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Mid Sussex District Council
Oaklands Rd
Haywards Heath
RH16 1SS

24 June 2026

Dear Sir/Madam

Re: Full Planning Application on Behalf of Greggs Plc for 'Installation of a Greggs Pod (Class E(a)) and Associated Works' and Advertisement Consent Application for Four Fascia Signs, Two Digital Screens and Queue Barrier Signage at Tesco Stores Ltd, Hammonds Farm, Jane Murray Way, Burgess Hill, RH15 9QT.

I am instructed by Greggs Plc to submit a full planning application for "*Installation of a Greggs Pod (Class E(a)) and associated works*" and advertisement consent for four fascia signs, two digital screens and queue barrier signage at Tesco Stores Ltd, Hammonds Farm, Jane Murray Way, Burgess Hill, RH15 9QT.

The application has been submitted via the Planning Portal (Ref: PP-15015526) and is submitted with the following supporting information:

- (i) Planning application form signed and dated;
- (ii) Location Plan; S7169/LP/01
- (iii) Block Plan: S7169/02
- (iv) Existing Site Plan: S7169/03
- (v) Proposed Layout Plan: S7169/05
- (vi) Proposed Elevations: S7169/06
- (vii) Bitesize Greggs Tesco CGI Images (17/06/2026) for information only;
- (viii) Greggs' Pledge Summary prepared by JMS Planning dated June 2026;
and
- (ix) Completed CIL Form;

The required planning application fee has been paid via the Portal.

In addition to the above and enclosed, we would be grateful if you could take into account the contents of this letter in the determination of the planning application.

Site Context

The application site comprises 3 no. disabled parking bays within the Tesco Store site at Hammonds Farm, Jane Murray Way, Burgess Hill, RH15 9QT.

The site is located at the junction of Jane Murray Way, Charles Avenue and Hammond Ridge. Vehicular access is off the roundabout at the junction of these roads. Pedestrian access can be gained from a number of passages around the perimeter of the Tesco store.



Photograph 1 - Location of Proposed Pod

Planning History

The application site planning history shows that there have been a number of alterations and extensions to the original building and that the site has been established in retail use for a number of years.

In terms of the current application, the following is the most relevant:

- 12/00861/FUL - Installation of new dry cleaners external pod to east elevation of store and new hand car wash to within car park - Permitted 14/05/2012
- 12/03691/FUL - Relocation of "Timpson's" dry cleaning external pod to south east elevation of main store entrance/exit lobby. (Previous application ref: 12/00861 approved 16th May 2012) - Permitted 28/11/2012

The above application saw permission granted for an independent retail pod - namely a Timpson's unit providing dry cleaning, key cutting, engraving and watch and shoe repairs - and a hand car wash, within the Tesco car park.

The Proposal

The proposal is for the installation of a Greggs Bitesize pod Class E(a) at Tesco Burgess Hill, within the car parking area close to the entrance of the Tesco store.

The Greggs pod comprises a self-contained unit of 40 sqm with a back of house area for food preparation and a counter for sales. As shown on the submitted drawings the building is clad with a timber appearance canopy and gun metal grey elevations, with an open/active frontage.

An extract grill and air conditioning unit is located on the side elevation. The building is designed with a small canopy overhang allowing the space for customers to queue to the counter out of the elements. The proposal includes a free-standing barrier to the front of the counter area to manage queuing. Additionally, the existing bollards are to be replaced with the row of bollards to protect the pod building,

The application also includes signage with 'bitesize Greggs' proposed on the front, rear and both side elevations along with the provision of two digital screens on the front elevation (internal signage is also proposed but is not subject to advertisement control). Signage is also included on the queuing barrier.

Policy Position

National guidance on all planning matters is set out within the NPPF (2024). The fundamental aim of the NPPF is sustainable development which confirms there are three over overarching objectives: economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways. Guidance on the vitality of town centres is set out in Section 7 and confirms decisions should support the role that town centres play at the heart of communities and take a positive approach to their growth. Paragraph 85 confirms that planning policies and decisions should help create conditions in which businesses can invest, expand and adapt supporting economic growth and productivity.

Design guidance is provided within the NPPF particularly within Paragraphs 131 through to 139. These paragraphs encourage the creation of high quality, beautiful and sustainable buildings and places. Good design is acknowledged as being a key aspect of sustainable development creating places in which people wish to live and work. Key to the design process is creating places which are welcoming and distinctive places to visit, live and work whilst also protecting the amenities of existing and future users, taking into consideration crime and disorder and fear of crime.

The Development Plan relevant to the application site comprises the Mid Sussex District Plan 2014 - 2031 (Adopted 2018).

