

Planning Statement and Statement of Community Involvement

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

December 2024

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Report title: Planning Statement and Statement
of Community Involvement

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For and on behalf of Avison Young (UK) Limited

1. Introduction

- 1.1 This Planning Statement has been prepared by Avison Young on behalf of Aldi Stores Limited ('Aldi') in support of a full planning application for the redevelopment of Sussex House, Perrymount Road, Haywards Heath, RH16 1DN ('the Site') to accommodate a new Aldi food store with associated parking, landscaping and other associated works.
- 1.2 This planning application has been submitted to Mid Sussex District Council ('MSDC') as the Local Planning Authority ('LPA') and comprises a suite of documents which set out the planning case in support of the proposals in the context of relevant national and local planning policy.
- 1.3 The description of the proposal is as follows:
- 1.4 "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."
- 1.5 The wider Site extends to 0.8ha in area and currently comprises a two-storey, office building, known as Sussex House, a two-storey detached retail unit with office uses above and a two-storey Budgens retail unit with Post Office. The Site includes car parking and hardstanding associated with the existing uses. The Site is accessed from Perrymount Road (B2028) to the west of the Site.
- 1.6 The Site is located in mixed-use context, with 2 to 3 storey residential uses to the north, retail uses to the west and community uses to the south. On the Site's eastern boundary, is Clair Park which is designated as The Heath Conservation Area.

Scheme Benefits

- 1.7 The Proposed Development will deliver the following benefits:
- Making better use of an under-utilised and partially vacant brownfield site: the existing old and under-utilised buildings would be replaced by high quality, visually attractive buildings which incorporate sustainability features.
 - The construction of the new store will create employment opportunities, working with their chosen contractor Aldi are often able to identify individuals that are seeking work placements and may be able to accommodate these during the project;

- The Aldi food store would support in the region of 40 FTE jobs, providing employment for local people and offering flexible employment opportunities within entry level positions. The jobs will be suitable for elderly and part-time workers.
- The provision of an anchor low-cost food store, which will provide residents an alternative option for food shopping which will serve the local and wider population and support linked trips.
- The sustainability credentials of the proposals demonstrate environmental benefits through the inclusion of photovoltaic panels; 26 electrical vehicle charging parking spaces (6 active and 20 passive for future provision); designed to achieve BREEAM very good.
- The Proposed Development will incorporate cycle stands, electrical vehicle charging facilities and encourages use of public transport.
- Improvement to the visual appearance of the Site and to The Heath Conservation Area
- A comprehensive landscaping plan which improves the BNG of the site by a 928.39% biodiversity net gain (BNG) for habitat units and 1,544.44% biodiversity net gain for hedgerow units, far exceeding the local and national policy.
- The retention of the majority of trees on the Site with substantial additional planting of 30 trees.

Submission Documents

1.8 This Planning Statement should be read in conjunction with the following reports and documents submitted as part of the application.

- Application & CIL Forms – Avison Young
- Planning Statement and Statement of Community Involvement – Avison Young
- Architectural Drawings – The Harris Partnership
- Design and Access Statement – The Harris Partnership
- Air Quality Assessment – Redmore Environmental
- Arboricultural Assessment/Tree Survey – Barrell Tree Consultancy
- Biodiversity Net Gain Assessment – ECOSA Ltd
- Drainage Strategy – Craddy's

- Ecology Assessment – ECOSA Ltd
- Heritage Impact Assessment – Cogent Heritage
- Land Contamination Assessment - Craddys
- Landscaping Masterplan – Smeeden Foreman
- Lighting Assessment – BMT Ltd
- Marketing Exercise – Crickmay
- Noise Impact Assessment – Sharps Redmore
- Renewable & Low Carbon Energy Statement – Sol Environment
- Sustainability Statement – Sol Environment
- Transport Assessment – Connect Consultants
- Travel Plan – Connect Consultants
- Tree Constraints Plan – Barrell Tree Consultancy
- Tree Protection Plan – Barrell Tree Consultancy
- Wider Site Plan – The Harris Partnership

1.9 The scope of this planning application has been agreed upon with MSDC Planning Officers during the pre-application process.

Structure of the Planning Statement

1.10 This Statement sets out the planning rationale that underpins the Proposed Development and demonstrates its acceptability in planning terms.

1.11 The Statement is structured as follows:

- **Section 2: Site Context**, provides an overview of the Site and surrounding context;
- **Section 3: Background and Planning History**, sets out the background to the application and the planning history of the site;

- Section 4: Pre-Application Engagement and Scheme Evolution, sets out the pre-application consultation undertaken;
- **Section 5: The Proposed Development**, sets out the detail of the Proposed Development;
- **Section 6: Aldi Stores Limited**, provides an overview of Aldi and outlines the key benefits of the Proposed Development;
- **Section 7: Planning Policy Framework**, outlines the national, regional and local planning policy framework against which the application should be considered;
- **Section 8: Planning Assessment**, assesses the Proposed Development against planning policies outlined as part of the policy framework having regard to other national considerations;
- **Section 9: Retail Assessment**, assesses the Proposed Development against the relevant retail considerations;
- **Section 10: Planning Obligations and Community Infrastructure Levy**, outlines the likely contributions and obligations sought for the Proposed Development; and
- **Section 11: Conclusion**, summarises the planning case for the Proposed Development.

2. Site Context

The Site

- 2.1 The Site is located within the administrative boundary of Mid Sussex District Council ('MSDC') (the Local Planning Authority ('LPA')) and Sussex County Council ('SCC'), within the town of Haywards Heath. The Site measures circa 0.8ha in area. The Site's location is identified in **Figure 2.1** below.



