



PROPOSED ALDI STORE
**HAYWARDS
HEATH**

DESIGN & ACCESS STATEMENT
19971- DA01 - DECEMBER 2024

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1. INTRODUCTION

1.1 Statement Aims

This Design and Access Statement accompanies a full planning application by Aldi Stores Ltd, for a new food store on the proposed site at the following address:

Sussex House, Perrymount Road, Haywards Heath, RH16 1DN

The Site comprises Sussex House, a detached, two-storey office building (Use Class E(g)(ii)), Colourschemer Interiors, a two-storey detached retail unit with office uses at first floor and a two-storey Budgens and Post Office retail unit.

The description of the development is as follows:

“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.”

The aims of this Design and Access Statement is to demonstrate that the proposed development has been informed by an awareness of the site’s context and principles highlighted by Mid Sussex District Council Policy Documents, the National Planning Policy Framework (NPPF) (Dec 2023) and the National Design Guide (NDG) (January 2021).

The focus of this document is the design of a retail store and associated car parking and landscaping. The aim of the proposed development is to provide the existing local community with a local amenity and increased customer retail choice, whilst ensuring the enhancement of the built environment and soft landscaping.

The statement will explain the proposals, identify the factors which have influenced this application and highlight the principles that were incorporated in the detailed design of this proposal.

The site is located within the Mid Sussex District Council area, situated on Perrymount Road in the town of Haywards Heath. This area acts as a transport hub around the railways station and has a number of existing retail and commercial uses clustered around Commercial Square and the Station.



Location plan - Aerial Photograph

1. INTRODUCTION

1.2 Planning Polices

The development plan against which the application proposals should be assessed comprises:

National Policy:

- National Planning Policy Framework (NPPF) (Dec 2023)
- National Planning Policy Framework (NPPF) (Draft July 2024)
- National Design Guide (NDG) (January 2021)

Local Policy:

- Mid Sussex District Local Plan (2018) (MSDC);
- Site Allocations Development Plan Document (2022);
- Local Plan Policies Maps (2022);
- Mid Sussex Local Plan (2004) (Saved Policies - 2007); and
- Haywards Heath Neighbourhood Plan and Proposal Maps (2016) (HHNP).
- West Sussex Transport Plan (WSTP) (2022).

The following supplementary planning documents are also relevant:

- Mid Sussex Design Guide SPD (Nov 2020) (MSDG)
- Haywards Heath Town Centre Masterplan SPD (Mar 2021) (HHTCM)
- The Heath Conservation Area Appraisal (2007)

A full appraisal of relevant policies is contained in the accompanying Planning Statement.



Existing Site plan

2. CONTEXT

2.1 Site Particulars

In accordance with the NDG a detailed analysis of the existing site condition and the context of the site has been undertaken.

Key considerations:

- The site is close to existing retail located around Commercial Square, in Haywards Heath. It is in close proximity to Haywards Heath Railway Station and the main bus hub for the town. This provides the site with good transport connections.
- The site is currently occupied by three buildings: Sussex House, no 52 Perrymount Road know as Commercial House and No54-56 Perrymount Road which is a Budgens convenience store with a Post Office Counter.
- The site is on a hill, with Perrymount Road sloping down to the north. Sussex House, sits on a raised plateau created by alterations to the topography of the surroundings area as the Clair Park to the east of the site is at a lower level.
- To the east of the Site is the Heath Conservation Area. The terraces to the east of the cricket pitch affords users views across the site to the woods beyond Haywards Heath.
- The area of the proposed site is 1.97 acres , 0.7977 hectares.
- The site has existing access from Perrymount Road. The street frontage crowded with usage such as existing bus stops and existing pedestrian crossings.
- The site is at a transition point in urban scales and grain to the south, higher up the slope of Perrymount Road, the apartments and office buildings are taller and larger in scale than the more traditional Victorian and Edwardian residential area to the north, which sit lower on the slope. The slope heightens the high different between these two areas.



Arial View looking west across Clair Park towards the site and beyond to Hayward Heath Railway Station

2. CONTEXT

2.2 Site Context and Development

The opening of the London to Brighton railway in 1841 established the town. The railway was intended to serve the existing nearby settlements of Cuckfield and Lindfield who felt that it should be routed through the then heathland that lay between the two communities. The building of mental hospital 1.7km to the south of the station in 1859, was a catalyst for the town growing beyond the modest buildings near the station. In 1862 the town was officially recognised. Before the construction of the railways the area has been occupied by Manors, and a scattering of farms and other holding around the heath.

The 1874 OS Map shows the site developed as a high-status house, St Clair House with grounds. Sydney Road and Perrymount Road can be seen, with fields and pockets of houses starting to develop along them.

By 1897, the OS Map shows The Heath reduced and enclosed by surrounding fields. The cricket pitch has been created, with the terraces and The Heath is noted as a Recreation Ground. More houses can be seen along the adjacent road and a lodge has been built on the site of the present day Commercial House adjacent to Perrymount Road. The current Clair Hall site is more open with less buildings.

A 1932 image shows Clair House and the current parade of shops on Commercial Square adjacent to the site under construction. The 1955 OS map shows the grounds of Clair House reduced by the construction of houses along Sydney Road and the Perrymount Cinema, which was constructed in 1936.

The 1976 OS Map shows the lodge for St Clair House replaced with the current Commercial House building. St Clair House has also been demolished and the ground are shown vacant. The current Clair Hall building to the south of the site, has been developed by this point in time.

Records show the cinema closed in 1972 and was demolished in 1984. The 1981-1989 OS Map shows the St Clair House site used as a car park.

The 1994 OS Map shows the current site layout with Sussex House to the rear of the site and the small convenience store to the front of the site.



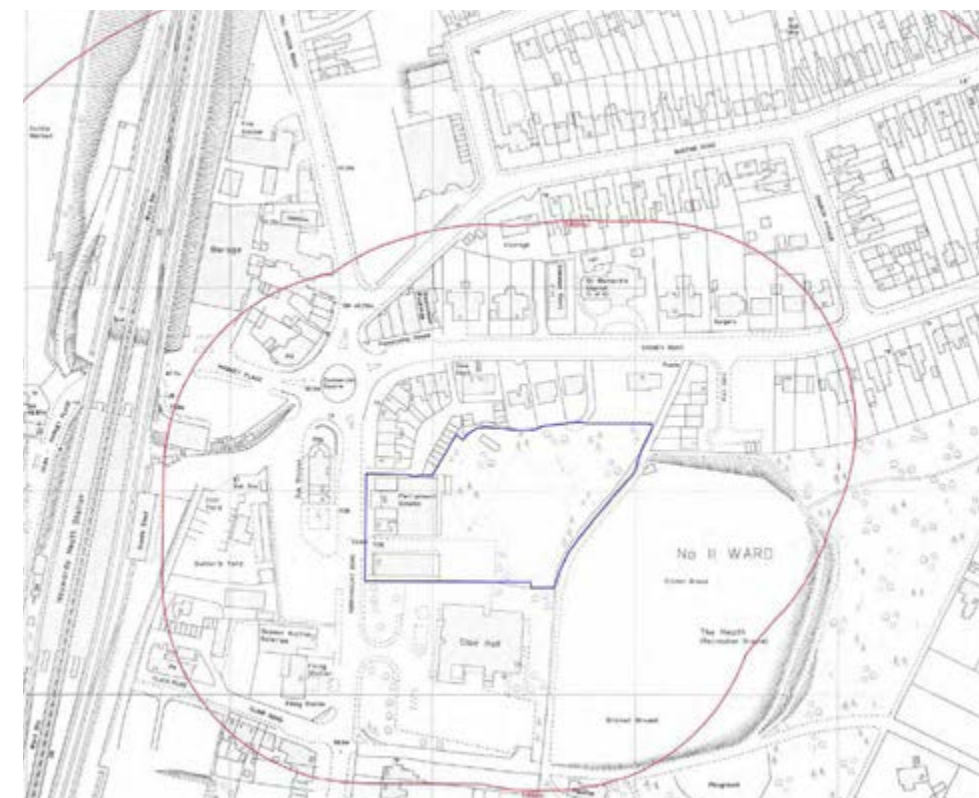
OS Map dating from 1874



OS Map dating from 1897



OS Map dating from 1955



OS Map dating from 1976

2. CONTEXT

2.3 Heritage

A Heritage Assessment has been undertaken for the site by Cogent Heritage, as the site is located directly next to the boundary of the Heath Conservation Area.

The Heath Conservation Area was designated on 21st March 1989. The appraisal dated 2007 states *'The Heath itself is the last remaining part of the original 'Hayward's Heath' and still retains its unique character as an area of woodland in the heart of the town. A number of features contribute to the special character of the conservation area, namely the large Victorian and Edwardian villas set in extensive gardens in Oathall Road and Heath Road, the trees and hedges around and in between buildings which contribute positively to the overall character and appearance of the area, the heath itself which is an area of mature woodland in the heart of the town, the cricket ground which is set in an impressive amphitheatre, and the Victorian dwellings on the south side of Sydney Road together with their secluded gardens which help to protect the setting of the recreation ground.'*

The site is most visible from 'The Heath' sub-area of the Conservation Area, which is described as the Heart of the Conservation Area. It can be seen from the grass amphitheatre which allows elevated views of the cricket games. The heritage assessment noted that 'the contrast between the application site and the adjoining part of the conservation area means that there is a clear sense of differentiation between the two, which are notably unrelated.'

The assessment of the impact of existing building on the site concludes that *'the application site is visible from the conservation area, and it is a detractor. It logically belongs to the town centre/Perrymount Road, rather than the Heath. Modern development, seen from here, already forms part of the baseline in which the setting of the conservation area is experienced, and its context understood.'*

The nearest listed building is the grade II listed Church of St Richard on Sydney Road. It is an early C20 church. The assessment concluded that *'the application site is behind the viewer, and rather peripheral to the townscape experience in such views.'*

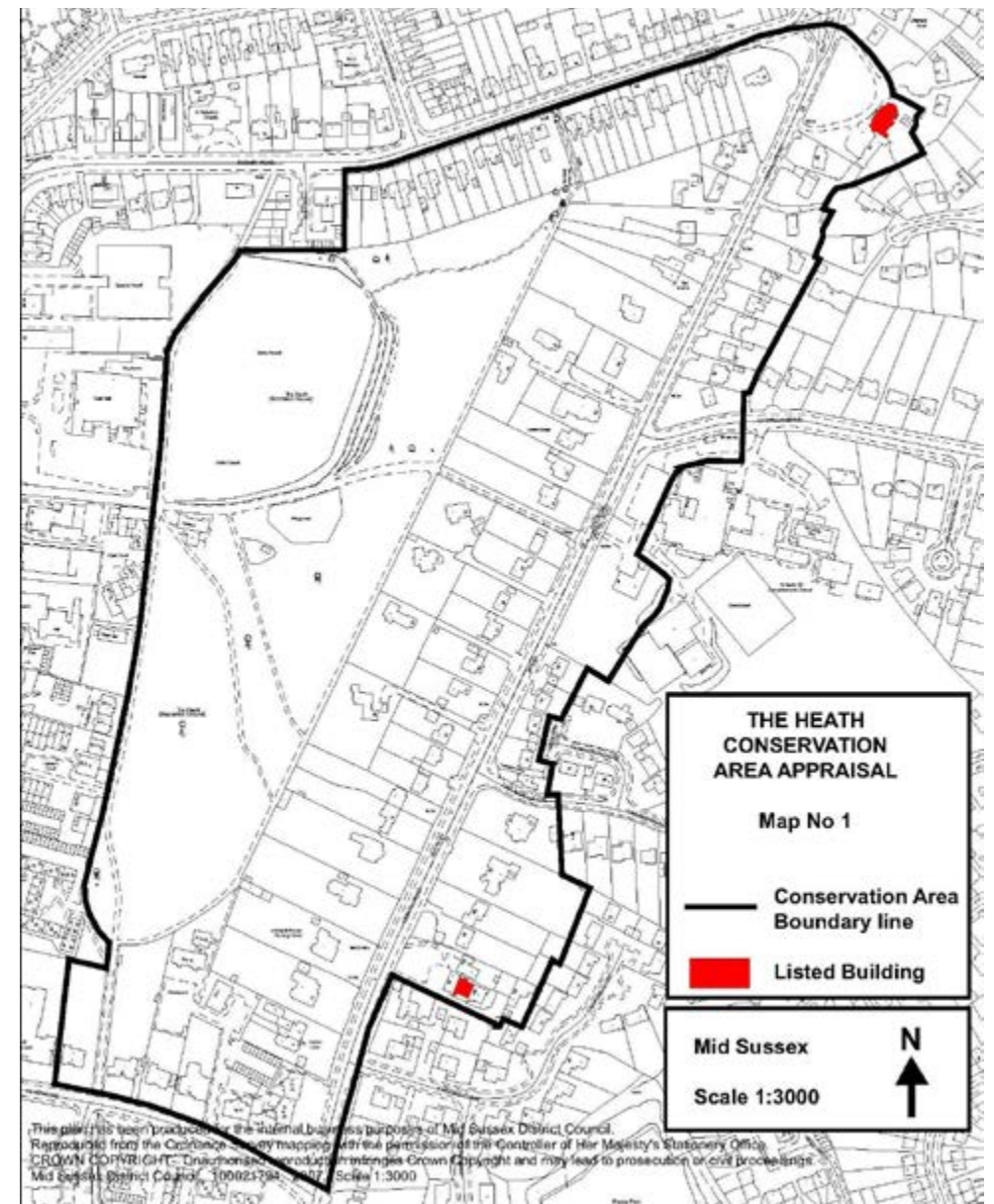
The Heritage Assessment has been submitted as part of the planning submission.



An extract of an oblique aerial photo of 1932 from the NE, of the site.
© HES EPW039526



An extract of an oblique aerial photo of 1961.
© Historic England EAW094356



Map showing site in context of the Heath Conservation Area and nearby listed buildings.

2. CONTEXT

2.4 Land Use and Site Risks

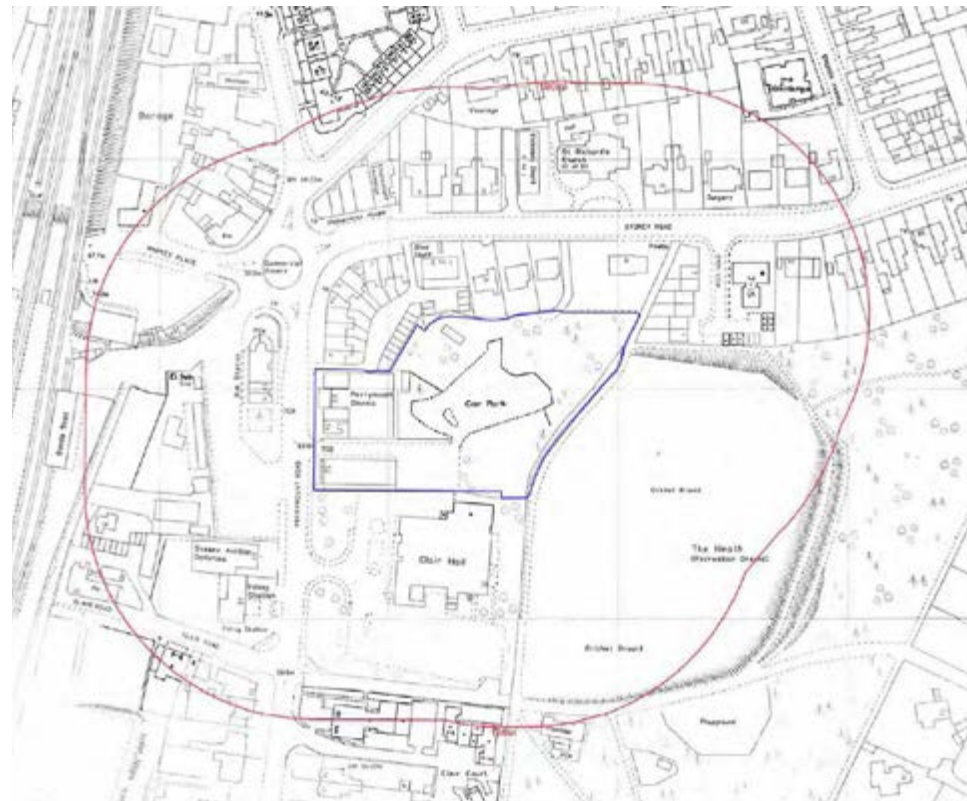
Before the development of the railways the area was open heath land, the mapping shows the area to have been has been for a number of different uses since it was first developed, including residential, retail, cinema and parking.

The area to the north of the site has been primarily residential in use, to the east has remained under developer as open recreation space. To west of the site alongside the railway route has been developed with various uses relating to the railway, transport, light industry and more recently retail. Directly, to the south of the site, the site was open recreation space before the development of Clair Hall as a community facility.

The Phase I Desk Top Site investigation for the site, undertook review of historical and current day information, this highlighted the possibility of contamination beneath the assessment site due to numerous historical on-site uses, as well as a current electricity substation.

A Phase II Site investigation was then undertaken following the recommendations, samples from the site. Based on the results a revised conceptual site model was developed classifying the site as LOW risk for all known receptors.

The full Geo-Environmental Appraisal has been submitted as part of the planning submission.



OS Map dating from 1981-1989



OS Map dating from 1994



Aerial photograph of the site from 03/09/1999 (GetmappingPLC)



Aerial photograph of the site from 03/09/1999 (GetmappingPLC)

2. CONTEXT

2.5 Acoustic Assessment

The purpose of this assessment is to determine the impact of the proposed planning application on surrounding noise sensitive properties, including the residential properties to the north and north-east of the site, on Sydney Road and Park View. Based on experience of similar retail developments the following main impacts have been identified.

- Noise from mechanical services plant e.g. fixed refrigeration units
- Noise from servicing activity.

A noise survey was undertaken for the site between 13th and 16th September 2024, to obtain measurements and data of the existing noise climate. Measurements were taken at two locations; NL1 adjacent to the boundary at the north-west corner of the site and NL2 at the north-east boundary of the site., close to Park View.

This assessment has been used to inform the organisation of the proposed Aldi site layout, to mitigate some of the impact of the identified noise emitters on the identified noise receptors. This includes the siting of the fixed plant and the implementation of a delivery plan, with the use of acoustic screening where necessary. This is detailed in section 9.1.

From the Acoustic Assessment report, recommendations have been made for mitigation measures, to ensure that the scheme complies with the requirement of national and local policy.

The full Acoustic Assessment has been submitted as part of the planning submission.



Plan showing acoustic monitoring locations



Sussex House as viewed from the access road



View towards monitoring location NL1



The bus stop on Perrymount Road

2. CONTEXT

2.6 Air Quality Assessment

An Air Quality Assessment was undertaken to:

- Assess potential impacts associated with fugitive dust emissions during the construction phase of the proposed development;
- Assess potential impacts associated with road transport emissions during the operational phase of the proposed development; and,
- Identify any requirement for relevant mitigation measures.

Potential emissions from the proposals were assessed in line with the requirements of the Air Quality and Emissions Mitigation Guidance for Sussex. This included completion of an Emissions Mitigation Assessment in order to determine the appropriate level of mitigation required for the scheme. The recommended mitigations have been incorporated into the design.

The Air Quality Assessment has been submitted as part of the planning submission.



Aerial view across the site looking south along Perrymount Road. The difference in scale of buildings on the east and west sides of Perrymount Road can be seen clearly. The green fontage and tree line which currently starts from the Clair Hall site can also be seen on the east side of Perrymount Road.

2. CONTEXT

2.7 Topography and Flooding

The proposed site is located a hillside and is within flood zone 1. It is therefore considered to be at low risk of flooding. The topography means that the site is also not considered to be at risk of flooding from surface water.

