

HIGHGROVE GROUP (READING) LIMITED ON BEHALF OF PRZM REAL ESTATE AND ALDI STORES LIMITED

PROPOSED ALDI DISCOUNT FOODSTORE AND COFFEE DRIVE-THROUGH WITH EV CHARGING HUB, LONDON ROAD, DEVIZES

TECHNICAL NOTE 02 REV B

21ST AUGUST 2026

1.0 Introduction

- 1.1 Connect Consultants Limited (CCL) is a firm of transport planning and highway design consultants that have been instructed by Highgrove Group (Reading) Limited on behalf of PRZM Real Estate and Aldi Stores Limited in relation to their proposed discount foodstore and drive through unit with EV Charging Hub, located to the east of the A361 London Road, Devizes.
- 1.2 A planning application for the above development was submitted to Wiltshire Council (LPA reference PL/2026/01361). The application was supported by a Transport Assessment (TA), dated 23rd February 2026, and a Travel Plan (TP), also dated 23rd February 2026, both of which were produced by Connect.
- 1.3 Following submission, Wiltshire Council (WC), as the Local Highway Authority (LHA), issued a consultation response dated 21st April 2026 providing comments and seeking additional information in relation to highways matters.
- 1.4 CCL Technical Note 1 responded to the initial WC comments.
- 1.5 Further WC comments have been received, dated 17th July 2026 (received 30th July 2026), and this Technical Note 2 responds to the latest comments.
- 1.6 In the following sections, the salient comments raised by WC are quoted in blue following which Connect responses are provided in black text. This note follows the sequence of the WC response for ease of cross checking.

2.0 WC Comments and CCL Responses

2.1 "Wider Traffic Impact Modelling"

- 2.2 "Since the submission of this application there has been the submission of a Full Application for a McDonalds Drive through directly adjacent to this proposal. This application and the McDonalds will share the road network, and particularly the Horton Road roundabout. It is imperative that this application considers the cumulative impact of the adjacent development and as such I request the applicant to revise their previous Traffic modelling to assess the Horton Road roundabout taking into account the change to the committed development parameters."*

- 2.3 We note the request for sensitivity capacity analysis to include the forecast traffic effect of the proposed (and not yet permitted) McDonalds development immediately to the west of the proposal site. It should be recognised that this development does not currently have planning permission and so is not strictly a committed development at the time of writing this document.

2.4 Nevertheless, we have included the forecast McDonalds traffic effect, and run sensitivity junction modelling for the London Road / site access and the London Road / Horton Road roundabout.

2.5 The modelling results summaries are as follows:

Table 1 – London Road / Site Access Priority Junction

	AM			PM			Sat		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2031 Base + Committed Development + Aldi									
Stream B-C	0.0	6.03	0.02	0.1	7.11	0.12	0.2	6.94	0.15
Stream B-A	0.0	13.33	0.02	0.1	15.18	0.09	0.1	12.83	0.10
Stream C-AB	0.0	6.48	0.03	0.1	7.47	0.12	0.2	7.19	0.14
2031 Base + Committed Development + Aldi + Drive Thru									
Stream B-C	0.0	6.34	0.04	0.2	7.42	0.14	0.2	7.44	0.19
Stream B-A	0.0	13.63	0.05	0.1	15.87	0.12	0.2	13.74	0.15
Stream C-AB	0.1	6.69	0.07	0.2	7.66	0.14	0.2	7.60	0.19
2031 Base + Committed Development + Aldi + Drive Thru + McD									
Stream B-C	0.0	6.36	0.04	0.2	7.46	0.14	0.2	7.50	0.19
Stream B-A	0.1	13.75	0.05	0.1	16.17	0.13	0.2	13.99	0.15
Stream C-AB	0.1	6.71	0.07	0.2	7.70	0.14	0.2	7.65	0.19

2.6 The Stream labelling is the same as the previous iteration of the modelling: B-C is the left out of the site access arm, B-A is the right out of the site access arm, C-AB is the combined north eastbound along London Road ahead and right turn in to the site.