It is also noted that the Mid Sussex District Local Plan 2021-2039 was submitted for examination on 8 July 2024. Adoption of the new Local Plan is not anticipated until 2027. Accordingly, given its current stage of preparation, the emerging Local Plan is



not considered to carry sufficient weight to materially influence the determination of this application.

Relevant policies from the adopted Mid Sussex District Plan include:

- DPI: Sustainable Economic Development
- DP2: Town Centre Development
- DP21: Transport
- DP26: Character and Design
- DP39: Sustainable Design and Construction
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Planning Considerations

Principle of the Use

The application seeks planning permission for the installation of a 40 sqm pod for Class E(a) retail use, to be occupied by Greggs.

The pod would be located within the existing Tesco car park and would provide a complementary retail offer for customers visiting the store, increasing consumer choice and enhancing the range of services available on the site. As such, the development would operate alongside, and supplement, the existing Tesco offer rather than compete with it.

The proposed unit represents a logical extension of the established retail use of the site and would provide an additional convenience retail service for local residents, workers and visitors. The development would make effective use of previously developed land and would be consistent with the efficient use of land objectives set out in both the Development Plan and the National Planning Policy Framework (NPPF).

The principle of a Class E retail use in this location is considered acceptable in both local and national planning policy terms. Furthermore, planning permission 12/00861/FUL previously approved a standalone retail kiosk within a similar location in the Tesco car park, establishing a clear precedent for ancillary retail development of this nature on the site.

Character and Appearance of the Area

Detailed consideration has been given to the design and scale of the proposal to ensure that it is entirely compatible with the space in which it is proposed. The pod sits neatly within the wider site, linking well with the existing built form and retail uses in the wider area.

In term of *Design and Access* considerations, the proposed pod is of an appropriate design and layout, suited to the site location, and is of a suitable scale and appearance fitting to its surroundings. The site and pod is fully accessible to all.

The submitted images, as shown on the Bitesize Greggs CGIs, demonstrate how the building sits within the site unobtrusively. On this basis it is considered that the proposal is entirely in accordance with the NPPF and design policies, particularly Policy DP26 (Character and Design) of the Adopted Mid Sussex District Plan.

Residential Amenity

Given the context of the site and its distance from any existing and future residential dwellings, it is not considered there is any adverse impact on residential amenity. This applies to both the visual appearance of the site and addition of extraction and air conditioning plant, which have been discretely located on the site with limited visibility, meaning that it is visually unobtrusive in the streetscene.

Access and Parking

Given the wider use of the site, and that adequate car parking is provided for those users of the Tesco store and Town Centre generally, it is envisaged that linked trips with the Greggs may occur.

It is noted that the proposed scheme would result in the loss of three disabled parking bays. The site was approved and developed under a policy framework that applied maximum parking standards, and consequently provides a level of disabled parking in excess of that required by current standards. Given that the current policy approach seeks to secure minimum levels of parking provision, it is considered that the reduction of three disabled parking spaces would not give rise to an unacceptable shortfall and is therefore acceptable in planning terms.

Consideration has been given to ensuring that pedestrian accessibility is maintained and the submitted drawings show that an adequate pedestrian route is retained to the frontage of Tesco. This includes provision for customer queuing for the Bitesize pod. Based on the above it is not considered that there will be any adverse impact on pedestrian flows in and around the site with no harm arising to public safety. On this basis it is considered that the proposal accords with highway safety policies within the Mid Sussex District Plan as well as the principles of the NPPF.

Planning Issues Associated with the Signage

The relevant regulation for control of Advertisement is The Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and it states that a Local Planning Authority should exercise its powers under these Regulations in the interests of amenity and public safety, taking into account the provisions of the Development Plan, so far as they are material; and any other relevant factors including national policy and guidance contained in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).

The NPPG states that factors relevant to amenity include the general characteristics of the locality, including the presence of any feature of historic, architectural, cultural or similar interest. Should any of these features be present, the LPA should consider

whether the proposed development is in scale and in keeping with these features. This means that a large advertising display would be refused where it would dominate a group of listed buildings but would be permitted in an industrial or commercial area of a major town or city, where the advertisement would not adversely affect the visual amenity of the neighbourhood where the site is located.