The lowest point on the site is the northeast corner, adjacent to Perrymount Road. Here the level is 52.36m AOD. Across the street frontage the site rises south along Perrymount Road. At the boundary with the Clair Hall site, the level by Perrymount Road is 54.62m AOD. This means that across the site frontage there is an increase in level of 2.26m from north to south, over the 49.6m frontage. The pavement in front of the site therefore has a gradient of 1:15

The site rises to the east as it moves away from the road, the existing building of Sussex House sits on a plateau which is around 56.6m AOD. The highest points are at the building entrance at 56.7m AOD. This is 4.34m higher, that the lowest point by Perrymount Road.

The current vehicle access road is at a level of between 54.15m AOD and 54.41m AOD, while there is pedestrian access to the north this is at a gradient of 1:15, rising from 53.02m AOD to 56.70m AOD.

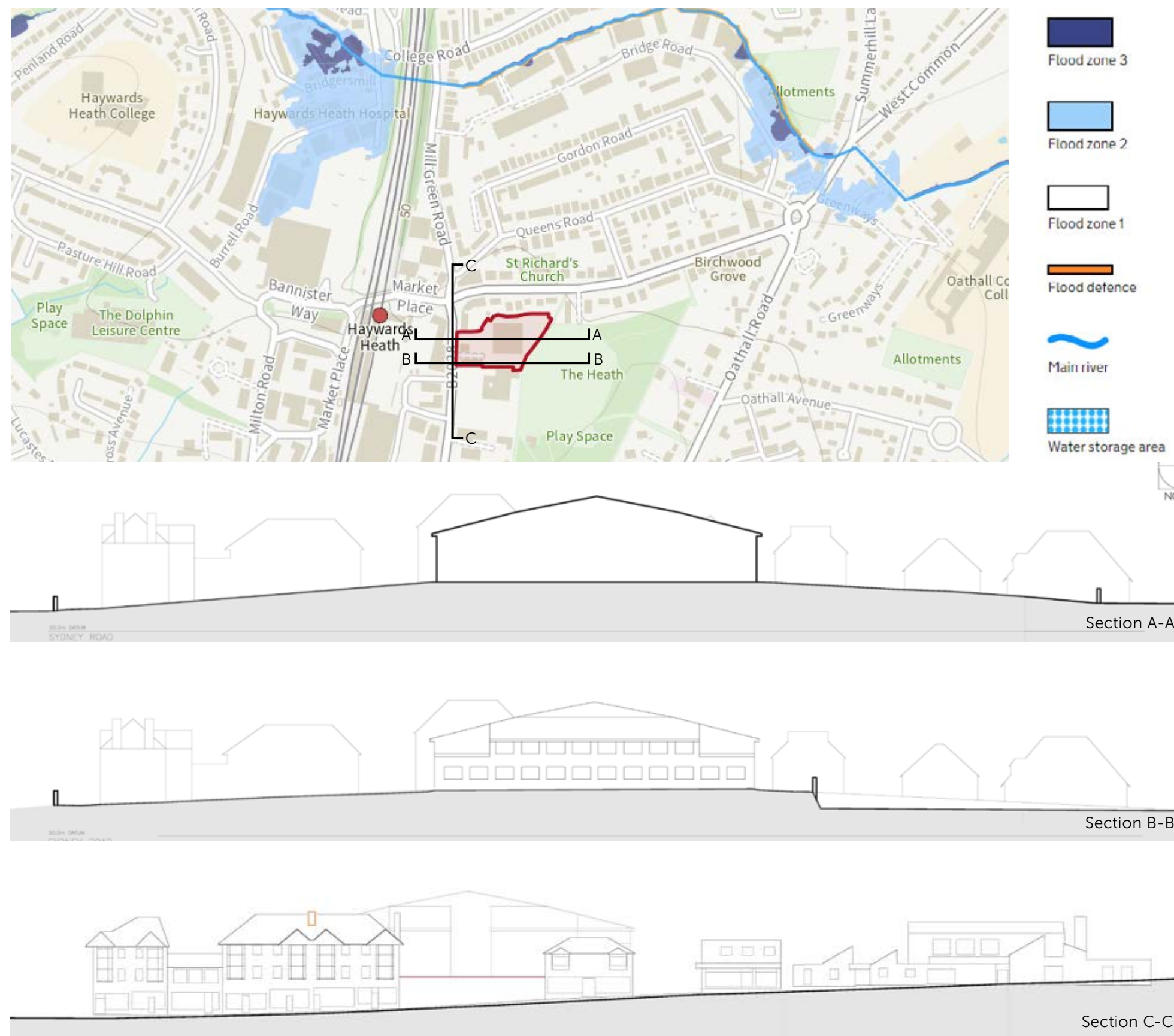
Along the east boundary of the site with Clair Park, the site falls 1.83m from south to north. The highpoint at the south-east of the site level is 55.41m AOD, at the northeast corner of the site level is 53.58m AOD. However, the site is consistently higher than Clair Park, with a retaining wall forming park of the boundary. At the south corner the level difference from the park up to the site is 1.14m, at the north corner the level difference 2.14m. The level changes limit the opportunities for creating links from the site to the park.

Along the south boundary with Clair Hall, the site is more level with the neighbouring site, but there are small sections of low retaining with it a level difference of circa 0.5m.

Along the north boundary with the residential properties, the high point on the site is to the rear of the garages at 57.02m, the site the slopes down along the boundary to the east.

The level differences across the site mean that careful consideration is required to ensure suitable gradients across the site for users.

A Drainage and Flood Risk Assessment has been submitted as part of the planning submission.



2. CONTEXT

2.8 Building Heights

The buildings in the vicinity of the site are predominantly 2-4 storeys tall, with two storey semi-detached and detached housing dominating the area to the north and east of the site, as one moves away from the station.

Buildings along Perrymount Road are generally 3-4 storeys on the eastern side of the road. The tallest buildings in the area are along the west side of Perrymount Road, ranging from 4-7 storeys. The tallest buildings are the recently completed Perrymount Apartments at 7 storeys. Further to the south are large office buildings at 5-6 storeys.

Clive Court on Sydney Road is also prominent in street views. It has 3.5 storeys, but the ground level is approximately 3m above road level, giving it the perception of additional height.

There is a significant level change across Commercial Square, falling towards the Station. This means that while the Waitrose store has prominence it is similar height to the 1930's parade of shops, so balances the setting rather than being overbearing in scale.

The topography of the hill accentuates the height difference between the taller buildings which are further south of the site, higher up the slope than the residential area to the north, which starts around commercial square.

The space created by the openness of the Clair Hall site and the proposed development site, acts to create a buffer, allowing for transition in scale and form of streetscape. Together with the Waitrose, Clair Hall and Sussex House form a group of larger format but remain relatively low in height buildings at the point of transition to the residential buildings.

KEY:

- | | | | |
|--|----------|---|---------------------|
|  | 1 Storey |  | 5 Storey |
|  | 2 Storey |  | 6 Storey |
|  | 3 Storey |  | 7 Storey |
|  | 4 Storey |  | Site Boundary |
| | |  | Clair Park Boundary |



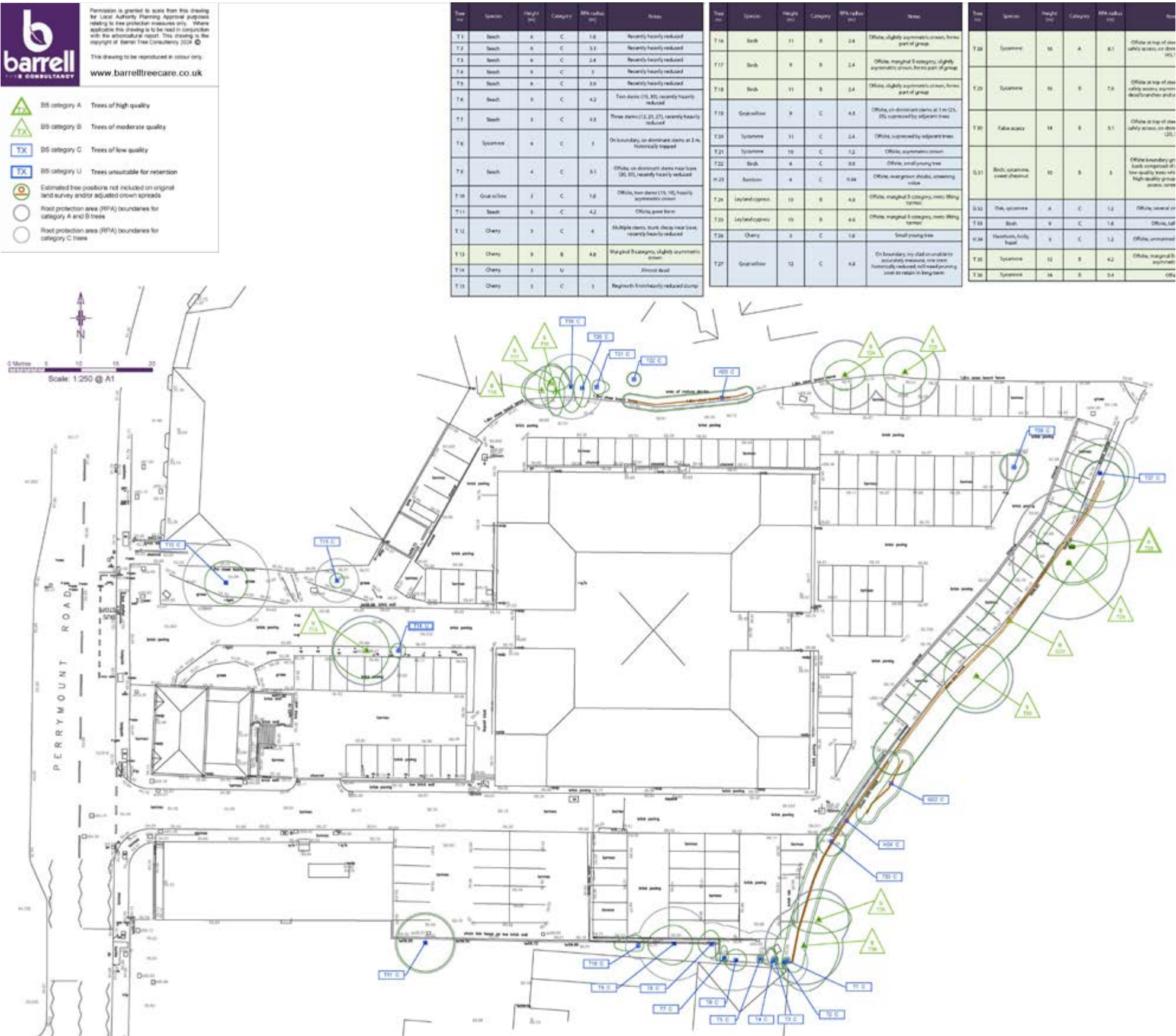
Building Heights Analysis

2. CONTEXT

2.9 Landscape Assessment

Ecological and Arboricultural assessments have been undertaken; the following points have been identified:

- The site is predominantly hardstanding, which is used as car parking for the existing buildings.
- There are limited areas of modified grassland and amenity plantings including introduce shrubs and some cherry trees.
- The eastern boundary is formed by are row of mature trees and self-seeded trees which form a hedge, these trees are within Clair Park and are therefore within the Conservation Area.
- The arboricultural assessment reviewed the trees on site and along the boundaries.
- The arboricultural assessment states that the is 1 category A tree and 5 category B trees on the eastern boundary, with the rest being C rating. These trees are outside of the site. The trees along the northern boundary are also outside the site, there are 5 category B trees. Apart from a single category B, the trees within the site are either category C or U rated. The trees are rated low due to either their poor condition or size.
- It was noted that a number of trees close to Clair Hall had been heavy reduced.
- The site is not part of or adjacent to a statutory nature conservation designation. The nearest site is: Scrase Valley (LNR),800m east of the site boundary.
- The closest Non-statutory site is Blunts & Paiges Woods (LWS), 900m north-west of the site boundary.



Arboricultural Assessment by Barrell Tree Consultancy

2. CONTEXT

2.10 Ecology Assessment

- As part of the ecological assessment, the following points have been identified to be of note:
- The site offers opportunities for foraging and commuting bats in the form of the line of trees on the eastern boundary, scattered trees and hedgerows. which may also use the park, but it is consider to be of low suitability.
- A bat survey as been undertaken and the existing buildings do not support bat roosting opportunities.
- The site offers some foraging and refuge opportunities for Hedgehogs.
- The site offers some nesting and foraging habitats for common bird species, within the trees.
- The site was not considered to support any other notable species.
- The habitats within the site are common and widespread within the wider landscape.
- The assessments made suggestions for mitigation, compensation and enhancement to be incorporated into the scheme.
- A Biodiversity Net Gain Assessment was undertaken for the existing site. The predevelopment on-site baseline units are 0.09 habitat units and 0.11 hedgerow units.
- It was concluded that the dominant habitats on site have negligible ecological value.
- A copy of the Ecological Assessment, Arboricultural Assessment and the Biodiversity Net Gain report have been submitted as part of the planning submission.



Ecological Appraisal from Ecosa.

2. CONTEXT

2.11 Access and Movement Networks

The site measures circa 0.8ha in area. The site is situated within the built-up area of Haywards Heath. Approximately 450m from the town centre. The site is a highly accessible location and is close to existing amenities and residential areas with good pedestrian access and close to existing transport links.

Vehicular access into the site is from Perrymount Road. This is currently the access into the existing car parks. This section of the highways on Perrymount Road is heavily utilised with public amenity functions and junctions creating an element of congestions. There is a bus stop on each side of the road immediately in front of the site. On the west of the road, the bus stop is in the form of a layby, similar in length to the site frontage which allows bus to pull off the road.

On the east side of the road, next to the site, the bus stop is on the road, to the north existing site access. These bus stops are a heavily utilised, being used by 4 bus companies and approximately 15 route serves. These create links from the adjacent train station to the Town Centre, the wider town and neighbouring town and villages. There is a Pelican crossing to the south of the site, to the north by the roundabout there a crossing points at the junction with central islands.

The train station is approximately 150m away from site and is served by regular services running between the south coast and London. In front of the station is a large taxi rank, these means the site has a wide variety of access methods available for customers.

There are two access points into Clair Park, the first,190m away on Sydney Road and the second, 85m away on Perrymount Road. Both are shared pedestrian cycle routes and provide access via the park to Oakhill Road, Heath Road and the residential area to the east.

Haywards Heath is well connected and can be reached via the A272. The A23 is 7.7km to the west of the site and offers links to the wider transport network for deliveries.

A Transport Assessment has been submitted as part of the planning submission.

KEY:

- ▶

Neighbour Access
- ▶

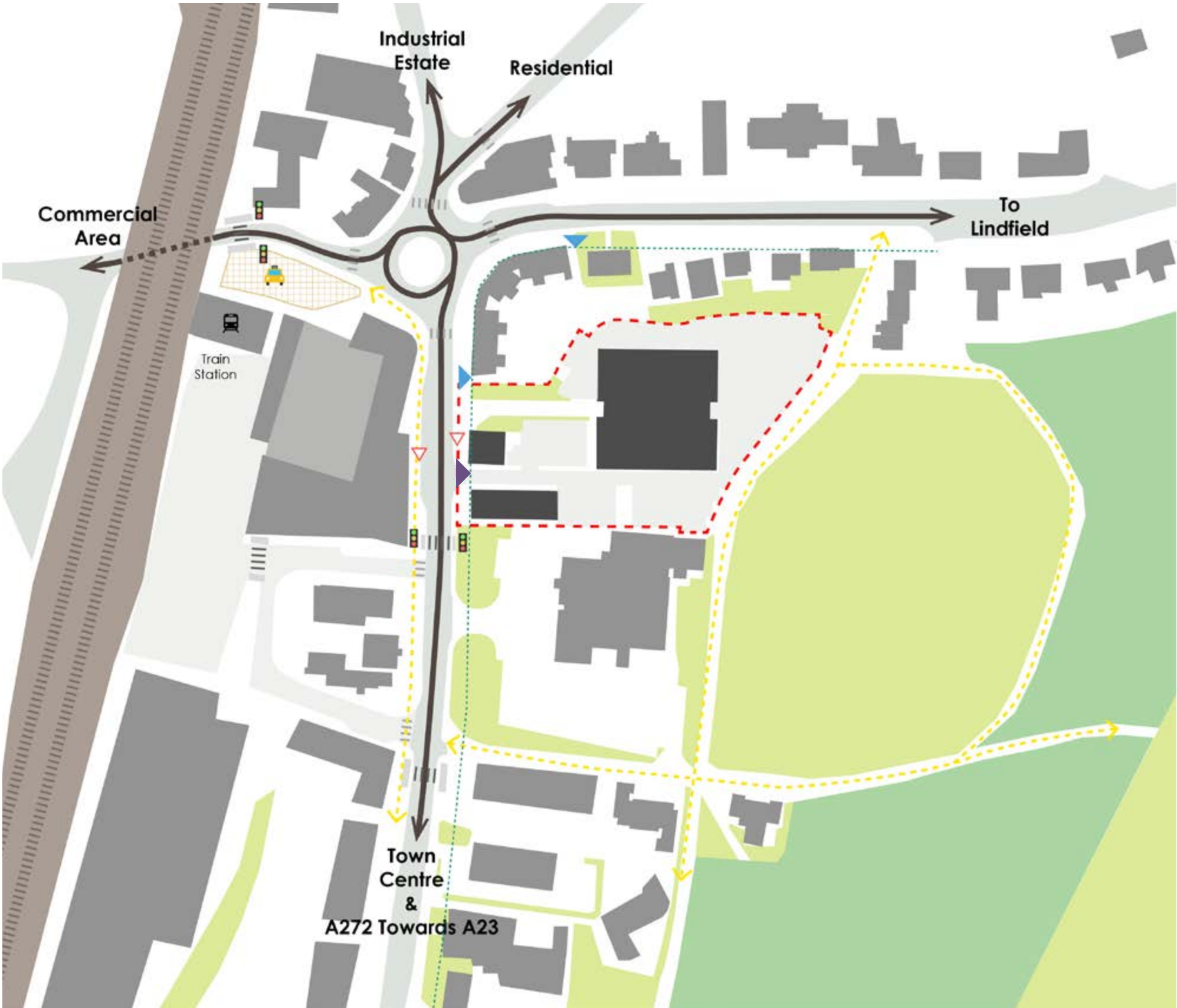
Site Entrance
- 🚦

Traffic-Controlled
- |||||

Crossing
- ▽

Bus Stop
- 🚕

Taxi Rank
- Pedestrian Movement
- Vehicular Movement
- Site Boundary



Access and Movement Diagram

2. CONTEXT

2.12 Views and Visibility

As part of the initial pre application meeting, it was agreed that a formal LVIA was not required for the site with the LPA. However, the Conservation Officer was keen to understand the impact on the views Conservation Area of the proposed redevelopment of the site.

The initial viewpoints were shared with the Case Officer and Conservation Officer as part of the pre-app process for agreement. The Council confirmed that the coverage of the initial views seemed reasonable and that views from further within away within the conservation area are obscured by the trees on the Heath.

The selected viewpoints seek to reflect the views of the site by more sensitive receptors, such as users of Clair Park and on Perrymount Street. However, the viewpoints are considered representative and not exhaustive.