Table 2 – London Road / Horton Road Roundabout

	AM			PM			Sat		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 Surveyed Flows									
Arm 1	0.6	4.19	0.36	0.8	5.07	0.45	0.5	4.13	0.35
Arm 2	0.4	4.91	0.29	0.3	4.88	0.23	0.3	4.37	0.20
Arm 3	0.1	2.92	0.08	0.1	2.71	0.06	0.1	2.65	0.05
Arm 4	1.1	5.11	0.54	1.2	5.00	0.55	0.8	3.93	0.44
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base									
Arm 1	0.6	4.39	0.38	0.9	5.44	0.48	0.6	4.35	0.38
Arm 2	0.5	5.17	0.31	0.3	5.12	0.25	0.3	4.54	0.22
Arm 3	0.1	3.02	0.08	0.1	2.78	0.06	0.1	2.72	0.05
Arm 4	1.3	5.57	0.57	1.4	5.44	0.58	0.9	4.17	0.47
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base + Committed Development									
Arm 1	0.7	4.87	0.41	1.0	5.69	0.49	0.6	4.35	0.38
Arm 2	0.6	5.54	0.36	0.7	6.38	0.41	0.3	4.54	0.22
Arm 3	0.1	3.13	0.10	0.1	2.99	0.07	0.1	2.72	0.05
Arm 4	1.8	6.77	0.65	1.6	5.91	0.61	0.9	4.17	0.47
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base + Committed Development + Aldi									
Arm 1	0.7	4.89	0.42	1.1	6.05	0.53	0.7	4.66	0.43
Arm 2	0.6	5.57	0.36	0.7	6.64	0.42	0.3	4.70	0.23
Arm 3	0.1	3.15	0.10	0.1	3.04	0.07	0.1	2.78	0.05
Arm 4	1.8	6.91	0.65	1.7	6.13	0.62	1.0	4.36	0.49
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base + Committed Development + Aldi + Drive Thru									
Arm 1	0.7	4.94	0.42	1.1	6.14	0.53	0.8	4.75	0.44
Arm 2	0.6	5.60	0.36	0.7	6.69	0.42	0.3	4.75	0.23
Arm 3	0.1	3.16	0.10	0.1	3.07	0.07	0.1	2.80	0.06
Arm 4	1.9	6.97	0.65	1.7	6.17	0.63	1.0	4.43	0.50
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00
2031 Base + Committed Development + Aldi + Drive Thru + McD									
Arm 1	0.8	5.12	0.43	1.2	6.59	0.56	0.8	5.03	0.46
Arm 2	0.7	6.07	0.42	1.0	7.74	0.51	0.5	5.33	0.33
Arm 3	0.1	3.24	0.10	0.1	3.19	0.07	0.1	2.92	0.06
Arm 4	2.0	7.42	0.67	1.9	6.84	0.65	1.1	4.70	0.52
Arm 5	0.0	0.00	0.00	0.0	0.00	0.00	0.0	0.00	0.00

2.7 Arm 1 is London Road (N), Arm 2 is Horton Road, Arm 3 is Horton Avenue, Arm 4 is London Road (S), Arm 5 is the private road.