Figure 2.1: Site Location Plan

- 2.2 The Site is accessed off Perryman Road (B2028) and comprises Sussex House, a detached, two-storey, partially vacant office building (Use Class E(g)(i)), 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 Site includes car parking and hardstanding associated with the existing uses.
- 2.3 The Site is classed as an out of centre location in retail planning terms as it is located 450m away from Haywards Heath Town Centre and 1km from Haywards Heath's Primary Shopping Frontage.
- 2.4 There are no listed buildings on the Site, nor is the Site located within a Conservation Area. The Site is located adjacent to The Heath Conservation Area, bounding the eastern and north eastern Site boundary. The nearest listed building is the Grade II listed Church of St Richard, located approx. 40m north of the Site.

- 2.5 A review of the Council's Tree Preservation Orders (TPOs) search function confirms that there are no TPOs located on or adjacent to the Site. The trees on the Site are not located within the Heaths Conservation Area and are not subject to additional protection.
- 2.6 The Site is located in Flood Zone 1, which has the lowest probability of flooding from rivers and is not subject to surface water flooding according to the Environment Agency's flood risk maps.

Surrounding Context

- 2.7 The Site is bound to the east by Haywards Heath Cricket Club and three-storey residential dwellings, located on Park View and accessed from Sydney Road. A pedestrian footpath runs adjacent to the eastern boundary of the Site from Sydney Road, and links to footpaths from Oathall Road to the east, and Perrymount Road to the south west and Heath Road to the south. The Site is separated from the Haywards Heath Cricket Club, located within Clair Park, to the east by a number of mature trees located adjacent to the Site's boundary.
- 2.8 To the north of the Site are a mix of two and three storey detached residential properties and flats with residential and commercial uses located at ground floor level. To the south of the Site, is the Clair Hall community hall and the attached Redwood Centre, currently used by Mid Sussex Scouts, which was formerly an Age UK day centre and NHS Vaccination Centre.
- 2.9 The wider context of the Site comprises a mix of residential, employment and retail uses. Further north and east of the Site primarily consists of two and three storey residential dwellings. To the south and west comprises a mix of commercial buildings and residential properties up to seven storeys in height.

Accessibility

- 2.10 The Site has existing pedestrian and vehicular access off Perrymount Road to the west of the Site. Perrymount Road (B2028) connects to the B2272, the primary road through Haywards Heath, providing access to Burgess Hill, approximately 5.8km to the south. The Site is 13km southeast of Crawley, which forms the primary transport hub for the area, providing both vehicular and rail connections into London and the wider south east region.
- 2.11 Haywards Heath Train Station is a 2 minute walk, circa 40m west of the Site. The station is served by Southern Railway with a service every 10 minutes between London Victoria via Gatwick Airport, Bedford via London Bridge and London St Pancras and Brighton. Trips from Haywards Heath to London typically take around 50 mins, stopping at Gatwick Airport, East Croydon and Clapham Junction. Alternatively, a

trip to Brighton takes around 20 mins, stopping at a number of smaller towns and villages across the South Downs, including Burgess Hill.

- 2.12 The Site is well connected by bus, as services from Crawley to Brighton pass along Perrymount Road directly adjacent to the Site. The surrounding roads all support pedestrian pavements on both sides of the highway and a significant number of traffic restrictions facilitate the use of highways for vehicles, cyclists and pedestrians.

3. Background and Planning History

- 3.1 This section provides a summary of the recent and relevant planning history for the application Site, informed by a review undertaken of MSDC’s online planning register.
- 3.2 A review of the Council’s online planning register has identified the following planning permissions on the Site which are set out in **Table 3.1** below.
- 3.3 The most recent approved applications at the Site (refs: DM/24/1702 and DM/24/1097) secured the change the use of Sussex House and Commercial House from Office (Use Class E) to residential use (Use Class C3) through permitted development rights (Class MA, Part 3, Schedule 2, of the GPDO (as amended)).
- 3.4 These prior approval applications at Sussex House and Commercial House permit the loss of the existing employment use and establish a fallback position for residential use at the Site.

Table 3.1 Site’s Planning History

Application Ref.	Address	Proposal	Decision	Date
DM/24/1702	Sussex House, Perrymount Road, Haywards Heath, RH16 1DN	Change of Use from office (Class E) to residential (Class C3), 16 flats.	Approved	11/07/2024
DM/24/1097	Commercial House, 52 Perrymount Road, Haywards Heath, RH16 3DT	Change of use of the site from retail and office use (Class E) to a residential use (Class C3), this application seeks to convert the property into 8x flats (4x 1-bedroom flats and 4x 2-bedroom flats).	Approved	10/06/2024
DM/24/1111	Sussex House, Perrymount Road, Haywards	Change of Use from office (Class E) to residential (Class C3)	Refused	02/05/2024

	Heath, RH16 1DN			
CU/381/83/AP4	Sussex House, Perrymount Road, Haywards Heath, RH16 1DN	Amended plans: 2 storey office building of 25,381.5 sqft, and 3 shops on the ground floor with total floor area of 2,260.5 sqft amended plans showing: drawing 01 rev d	Approved	20/06/1985
CU/381/83	Sussex House, Perrymount Road, Haywards Heath	2 storey office building of 25,381.5 sqft, and 3 shops on the ground floor with total floor area of 2,260.5 sqft	Approved	12/06/1984

4. Pre-Application Engagement and Scheme Evolution

- 4.1 The Proposed Development has undergone an iterative design process, informed by pre-application discussion with Planning Officers at MSDC, other key stakeholders and members of the local community.
- 4.2 This section provides an overview of the discussions held prior to the submission of this full planning application, which demonstrates how the Applicant has worked collaboratively with Planning Officers and the local community. A summary of the engagement undertaken with key stakeholders, including members of the local community and Ward Members, is also provided below.
- 4.3 Full details of the consultation undertaken, and feedback received are contained in **Appendix I**.
- 4.4 Further details of the design progression can be found in the Design and Access Statement (DAS) prepared by The Harris Partnership which has been submitted in support of this planning application.