Plan marking key viewpoint sagreed with Local Planning Authority

2. CONTEXT

2.12 Views and Visibility

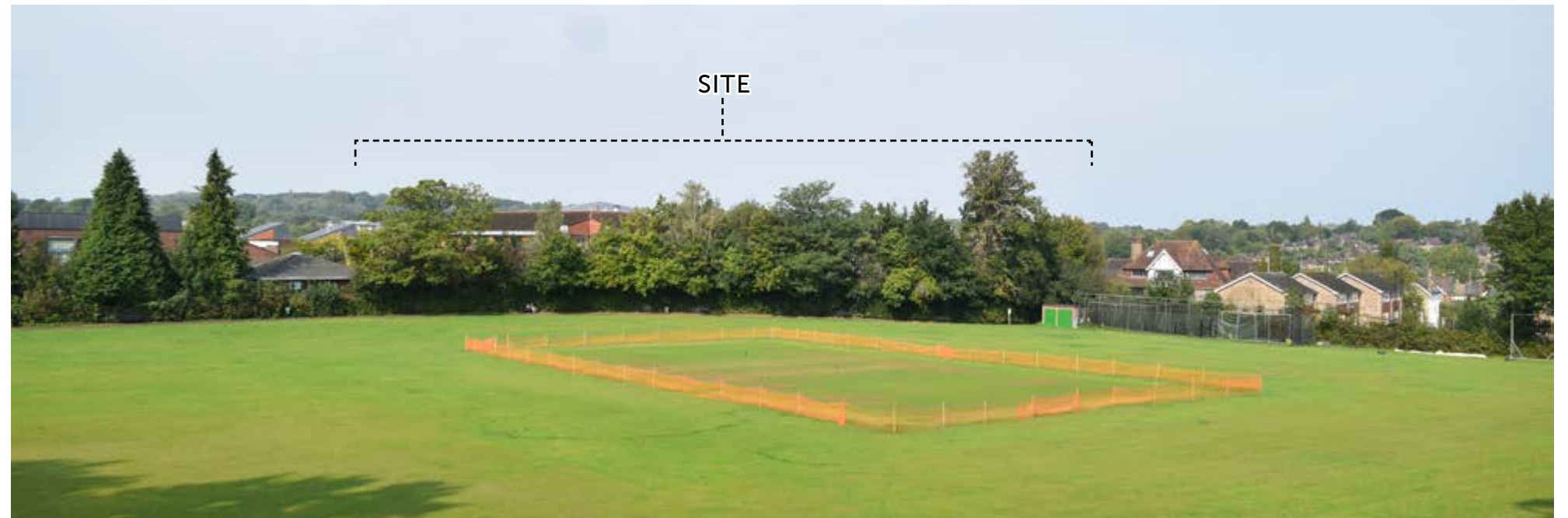
Viewpoints 1-3, 5 and 6 are photographs taken from locations within the Clair Park, which forms part of the Heath Conservation Area.

The key receptors are users of the park and a limited number of houses adjacent to the Clair Park, on Sydney Road. The receptor sensitivity is considered high.

Viewpoint 1. The view from approximately 130m southeast of the site, looking northwest from the slope, overlooking the cricket pitch. This is taken on the path with a significant number of benches for park users to enjoy the view or watch cricket. The trees on the eastern boundary of the site limited the visibility into the site. While the trees are in leaf, they obscure all but glimpses of the roof of Sussex House. The Waitrose roof and Clair Hall are visible but slightly lower. The view over Sydney Road is a consistent residential roofscape interspersed with trees. Beyond this, trees in the distance form a horizon line with open sky above. Only the trees on the site boundary and the current glazed apex of Clair House interrupt the horizon line.

Viewpoint 3. The view from approximately 50m to the east of the site, from the cricket pitch. The trees on the eastern boundary of the site limited the visibility into the site, while the trees are in leaf they obscure the existing buildings.

Viewpoint 4. The view from approximately 40m to the northeast of the site, on the path leading from Sydney Road to Clair Park. The path has a narrow vista, confined by the boundary treatments of the houses on Sydney Road, adjacent to the path. The topography and privacy fences of 16 Sydney Road, mean the existing building on the site are not visible.



Viewpoint 1



Viewpoint 3



Viewpoint 4

2. CONTEXT

2.12 Views and Visibility



Viewpoint 2. The view from approximately 87m east of the site, looking west from the slope, overlooking the cricket pitch. At the point where the east path from Sydney Road emerges from the trees. The trees on the eastern boundary of the site limited the visibility into the site, while the trees are in leaf they obscure all but glimpses of the existing buildings. The buildings heading north from Perrymount Road from Clair Hall and those on Sydney Road have a consistent roofline. Beyond this, trees in the distance form a horizon line with open sky above. Only to the south are the distance view fully interrupted by the new taller apartments on Perrymount way.



Viewpoint 5. The view from the park adjacent to the access path leading to Perrymount Road. The existing treelines screens both Clair Hall in the foreground and the site beyond. The existing buildings on the site are not visible.

2. CONTEXT

2.5 Key Viewpoints

Viewpoint 6. The view from approximately 100m to the southeast of the site, on the path. The trees on the eastern boundary of the site limited the visibility into the site, while the trees are in leaf they obscure all but glimpse of the existing buildings. The blank brick facade of Clair Hall also obscures the site and is dominate in the view.

Viewpoint 7. The view from approximately 25m north of the site, near the crossing point on the roundabout. Looking south up Perrymount Road, the east side of the road has buildings set back, with spaces between them and interspersed with trees which break up the view. The west side of the road is largely hardstanding and is dominated by the tall apartments. On the site the Budgens appears to sit forward of the building line, this is in part due road slightly narrowing. This can also be seen on the ariel view on Pg 10.

View Point 8. The view from approximately 55m south of the site, near the existing house on the junction with Clair Road. Looking north, down Perrymount Road. The foreground is the opening greenery and the car park of Clair Hall, the three buildings on the site are poorly related to each other. However, on the east side of the road the overall roofscape conforms to a more constant datum, with no singular building dominating the scene. The glazed apex of Clair House as the high point.



Viewpoint 6



Viewpoint 7



Viewpoint 8

2. CONTEXT

2.6 Viewpoints

When looking across the site from Perrymount Road, the rising slopes away from the road can be seen, this adds to the perceived height of the existing building of Sussex House and it appear dominate on the skyline when looking east.

The gaps created on the street by the existing buildings create visual links to the greenery of Clair Park beyond. These visual links to Clair Park open up further by Clair Hall and are the only point where the extend of Clair Park is hinted at from the surrounding streets. On Heath Road, Oakhall Road and Syndey Road, the park is screened by the residential houses and the extent of the park is not fully apparent. Access to Clair Park from these roads, is along narrow paths. Of the paths five paths into the park none have clear signage denoting it as an entry point to Clair Park.

Retaining the unique visual links from Perrymount Road to Clair Park, therefore should be considered, even if there is not a route through the site due to the topography.



The view from Perrymount Road looking up the pedestrian access route to Sussex House. The trees along boundary with Clair Park and beyond can be glimpsed.



The view from vehicular access route from Perrymount Road to Sueex House. The trees along boundary with Clair Park and beyond can be glimpsed.



The view across Perrymount Road by the pedestrian crossing, this shows the close proximity of the vehicular access and the narrow pavement. The trees along boundary with Clair Park and beyond can be glimpsed.



The view across Perrymount Road into the Clair Hall site, this shows the narrow pavement. The trees along boundary with Clair Park and beyond can be glimpsed.

2. CONTEXT

2.13 Existing Architecture

The existing architect around the site, reflects the development of Haywards Heath and the preferred styles at the time of each buildings' construction. To the north of the site, Sydney Road and the area beyond is comprises residential buildings of various Edward, Victorian and 20th Century era styles. These utilises traditional vernacular forms and conventional materials palette. Some are characteristic of the Sussex vernacular with brick, hung tiles to gables and clay tile roof. Others utilise rendered walls, faux timber detail and slate roofs.

Commercial Square is the meeting point of the more traditional buildings and the modern redevelopment which is occurring adjacent to the railway and along Perrymount Road. There is a juxtaposition in styles from the 1930's shop parade to the modern Waitrose building. This utilised a combination of traditional material like brick and modern glazing, and metal panels. Simple, repeated forms are used to breakdown the mass of the building on Perrymount Road on what is otherwise a blank facade. The main shopfront is to Commercial Square. The mono pitched roof forms of the Waitrose, link to the 1970's roof form of Clair Hall, which is set back in the site. Clair Hall is of it's time and utilises brick and timber cladding panels. It is noted that this site is intended to be redeveloped but no masterplan has been agreed.

The simple Neo-classical brick building which now serves as a nurse's and the brick flats adjacent are at odds with the scale and style of recent redevelopment further south of them.

The 7 storey, Perrymount Apartments are typical of recent construction, with stripped back classical proportions and the top two storeys set back to reduce their impact when viewed from the street. A combination of brick, metal cladding panels and glazing are utilised. The 4 storey Premier Inn is a similar contemporary style building and utilises brick and render to breakdown the mass of the building.

Perrymount Road is split in scale and type of building as you travel from Premier Inn south towards Heath Road. It has taller offices to the west, adjacent to the railway and on the east side of the road, there are low rise residential and office buildings, which are setback from the road with greenery to the frontage and trees.

While building styles across the local area vary, it is clear that the dominate material used is brick, in varying colours. This is used in combination with other buildings which vary depending on the building typography and age.



The grade II listed Church of St Richard on Sydney Road



Houses on Sydney Road



The 1930's parade of shops on Commercial Square



The Cricket Pavilion within Clair Park

2. CONTEXT



Clair Hall on Perrymount Road



The Waitrose as seen on Perrymount Road



Premier Inn on Perrymount Road



The Nursery on Perrymount Road



The Perrymount Apartments, Perrymount Road



Offices on Perrymount Road

2. CONTEXT

2.14 Urban Grain and Character

Mid Sussex District Council has undertaken a significant amount of analysis of the Haywards Heath, this is aligned to the National Design Guide 2019 and sets out the characteristics they have identified.

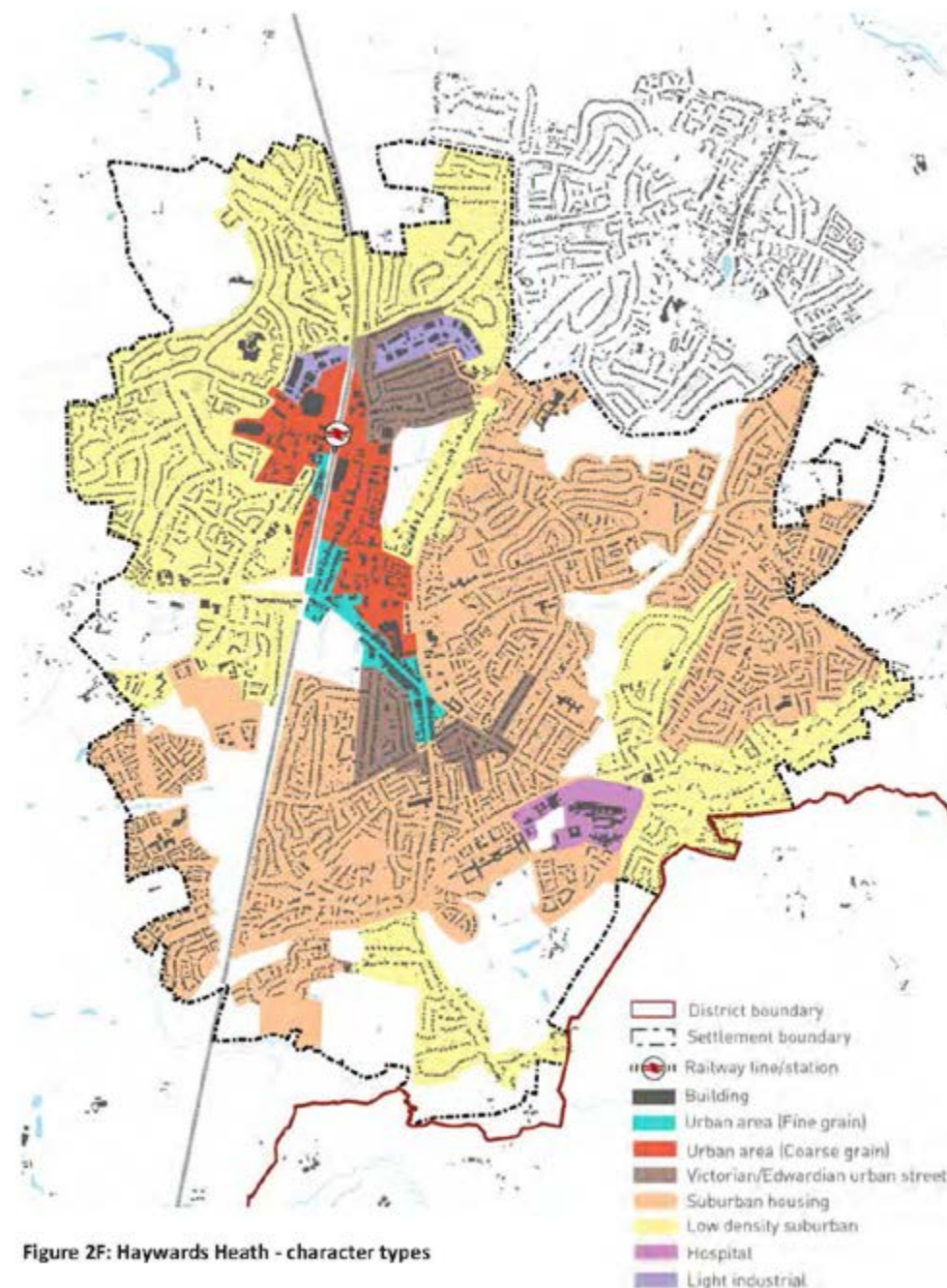
The Mid Sussex Design Guide SPD (November, 2020) (MSDG), clearly identifies the site as within the Victorian and Edwardian urban street of the townscape. The site has a limited street frontage, with spaces between the existing buildings which gives a similar feel to the wider area along the street, although the existing buildings are of a lower design quality.

While the footprint of Sussex House is bigger, it set back and not visible from most of the surroundings streets. This back section of the site has more potential visibility from Clair Park and the conservation area, that the street.

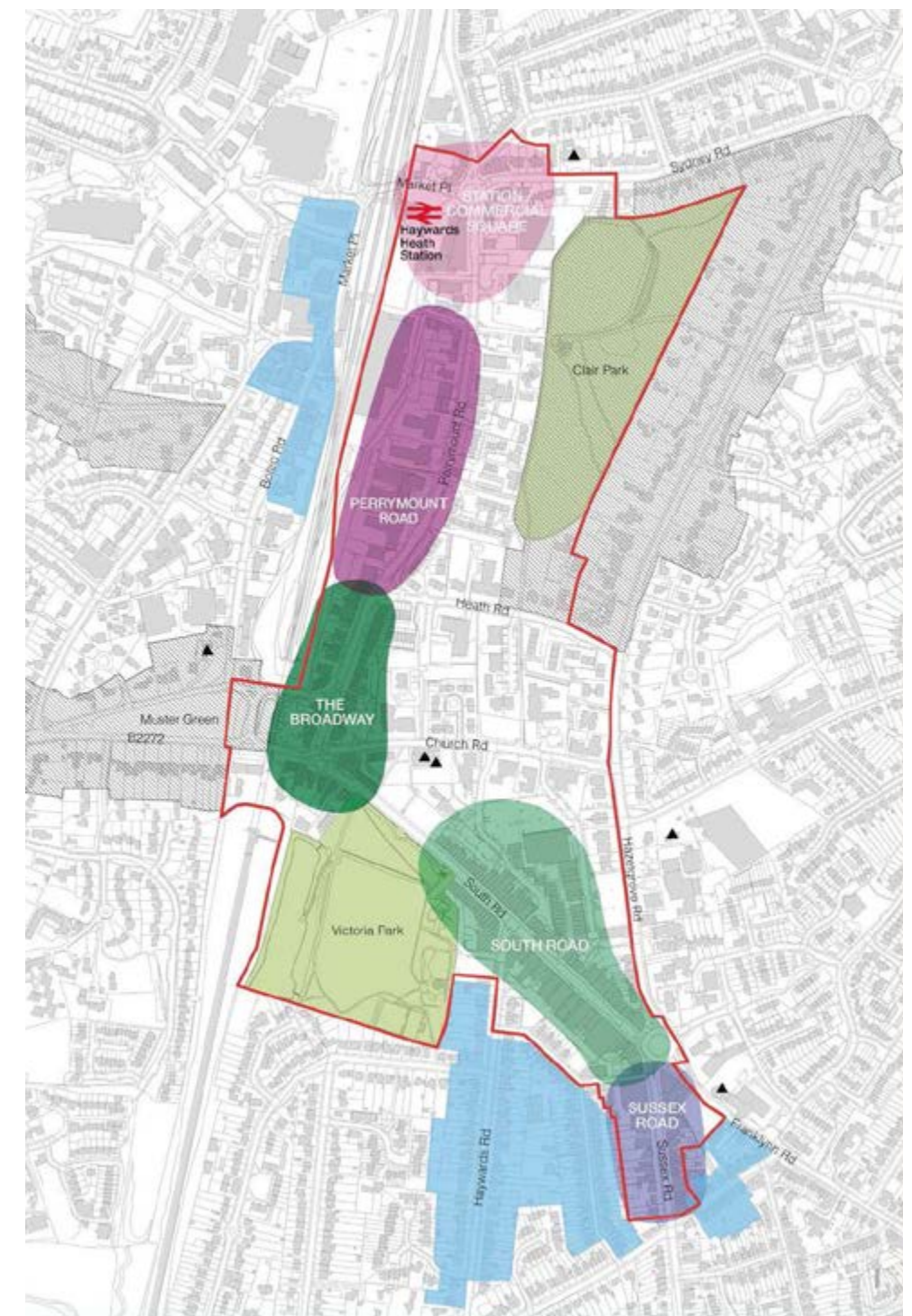
The key features shared with Victorian and Edwardian urban street is a more consistent roofscape datum, resultant from the low-rise nature of the buildings and the topography, this could be seen within the views from the surroundings.

Within the Haywards Heath Town Centre Masterplan SPD (March 2021) (HHTCM), the site is more closely linked to the Station/Commercial Square area and distinct from the taller offices and residential blocks further south on Perrymount Road.

The HHTCM, section 4.2 notes Commercial Square and the train station as a main point of arrival to the town which requires improve to the public realm both to enhance users' experience. This need to improve public realm is a common theme that also applicable for Perrymount Road as a whole, in particular for pedestrians.