2.8 Based on the above results both junctions are forecast to operate within capacity in all the scenarios assessed.

2.9 *"Pedestrian Access across A road"*

- 2.10 *"I note that the applicant has proposed some changes to the pedestrian access to the site. This includes a change to the 3m footway along the A road and the introduction of two crossing points. The path now proceeds down the western side of the A road and crosses at a point closer to the Aldi store, with another crossing point introduced adjacent to the coffee shop. I am willing to accept the principle of an additional crossing point and understand the benefit this may bring. I can also confirm that all land required is within the highway. Within the Technical Note the applicant has provided a break down assessment of the pedestrian movements to and from the site. I am content with the approach which has been applied, including the data utilised and the modelling. I am accepting that the evidence provided appears to suggest that in theory a light controlled/formal crossing is not required.*
- 2.11 *However, it is agreed between all parties that the development will encourage pedestrian movements over a road network that currently has none and it is also agreed that the nature of an A road leads to an environment where pedestrians will feel particularly vulnerable. As such any pedestrian movement across this road will have safety implication for person themselves as well as being an uncomfortable undertaking, unless the traffic is controlled.*
- 2.12 *Therefore, I am insistent that the applicant must bring forward a controlled crossing for this development. I also point the applicant in the direction of the LCWHIP which secures the requirement as a principle of its findings.*
- 2.13 *Therefore, I insist that the applicant changes the southernmost crossing point into a TOUCAN crossing. Details of which should be provided for approval, including forward visibility and assessment of impact on vehicle movements."*
- 2.14 We note that the LCWIP identifies a strategic desire for a pedestrian and cycle route along London Road including a crossing.
- 2.15 We also note the highway authority's (and some local residents') desire for a signal controlled (TOUCAN) crossing located at the proposed position of the southwestern-most uncontrolled crossing (directly to the north of the Aldi store) shown on our latest highway layout plans. We also welcome the acceptance of the methodology and inputs to the analysis of potential pedestrian movements and vehicle flows which indicates that the proposed uncontrolled crossing would be suitable.
- 2.16 We would also like to note that the Stage 1 Road Safety Audit did not raise any issues in relation to the (previous iteration of the) proposed layout which also included an uncontrolled crossing, and since then user comfort has been improved by incorporating an offset of 2m between the footway and the carriageway edge, and the increase in width of the footway along (now the northern side of) London Road from 2m to 3.5m.
- 2.17 The 85th percentile vehicle speeds in the location of the southwestern-most uncontrolled crossing (approximately the location of ATC 1 presented in the TA) are approximately 47 mph northbound and 45 mph southbound which is significantly lower than the posted speed limit, thus providing further comfort on the appropriateness of the proposed uncontrolled crossing.
- 2.18 As a wider benefit, it would appear that the infrastructure proposed as part of this application would provide a significant contribution towards the (strategically) desired route improvements identified in the LCWIP, as well as directly meeting the access requirements for the development.

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- 2.19 On this basis, the applicant puts forward that the infrastructure shown on the current plans (i.e. uncontrolled pedestrian crossings) is sufficient for the proposal to be acceptable in planning terms, and reasonable (in aspects such as scale and kind).
- 2.20 As mentioned in the previous response (Connect Technical Note 01 revision A, dated 5th June 2026), it is understood that a significant CIL payment will be associated with the development, part of which could be used by Wiltshire Council to provide additional infrastructure such as a controlled crossing of London Road if the council wish.
- 2.21 *"Pedestrian Provision through the site"*
- 2.22 *"I am still not happy with the internal path arrangement. The internal paths must be a minimum of 3m in width, this has been previously requested and not yet shown. It is also imperative that pedestrians and cyclists have a recognised presence in the circulation of the site and expecting them to share a 1.8m path hemmed in between the site boundary and the store is not acceptable. It is also not ideal to have a path with defined 90 degrees bends. As such I ask the applicant to provide a defined dedicated routh through the front of the store for pedestrians and cyclists. This can be in the form of lining/change of colour surface but must be prominent in its environment."*
- 2.23 *"Where the path enters the site at crossing point (between parking bays) the path must maintain its 3m width and be defined on the ground. (a buffer of at least 0.5m either side should be provided, between car parking spaces and path). This is the same for the path at the coffee shop site, which currently appears to reduce form 3m to 2m. The path must be a consistent 3m with a defined route into the site."*
- 2.24 The consultation response mentions a "1.8m path hemmed in between the site boundary and the store" which could indicate the route to the east of the proposed Aldi building (i.e. around the back of the store), however this is not the proposal shown on the most recent site layout drawings (both the previous version included in CCL TN1 and the most recent version included at Appendix 1), given the fence shown on these drawings that is situated between the store and the eastern boundary to the south of the southern fire escape door.
- 2.25 The route through the Aldi portion of the site is to the west (in front of) the proposed building, and the intention for cycle movements through the Aldi portion of the site is that cyclists travelling through the Aldi part of the site could either travel in the aisles or potentially dismount if they prefer.
- 2.26 If it would alleviate WC's concerns for cyclists travelling through this section, then cycle a route could potentially be marked through the car park, perhaps similar to two advisory cycle lanes (one for each direction) along the centre of the aisle closest to the building and indicated by the coloured zones that have been added to the drawings included at Appendix 1. We welcome WC's thoughts on this feature.
- 2.27 The revised layout also includes widening of the path to 3m between the parking spaces from the Aldi to London Road, and also to 3m along the proposed route from London Road to the (outline) coffee shop site.
- 2.28 *"Parking"*
- 2.29 *"As part of the Technical Note the applicant has addressed my previous comments by adding additional spaces and also provided data in relation to how spaces are typically utilised by visitors to a superstore. They have also provided evidence to show that the number of spaces now provided mirrors the demand in other stores in similar locations and based on the information provided I am minded to accept that position."*
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2.30 We note WC's comments in relation to parking.