Pre-Application Consultation

- 4.5 Pre-application meetings have been held with MSDC Planning Officers on 11th July 2024, and 14th October 2024. These meetings covered a range of topics including the principle of re-development, principle of retail use, highways and parking, design, landscaping, heritage, residential amenity, sustainability and ecology.
- 4.6 Officers were supportive of the principle of development in these meetings, confirming that the Site is an appropriate place for development given its close proximity to other town centre uses. The Site is also located within the town centre masterplan boundary shown within the Haywards Heath Town Centre Masterplan Supplementary Planning Document (2021).
- 4.7 The Proposed Development was welcomed notwithstanding the loss of the existing use as the proposal would provide a significant economic benefit, including the provision of additional employment and economic opportunities for Haywards Heath.
- 4.8 The development design has evolved in response to the feedback from these meetings.

Community Consultation

- 4.9 Public consultation for the Proposed Development ran throughout October 2024, with an in-person public exhibition hosted on 24th October 2024. In excess of 360 responses were received from the local community.

- 4.10 The public consultation consisted of an online feedback form, letters to neighbours, emails to local and community stakeholders, flyers to local households and businesses, social media adverts and the affirmation in-person exhibition.
- 4.11 Residents and stakeholders were given the opportunity to give their feedback regarding the proposals during the public consultation via a number of different channels.
- 4.12 Significant support was identified for the proposed Aldi foodstore with 75% of respondents supporting the scheme and 79.4% indicating that a new Aldi store would benefit the local area. Increase food choice, ease of accessibility and the introduction of a lower cost foodstore to Haywards Heath were among the identified benefits from the public.
- 4.13 Comprehensive details of the public consultation event and feedback is provided in **Appendix I**.

5. The Proposed Development

5.1 This section of the Planning Statement sets out the Proposed Development in greater detail and the contents of the application.

5.2 Full planning permission is sought for the following description of development:

“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”

5.3 The proposals comprise the development of a single storey food store to be occupied by Aldi with a total GIA of 1,940sqm. This includes a retail area of 1,154sqm, 639sqm warehouse, delivery and loading bay and ancillary staff facilities.

5.4 The proposed layout locates the food store to the north of the Site, with store car parking positioned along the south and west of the building with access from Perrymount Road. The servicing and delivery area for the store is located adjacent to the south of the building and comprises a ramp down to the dedicated loading/unloading area within the warehouse.

5.5 The layout of the proposals has been informed by Secure by Design principles, significant level changes towards the middle and rear of the Site, and operational requirements.

5.6 The store entrance is located on the south western corner of the building, providing direct access to the Site's car park and pedestrian access to Perrymount Road. The glazed frontage offers natural daylight into the store, and provides an active frontage and natural surveillance across the whole Site.

5.7 The elevation treatment has been designed to reflect the local character and use high quality modern materials in a contemporary way, comprising a mix of local Crowborough and Chailey stock brick, and grey-coloured Kingspan Trapezoidal cladding.

5.8 At roof level, 80kWp roof mounted PV array is proposed to supplement energy production of the store. Air Source Heat Pumps (ASHPs) and other plant are located to the rear of the building and enclosed by secure timber acoustic fencing.

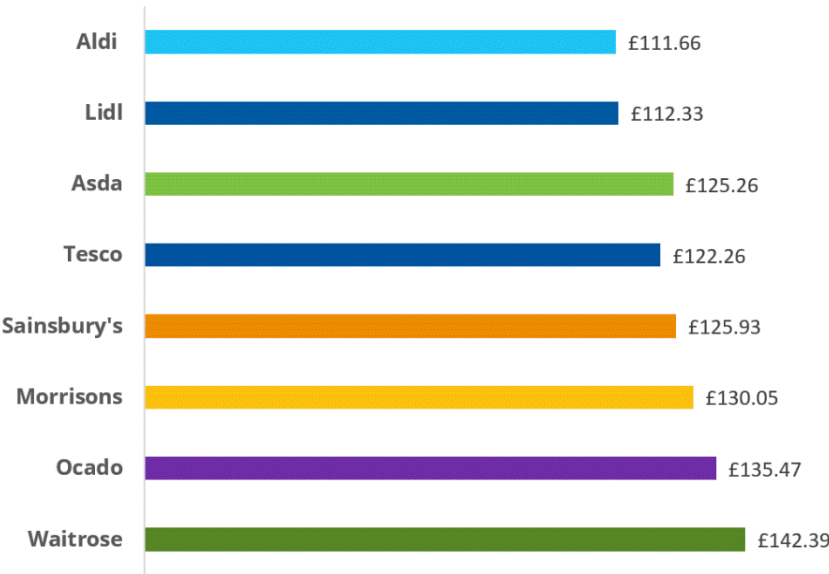
5.9 The proposal will deliver a total of 97 car parking spaces, including;