Character Types Diagram from The Mid Sussex Design Guide SPD



Character areas Diagram from the Haywards Heath Town Centre Masterplan SPD

2. CONTEXT

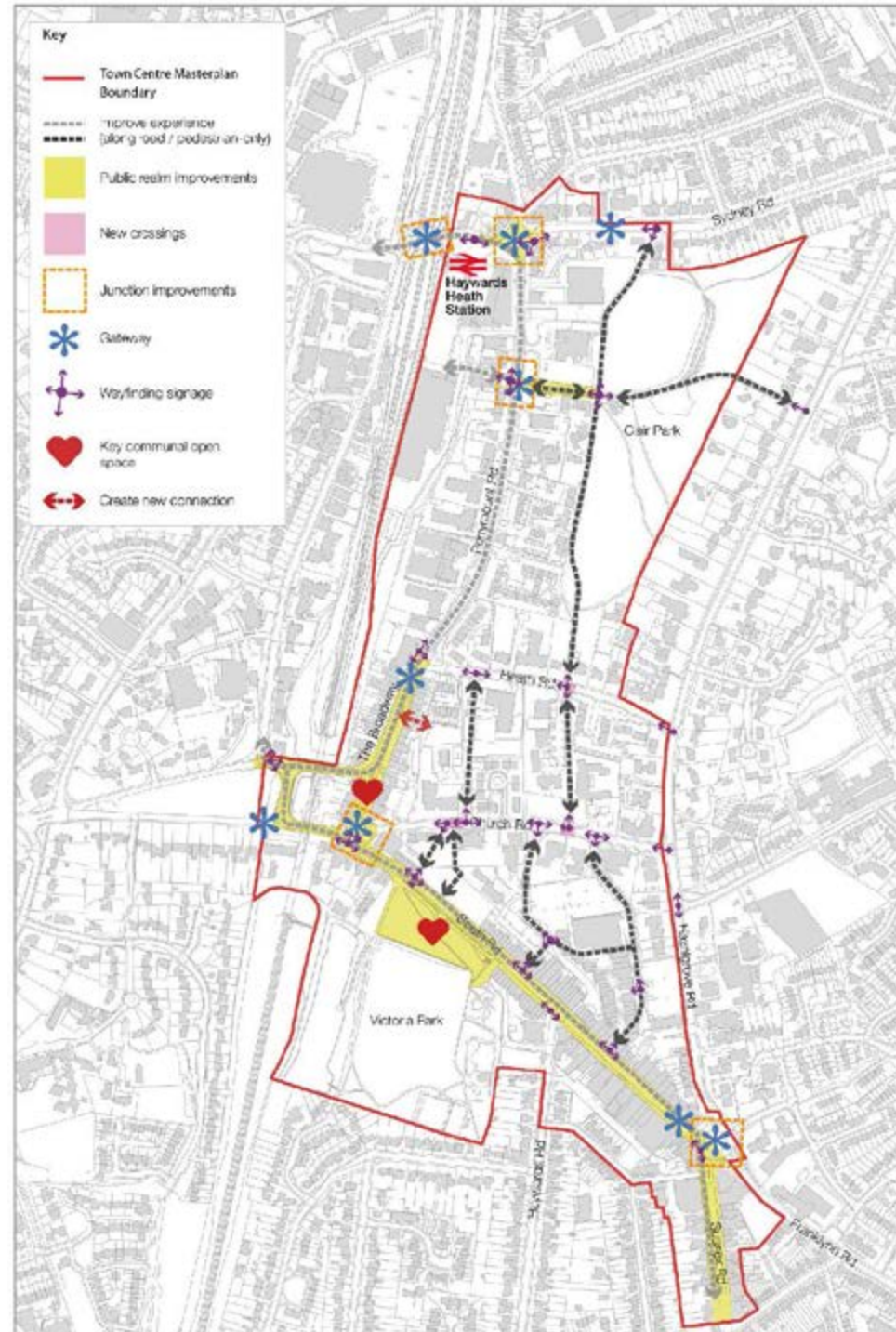
2.14 Urban Grain and Character

The Haywards Town Centre Masterplan identifies that Perrymount Road is a primary route through the town centre, from the station to the retail core for vehicles, pedestrians and cyclists. The northern end of Perrymount Road, is identified as serving as an important interchange between buses and the train. The document identifies characteristics which create challenges to improving the public realm, these include:

- the gradients of the road.
- on-street pinch points.
- narrow pavements.
- clutter on the street.
- lack of wayfinding.
- lack of street trees near to the site.

The MSDG, has specifically excludes the site from the coarse grain area. While the site does share some characteristics, including larger floor plates and parking, it is distinct in that it has a narrow street frontage which widens out creating an irregular shaped site. The back section of the site bounds both residential properties and the conservation area. Within the MSDG, section 5.2 the principles highlights avoiding intensification or increases in building height which cause significant harm to the amenity of adjacent properties or adversely impact on views of the wider townscape and landscape.

The views study of the site shown that increasing the height proposed buildings on the site above the existing building height would be detrimental to the longer views from the Conservation Area. It would make the site more dominate and at odds with its direct surroundings. There would also be a potential with increased height of overshadowing and loss of amenity to the residential properties directly north of the site. This would be contrary to the policy, and therefore limits the desirable height of building on the site.



Opportunities diagram from the Haywards Heath Town Centre Masterplan SPD

5 Site Optimisation and Mixed Use Intensification in Town Centres

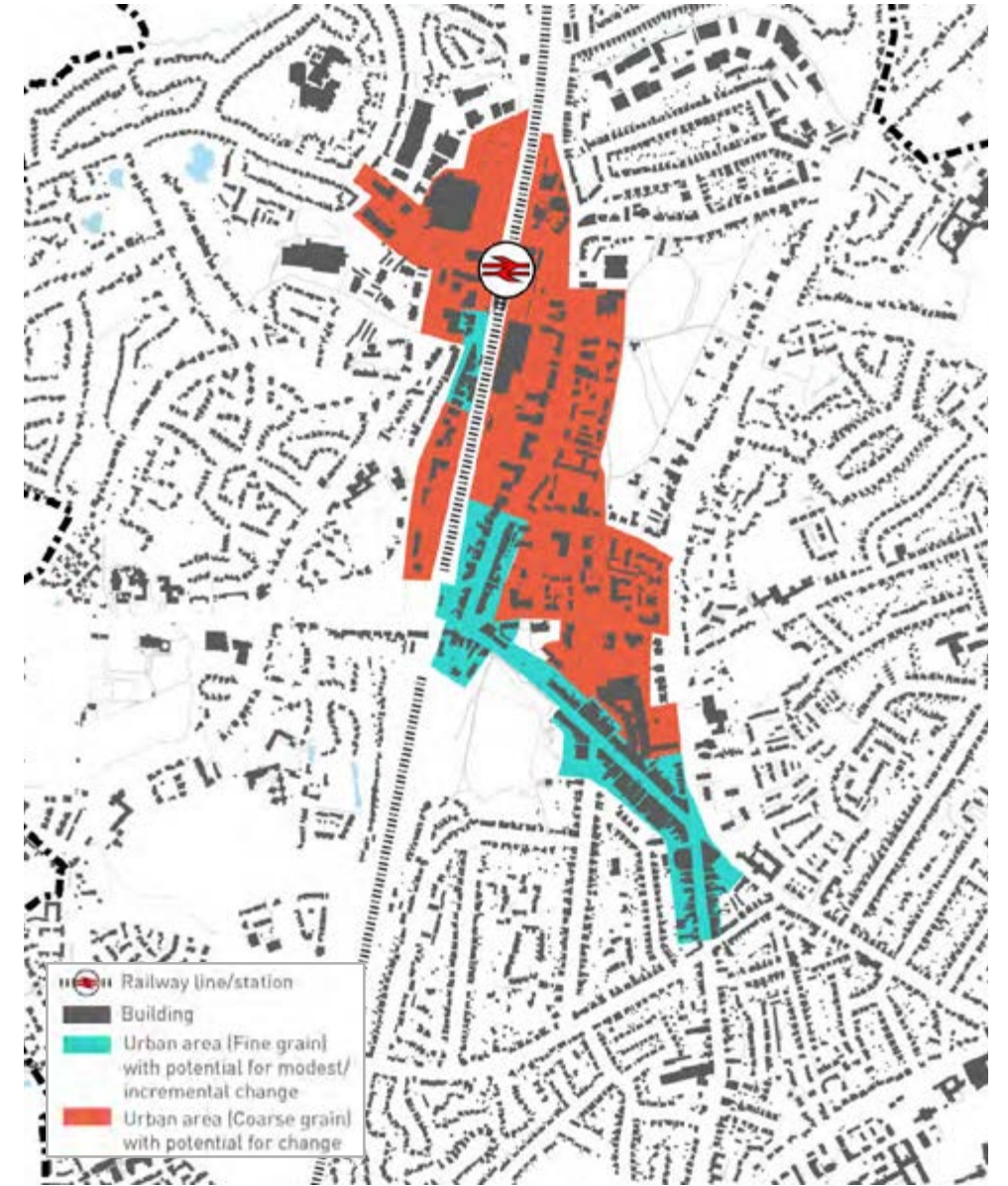


Figure 5B: Haywards Heath - opportunities

Opportunities diagram from The Mid Sussex Design Guide SPD

3. IDENTITY

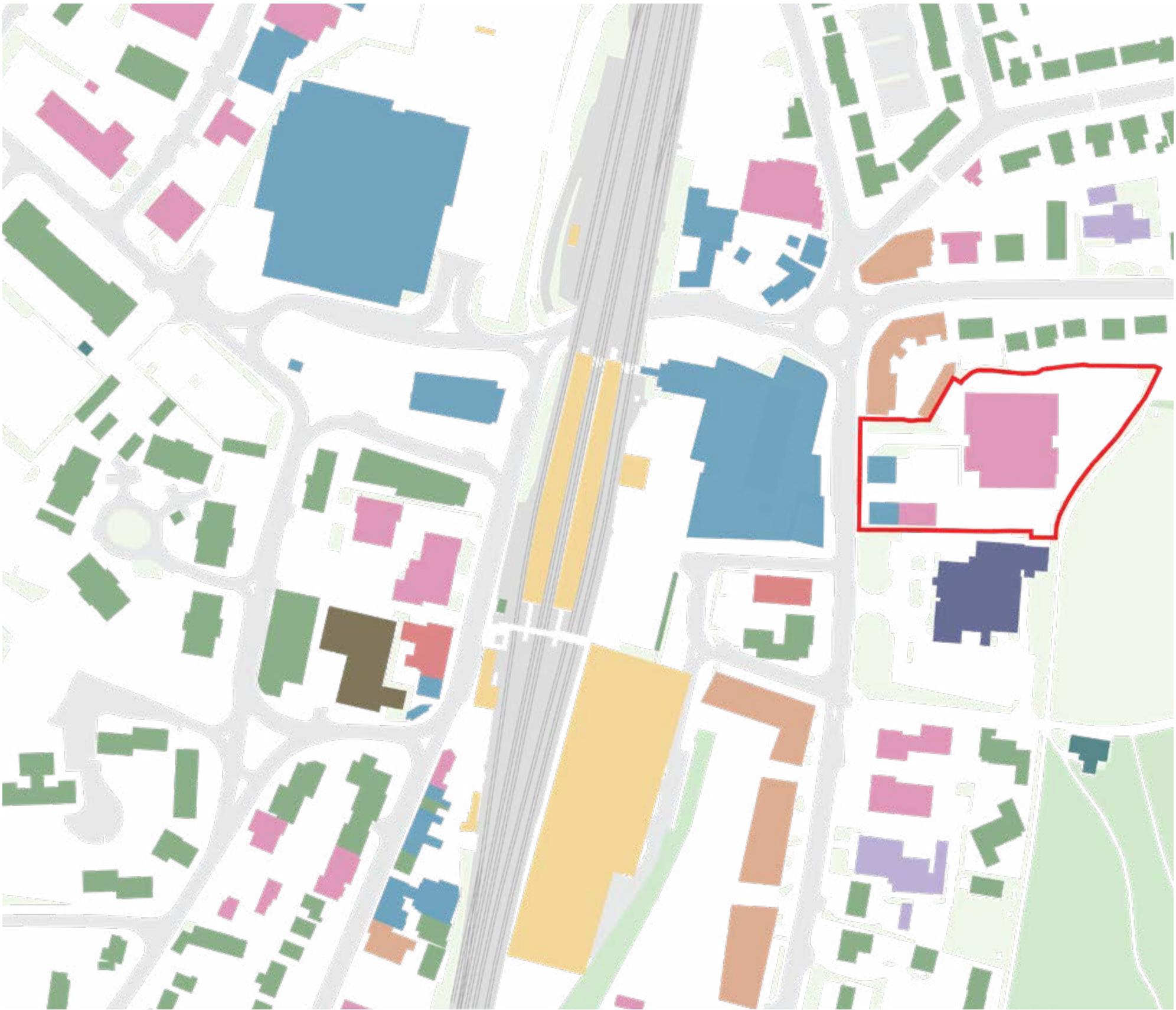
3.1 Identity and Character

In accordance with the National Design Guide (NDG), an analysis of the site has been carried out; the identity and character of the existing environment is summarised below:

- The site is close to the retail situated around Commercial Square, as well as to existing commercial and residential areas.
- The site is neighbouring to the Heath Conservation Area but does not form part of the setting of any listed buildings.
- Along Perrymount Road recent residential and commercial buildings have utilised modern materials and contemporary detailing suited to their typology. The relative low rise of the Waitrose maintain distant views, while the recent new build residential developments are much taller typically 7 storeys
- The site is identified as part of the Victorian and Edwardian urban street rather than the Coarse Grain Urban area but shares some characteristics with both. The site is therefore the transition point.
- The site slopes up from the road, and due to manipulation of the topography of the sites around it, now sits higher than most of the surrounding ground. Sussex House sits on a plateau at the high point.
- The current building levels on the site cannot be exceed without a detrimental impact to the longer distant view west from Clair Park.
- The site, along with the neighbouring Clair Hall site, are the only point where Clair Park can be seen from the surrounding streets.
- The position of the site provides excellent links into the existing road, pedestrian, cycle, rail and bus networks. This provides good opportunities for sustainable transport links to the local community. It is also close to other retail and community facilities thus encouraging linked trips. The existing highways constraints limit the site access for vehicles from Perrymount way.
- The site has limited existing ecological value, as the trees along the boundaries largely are outside the site.

KEY:

	Site Boundary		Educational Use
	Residential Use		Recreational Use
	Retail Use		Religious Buildings
	Retail/Residential		Transport
	Commerical Use		Communal



4. BUILT FORM

4.1 Preliminary Design Response

The site constraints:

- The existing topography requires gradients at the access points to be considered to ensure they are suitable for food retail customers utilising trolleys.
- Perrymount Road has narrow pavements and is congested by on street uses close to the site, such as busy bus stops, crossing points, access to neighbouring sites. This limits access points onto the site.
- The street frontage slopes with a level difference of 2.26m across the front of the site.

KEY:

	Neighbour Access		Bus Stop
	Site Entrance		Taxi Rank
	Traffic-Controlled		Pedestrian Movement
	Crossing		Vehicular Movement
			Site Boundary



Key Constraints and Opportunities

4. BUILT FORM

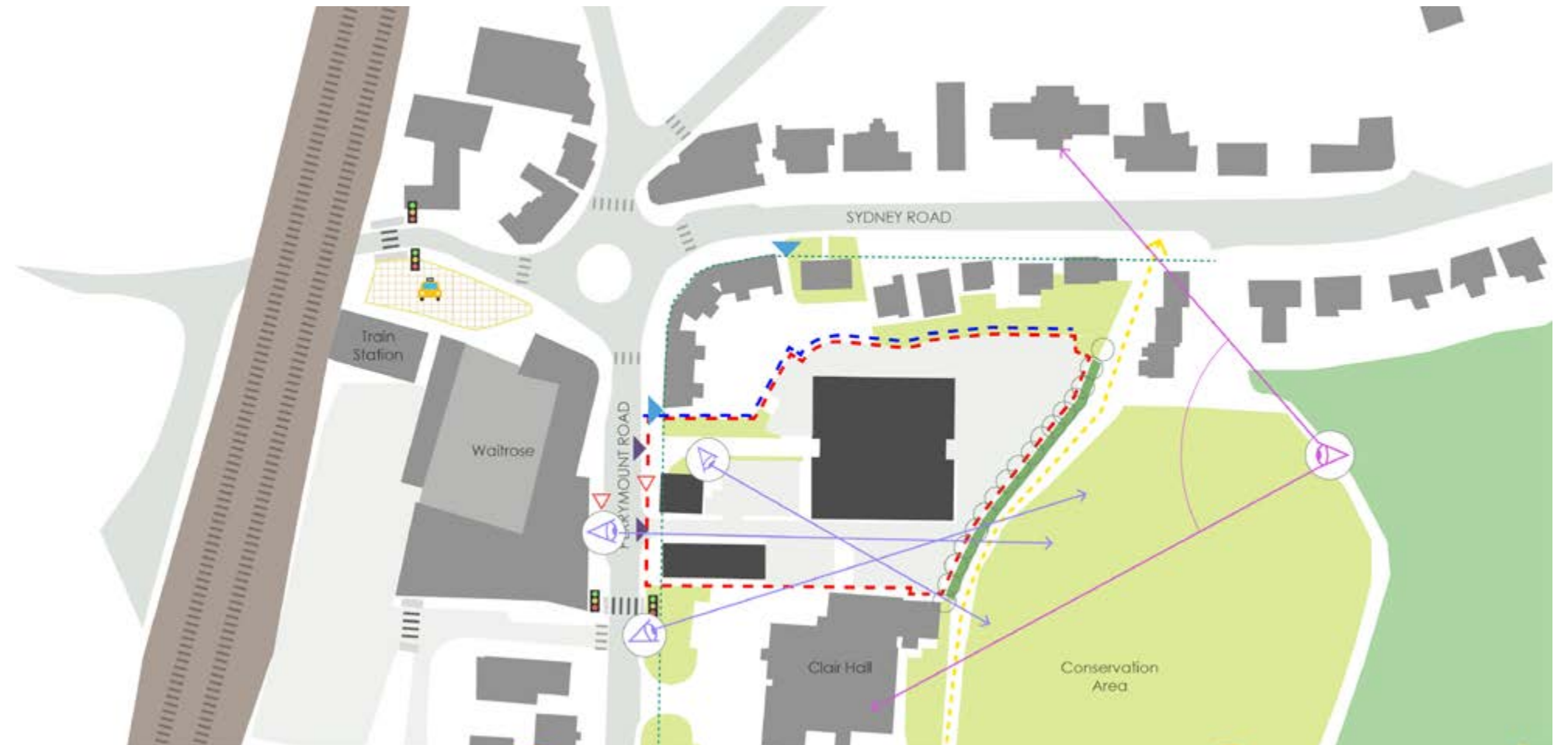
4.1 Preliminary Design Response

The site constraints:

- The site has a narrow street frontage which widens up to the rear of the plot.
- The roofscape datum and established longer views from the conservation area limit building height on the site, as can be seen from viewpoint 2 below.
- The amenity of the neighbouring residential area to the north needs to be considered to minimise impacts.

KEY:

	Neighbour Access		Bus Stop
	Site Entrance		Taxi Rank
	Traffic-Controlled		Pedestrian Movement
	Crossing		Vehicular Movement
			Site Boundary



Key Constraints and Opportunities



Viewpoint 2 With the datum / horizon line

4. BUILT FORM

4.1 Preliminary Design Response

The site opportunities:

- The Sussex House office block is set back from the road, and is underutilised, with a number of smaller buildings including a convenience store, existing tarmac car parking and hard-standing. The buildings are of their time, with limited architectural merit and are unlikely to be energy efficient. Redevelopment offer opportunities create more sustainability buildings.
- The site is edge of town centre with sustainable transport and linked trip opportunities.
- There are opportunities to enhance the biodiversity on the site.
- There are opportunities to enhance improve the street scape along Perrymount Road.

The Client Brief:

- To developer proposals for the site to be redeveloped as a standalone Aldi Food Store.

KEY:

	Neighbour Access		Bus Stop
	Site Entrance		Taxi Rank
	Traffic-Controlled		Pedestrian Movement
	Crossing		Vehicular Movement
			Site Boundary



Key Constraints and Opportunities

4. BUILT FORM

4.1 Preliminary Design Response

Following the evaluation of the surrounding area to establish the character of the area and analysis of the site to establish the key constraint and opportunities, various options for the positioning of the store were considered. Following this analysis a singular preferred location for the store emerged as the most viable option, with the store positioned to the northeast of the site.