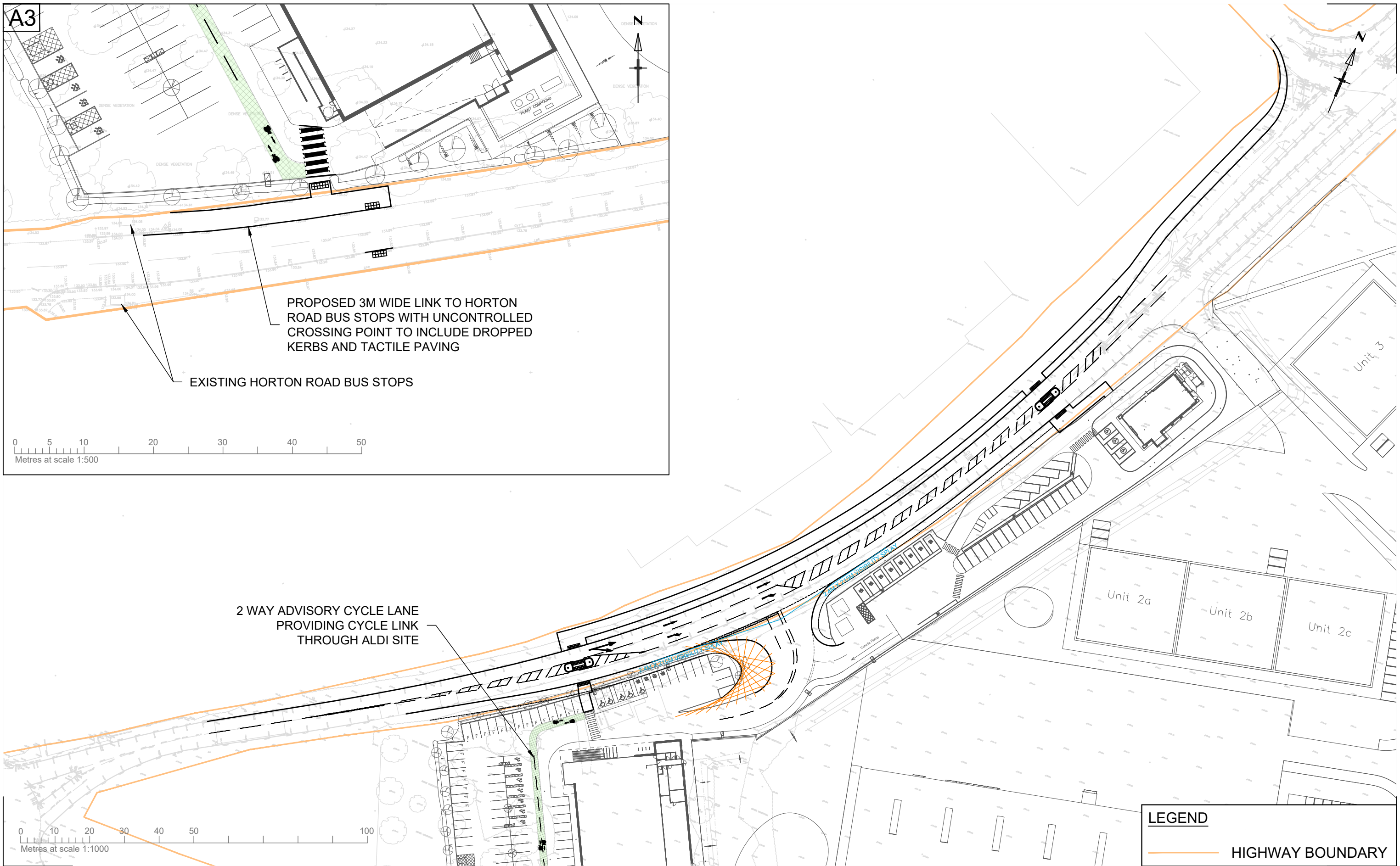