- 6 DDA spaces;
- 10 parent & child spaces; and

- 6 electric vehicle charging spaces and 18 spaces for future electric vehicle charging provision.
- 5.10 Additionally, the Proposed Development incorporates a total of 30 cycle spaces, consisting of 10 covered Sheffield stands for shorter stays and 5 secured, covered Sheffield stands for longer staff use.
- 5.11 The Site's vehicular access point will remain the same from Perrymount Road with widening on the northern side to allow 2-way vehicle movement in and out of the Site. The proposed servicing will take place within the Site's boundaries via the loading bay along the south of the food store.
- 5.12 The proposed Aldi food store will be also accessible from pedestrian links from Perrymount Road to the east of the Site, and potential future links from Clair Hall. Further details of the car and cycle parking provisions are set out in the Transport Assessment prepared by Connect Consultants, which accompanies this planning application.
- 5.13 The Proposed Development provides a carefully designed, comprehensive landscaping strategy which retains the majority of the existing trees, including the mature tree band and hedge screen along the eastern boundary which limits the view of the site from the conservation area to the east and the residential properties to the north east.
- 5.14 The landscaping scheme comprises the planting of 30 new trees, along with wildflower meadows, native hedges, shrubs, grasses and mixed species across the site. This provides a 928.39% biodiversity net gain (BNG) for habitat units and 1,544.44% biodiversity net gain for hedgerow units, far exceeding the local and national policy.
- 5.15 Further details of the proposed landscaping strategy are set out in the Design and Access Statement and Biodiversity Net Gain Assessment, which accompanies this planning application.
- 5.16 Further details of the proposed design are set out in the Proposed Site Layout Plan and in the submitted Design and Access Statement, prepared by The Harris Partnership, which accompanies this planning application.

6. Aldi Stores Limited

- 6.1 Aldi is one of the world’s leading grocery retailers. The company has built a network of stores in Europe, the USA and Australia. Aldi first entered the UK market in 1990 and has now expanded to over 880 stores across England, Scotland and Wales.
- 6.2 Aldi stores offer the customer a carefully selected range of high quality, exclusive own label groceries at heavily discounted prices. These prices are guaranteed across the entire range of products. The aim is for goods to be sold with discounts of between 20–30% for a full shopping trolley. The independent consumers' association 'Which?', identified the cheapest supermarket month by month in 2023 for a shopping list of 72 popular grocery items compared to other major supermarkets. For 11 months of the year, Aldi was the cheapest supermarket, making it the cheapest in 2023. Further research by 'Which?' showed that in the first ten months of 2024 Aldi is still the cheapest supermarket. In October 2024, the average cost of a shopping list of 62 items was £111.66, 22% less than Waitrose at £142.39, the most expensive supermarket. An equivalent shop at Tesco was 9% more expensive, as evidenced in Figure 6.1 below.



Figures 6.1 – Cheapest supermarket in October 2024 for 62 grocery items

- 6.3 Aldi were also the UK’s lowest-priced supermarket based on research by both The Grocer and Which? In 2021, 2022, and 2023. So far, Which had identifies that for the first four months of 2024, Aldi is still the cheapest supermarket. Analysis by the former showed that the ‘big four’ supermarkets (i.e. Tesco, Asda, Sainsbury and Morrisons) were on average 19% more expensive than Aldi, based on a trolley of over 30 everyday grocery items.

6.4 Aldi regularly receives industry awards recognising the quality of its products and customer experience. Aldi was voted the nation's Favourite Supermarket and Favourite Wine Retailer in 2023, as well as three years consecutively (2019 - 2021), and most affordable supermarket three years in a row (2021-2023), in the Good Housekeeping Food Awards, and cheapest supermarket voted by Which in 2022 and 2023. Aldi was named Retailer of the Year in the Quality Food Awards 2023-2024 and in the Food Management Today Awards 2023 and Grocer of the Year in the Retail Week Awards 2023. For recognition of investment in people, Aldi was crowned Employer of the Year by The Grocer Gold Awards 2023 as well as winning the Diversity, Equality and Inclusion award in 2023, by the Retail Industry Awards. Aldi has also won numerous awards for fresh fruit and veg, chilled foods, premium range, baby and toddler range and vegan range.

How Aldi is Different

6.5 Aldi has a very different approach to food retailing than other food retailers based on simplicity and maximum efficiency at every stage of the business, from supplier to customer. This enables Aldi to sell high quality products, from a limited core range (compared to other supermarkets) of mainly exclusive own labels, at the lowest possible price consistently across the entire range. Aldi is a 'deep discount' retailer.

6.6 The key aspects of the trading philosophy include:

- Maximum operational efficiency and cost control;
- Standard merchandising through the stores;
- Bulk displays in original shipping cases;
- Efficient operation from supplier to customer;
- Unique delivery system;
- Carefully selected and limited core range of 1,800 products;
- Own label high quality products;
- Formidable buying power;
- High volume and turnover per product; and
- Heavily discounted prices providing an average 20-30% saving across the entire range, compared with similar quality products.