The key factors driving the store location within the overall site are:

- The existing pedestrian crossing and bus stop on Perrymount road mean the existing access point is the optimum location for site access. As a result, the optimum position for the store is to the north. Initially, the access point was centred on the existing access point. With the radius adjusted. To ensure safe access, the existing kerbs of the bell mouth would need to be realigned.
- With any form of retail where customers use trolleys, good/safe design principles dictate the gradient of external areas should not exceed 1:40. By following this fundamental principle across this site from the existing level on Perrymount Road you end up with the store located to the north. The north-west corner of the site, adjacent to Perrymount road is the lowest point on the site. This positions the building towards the north-east corner of the site to allow for suitable gradients to be formed.
- The irregular shape of the stores allows for the provision of soft landscape buffer to the eastern boundary. The landscape buffer along the eastern boundary also ensures protection of the existing trees abutting the eastern boundary within the conservation area.
- The car park wraps around the store's main 'public' elevations to the south and west. This allows for passive surveillance both street and store.
- The position of the building naturally screens the residential buildings to the north from the noise of the car park and deliveries. No activities are located along the north façade other than fire escapes and there are no windows in the north elevation. The building has been designed to reduce any impact on residential amenity by minimising noise and light pollution, as well as removing any potential overlooking. The building is also lower than the existing building reducing the likelihood of overshadowing.
- The pedestrian route on to the site has been placed close to the existing bus stops to ensure ease of access to the site from the excellent public transport links in close proximity to the site.



Plan Sketch Presented at First Pre Application

4. BUILT FORM

4.1 Preliminary Design Response

The key factors driving the store appearance:

- The requirement to include photovoltaic panels to be fitted to the roof means that a shallow roof pitch has been used, this also limits the building height, minimising any visual impact on the Heath Conservation Area and the residential properties to the north.
- The dominate material within Haywards Heath is brick, this has therefore been used on the elevations as the primary material.
- The irregular shape of the building has been used in combination with the use of different materials, to breakdown the mass of the building. This ensures the scheme more in keeping with the scale of the neighbouring residential properties and does not have an monolithic appearance.
- Visual connectively and privacy; glazing for the store has been added to the west elevation facing towards Perrymount Road and to the south elevation facing the car park. Openings to the north and east elevation have been minimised.

4.2 Pre-Application Submission

The first Pre-Application Submission was made in June 2024 and was accompanied by a Pre-Application Design Document, setting out the scheme to facilitate pre-application discussions with Mid Sussex District Council, in respect of a proposed redevelopment of the site. Included in the meeting from the LPA were the Planning Case Officer, Conservation Officer and Urban Design Officer.



Sketch Elevations Presented at First Pre Application

4. BUILT FORM



CGI Presented at First Pre Application

4. BUILT FORM

4.3 Pre Application Meeting 1

Following the Submission an online meeting was held with the Local Planning officers on the 11th July, written comments were received on the 28th August.

Key comments and points raised about design during the high-level discussion were:

- The impact of the proposed development on the setting of the Heath Conservation Area, and the contribution which this makes to its character and appearance. In principle of a replacement building of the scale shown was not considered contentious due to its single storey height and the screening on the boundary. Views towards the site need to be considered to demonstrate the potential impact.
- Biodiversity Net Gain requirements, it was noted that the current site was largely hardstanding with limited amenity planting. A robust landscaping scheme was required.
- The impact on access location options of the existing bus stops and crossing on Perrymount Road were discussed at length. It was confirmed per-application advice from WSCC Highways was being requested with regards to any highway's safety implications from the proposed highways, access and parking arrangement.
- The amenity of the residential properties to the north of the site, including noise and daylight need to be considered.
- With regards to Urban Design some further thought/ justification for the location of the store to the rear of the site, rather than providing a frontage building is required.

In conclusion there was no objection in principle to the redevelopment of the site.



Arial view across the site look south long Perrymount Road

4. BUILT FORM

4.4 Pre Application Submission 2.

Site Layout Options.

Following on from the comments recieved from the LPA from, a second pre-appilcation document was put together and a second online pre-appilcation meeting was held on 14th October 2024, Included in the meeting from the LPA were the Planning Case Officer and Urban Design Officer.

As requested by the Urban Design Officer, we explored the impact of the building being on the existing building line and the possible opportunities for introducing mixed use elements.

When considering the site as a whole, the arrangement and positioning of the buildings was considered and informed from the site analysis, site context, constraints and opportunities.

Option A Considerations:

- The store has good visibility from the street and creates active frontage.
- The store fills most of the street frontage, therefore there is limited space for creating access for vehicles onto the site, separation of access for different users and serving of different users.
- The potential access point clashes with the existing crossing point. The congestion of uses on the street and junctions limit opportunities to relocation the crossing. It cannot move north without clashing with the bus stops, it cannot move south due to existing road junctions.
- The potential access point is at the highest on the street frontage, this requires less alteration to the levels across the site to get suitable gradients for customers with trolleys to get from the parking to the store from.



Sketch plan and section option A.

4. BUILT FORM

4.4 Pre Application Submission 2.

Site Layout Options.

Option A Considerations:

- The car park is to the rear of the site limiting opportunities for passive overlooking. The noise from cars and deliveries is closer to the existing residential properties. Lighting of the car park also has the potential to impact residential amenity.
- The roofscape datum and views from the conservation area over the site mean that there is limited scope for an additional storey above the ground before there would be impact.
- The slope on Perrymount Road would mean with the storey entry point at the highest level on the street, the north part of the ground floor would be elevated above the street creating a blank facade of retaining walls and a requirement for steps out of the building as means of escape. This would limit the opportunity for introducing street trees or separated entrances for different users.
- The position of the building limits opportunities to maintain or enhance the view from the street to the park.
- The opportunities to form connections to the Clair Hall site in the future are limited due to the access road being close to the boundary.



Sketch plan and section option A.

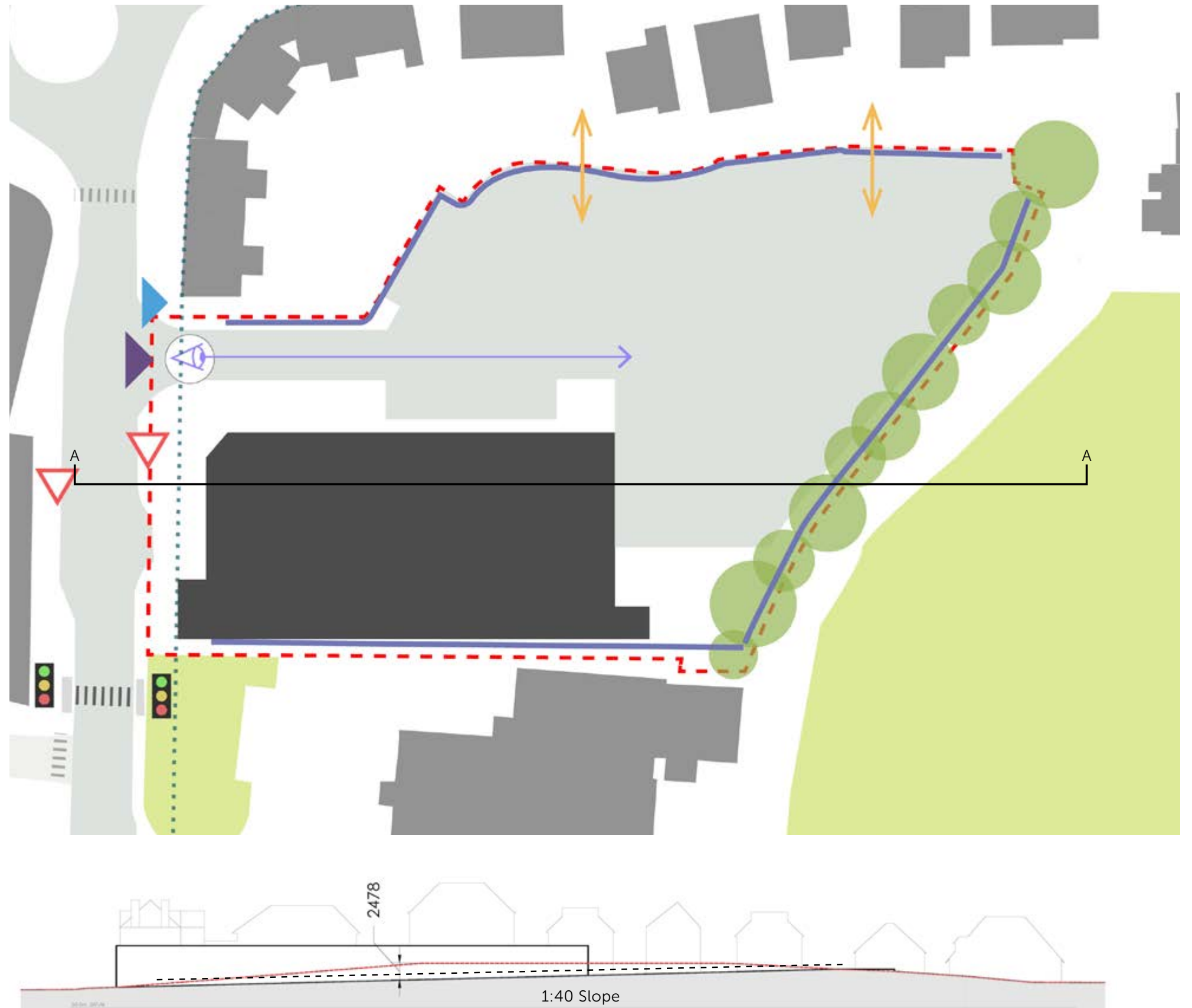
4. BUILT FORM

4.4 Pre Application Submission 2.

Site Layout Options.

Option B Considerations:

- The store has good visibility from the street and creates active frontage.
- The store fills most of the street frontage, therefore there is limited space for creating access for vehicles onto the site, separation of access for different users and serving of different users.
- The potential access point clashes with both the existing access to the neighbouring properties garages at the rear of the maisonettes and the existing bus stop. The neighbouring access cannot be moved. The potential access point is also closer to the roundabout.
- The potential access point is at the lowest point on the site requiring the most alterations to the levels across the site to get suitable gradients for customers with trolleys to get from the parking to the store from. (Trolleys roll with gradients greater than 1:40)
- The car park is to the rear of the site limiting opportunities for passive overlooking. The noise from cars and deliveries is closer to the existing residential properties. Lighting of the car park also has the potential to impact residential amenity.



Sketch plan and section option B.

4. BUILT FORM

4.4 Pre Application Submission 2.

Site Layout Options.

Option B Considerations:

- The minimum internal height required for an Aldi is 3.5m, excluding structure which can require 1.5m to 2m. Modern residential apartments have a floor-to-floor height of nearly 3.5m to account for structure and services. The minimum height of a two-storey building would be circa 8m. The roofscape datum and views from the conservation area over the site mean that even with the building at the lowest site level there is limited scope to include a first floor over the retail area.
- The slope on Perrymount Road would mean with the storey entry point at the lowest level the south part of the elevation would be sunk into the ground. Therefore, retaining walls along the boundaries with the road, south boundary other boundaries, as well as steps would be required to allow for fire escape roofs. This would limit the opportunity for introducing street trees or for different users.
- The position of the building limits opportunities to maintain or enhance the view from the street to the park.
- The opportunities to form connections to the Clair Hall site in the future are limited due to the position of the building, this precludes potential future permeability.



Sketch plan and section option B.

4. BUILT FORM

4.4 Pre Application Submission 2.

Site Layout Options.

Option C Considerations:

- The store is set back from the street frontage, therefore less visible from its surroundings.
- The narrow street frontage, and the single aspect limited space for creating separation of access for different users and serving of different users.
- The existing access point is retained, therefore the relationship with bus stops, crossing point and junctions is not impacted.
- The access point closer to the high point on the frontage, aiding to minimise the need to alter the levels across the site to get suitable gradients for customers with trolleys to get from the parking to the store front.
- The building acts as a buffer between the residential properties and the parking. This will aid the protect these from noise and lighting to limit the potential impact to residential amenity.
- The roofscape datum and views from the Conservation Area over the site mean that even is the building is lowered there is limited scope for additional storeys to the building. This precludes mixed use development.
- The frontage is opened up allowing for opportunities to introduce street trees and enhance the public realm with a green edge to the site.
- The opportunities to form connections to the Clair Hall site in the future are maintained.
- The position of the building maintains or enhances the view from the street to the park.
- The carpark is passively overlooked from the store and the street creating a safer environment for customers.

Conclusion

While having the building at the front of the site would provide greater visibility the gradient across and the narrow street frontage, creates challenges in design suitable access and levels across the site for customers and deliveries. It would also impact negatively on the existing uses on the street. The relationship of the ground floor with the street would also be undesirable. These prevent options A and B being viable.

The limitation on height required to maintain the views from the Conservation Area over the site preclude taller multistorey buildings being developed on the site, this significantly reduces the options for mixed used schemes to come forward on the site.

We have therefore continued to refine option C.



Sketch plan and section option C.

4. BUILT FORM

4.4 Pre Application Submission 2.

Proposed Site layout

Following on the pre-application meeting 1, the site layout was updated. The key changes to the site plan are as follows:

- The site access has been realigned to ensure the distance between the start of the junction radius and the existing crossing point is not changed. This is to ensure widening of the junction does not impact the visibility from the crossing.
- The pedestrian access has been moved to remove the requirement for a ramp onto the site from the pavement. This creates more space along the street frontage for landscaping.
- The layout of the carpark been rationalised to account for the changes to the access and to simplify the route for the deliveries. The flow of customers entering and exiting the site will be improved.
- The loading bay has been altered to suit the changes to the car park layout reducing hardstanding near the store.
- Landscape islands have been created within the car park to aid in breaking up the space.
- The parking has been moved away from the park to allow for more of a landscaping buffer.



Proposed Site Plan for Pre Application 2.

4. BUILT FORM

4.5 Pre Application Meeting 2

Following a review of the building typologies, architectural styles and the materials used in the area surrounding the site, consideration has been given to the form and materiality of the building.

The form of the building is defined by the site constraints and the client brief, the low mono pitch roof allows for the inclusion of photovoltaic panels on the roofs while minimising the impact to the amenity of the existing residential properties to the north.

Brick is a dominant material within the local area, with various colours used, modern cladding panels are also utilised on the modern buildings of similar typology. The palette of materials selected therefore reflects the context and character of the buildings in the area. The materials have been used to breakdown the mass of the building where visible for the surroundings. This creates both visual interest and aids in the transition of scale from the larger buildings to the south and the traditional residential area to the north.

The elevations have been updated to match the alterations to the floor plans, the overall concept to break down the mass of the building has not altered.



Proposed Elevations for Pre Application 2.

4. BUILT FORM



CGI showing view from the Perrymount Road for Pre Application 2.

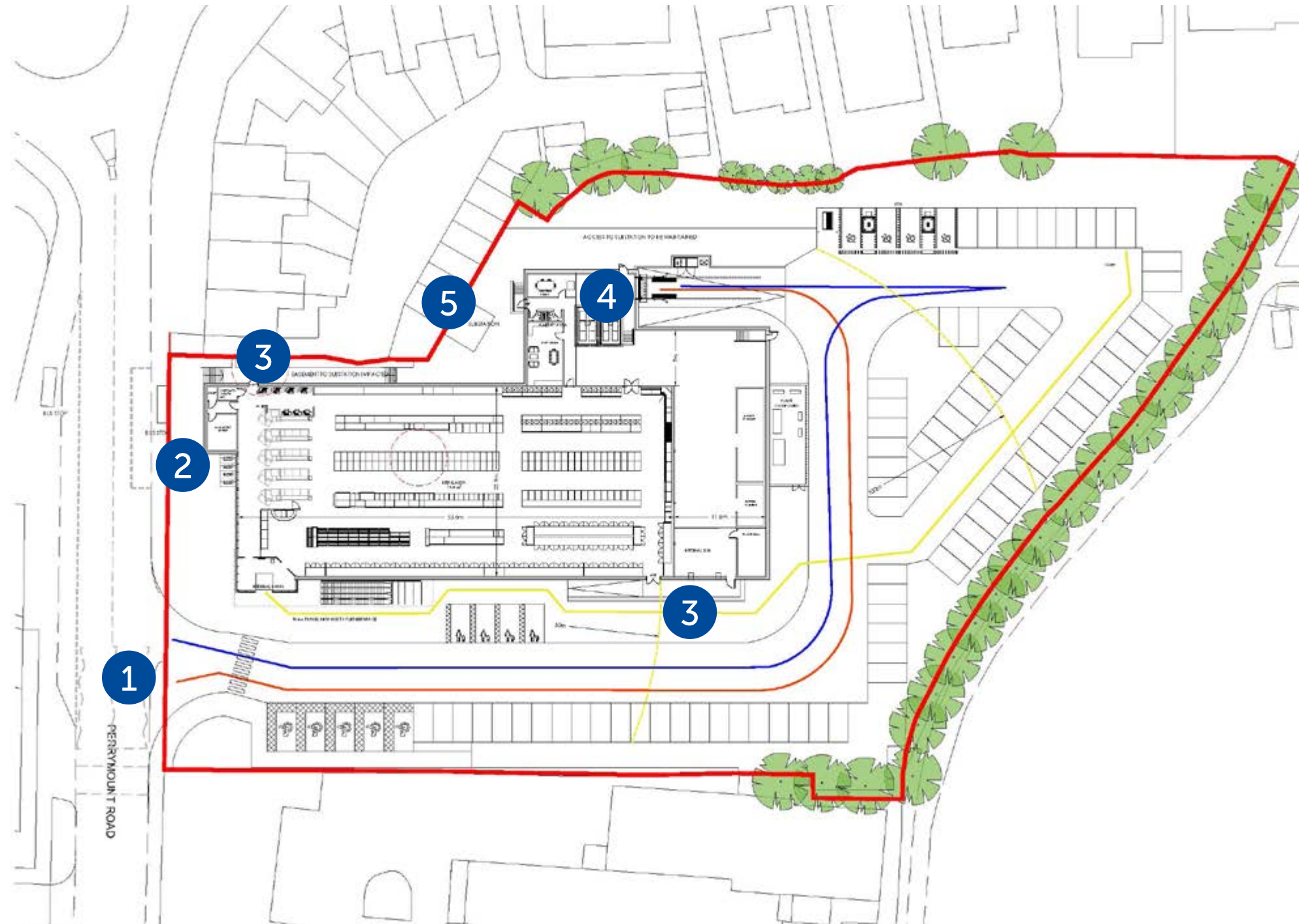
4. BUILT FORM

4.6 Pre Application Meeting 2 Post Meeting Submission: Site Layout Options.

As requested by the Urban Design Officer, we have further explored Option A, with a bespoke store on the existing building line, this has been compared with preferred Option C.

Option A Considerations:

- 1. Highways Safety:** Main access compromises existing crossing, leading to conflict with highways safety, resulting in need to remove crossing to detriment of pedestrian accessibility. The nearest alternative crossings points are 82.m south or 80m to the north at the existing cross point by the roundabout.
- 2. Frontage:** Opportunity for visibility from street, however there is visual disconnection due to shop floor being elevated above the street. This also increases the area of blank facade. There is limited opportunity to enhance frontage through landscaping which is a prevalent feature of the eastern side of Perrymount Road.
- 3. Levels:** The change in levels across the site would require ramps/steps for means of escape, hampering accessibility. The slope of the road creates challenges at the store entrance when considering level access. Creating suitable 1:40 gradients for trolleys would also create increased excavation and carting away of soil.
- 4. Footprint:** An increased footprint is required to accommodate the loading bay and goods lifts required due to the siting and as a result of levels.
- 5. Substation:** This would require relocation, due to the need to maintain access. The substation serves a number of properties outside of the site so cable routes would need to be adjusted.



Sketch Plan for Option A



Sketch Elevation for Option A

4. BUILT FORM

4.6 Pre Application Meeting 2 Post Meeting Submission: Site Layout Options.

6. Secured by Design: The location of the car park to the rear would conflict with secured by design principles due to lack of passive surveillance.

