EA MW Site area amendment.  
P02 11/03/2026 EA MW Tree information added.  
Rev Date By Ap Note

Drawing Title  
**Existing Site Plan**

Project Number/Drawing Number  
**250393-1050**  
Check all dimensions and levels on site

Revision  
**P03**  
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## **APPENDIX 3 – ARRIVAL/DEPARTURE DATA: ALDI TROWBRIDGE**



## Vehicle Entrance and Exit Times Report

Company: ALDI

Vehicles that entered OR exited the carpark between: 09 Mar 2026 and 14 Mar 2026 23:59:59

'Exempt' and 'Non Exempt' vehicles are shown in results

Date Report Ran: 19 Mar 2026 11:07:59

FOR EXTERNAL USE

| Week Commencing: | 09/03/2026 |      |       | 10/03/2026 |      |       | 11/03/2026 |      |       | 12/03/2026 |      |       | 13/03/2026 |      |       | 14/03/2026 |      |       |
|------------------|------------|------|-------|------------|------|-------|------------|------|-------|------------|------|-------|------------|------|-------|------------|------|-------|
|                  | Monday     |      |       | Tuesday    |      |       | Wednesday  |      |       | Thursday   |      |       | Friday     |      |       | Saturday   |      |       |
| Time Range       | In         | Out  | Total | In         | Out  | Total | In         | Out  | Total | In         | Out  | Total | In         | Out  | Total | In         | Out  | Total |
| 00:00 - 01:00    | 1          | 1    | 2     | 0          | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     | 1          | 1    | 2     |
| 01:00 - 02:00    | 0          | 0    | 0     | 1          | 0    | 1     | 0          | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     |
| 02:00 - 03:00    | 0          | 0    | 0     | 0          | 1    | 1     | 0          | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     |
| 03:00 - 04:00    | 0          | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     | 0          | 0    | 0     |
| 04:00 - 05:00    | 3          | 0    | 3     | 3          | 0    | 3     | 2          | 0    | 2     | 2          | 1    | 3     | 4          | 3    | 7     | 1          | 0    | 1     |
| 05:00 - 06:00    | 1          | 0    | 1     | 1          | 0    | 1     | 0          | 0    | 0     | 1          | 0    | 1     | 1          | 0    | 1     | 1          | 0    | 1     |
| 06:00 - 07:00    | 1          | 1    | 2     | 2          | 0    | 2     | 1          | 0    | 1     | 1          | 1    | 2     | 1          | 1    | 2     | 3          | 1    | 4     |
| 07:00 - 08:00    | 8          | 3    | 11    | 5          | 5    | 10    | 11         | 8    | 19    | 16         | 6    | 22    | 11         | 5    | 16    | 9          | 2    | 11    |
| 08:00 - 09:00    | 46         | 24   | 70    | 46         | 28   | 74    | 40         | 30   | 70    | 42         | 37   | 79    | 63         | 35   | 98    | 65         | 48   | 113   |
| 09:00 - 10:00    | 87         | 88   | 175   | 78         | 73   | 151   | 73         | 54   | 127   | 89         | 62   | 151   | 110        | 96   | 206   | 91         | 85   | 176   |
| 10:00 - 11:00    | 116        | 98   | 214   | 109        | 94   | 203   | 79         | 82   | 161   | 109        | 108  | 217   | 121        | 124  | 245   | 94         | 89   | 183   |
| 11:00 - 12:00    | 121        | 119  | 240   | 92         | 101  | 193   | 77         | 85   | 162   | 118        | 114  | 232   | 139        | 122  | 261   | 122        | 117  | 239   |
| 12:00 - 13:00    | 121        | 129  | 250   | 104        | 94   | 198   | 97         | 93   | 190   | 137        | 142  | 279   | 135        | 151  | 286   | 100        | 103  | 203   |
| 13:00 - 14:00    | 97         | 98   | 195   | 83         | 100  | 183   | 87         | 84   | 171   | 116        | 112  | 228   | 119        | 122  | 241   | 127        | 115  | 242   |
| 14:00 - 15:00    | 111        | 112  | 223   | 94         | 91   | 185   | 98         | 103  | 201   | 121        | 131  | 252   | 110        | 116  | 226   | 124        | 124  | 248   |
| 15:00 - 16:00    | 101        | 98   | 199   | 94         | 93   | 187   | 95         | 94   | 189   | 100        | 114  | 214   | 123        | 108  | 231   | 133        | 131  | 264   |
| 16:00 - 17:00    | 104        | 115  | 219   | 128        | 121  | 249   | 104        | 100  | 204   | 109        | 100  | 209   | 105        | 124  | 229   | 128        | 137  | 265   |
| 17:00 - 18:00    | 111        | 114  | 225   | 102        | 117  | 219   | 109        | 109  | 218   | 102        | 104  | 206   | 135        | 133  | 268   | 111        | 122  | 233   |
| 18:00 - 19:00    | 81         | 88   | 169   | 76         | 78   | 154   | 106        | 102  | 208   | 78         | 91   | 169   | 77         | 95   | 172   | 96         | 102  | 198   |
| 19:00 - 20:00    | 57         | 66   | 123   | 57         | 64   | 121   | 53         | 75   | 128   | 55         | 61   | 116   | 72         | 69   | 141   | 61         | 70   | 131   |
| 20:00 - 21:00    | 33         | 42   | 75    | 28         | 34   | 62    | 31         | 37   | 68    | 39         | 43   | 82    | 41         | 49   | 90    | 32         | 44   | 76    |
| 21:00 - 22:00    | 17         | 18   | 35    | 14         | 20   | 34    | 18         | 22   | 40    | 20         | 27   | 47    | 16         | 27   | 43    | 19         | 23   | 42    |
| 22:00 - 23:00    | 1          | 6    | 7     | 2          | 5    | 7     | 0          | 4    | 4     | 2          | 4    | 6     | 1          | 6    | 7     | 2          | 7    | 9     |
| 23:00 - 24:00    | 1          | 1    | 2     | 0          | 0    | 0     | 0          | 0    | 0     | 1          | 1    | 2     | 0          | 0    | 0     | 1          | 1    | 2     |
| Daily            | 1219       | 1221 | 2440  | 1119       | 1119 | 2238  | 1081       | 1082 | 2163  | 1258       | 1259 | 2517  | 1384       | 1386 | 2770  | 1321       | 1322 | 2643  |

## **APPENDIX 4 – HGV SWEPT PATH ANALYSIS**