- 6.7 The consequence of providing this value retailing concept and service, of high-quality food at heavily discounted prices, is that the design of the store and the sales area are uniform, in order to accommodate bulk food displays and provide the operational efficiency that a discount food store requires. These efficiencies are found across the entire operation from supplier to retail store and result in an enviable cost structure which allows Aldi to sell quality food at low prices, and operate on much smaller margins than other food stores.
- 6.8 As stated, Aldi stores offer a carefully selected and limited core range of good quality exclusive own labels at heavily discounted prices. Predominantly, the limited range of goods relates to a reduced range of variations on the same product line compared to most other supermarkets. These are the most popular items: the ones most used and needed in every household.
- 6.9 By limiting the core range, Aldi suppliers typically only need to produce one package size instead of multiple packages within the same category. With the higher volume of one item, Aldi achieve greater purchasing power. The limited core range further allows Aldi to apply its own label to most of its products (c.90%) which do not include costs that the national brands pass on through higher prices. This allows Aldi to gain a significant cost advantage over competitors without compromising quality.
- 6.10 The deliberate intention is to restrict the range of core goods to approximately 1,800 products in the interests of the consumer and operational efficiencies and pass these savings onto the customer. The restricted core range ensures a high volume and turnover of each individual item, resulting in a favourable cash flow with products effectively sold through the checkouts before they have been purchased centrally.
- 6.11 This is unlike the larger supermarkets which stock in the region of 20,000 – 40,000 product lines, and more modest sized operators, with floor areas of 1,000 – 1,500 sqm selling 2,500 – 4,000 products. Aldi do not sell cigarettes and tobacco products and their trading philosophy does not include a staffed butchery, fishmonger, bakery, delicatessen, or hot food counter, which are commonplace in larger supermarkets. Aldi stores also do not accommodate in store cafes / restaurants or franchises such as a Post Office, dispensing pharmacy, dry-cleaning, opticians, betting office, travel agent, mobile phone shop or photo processing.
- 6.12 Whilst the core range of products is limited, Aldi offers a significant choice of locally sourced produce. Where possible Aldi's fresh meat and produce is UK sourced. Fresh fruit and vegetables are also sourced in the UK when in season and Aldi leads the way in supporting British farmers. In addition, Aldi works with a range of local businesses and suppliers in order to supply fresh bread, milk and other dairy products.

- 6.13 Aldi's stores dedicate approximately 20% of their floorspace to comparison goods. These goods are sold as 'special purchases' on a 'when it's gone, it's gone' basis. This approach is highly seasonal and there is a continued variation in the type of goods that may be on offer. This is a key difference for Aldi when compared to larger supermarkets that typically have 30-40% of their floor area for comparison goods, the majority of which is occupied by permanent product ranges.
- 6.14 How Aldi differs is demonstrated clearly by the trading philosophy. Aldi complement, rather than compete with, existing local traders, independent retailers, and other supermarkets, as well as service providers, as Aldi customers use other facilities to fulfil their grocery and local service needs. This generates a propensity for linked trips and associated spin-off trade which brings qualitative benefits.

Sustainable Development

- 6.15 Aldi supports sustainable development and has a strong track record in delivering schemes which contribute to the needs of the local economy.

Catchment

- 6.16 As Aldi stores are of modest scale and fulfil a local shopping role, it means more than one store can be accommodated in a Local Authority area. In high population density areas such as towns and cities several Aldi foodstores can be sustained, reflective of the fact that each is modest in size. They work together as a network to serve the community, as opposed to mainstream foodstores whereby a single 'superstore' serves a much wider geographic area. The catchment for a new Aldi foodstore is therefore typically local in nature and often a proportion of the shoppers attracted are existing Aldi customers who have been travelling to their nearest store (possibly several miles away), but with a new store opening close by, this can reduce their need to travel.
- 6.17 Aldi's local presence can assist in clawing back expenditure being spent elsewhere by providing a foodstore where perhaps such a facility was not available. This is most important in locations where shops and services are limited and access to stores elsewhere is difficult. A new store helps to retain expenditure within a given catchment area, to the benefit of the community.

Store Operation and Design

- 6.18 The uniform internal layout of an Aldi store reflects the company philosophy of offering value for money through cost effective management and efficiency. The shop fittings are specifically designed and constructed to display the goods as received in their packing cases so there isn't a double handling of goods from packing cases to the shelves. It means new stock can be moved from the warehouse area to the shop floor quickly and in large quantities.

- 6.19 The operation of the store is designed to be efficient and practical for use by customers; ensuring the store offers inclusive accessibility to all. The efficient layout with typically only 4 or 5 aisles means customers can move through the store quickly. There is ease of access to goods with all shelving being within easy reach. As the range of goods is limited customers can find what they are looking for quickly. With goods being pre-packaged, such as fruit and vegetables, customer can identify goods quickly and shop efficiently. Importantly, there are long conveyors at the check-out that hold a customer's full shop to allow goods to be unloaded for scanning and payment quickly. Goods are reloaded back into the trolley at the check-out and packing is undertaken at the customer's leisure beyond the check-out area.

Accessibility

- 6.20 The local nature of many of Aldi's stores encourages high levels of pedestrian shoppers and users of public transport. At new stores, cycle stands are provided, close to the store entrance for natural surveillance and mostly under the store canopy, to encourage cycling as a mode of transport.
- 6.21 Aldi requires new stores to have car parking adjacent to cater for customers who choose this mode of transport. Most car trips to new Aldi stores are not new to the network but rather transferred or linked trips. A full explanation of this principle is set out in the accompanying Transport Assessment.

Residential Amenity

- 6.22 The opening hours of Aldi stores are more limited than some other larger supermarkets which operate 24-hour. Currently Aldi stores operate 0800 to 2200 Monday to Saturday and for six hours between 1000 to 1800 on Sundays, to comply with Sunday Trading Laws. As Aldi stores are often located in residential areas, Aldi is committed to being a responsible neighbour and seeks to ensure the amenity of residents is maintained.