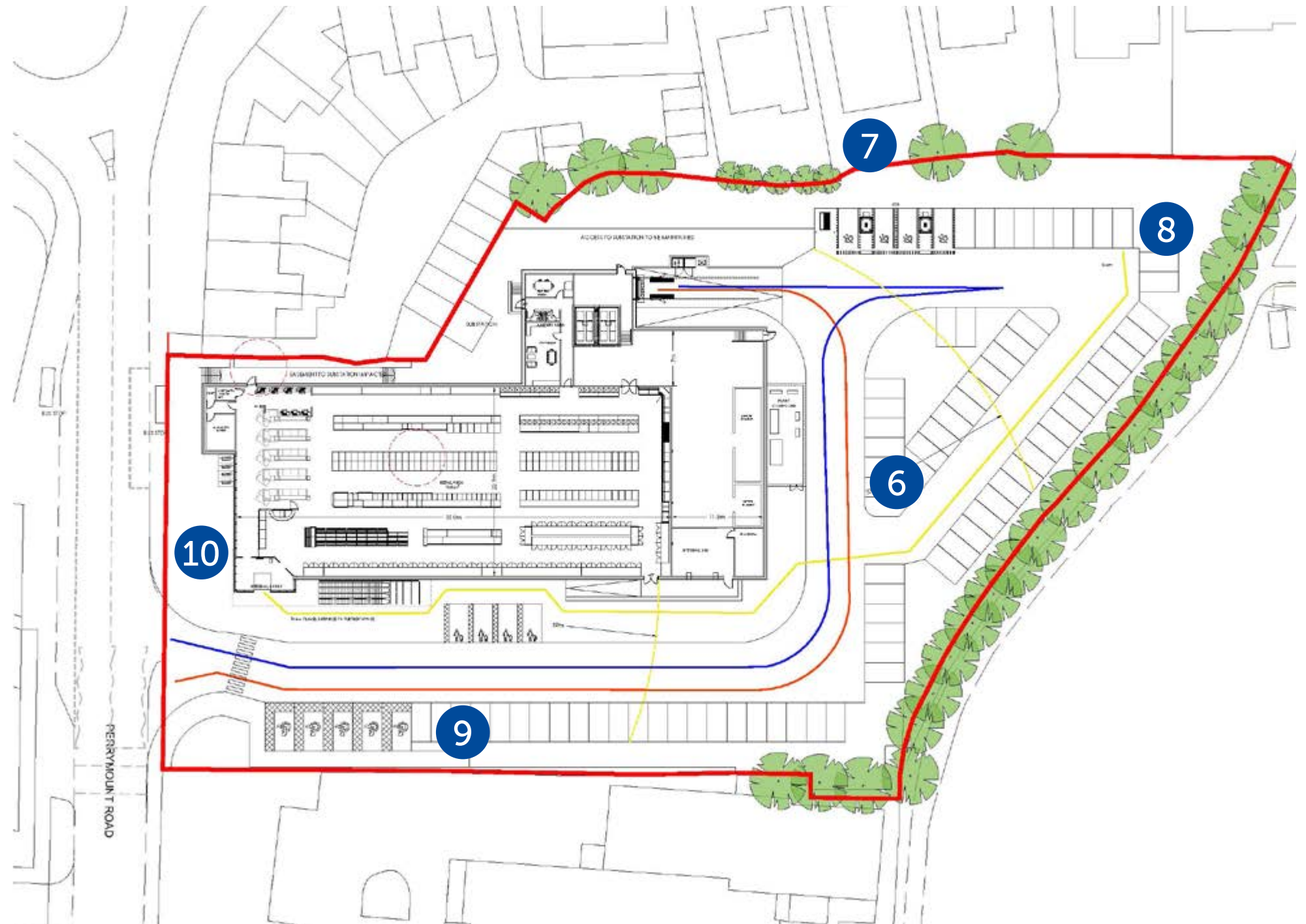
7. Residential Amenity: Car parking and loading bay in this location has the potential to lead to amenity conflicts (lighting within, servicing and car lights/ noise).

8. Car Park Layout: The quantum and layout achievable is further below parking standard guidance, with significant travel distances for users. The layout only has 85 parking spaces, this is 12 less than the preferred scheme. On the preferred scheme all the parking spaces are within approximately 50m of the store entrance. On this scheme only 21 spaces are within 50m of the store entrance, with 34 are more than 100m from the store entrance.

9. Adjacent Site: Siting of the building and level changes required would limit connections/visual enhancement between the Site and the Clair Hall Site.

10. Customer Experience: The resulting store is heavily compromised with a reduce entrance and complex levels around the site and store access which impact accessibility.

In conclusion, placing the store at the front of the site results in poor food retail store design, and compromises customer experience and accessibility. It also creates undesirable urban design implications which result in poor urban design. As highlighted above, these includes negative impacts on residential amenity and highways safety.



Sketch Plan for Option A

4. BUILT FORM

4.6 Pre Application Meeting 2 Post Meeting Submission: Site Layout Options.

Option C Considerations:

- 1. Highways Safety:** Main access remains in the location of the existing access. The existing crossing point and bus stops are therefore unaffected, minimising any impact to highways safety.
- 2. Frontage:** The store is set back but visible across the car park. There is an opportunity to enhance the street frontage through landscaping which is a prevalent feature of the eastern side of Perrymount Road.
- 3. Levels:** The access is toward the high point on the street and the design looks to minimise the excavation and carting away of soil, while creating suitable 1:40 gradients for trolleys. The design creates level access to store entrance and from the fire escapes.
- 4. Footprint:** The footprint of the building is close to the optimised store size, ensuring the building is efficient, therefore promoting sustainable use of materials.
- 5. Substation:** This remains in the existing location but would require an adjustment of levels. The cable routes would remain as existing.



Proposed Site Plan for Pre Application 2.

4. BUILT FORM

4.6 Pre Application Meeting 2 Post Meeting Submission: Site Layout Options.

6. Secured by Design: The location of the car park is to the front of the store, this adheres to secured by design principles, with passive surveillance from both the store and the street.

7. Residential Amenity: The building acts as a buffer to the car parking and loading bay, minimising the potential of amenity conflicts (lighting within, servicing and car lights/noise).

8. Car Park Layout: The quantum is closer to the WSCC Standards, with 97 spaces. The car park layout wraps around the store entrance minimising travel distances. All parking spaces are within approximately 50m of the store entrance, promoting accessibility for all customers.

9. Adjacent Site: Siting of the building allows for potential future connections and visual enhancement between the Site and the Clair Hall Site.

10. Customer Experience: The resulting layout of store creates good connective for customers, allowing ease of movement to and around the store.

In conclusion, placing the store in preferred location to the rear of the store results in good food retail store design, and creates a good customer experience and accessibility. It also retains and enhances desirable urban design features which result in improved urban design. As highlighted above, these includes protecting existing residential amenity and highways safety.



Proposed Site Plan for Pre Application 2.

4. BUILT FORM

4.7 Public Consultation

Aldi, are committed to engaging the local community on their proposals for land at Perrymount Road, Haywards Heath.

Residents and stakeholders were given the opportunity to give their feedback, regarding the proposals at all stages of the public consultation via of an in-person and virtual consultation in October 2024.

An in-person public exhibition was held on Thursday 24 October 2024 at The Town Hall in Haywards Heath between 3pm and 7pm. To advertise the event, invitation flyers were delivered during the week commencing 14 October 2024 to 1,551 local households and businesses. Local political and community stakeholders were sent emails notifying them of the consultation launch and event. A tailored letter was sent to 45 neighbours living closest to the site. 71 individuals attended the exhibition, and 3 individuals attended the specific neighbour session. Attendees included the ward councillor, members from Haywards Heath Town Council, as well as representatives from Haywards Heath Cricket Club.

To encourage website traffic, and to maximise publicity for public consultation, a Facebook advert was launched, targeted at people living within the wider Haywards Heath and surrounding areas. The advert was published on the 18 October 2024, which ran for 16 days.

The advert reached 11,199 Facebook accounts, resulting in 1,832 click-throughs to the project website.

The public consultation ran until the 3rd November 2024. Overall, 75% of respondents supported the proposal in principle.

There is a continuing dialogue with the Haywards Heath Cricket Club to look at solutions for the specific issue that that raised

A online meeting was held with Haywards Heath Councillors on 4th December 2024, to present the scheme to them and to allow them an opportunity to raised questions with the design team about the proposals. A further online teams meeting is schedule with Hayward Heath Town Council in January 2025.

The responses from these consultations have been collated and are contained with the Statement of Community Involvement which accompanies this planning application.



A selection of display panels from the exhibition.

4. BUILT FORM

4.8 Built Form Principles

The analysis of the site context and the establishment of the local character has been used to inform and develop the layout for the Aldi site. The proposals also seek to provide a coherent redevelopment of a fragmented site, in a way which respects the amenity of the neighbouring residential properties and the Heath Conservation Area, while also enhancing the streetscape of Perrymount Road. The proposal recognise that the site is a point of transitions between two distinct townscapes within Haywards Heath. The taller, more density development area further south on Perrymount Road and the Victoria and Edwardian Residential Area to the North.

The proposals for the Aldi site and the overall site design are in line with principles set out in the NPPF and the Mid Sussex District Council Policies and Design Guide.

- The proposals utilises the already established network of pedestrian and cycle routes, as well as existing public transport hub, to provide access for customers in the wider catchment area. This is in accordance with NPPF para 96c and para 114-117, and MSDC Policy DP21 and HHNP Policy T1
- The proposal for the site respects the Heath Conservation Area and enhance the views with the removal of the Sussex House. This is in accordance with NPPF para 212 and MSDC Policy DP37 and DP38.
- The proposed arrangement of the site takes account of the surroundings to ensure the amenity of the existing residential properties to the north are not compromised and that it enhances the street scape, in accordance with NPPF para 135 and MSDC Policy DP29
- The proposals seek to enhance the site biodiversity, and increase the level of landscaping, in accordance with BNG requirements of the environment act and in accordance with NPPF para 180 and MSDC Policy DP37 and DP38.
- The proposed Aldi store will be constructed using low carbon and renewable technologies in accordance with NPPF para 159 & MSDC Policy DP39
- The choice of materials and massing of the building respect the local character of the area. This is in accordance with NPPF para 135 and MSDC Policy DP26.



CGI showing view from the entrance from Perrymount Road towards the west elevation of store.

4. BUILT FORM

4.9 Final Design Site Layout and Built Form

The proposed scheme is for a 1940m² GIA food store with associated parking, landscaping and servicing.

The proposals will deliver a total of 97 car parking spaces on the Aldi site including 6 DDA spaces, 10 Parent & Child spaces, 6 electric vehicle charging spaces and 20 passive electric vehicle charging spaces. Additionally, there will be provision for 20 customer cycle parking spaces and 10 staff cycle parking spaces.

The position and form of the building is defined by the site constraints and the client brief. The building is positioned to the north and east of the site. The mass of the building acts to protect the amenity of the residents to the north of the site by shielding them from the car park and deliveries. The areas to the north and east of the boundary is altered from a car park hardstanding to the boundaries to a landscaped buffer zone.

The proposed Aldi store will have a footprint of 2041m² GEA with maximum external dimensions of approximately 67.2m long and 40m wide, at the widest point. The proposed maximum height of the store is 6.2m from finished floor level to the apex of the mono-pitch roof.

The position of the existing access road is utilised and widened to create clearly defined routes for customers to access the site and there is an enhancement of landscaping to Perrymount Road.

The low mono pitch roof allows for the inclusion of photovoltaic panels on the roofs while minimising the impact to the amenity of the existing residential properties to the north.

The combination of changes to the topography and proposed building height means that the proposed building is lower in height than the existing residential buildings to the north and the current building on the site, Sussex House. The ridge of the proposed building has an approximate height of 61.3m AOD while Sussex House has an approximate height of 68.1m AOD, overall, this is a reduce in height of circa 6.8m in built form on the site which allow the distant views from the Heath Conservation area to be seen with less interruption. This is accordance with MSD GD7.



Proposed Aldi Site plan

4. BUILT FORM

4.10 Architecture and Appearance

Following a review of the building typologies, architectural styles and the materials used in the area surrounding the site, consideration has been given to the form and materiality of the building.

Brick is a dominant material within the local area, with various colours used, modern cladding panels are also utilised on the modern buildings of similar typology. The palette of materials selected therefore reflects the context and character of the buildings in the area. The materials have been used to breakdown the mass of the building where visible for the surroundings. This creates both visual interest and aids in the transition of scale from the larger buildings to the south and the traditional residential area to the north.

Within this context, and in accordance with MSDC Policy DP26, the guidance set out within NPPF para 135, MSDC DG44 the elevations for the Aldi store combine contemporary high quality materials, appropriate simple detailing and features with elements derived contextually. The proposals strive to produce a design which does not try to replicate existing buildings or styles, but is a more innovative and distinctive design of a high standard.

The proposals seek to make a positive contribution to the visual quality of the built environment, as well as developing the site with a building that fits both visually and functionally into the surroundings.

The holistic selection of materials and technologies has also been carefully considered to ensure the building meets the standards required by MSDC Policy DP26 and DP39.

The two customer fronting elevations face towards both the car park and Perrymount Road. This ensures the glazed facade and main entrance offer natural daylight into the store, an active frontage and natural surveillance across the whole of the site. The glazing used will incorporate a solar film or coating to reduced solar gain within the interior without noticeable impact to its aesthetic appearance.

The customer entrance is demarcated with the glazed lobby and canopy offering a clear reference for customers to orientate themselves when accessing the store.



Proposed west elevation.



Proposed east elevation.

4. BUILT FORM

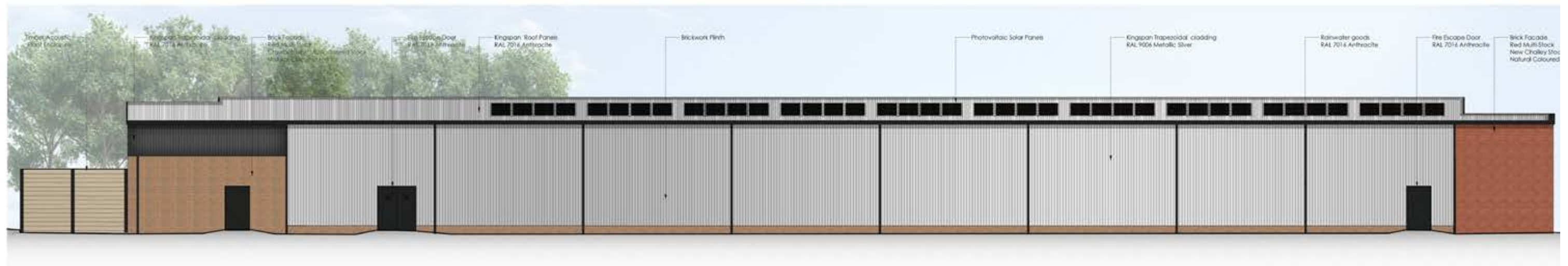
4.10 Architecture and Appearance

The Aldi store elevations have been designed to use high quality modern materials in a contemporary way, comprising the following elements:

- Red and Buff brick. The two tones of brick have been used to differentiate the elements of the store, breaking down the store from a single mass to components that are more similar in scale to the neighbouring residential buildings. This is the case when the building is viewed both from Perrymount Road and also as it is glimpse from The Heath Conservation Area. The brick also used widely within Haywards Heath with Sussex brick to be used.
- Anthracite framed, large format shop front glazing to the primary elevations facing Perrymount Road and towards the carpark and Clair Hall.
- High quality, insulated, metal cladding panels, which are laid in a vertical format create a visual link to the material used on the Waitose building on the opposite side of Perrymount Road. On the East, South and West elevations these panels are used at high level to further break down the mass of the building. On the north elevation which is not public viewed the metal cladding panels are used on the full height of the elevation. The panels are proposed in two colours of grey, to break up the massing of the proposals and to reflect the colour used on the Waitrose as we as Aldi corporate colour palette.
- Aluminium canopy, finished in anthracite, wraps around the west and south elevations and affords the trolley bays and cycle stands protection from the weather. This sits next to the crisp metallic finish to the external walls to create an open and eye-catching elevation for customers.



Proposed south elevation.



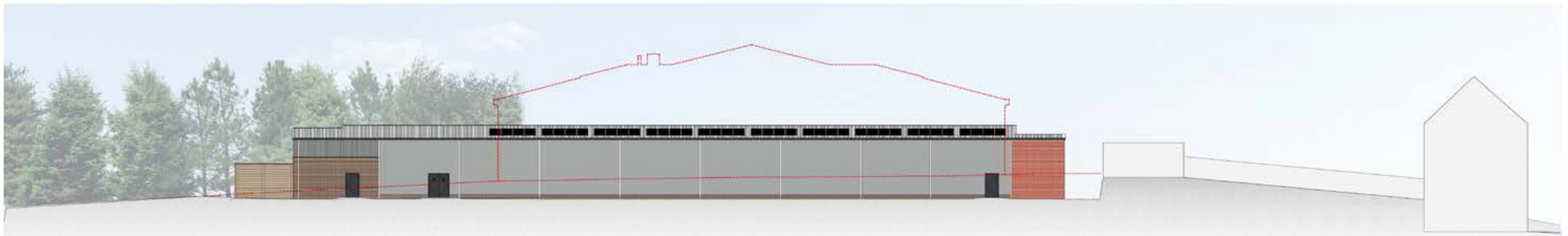
Proposed north elevation.

4. BUILT FORM



CGI showing view from their entrance from Perrymount Road towards the west elevation of store.

4. BUILT FORM



Site Sections showing reduction in height in the overall built form of circa 6.8m from Sussex House to the proposed Aldi Store.

4. BUILT FORM

4.11 Materials Palette

Materials used on the exterior of the building and hard landscaping for the store are contemporary, high quality, long lasting and low maintenance ensuring the building will look as smart many years after opening as it does on day one. The proposed materials reflect the pallet of materials used within the local area without replicating.

- 1. Kingspan Facades cladding panel, Anthracite RAL 7016.
- 2. Ibstock, New Chailey Stock, or similar approved.
- 3. Ibstock, Crowborough Multicoloured Stock, or similar approved
- 4. Shopfront frame: RAL 7016
- 5. Kingspan facades cladding panel, Metallic silver RAL 9006
- 6. Stainless steel external furniture.
- 7. Marshalls permeable block paving, Colour brindle.
- 8. Tarmacadam.
- 9. Marshalls Blistered Tactile Textured, Colour Buff.
- 10. Timber knee rail and bark mulch to landscaping areas.
- 11. Photovoltaic Panels, to be mounted on the store roof
- 12. Typical Canopy lighting



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Potential materials for use on the building and for the hard landscaping within the site.

5. MOVEMENT

5.1 Network Links and Accessibility

The context analysis of the existing infrastructure and transport networks around the site has confirmed that the site has good pedestrian and cycle links to the local community and other existing amenities, which allow for linked journeys. The site is also served by existing public transport networks, with bus stops, taxi rack and railway station adjacent to the site. The site is accessible by a choice of travel modes and will reduce reliance on the private car. Therefore, the site meets the sustainable community, and transport aims set-out in NPPF para 96c and para 114-117, as well as WSTP Policies D1 & D8 and MSDC Policy DP21 and HHNP Policy T1

The design incorporates a direct shared pedestrian and cycle path, direct to the store entrance, connecting to the existing highways footpaths, road crossing points and the bus stops on Perrymount Road. The proposed layout has been designed to ensure pedestrians are provided with a safe environment, for ease of movement throughout the site. The quality of the pedestrian footpaths and crossings in the site are good with routes to all major facilities at least 2.5m wide.

The 20 customer cycle parking spaces are located close to the pedestrian/cycle routes, ensuing direct access and encourage sustainable forms of transport. These spaces are located adjacent to the store entrance and ensures that the cycle spaces are covered by natural surveillance from both inside and outside the store. The 10 staff cycle parking spaces are secure and covered. These are located to the rear of the store.