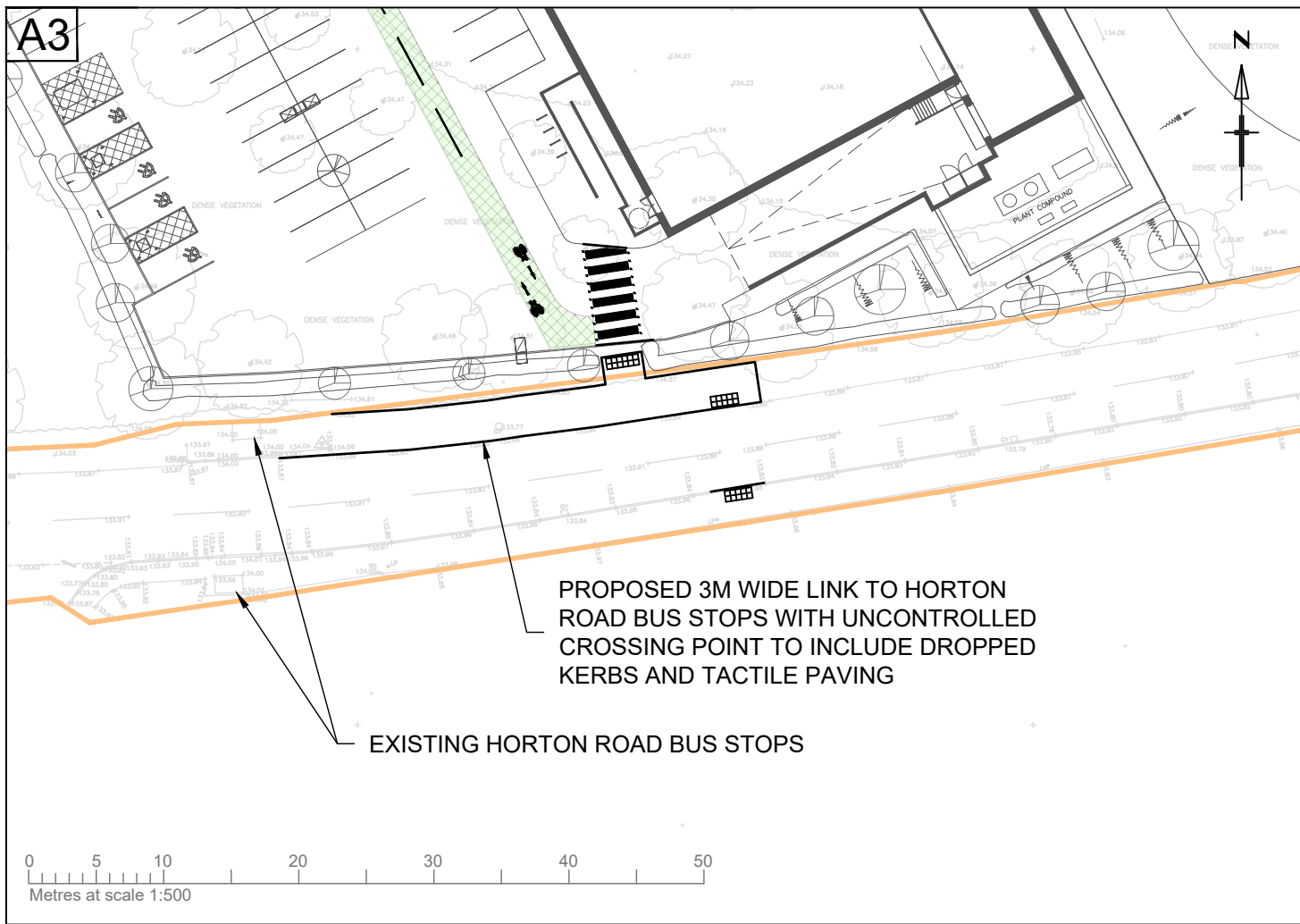
3.0 Conclusion