Job Creation and Training

- 6.23 New Aldi stores generally employ approximately 40 staff. The company's remuneration and training policy reflects Aldi's firm belief that a well-trained and highly motivated workforce is essential to the success of the business. All hourly paid wages for store employees exceed the Government's National Living Wage and the Living Wage Foundation's recommended national rate. Aldi offers full training for all its positions and the schedule and facets of the training are tailored to the individual.
- 6.24 Aldi ensure that its food stores have a positive impact on the local communities that they are located within as recruitment is focused locally. Job vacancies are advertised in nearby stores and in the local press alongside Aldi's website. This approach usually results in the majority of staff being recruited from

- the local area. In addition, it is not unusual for the retailer to work with the local Job Centre Plus when recruiting for a new foodstore so that residents of the local area are specifically targeted.
- 6.25 It should be noted that part-time staff are placed on a 15, 20 or 25 hour contracts at above industry average pay. As such, many part-time positions at Aldi would actually be viewed as full-time positions in other industries, including the retail sector.
- 6.26 Aldi has two of the most successful apprentice schemes and graduate programmes in the UK. Apprentices are trained to work in all parts of the business including at store, distribution, logistics and management level, as well as progression through to the Store Management Team.
- 6.27 Aldi’s on-going graduate scheme secures an annual intake for the Area Management Programme. Trainee Area Managers spend a year shadowing an Area Manager before they take on three to four stores of their own to manage. The training covers the entire spectrum of running a retail operation and is a UK-wide programme.
- 6.28 The construction of a new store requires the services of local building trade contractors which provides employment opportunities during the build out period. Usually, a range of skills such as ground works, steel, brick and block work and shop fitting are sourced locally, as well as cleaners and labourers.
- 6.29 Finally, during the construction of the foodstore, by working with their chosen contractor Aldi are often able to identify individuals that are seeking work placements and may be able to accommodate these during the project. Aldi typically identify candidates that will benefit the most from the opportunity, particularly those that are currently undertaking some form of construction related education and training, and those that are looking to re-enter the industry after a period of absence. Aldi works with its appointed supply chain to support work placements.

Aldi Foodstore Sustainability Features

- 6.30 Table 6.1 below, sets out a summary of the sustainability features that are incorporated into each new Aldi foodstore as standard:

Table 6.1 Aldi Store Sustainability Features

Main Themes	Sub Theme	Proposed Measures to be Incorporated into the Development
		Improve building fabric performance by using materials with low U values.

Minimise Energy Use	Improving Building Envelope	Reduce Air Permeability for the development.
	Reducing Energy Demand	Use of energy efficient LED technology for internal/external lighting.
		Detailed specification of energy saving fitting for refrigeration System.
		Use of doors fitted on fridges to reduce energy consumption by about 20%.
Allocation of Renewable Energy	Re-use of waste heat from refrigeration system to heat retail area.	
Sustainable Building Materials	Material Specification	Use of recycled and secondary aggregates where possible.
		Use of timber from sustainable sources, including the reuse of timber where possible, whilst procuring new timber from sustainable sources such as FSC and PEFC sources.
		Use of materials that where possible have a low embodied energy, including making firm commitments to procure materials from local sources where possible.
		Procuring materials will be done with consideration to manufacturers and suppliers with accredited EMS and ISO Standards.
Sustainable Transport and Accessibility		Cycle parking for the site would be provided in accordance with LPA cycle parking standards
		One twin-headed Faster Charger for Electric Vehicles will be provided at all new stores with two dedicated parking bays. Ducting to a further four bays for potential future use.
Water Conservation and Management	Water Use within the Retail	A pulsed water meter would be proposed for the development to monitor water use
		2/4 litres wc's in retail store.

	Minimising Flood Risk	Proposals would be put forward that would not add to the flood risk in the area. A number of SUDS and engineering solutions could be put forward for this purpose, subject to site specific conditions.
Waste Management	Construction Waste	Recycling would occur during the construction phase where waste would be segregated and split into recyclable components.
		General waste would be disposed of responsibly and sent to licensed waste handling facilities.
	Food Waste	Reduced food waste by 57% and hit its 2030 target eight years early.
Reduction of detrimental Environmental Effects		Hydrocarbon traps will be placed around the perimeter of the car park area where necessary.
		The development does not include materials that are toxic to humans.
		All insulation materials and refrigerants have an ODP value of 0 and a GWP of 5 or less.
		Where necessary, land contamination would be remediated.
		External lighting will be compliant to best practice guidelines from the Institute of Lighting
Site Management	Commissioning and Handover	A building user guide and building education would be provided as part of the development's handover.

7. Planning Policy Framework

- 7.1 This section provides a review of relevant national and local planning policy context relevant to the determination of the application, and which have informed our consideration of the acceptability of these development proposals. It summarises the key planning policy documents which are then subject to a more detailed assessment in Sections 8 and 9.

The Development Plan

- 7.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) outlines that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 7.3 The adopted Development Plan for the Site comprises:
- Mid Sussex District Local Plan (2018);
 - 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).
- 7.4 The National Planning Policy Framework (NPPF) (and associated National Planning Policy Guidance (PPG)) are a material consideration.