As set in the Transport Assessment, the proposals meet the requirements of NPPF Para. 112 but does not meet the WSCC parking standards which require 139 spaces. However, an assessment anticipated parking demand of the proposed development and demonstrates that 97 parking spaces is appropriate for the scheme. This includes 6 DDA spaces and 10 Parent & Child spaces.

The scheme also includes 6 electric vehicle charge spaces and 20 passive electric vehicle charging space. This is considered reasonable given the localised catchment, and short dwell time of c20 minutes. The number of active EV spaces is less that WSCC parking standards which require 20%, however usage will be monitored through the travel plan. The proposals are there in accordance with NPPF Para. 114 and Para. 116 and MSDC Policy DP2.



Proposed Aldi Site Plan

5. MOVEMENT

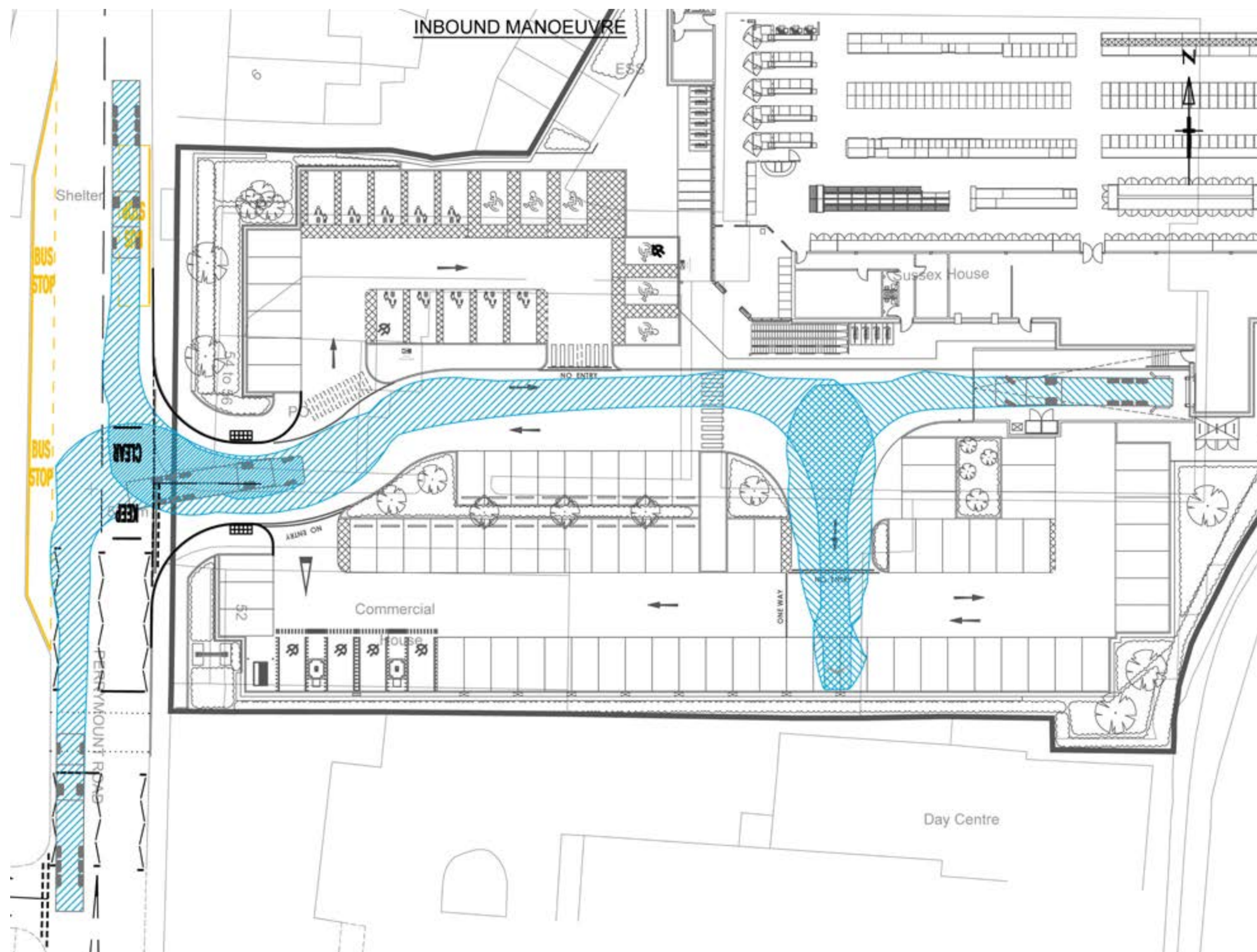
5.2 Accessibility and Servicing

The proposed car parking spaces are set out to measure a minimum of 2.5m width and 5.0m length, with the aisle widths being a minimum of 6m and 7.5m where the delivery vehicles track, which will assist with customers manoeuvring in and out of parking bays and throughout the site.

The proposed servicing for the food store would take place within the site boundaries. The delivery vehicles will enter the site, move to the south then reverse north-east into a ramped and walled service bay towards the east of the site. More information regarding servicing is provided within the transport assessment which accompanies this application.

As part of the Transport Assessment, a traffic assessment was undertaken. This concluded that the effects of this development are able to be accommodated within the existing highway network. This is in accordance with NPPF 110 & 116 and MSD Policy DP21.

Aldi Stores Ltd has a policy of non-discrimination and non-segregation, ensuring that all customers are given equal opportunity to use the store and its facilities, in line with both the Equality Act and current Building Regulations. This is clearly demonstrated in the proposals, with appropriate parking provision being provided to include designated access parking bays and Parent & Child parking bays located adjacent to Aldi's store entrance. All of the pedestrian and cycle paths incorporate dropped kerbs, ensuring access for all users, across the site. The store entrance incorporates flush thresholds and automatic entry and exit doors. The maximum gradient designed across the site in customer areas is 1:40.



Tracking diagrams showing the HGV arriving at the site. Connect Consultants

6. NATURE

6.1 Landscaping

The landscape design proposals have been developed to create a pleasant landscape setting to compliment the proposed Architecture and effectively integrate the development within its contexts.

The hard and soft landscaping has been considered from the outset and aims to create a high-quality environment that responds to the sites' locality and provides a high-quality frontage which is sympathetic to the urban character of Perrymount Road. It seeks to enhance the streetscape and strengthens the tree line which is evident on the western side of Perrymount Road. This is in accordance with NPPF para 135 and MSDC Policy DP37 and DP38 and MSD DG4 & DG4

Where possible the existing trees and vegetation to the site boundaries is to be retained to minimise disturbance to the established habitats, maintaining the boundary treatment and screening it offers. Additional landscaping consisting of tree and mixed species native buffer planting within grassland is proposed to the North and Eastern boundaries to enhance the existing habitat, provide increased canopy and screening of the development.

The car park landscape incorporates mixed ornamental shrub and herbaceous planting to create an attractive and resilient landscape, that changes with the seasons. The Western boundary incorporates formal hedging and mixed ornamental planting to provide low-level screening of parked vehicles within the car park. This also provides a neutral backdrop for the varied tapestry of ornamental planting colour and forms along Perrymount Road.

Soft landscape island areas have been introduced within the car park to soften the otherwise hard landscape environment. Trees are also proposed to break up the hard space, reinforce the site layout and provide height and interest. The tree species have been selected to ensure their successful establishment and the long-term contribution they can make to enhancing the car park environment.

Mixed species native hedging is proposed along the North and Southern boundaries to define these edges of the site whilst introducing linear corridors for flora and fauna to disperse around the site. This will provide connectivity with the existing hedgerow and trees to the Eastern boundary and wider landscape beyond.

Native tree planting is proposed to the periphery of the site for the habitat value, screening, shelter and structure it will provide. On the Eastern and Northern boundaries, the varied native tree species introduced will provide a diverse range of food sources and shelter to promote biodiversity. Ornamental tree planting is proposed within the car park and street frontage to provide focal points and seasonal interest. Additionally, the use of mature specimens allows structure to be introduced whilst ensuring sufficient clear stem heights for good visibility and natural surveillance.



Proposed Landscape Masterplan

6. NATURE

6.2 Landscaping and Biodiversity

Areas of proposed native planting to the Eastern boundary will develop to provide scrub habitat, adding to the wooded character of the rear of the site. This area will provide valuable habitat for birds, small mammals and invertebrates. The use of native species provides food and shelter for wildlife to inhabit. These areas once established will strengthen the landscape buffer around the site and bolster the existing screening present to the rear of the proposed food store.

Species rich wildflower grassland areas have been introduced to increase biodiversity and enhance the sites ecological value whilst offering a soft and visually attractive edge to the site. Wildflower-rich lawns have been incorporated for more formal areas that can be left to grow longer during the summer months providing additional valuable nectar and food sources for pollinators.

Further to the planting scheme, further ecological features recommended in the ecology assessment have been incorporated into the scheme. These include bird nesting boxes, bat boxes and hedgehog boxes.

Biodiversity Net Gain Design Stage Report has submitted with the application. As part of the site assessment, the baseline biodiversity has been established for the site using the Statutory Biodiversity Metric User Guide (DEFRA, 2024d) The baseline biodiversity units are 0.09 habitat units and 0.11 hedgerow units. The anticipated post-development biodiversity units are 0.92 habitat units and 1.88 hedgerow units. This represents a net gain of 0.83 habitat units and 1.70 hedgerow units which is a gain of 928.39% habitat units and 1,544.44% hedgerow units. This is in accordance with NPPF para 180 and MSDC Policy DP38 and the Environment Act 2021.

Further details of the landscaping strategy included on the landscape Masterplan. Further details of the ecology assessment and the biodiversity assessment are included within the Ecological Impact Assessment and Biodiversity Net Gain Design Stage Report accompanying this application.



Acer campestre 'Streetwise'
Common Name: Field Maple
'Street wise'



Tilia cordata 'Greenspire'
Common Name: Small leaved
Lime 'Greenspire'



Pyrus calleryana 'Chanticleer'
Common Name: Ornamental Pear



Corylus avellana
Common Name: Hazel



Corylus avellana
Common Name: Hazel



Crataegus monogyna
Common Name: Hawthorn



Cornus Sanguinea
Common Name: Dogwood



Prunus spinosa
Common Name: Blackthorn

Tree and Mixed Species Native Hedge Planting Palette

6. NATURE

6.3 Water Management

The sustainable use of water has been considered throughout the development of the scheme, along side the disposal of water from the site. This is in accordance with NPPF para 158 and MSDC Policy DP39 & DP42.

Aldi have appointed the external consultants, SOL Environment Ltd (SOL), to assess Aldi’s store design and to ensure that they are compliant in terms of sustainable water usage requirements with MSDC Policy DP42. Water use has been limited to a predicted 6.56 Litres/person/day and meets the BREEAM minimum standard of ‘Good’ under Wat 01.

Water management within the building:

- High efficiency water saving fittings will be installed within the development, to have at least a 30% improvement over baseline standards.
- A pulsed output water meter will be specified on the mains water supply to the building.
- Any plant consuming greater than 10% of the building’s proposed water demand, will be fitted with a pulsed output sub-meter.
- Aqualeak Detection Ltd WG2 or a similar leak detection system, will be used for the project. This will include flow control devices consisting of solenoid valves and PIR’s, which will be specified to the WC areas of the development.

Water management within the landscaping:

- Plants have been carefully selected to ensure their suitability for the site, to ensure that requirements for water once established are limited to precipitation.
- The proposals have created a sustainable and resilient landscape with low water demand species that can withstand the drought prone land type and changing climate.
- No automated irrigation systems will be installed on site.

Further details of the water consumption calculation are included within the Sustainability Statement accompanying this application.



Euonymus fortunei ‘ Emerald & Gold’
Common Name: Wintercreeper



Hebe rakaiensis
Common Name: Shrubby Veronica



Helleborus Argutifolius
Common Name: Holly-leaved Hellebore



Viburnum lantana
Common Name: Wayfaring tree



Lavandula angustifolia ‘Hidcote’
Common Name: English Lavender ‘Hidcote’



Nepeta Silbririca ‘Altai’
Common Name: Catmint ‘Altai’



Rosa arvensis
Common Name: Field Rose



Ilex aquifolium
Common Name: Holly

Ornamental Shrub and Native Buffer Planting Palette

6. NATURE

6.4 Flood Risk Mitigation and Drainage

The site is designated wholly as flood zone 1 and is considered to be at low risk of flooding from all sources.

Climate change is not expected to significantly worsen flood risk to the proposed development. A 25% increase in rainfall intensity has been allowed for in the design of the surface water drainage system. The scheme has been designed to accord with the Planning Practice Guidance, in accordance with NPPF paras 158, 167 and 173, West Sussex LLFA Policy for the Management of Surface Water and MSDC Policy DP41.

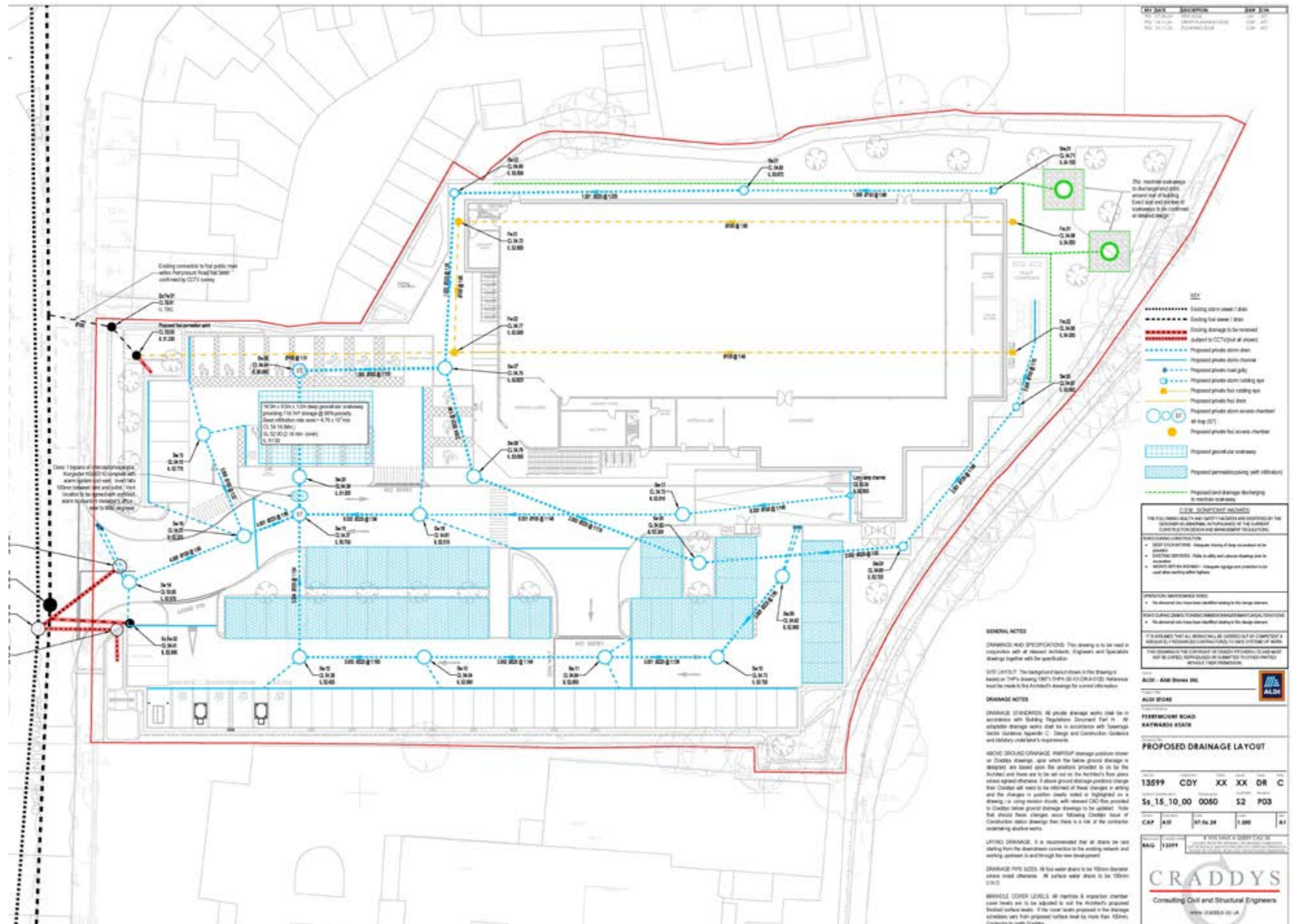
The proposal lowers the finished floor level of the store to 54.85m AOD, the current FFL of Sussex House is 56.74m AOD. The existing building sits on a raised plateau above Perrymount Road and Clair Park. This change in level will be integrated into the landscaping scheme, with gentle slopes and some short retaining walls being formed to the boundaries along Perrymount Road and to the other boundaries. The new maximum gradient in customer areas is 1:40, to ensure accessibility.

The changes in level have also been considered holistically, as part of the overall site design and integrated into the landscaping scheme.

The drainage strategy, based on the SuDS management strategy, assessed the different surface water management techniques that can avoid, reduce or delay the surface water discharge rate from site. The techniques considered include soakaways, watercourses and public sewers, in that order.

Currently the surface drainage for the site discharges partly into soakaways to the rear of the site and partly into an unattenuated connection to the public storm water sewer on Perrymount Road. Following infiltration testing, the proposals is to link the surface water drainage to a geocellular soakaway located in the north-east of the site. The scheme also includes permeable paving and attenuation storage below the carpark.

Further details of the site strategy are included within the Drainage Strategy and Flood Risk Assessment accompanying this application.



Site drainage plan. Craddys

7. PUBLIC SPACES

7.1 Linkage and Amenity

The scheme has been designed to be beneficial to the public realm and the wider community. The scheme redevelops the site which is currently occupied by piecemeal development of underutilised offices and small retail units.

The overall site design, with its cohesive landscaping, reduced the impact of the building on the Heath Area of the Conservation Area with the reduction in height of the building on the site and boosting of landscaping on the eastern boundary.

As requested by the Conservation Office a number of views were considered from the Conservation Area. Analysis of the context showed that the proposed building will be largely screened by the existing trees from Clair Park. To locate the proposed building a redline has been drawn on the plan. The main difference that may be perceived is the removal of Sussex House roof as an interruption to the horizon line.

The active frontage of the store is away from existing residential properties along the northern boundary. This together with the reduce in overall building height ensure that the amenity of the residential properties is maintained.

As the site is approached from Commercial Square along Perrymount Road the attractive, managed landscape creates interest to the front of the site. It seeks to enhance the fragmented streetscape with the introduction of trees adding to the green frontage that dominates the east side of the road from the Clair Hall site looking south.

The buildings and the cohesive site layout, ensure an active site frontage along Perrymount Road and a level of passive surveillance, which benefits not only the users, but passers-by.

The integrated and cohesive landscape proposals add to the green infrastructure of Haywards Heath. While not accessible via the site the removal of the existing buildings openings up the site and provides a greater visual link from Perrymount Road to Clair Park which is otherwise hidden behind the built forms of the surrounding streets.

This is in accordance with NPPF para 135 and HHTCMP 4.3.



View point 8. Existing view showing Perrymount Road, the approximate height of the proposed building against Sussex House



CGI artist impression of the landscaping to Perrymount Road.

7. PUBLIC SPACES



View point 1. Existing view. Only a small amount of Sussex House is visible through the trees



View point 1. Existing view, with the outline of the building shown in red. The building sits lower than the existing trees



View point 1. Proposed view of the site, the building is largely screened during in summer.