3.1 This Technical Note responds to WC's consultation response dated 17th July 2026 including revised site layout and revised highway drawing.

Appendices

Appendix 1 – Revised Highway Drawing

Appendix 1



LEGEND	
	HIGHWAY BOUNDARY

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			scale AS SHOWN	status PLANNING			
project PROPOSED DEVELOPMENT LONDON ROAD, DEVIZES			drawing number 240215-010	rev. H			

KEY

Area of outline application

Drive-Thru and EV charging hub

Existing trees

Proposed trees

Concrete

Tarmac/ Asphalt

Soft landscaping

Retaining structure

Denotes red brick retaining wall

NOTES

① New footpath from Hopton Industrial Park

② Site layout of proposed Drive-Thru

③ Site of planning approved commercial development (shown in outline)

④ Road widened to provide righthand-turn, in line with transport consultants drawings

⑤ New bellmouth entrance

⑥ Sub-stations

⑦ EV charging hub

⑧ The blue hatching is situated outside of the redline boundary for this planning application and shows an approximate overlay of an easement, based on the 1962 conveyance plan.

⑨ Horton Road bus stops

⑩ Extended footway from bus stop and new site access

⑪ New pedestrian ramped access into drive through site

⑫ New 1100mm red brick wall around sub-station

⑬ Designated two-way cycle route.

Note: Landscape design refer to Cambium Landscape Strategy

Note : Site boundary and levels are based on Topographical Survey by Berry Geometrics

Note: Arboricultural information refer to Tree Constraints Report by Bowland Tree Consultancy

Parking		
Aldi (2.5x5.0m)		
Standard	75	
Accessible	5	
Parent & Child	7	
EVCP	8	
Total Aldi		
95		
Outline application scheme (2.5x5.0m)		
Standard	23	
Accessible	3	
Motorcycle	4	
EVCP	8	
Total		
38		
Grand Total		
133		

PRZM

REAL ESTATE

ALDI

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Do not scale this drawing

Project

Land South of London Road, Devizes

Date

May 2026

Drawn

MP

Purpose/Status

PLANNING

Scale

1:500

Checked

MW

Paper Size

ISO A0

Filename

240646.XWS

Drawing Title

PROPOSED SITE PLAN - OVERALL

Project Number/Drawing Number

240646 1301

Check all dimensions and levels on site

Revision

P17

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