Emerging Planning Policy

- 7.5 MSDC is in the process of reviewing and updating its District Plan. The new District Plan 2021 – 2039 will replace the current adopted District Plan.
- 7.6 The Submission District Plan 2021-2039 was published for Regulation 19 consultation between the 12th January and the 23rd February 2024.
- 7.7 The District Plan 2021 – 2039 was formally submitted to the Planning Inspectorate and the Secretary of State on 8th July 2024. Stage 1 Examination Hearings were held on Tuesday 22nd October until Thursday 31st October 2024.

- 7.8 As the emerging Local Plan progresses to examination and adoption, it holds greater planning weight. Therefore, the emerging Local Plan Policies is a material consideration in determination this planning application.

Site Specific Designations

- 7.9 The Site is not allocated for development in the MSDC Site Allocations Development Plan (2022) but is subject to the following Mid Sussex District Local Plan (2018) designations:

- Within the Built-Up Area Boundary

- 7.10 Local Plan Policy DP6 (Settlement Hierarchy) supports the principle of development within towns and villages within built-up boundaries.

- 7.11 The Site is located adjacent to the following Mid Sussex District Local Plan and Haywards Heath Neighbourhood Plan designations:

- Dolphin Leisure Centre and Clair Hall
- Major Employment Sites
- Heath Conservation Area

- 7.12 The Site is subject to the following Haywards Heath Neighbourhood Plan designations:

- Commercial Area

- 7.13 The Site is also located within the town centre masterplan boundary shown within the Haywards Heath Town Centre Masterplan Supplementary Planning Document (2021).

Other Material Considerations

National Planning Policy Framework (NPPF)

- 7.14 The draft NPPF (Dec 2024) states that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation (Paragraph 90).
- 7.15 It states that where suitable and viable town centre sites are not available for main town centre uses, to allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre.

- 7.16 It also states that LPAs should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre (Paragraph 91).
- 7.17 Paragraph 92 states that when assessing applications for retail development outside town centres, which are not in accordance with an up-to-date plan, LPAs should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m² of gross floorspace). This should include assessment of:
- The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
 - The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).
- 7.18 Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above considerations, it should be refused (Paragraph 93).

MSDC Supplementary Planning Documents and Guidance

- 7.19 The following relevant supplement planning documents (SPDs) and guidance provide additional advice on development across the district:
- Design Guide SPD (2020);
 - Haywards Heath Town Centre Masterplan SPD (2021);
 - Development Infrastructure and Contributions SPD (2018);
 - Development Viability SPD (2018);
 - Air Quality and Emissions Mitigation guidance (2021);
 - Parking Guidance (2020); and
 - Planning Noise Advice Document (2021).

- Haywards Heath Town Centre Masterplan SPD (2021)

- 7.20 The Haywards Heath Town Centre Masterplan sets out a vision for the future of Haywards Heath, which aims to encourage economic growth while making Haywards Heath an attractive place for people to live work or visit.
- 7.21 The Masterplan sets out the current baseline position and identifies key character areas that contribute to Haywards Heath's USP and opportunity areas and projects. This will provide a framework for future planning decisions as well as investment.
- 7.22 The improvements proposed in the masterplan include transportation and sustainable transport improvements, public realm improvements and opportunity sites for regeneration and renewal.

Retail Evidence Base

Mid Sussex Retail Study (2022)

- 7.23 The Mid Sussex Retail Study was published in March 2022 by Nexus Planning. This study will form part of the evidence base for the emerging District Plan 2021-2039. This is based on a household survey, review of local and national policy, a capacity assessment of 'need' for new retail floorspace and engagement with key stakeholders.
- 7.24 This study notes that stakeholders suggest that there is an under provision of supermarkets within Haywards Heath, with the existing Sainsbury's and Waitrose being the major foodstores within the town.
- 7.25 The study also notes that buildings in the centre of Haywards Heath would benefit from being upgraded to improve the overall perception of the area, and environmental quality.

Employment Evidence Base

Economic Growth Assessment Update (2022)

- 7.26 The Economic Growth Assessment Update was published in March 2022 by Litchfields in conjunction with the MSDC. It forms part of the evidence base for the emerging District Plan 2021-2039. This report provides an update to the Mid Sussex's changing economic and employment landscape and provides projections for future economic growth.

- 7.27 A total of 5,500 jobs are anticipated to be created across the district throughout the next plan period to 2039. Significant growth in office, industrial and distribution sectors with the accommodation and food services workforces expected to increase by 30% by 2039.
- 7.28 The gross employment space across Mid Sussex is expected to range between 39,530 sqm and 117,270 sqm in the period ranging from 2021-2039.

Key Relevant Planning Policies

- 7.29 Relevant strategic and development management policies for this planning application for the proposed Aldi foodstore contained within the adopted **MSDC District Plan (2018)** are summarised below:
- Policy DP1 (Sustainable Economic Development) – states that development which encourages the creation of jobs within people’s local communities and attracts new businesses will be supported.
 - Policy DP2 (Town Centre Development) – encourages the regeneration of town centres, to help create a mix of uses that supports the requirements of a community.
 - Policy DP6 (Settlement Hierarchy) – states that development planned in MSDC’s settlements should respect the hierarchy of settlements. Development should demonstrate that it is appropriate for size of the settlement and doesn’t harm its function.
 - Policy DP20 (Securing Infrastructure) – states that development needs to ensure that it is adequately served by the necessary infrastructure and doesn’t overstretch existing infrastructure. Developers should provide for appropriate on-site infrastructure, planning obligations and s.
 - Policy DP21 (Transport) – states that development should be supported by the necessary transportation infrastructure. This includes ensuring that an appropriate level of parking is provided for likely future demand.
 - Policy DP22 (Rights of Way and other Recreational Routes) – requires that local public rights of way are enhanced and protected. Development shouldn’t result in the loss or adversely affect a right of way.
 - Policy DP26 (Character and Design) – states that the design of new development should respect the existing character of buildings and the surrounding settlements. Development needs to positively contribute to the private and public realm.

