

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 02 January 2025 17:15:07 UTC+00:00
To: "Susan Dubberley" <susan.dubberley@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/24/3077

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 02/01/2025 5:15 PM.

Application Summary

Address:	Sussex House Perrymount Road Haywards Heath West Sussex RH16 1DN
Proposal:	Demolition of the existing buildings and construction of a new food store (Use Class E(a)), with access, car and cycle parking, landscaping and associated works
Case Officer:	Susan Dubberley

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Customer Details

Address: 6 Park View Sydney Road Haywards Heath

Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	I wish to base objections on the following: 1) The development removes and does not replace essential services. This includes a 24/7 shop (Budgens) and a Post office. The development makes no proposal to replace these services for the local community, which will suffer greatly at their removal. 2) The development claims to bring 40 jobs to the area, but it is

removing three substantial buildings which must bring more than 40 jobs between them.

3) There are already two substantial superstores within 250m of this development. It seems completely ridiculous to add yet another.

4) The refrigeration plant, though shielded with sound fencing is too close to the residential property. Being only about 25 m from Number 1 Park View. Some 25 years ago the owners of Sussex House proposed a similar refrigeration unit be installed in a similar location. This planning application was turned down after objections from residents. The position of this refrigeration unit needs to be changed. Aldi will be operating 24/7 365 days a year. The plant will no doubt start off quiet, but after a time it will wear, become noisy, squeal and Aldi will fail in their duty to maintain it.

5) Connect consultants traffic assessment has clearly been designed to underplay the impact of the new Aldi on the traffic on Commercial Square and as such has completely avoided the elephant in the room:

That there will be a significant number of cars turning right out of an entrance that is only 50m from a very busy roundabout, which cars speed away from, and that will have a large impact on the already abysmal traffic around commercial square and will almost certainly result in an increase in accidents and pollution.

Connect have chosen to analyse existing traffic flow between 08:30 and 09:30 and 17:00 and 18:00 under the guise of selecting the "peak" hour, when they could have used a much wider window. This is obviously a massaging of data to catch and emphasise the commuter traffic entering and leaving Sussex house, which only occurs at those precise times of day. Where-as Aldi will be operating from 07:00am to 11:00pm continuously. This has resulted in the existing ingress and egress figures being over stated and the peak effect of Aldi being underplayed.

Morning peak flow is between 7:00am and 09:00am. Afternoon peak flow though commercial square starts at 3:00pm with the school run and extends to about 07:00pm. I know this because I work from home can see the traffic queueing down the full length of Sydney Road at these times. This is a much larger peak flow window to consider than between 08:30 and 09:30 and 17:00 and 18:00.

I spent 20 minutes standing outside Budgens at 2:00pm on 2nd January and saw 9 cars leave and 5 cars arrive through the existing access road, which is more in line with the Connect consultants measurements taken on Saturday from 11:00 - 12:00. And according to their TRICS data 2:00pm is peak flow for this type of commerce. So, I think, based on these observations, the

impact of the development over ALL peak times is MUCH larger than stated in these reports.

The report underplays the load on commercial square stating 52% of traffic will come from that direction. The reports own figures show this is wrong:

Appendix 5 shows 98 turn left and 44 turn rights out of Waitrose (a identical class of shop to Aldi, with an indential catchment and an almost identical location) between 08:30 and 09:30. 216 turn left and 95 turn rights between 11:00 and 12:00. And 224 turn left and 131 turn right between 17:00 and 18:00. This indicates that between 63 and 69% (i.e. 2/3) of the traffic flow to the new Aldi will be to and from commercial square, not the much lower 52% given in Table 4.12 of their report, which seems to be based on surface area.

According to Table 3.2 TRICS data this means that between 15:00-19:00 even peak where an expected 73 - 96 cars an hours will leave the proposed development, some 48 - 63 of these will be turning right. (i.e. one a minute)

So while Connect are telling us that there will only be 18 more cars turning right per hour, I think it's going to be more like and increase of 40-50.

Oh, and the TRICs data doesn't seem to factor in people arriving by Taxi, who may be dropped on the street outside.

This completely changes the impact on commercial square, especially for right turns and moves the impact beyond the 10% variation given by the IEMA. I.e. it is no longer insignificant.

Table 5.1 shows a left turn taking 6.95 seconds and a right turn taking 11.56 seconds. From my observations, the first is quite reasonable, but I can tell you now that the second is complete twaddle. I just witnessed a car take 20 seconds to turn right at 2:00pm on January 2nd 2025. Not exactly peak flow.

The same Appendix 5 shows 486 - 553 cars passing the proposed Aldi entrance from commercial square per hour at peak flow, which is one car every 6.5 seconds. If you factor this in and the queue on the other side of the road, even a reasonable person can see that the PICADY computation is wrong. Cars will be sitting there for minutes at a time waiting to turn right, which will inevitably result in them "pushing in", as they will already have had to queue and frustration will be kicking in, which is exactly what cars do turning right out of the station forecourt. Another exit that is precisely 50 metres from Commercial square and one that is about as busy.

So, this Aldi entrance will be like adding another station forecourt

and we all know what effect that has on the surrounding traffic. Don't we? Cars leaving commercial square will have to stop/ slow down. Traffic on commercial square will consequently be slowed down. Traffic entering commercial square will be slowed. Queues that already stretch to hundreds of meters from the roundabout will be even longer contributing to pollution and lower air quality for residents.

Kind regards