Factors relevant to public safety include the safety of people using the highway, railway or waterway; and whether the display of the advertisement in question is likely to: obstruct or impair sight-lines at corners, bends or at a junction, or at any point of access to a highway; obstruct or confuse a road-user's view, or reduce the clarity or effectiveness of a traffic sign or signal, or would be likely to distract road-users because of their unusual nature; effectively leave insufficient clearance above any part of a highway, or insufficient lateral clearance for vehicles on the carriageway (due allowance being made for the camber of the road-surface); externally or internally illuminated signs (incorporating either flashing or static lights) where the means of illumination is directly visible from any part of the road, because of their colour, could be mistaken for, or confused with, traffic lights or any other authorised signals, because of their size or brightness, could result in glare and dazzle, or distract road-users, particularly in misty or wet weather; or when subject to changes of the display, where they do not display the whole message, if they require close study which are situated so that people looking at them would be insufficiently protected from passing vehicles; or those advertisements sited on narrow footpaths where they may interfere with safe passage by causing pedestrians to step into the road; or those which resemble traffic signs; obstruct or confuse road users view, or reduce the clarity or effectiveness of a traffic sign or signal.

National guidance on advertisements is set out within the NPPF (2024) where it is advised that control over advertisements should be simple, efficient and effective in operation. Advertisements should be subject to control only in the interests of amenity and public safety taking account of cumulative impacts (Paragraph 141).

As outlined above, advertisements must be assessed against amenity and public safety considerations. In amenity terms, the proposal is appropriate to the site and surrounding area, reflecting signage in the wider area and appropriate to its town centre location.

Greggs' approach to signage is to provide clear and easily identifiable signage of an appropriate scale to the shopfront and wider area. It is considered that the proposed signage is therefore in line with the character and appearance of the building, the nearby retail units and the wider area and does not detract from the existing visual amenity of the area.

With respect to highway safety, it is not considered that the proposal raises any issues relating to those either travelling on foot or in vehicles adjacent or around the site. The advertisements enable identification of the unit whilst causing no harm to public safety.

On this basis, it is considered that the proposal accords with the general guidance on advertisements.

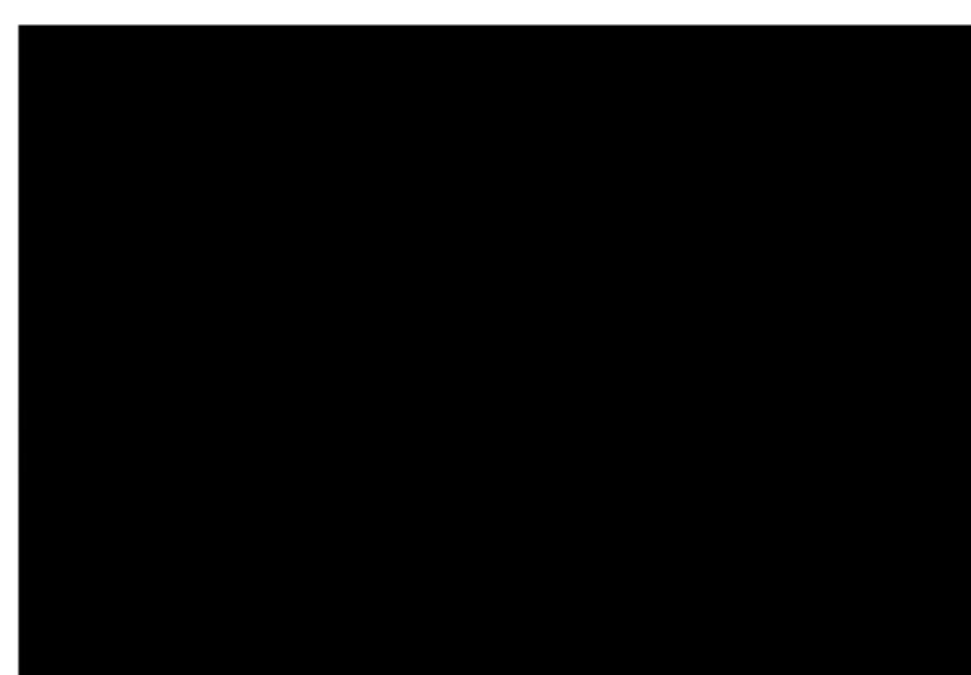
Conclusion

It is considered that the proposal will bring positive benefits to the area making best use of excess car parking spaces, bringing additional retail and associated jobs and vitality.

Detailed consideration has been given to the design of the pod and its positioning in relation to the Tesco store and car park area. The design is appropriate to its location and includes the use of interesting but appropriate materials. The building will create an active frontage and add vitality. The plant has been sensitively located to the rear/side of the building and screened from view. The advertisements proposed are suitable to the building and location. The proposal is in accordance with the principles of the NPPF and Development Plan. It is therefore respectfully requested that planning permission be forthcoming.

Should you have any queries regarding the attached or enclosed, please do not hesitate to contact Tom Leigh [REDACTED]

Yours faithfully



Tom Leigh
JMS Planning & Development
Encs