7. PUBLIC SPACES



View point 2. Existing view. The roof of Sussex House is visible above the trees



View point 2. Proposed view, with the building outline marked in red. The building is obscured by the existing trees.



View point 2. Proposed view. The building is obscured by the existing trees. The horizon line is less interrupted



View point 6. Existing view. The roof of Sussex House is visible above the trees



View point 6. Proposed view, with the building outline marked in red. The largely building is obscured by the existing trees.



View point 6. Proposed view. The building is largely obscured by the existing trees.

7. PUBLIC SPACES

7.2 External Lighting.

As part of the site proposals, an integrated external lighting scheme has been produced, which takes account of the requirements of the building users, amenity of neighbours and ecology considerations.

The primary aim of the proposed lighting for the site will be to ensure that the lumen levels and light spill are suitable for the intended use whilst avoiding either over or under lighting, preventing excessive light pollution and overspill into adjoining areas and the ecological areas. This is in accordance with NPPF para 135 and 191 and MSDC Policy DP29.

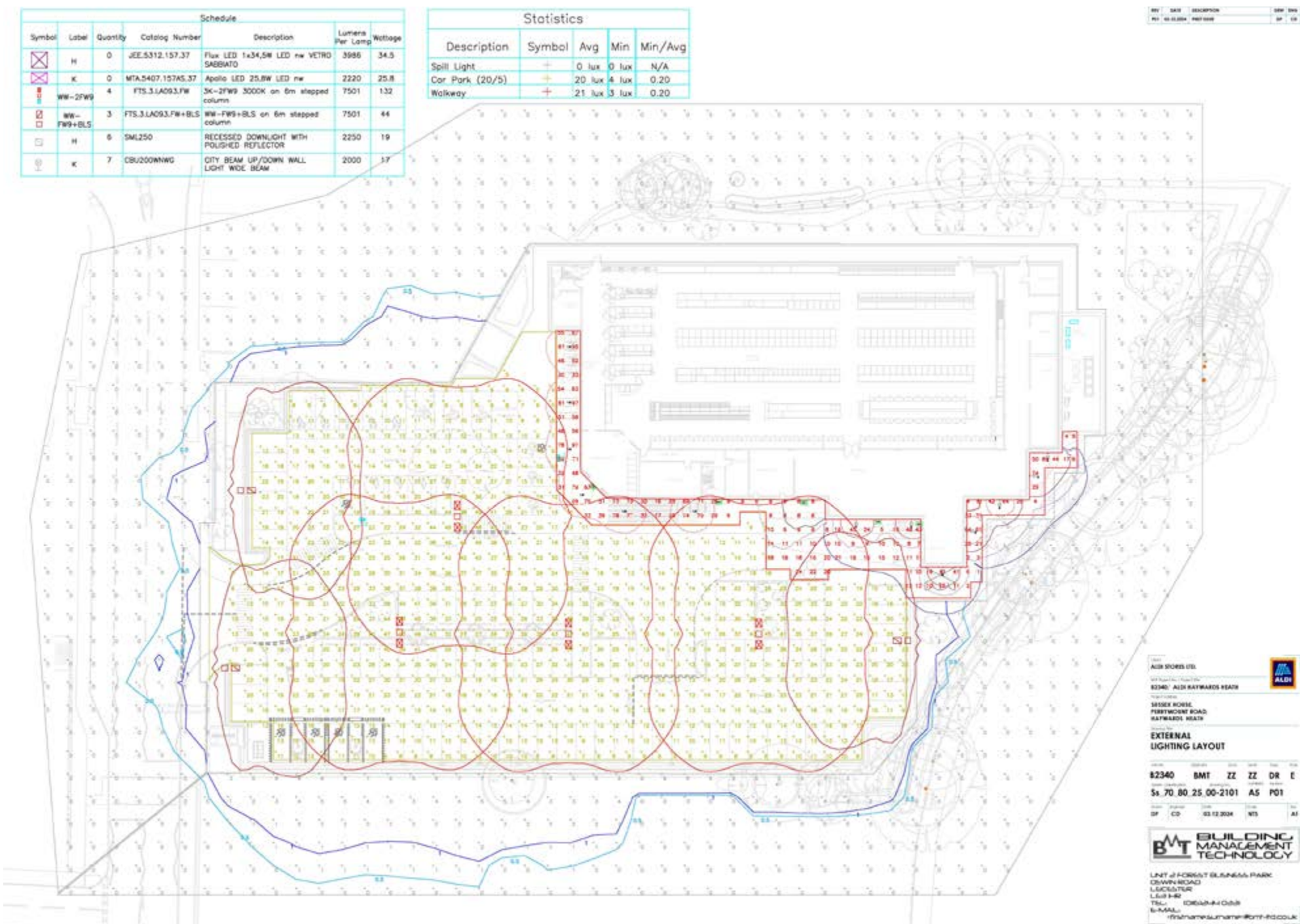
The Aldi store will produce some muted light from the glazed areas, produced from the internal illumination of the store. This will only occur during opening hours. no illumination will be operable when the store is closed.

Lighting columns will be placed at strategic points around the car park to give an even light to the vehicle circulation areas and a small amount of access lighting has been used at entrances and service/fire exit doors for added safety. The soft lighting emanating through the glazed shopfront, will provide an accent to the store frontage and the car parking area immediate to this zone, whilst adding to the vitality of the site, as visible from Perrymount Road.

To ensure that minimise light pollution and allows the area to be used by commuting and foraging bats, the system includes:

- Building Management System time schedule.
- Photo-electric cell sensing ambient light levels.
- Car park lighting disabled between 2300 – 0700 (i.e. curfew hours)
- Building perimeter security and task lighting only between hours of 2300 – 0700.
- Loading bay area presence detection operated during hours of darkness only.

Further lighting details have been produced by a specialist consultant, which accompany this application.



BMT Drawing - Lighting Layout

8. USES

8.1 Land Use

The redevelopment of the site as retail compliments and strengthens the retail hub that exists around Commercial Square which co-exists with the transport node created by the presence of train station and the busy bus stops.

It supports the daily life of the people within the existing mix of communal, residential and commercial uses which are in close proximity to the site by providing additional choice within walking distance. The routes to the site are convenient for those walking or cycling or for those linking to the public transport network.

Consideration has been given to good accessibility for all, with clear routes to the entrance, accessible and parent and child spaces placed close to the store entrance and special trolleys to allow for easy of movement within the site. The gradients across the site have also been minimised so far as the topography allows to further ensure that the site is accessible for all.

KEY:

Site Boundary

Residential Use

Retail Use

Retail/Residential

Commerical Use

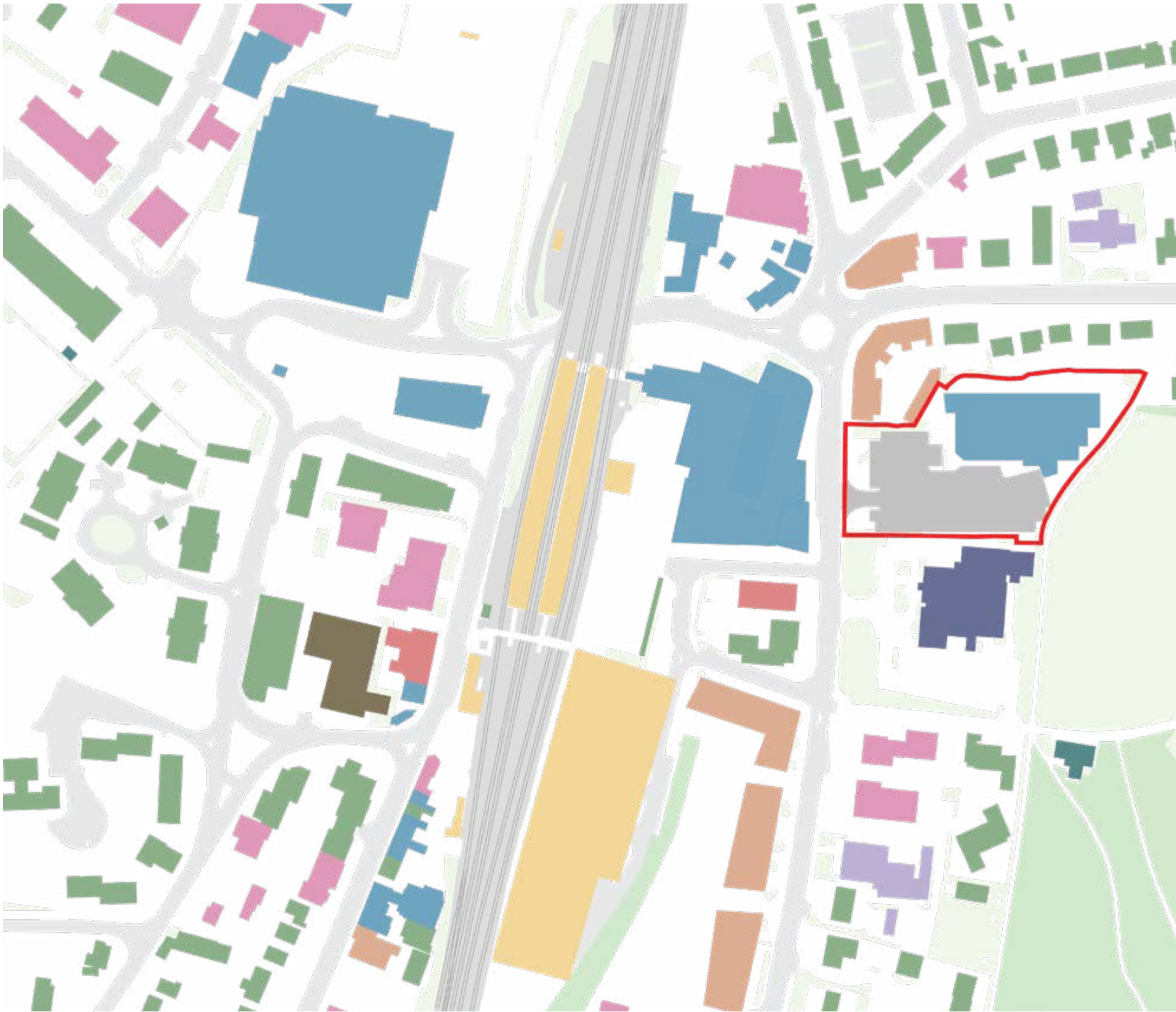
Educational Use

Recreational Use

Religious Buildings

Transport

Communal



9. BUILDINGS

9.1 Internal and External Environment: Acoustic

Within the design of the overall site layout, consideration has been given to ensure that it is a safe, secure, accessible and pleasant environment for users, with adequate provision for privacy within the residential elements. This extends not just to the visual aspects but also the acoustic and more functional elements of the proposals. In accordance with NPPF 191 and MSDC Policy DP29, acoustic impact been considered within the design.

Within the Aldi site design, the external plant has been located to the east of the building, away from the active frontage of the store. It has been positioned at the southern end of the warehouse away from the existing residential buildings. Low noise plant has been selected and a 3m high acoustic screen has been included within the design to further mitigate any plant noise.

The development acts to visually and acoustically screen the residential buildings from the car park and deliveries. The need for service vehicle manoeuvring has been minimised to reduce noise. Deliveries are made by the HGV backing on to a loading bay with an acoustic shroud and produces being unloading directly into the warehouse. This aids to minimise delivery noise.

The Acoustic Assessment has also concluded that:

- Plant noise will be controlled by condition in accordance with the requirements of BS 4142:2014+A1:2019.
- The impact of deliveries has been assessed against national standards and concluded that deliveries could be received between 0700 and 2300 hour (Monday to Saturday). Sunday deliveries would be restricted in accordance with the agreed DMP.
- Noise from car parking will be below the WHO daytime and the store could trade between 0700 and 2300 hours without causing adverse impact to adjacent noise sensitive properties.

The Acoustic Assessment accompanies this application.



Proposed Site Layout

9. BUILDINGS

9.2 Internal and External Environment.

The Aldi store has been considered holistically, to ensure that the internal space provided is comfortable, safe, secure, accessible and pleasant for customers and staff alike.

The glazing used within the shopfront will be coated, to reduced solar gain, without noticeable impact to its appearance. Ventilation and temperature control have also been considered as part of an overall strategy to ensure they are integrated into the overall design.

As part of ensuring the store is accessible, the amenity facilities within the Aldi store also include a customer accessible toilet. The store merchandising layout is designed with a minimum of 2m width to all aisles between products, with specialist trolleys being provided close to the store entrance and the accessible parking spaces.

9.3 Storage, Waste, Servicing and Utilities

Each Aldi Store is provided with a cardboard and paper bailer in the warehouse of the store. The bailer compacts and binds material for return to the depot for recycling. Plastics, batteries and food waste are also collected separately and returned to the depot for recycling or anaerobic digestion. This is in accordance with NPPF para 8c.

For general refuse, Aldi Stores Ltd has a contract with a national waste disposal company who dispose of all general waste from the building. This waste is stored a 1100l bin which is discreetly located in an external alcove, adjacent to the loading bay away from the main entrance.

Aldi donate surplus food to daycare shelters, women’s refuge centres and children’s breakfast clubs, which helps to reduce the amount of waste generated.

The holistic development of the building design, ensures that requirements for ongoing maintenance and servicing are considered early. This ensures that building can be maintained with ease and that scheduled servicing of plant can be undertaken without impacting on users.



Proposed CGI of the Store Frontage



Typical Aldi Store Interior



Typical Aldi Store Interior

10. RESOURCES

10.1 Energy Strategy

Aldi have appointed the external consultants, SOL Environment Ltd (SOL), to assess Aldi's store design and to ensure that they are compliant in terms of sustainability requirements and that they meet the required design standards.

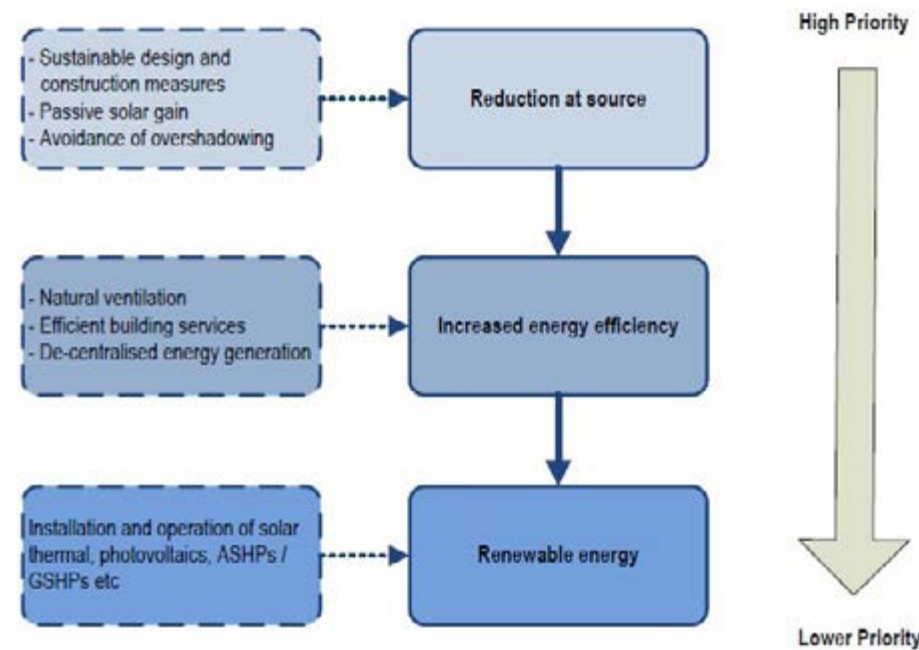
The Energy Hierarchy referenced in the SOL energy statement document, adopts a set of principles to guide the design of a development and the decisions made, regarding energy. This is balanced with the need to optimise environmental and economic benefits. This approach is in accordance with NPPF para 159 & MSDC Policy DP39.

A summary of some of the key measures are detailed below.

- The building has been designed with low air permeability and high levels of building fabric insulation, to ensure high levels of thermal performance. When SBEM calculations are undertaken, as required by the Building Regulations, Aldi stores of this type, typically achieve an 'Energy Performance Certificate' (EPC) A rating.
- The external plant has been located to the east of the building, this ensures that it is naturally shaded by the building for much of the day, to minimise the risk of overheating.
- The efficiency of the refrigeration process benefits from installing chilled display units with doors; allowing a 70% reduction in electrical requirements, when compared to stores with open chiller cabinets.
- Low energy LED lighting throughout the store.
- 'A-rated' appliances are installed within amenity areas.
- The store heating predominantly utilises an Air Source Heat Pump, which is supplemented by a refrigeration heat recovery system.
- The welfare area is further supplemented with energy efficient electric panel heaters. These are connected to the Building Management System.

- The manager's office is equipped with a heat pump split system, that offers both cooling and heating, as this area is occupied for longer periods without natural ventilation.
- A Building Management System (BMS) or sub-meters will be installed to monitor energy use from the major service systems within the building.
- A 80kWp/240m2 roof mounted Photovoltaic array, for supplementing energy use. This was found to be the most suitable of the possible low and zero carbon technologies to incorporate into the Aldi store, based on the energy requirements.
- As part of the Renewable & Low Carbon Energy Statement for the proposed Aldi Store, SOL have undertaken an assessment of energy use and produced an energy strategy for the proposed Aldi Store. This considered various low and zero carbon technologies.

Further details can be found in Renewable & Low Carbon Energy Statement and Sustainability Statement accompanying this application.



10.2 Materials and Construction

The suitability of materials and construction has been considered. A summary of some of the key features are detailed below.

- All major building elements within the proposed development will be sourced from suppliers and manufacturers who hold appropriate Environmental Performance Declarations.
- A minimum 10% of all materials will be responsibly sourced.
- This project will have a dedicated site waste management plan, to minimise and sort construction waste. This will set site specific targets for resource efficiency and diversion of waste from landfill.

In addition to sustainability consideration, the selection of materials for the proposed store considers and balances many factors including but not limited too:

- Suitability for the site constraints, setting and local character.
- Structural and technical requirements, including compliance with building regulations.
- Expected life-span, resilience and ongoing maintenance requirements.
- Availability and cost considerations.

The aim is to create a store that is energy efficient, low maintenance and resilient. This will ensure the buildings longevity, and that it will meet the need of users, not just today but for many years to come. This approach is in accordance with NPPF para 135 and MSDC Policy DP39

11. LIFESPAN

11.1 Lifespan and Future Proofing.

As part of the holistic design approach, the management and maintenance of the site are considered at an early stage. This ensures that the site is as low maintenance as possible and that the maintenance which is required, can be undertaken efficiently and safely. The following elements have been considered:

- Access to mechanical plant and equipment has been considered to allow for effective maintenance to be undertaken to ensure it's continued efficiency.
- The materials used are durable, low maintenance and where required can be easily cleaned such as the shop floors.
- The plants selected for the landscaping can be easily maintained as part of a landscape management plan, with minimal requirements for water once the plants have become established.

The site has been designed to meet the needs of Aldi, their staff and their customers. However, where possible, future trends and initiatives have been considered with the design, to provide an element of future proofing and ensure longevity. The following elements have been considered:

- The infrastructure is included within the car park to allow for the expansion of electric vehicle charge points as demand grows.
- The infrastructure required to support the potential central government initiative for a 'deposit return scheme' has also been included so that the Aldi can meet the requirement with minimal distribution to users.
- Plant spaces are sized to ensure that are able to accommodate additional items or replacement units.
- Internally, the single storey, column-free shop floor allows for variations in layout to meet changing requirements and allow future flexibility. This is further enhanced by the installation of additional floor drains as part of this future-proofing strategy.

This approach is in accordance with NPPF para 135 and MSDC Policy DP39



11. LIFESPAN



CGI artist impression of the landscaping to Perrymount Road.

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