- Policy DP28 (Accessibility) – seeks to ensure that development is considered holistically when designing places, so that all users can access them safely and easily.
- Policy DP29 (Noise, Air and Light Pollution) – states that residents shouldn't be subject to unpleasant noises, smells or light glare. Development and infrastructure should be located in places where it doesn't impact other sensitive developments.
- Policy DP34 (Listed Buildings and Other Heritage Assets) – explains that developments are required to protect listed buildings and their settings.
- Policy DP35 (Conservation Areas) – states that development shouldn't impact the views into and out of a conservation area. New development within a conservation area should conserve or protect its special character and appearance.
- Policy DP37 (Trees, Woodland and Hedgerows) – states that trees, woodland and hedgerows should be protected in new development and new planting should be encouraged through a design and landscaping scheme.
- Policy DP38 (Biodiversity) – requires that biodiversity is protected and enhanced in development. Measures should be taken to reduce the impact and disturbance to sensitive habitats.
- Policy DP39 (Sustainable Design and Construction) – aims to reduce the energy consumption and carbon emissions from buildings, along with more sustainable forms of energy generation. This is achieved through measures including: communal heating networks, use of natural lighting and ventilation, reuse of materials and minimising waste, and limiting water usage.
- Policy DP41 (Flood Risk and Drainage) – states that the development of Sustainable Drainage Systems (SuDS) should be considered from the outset of the design process to protect from the risk of surface water flooding. Where possible SuDS should promote improved biodiversity, and an enhanced landscape.
- Policy DP42 (Water Infrastructure and the Water Environment) – considers the increased threat of water scarcity in the borough and seeks to decrease water consumption in both residential and non-residential developments. New non-residential buildings should meet a 'good' standard for BREEAM water consumption targets.

7.30 The following ***Site Allocations Development Plan (2022)*** Policies are also appropriate when considering the development of this Site:

- Policy SA38: Air Quality – states that developments need to demonstrate that there is not an unacceptable impact on air quality, through the construction process and the lifetime of the completed development.

7.31 According to Appendix C of the District Plan, there are no relevant ***saved Mid Sussex Local Plan (2007)*** policies when considering the development of this Site.

7.32 In addition, of relevance for this application is the ***Haywards Heath Neighbourhood Plan (2016)***, which includes the policies are also appropriate when considering the development of this Site:

- Policy E6 (Green Infrastructure) – states that new major development will be required to promote Green Infrastructure opportunities within the site and establish and / or enhance links between this and existing Green Infrastructure in the immediate vicinity of the site.
- Policy E7 (Flooding and Drainage) - New development proposals will be required to incorporate Sustainable Drainage Systems, where practical, as part of the design of new housing and commercial development and indicate how such schemes will be managed and maintained.
- Policy E8 (Sustainable Development) - Major development proposals will have to ensure that they are designed to make the town more sustainable. This can be achieved through the provision of recycling, promoting sustainable transportation methods, and how the scheme would contribute to the health and wellbeing of the community.
- Policy E9 (Design) - New developments must demonstrate how they protect and enforce the local character. This is achieved through regarding design elements including appropriate car parking locations, appropriate use of materials, the form and scale of the building, minimising externalities and meeting the needs of the users.
- Policy B1 (Retail) - Retail development will be supported of it can be demonstrated that it doesn't harm local amenity, provides an appropriate level of car parking, has good access and servicing arrangements, and enhances the visual appearance of the town.
- Policy B3 (Employment) - The neighbourhood plan supports the modernisation and redevelopment of existing commercial sites in Haywards Heath. This should create an improved commercial offer to the town.
- Policy T1 (Transport) - States that major developments should aim to enhance the pedestrian and cycle networks. This should be achieved through creating safe crossing points and linking to the existing network and town centre.

- Policy T2 (Cycle Routes) - Explains that planning applications for major developments should contribute to the funding of cycling routes to Haywards Health and the town centre.
- Policy T3 (Car Parking) - Development outside the defined town centre boundary should provide on-site parking in accordance with the standards adopted by MSDC.

Emerging Planning Policies

- 7.33 MSDC is in the process of reviewing and updating its District Plan. The new District Plan 2021 – 2039 will replace the current adopted District Plan. The District Plan 2021 – 2039 was formally submitted to the Planning Inspectorate and the Secretary of State on 8th July 2024. Therefore, the emerging Local Plan Policies is a material consideration in determination this planning application.
- 7.34 The relevant planning policies for this planning application for the proposed Aldi foodstore contained within the emerging ***Mid Sussex District Plan 2021-2039 Submission Draft (Regulation 19)*** are summarised below:
- Proposed Policy DPS2 (Sustainable Design and Construction) – states that all new development must include a Sustainability Statement showing how the development will contribute to the reduction of greenhouse gas emissions, increase resilience to the impacts of climate change and improve sustainability. New developments should prioritise the capture of embodied carbon from a buildings original construction unless it is demonstrated that this is not possible. The use of sustainably sourced wood in construction, particularly from local sources, is strongly encouraged. Measures to reduce water consumption and encouraged water reuse should be encouraged, and all waste involved with the development should be minimised. A BREEAM excellent standard should be achieved.
 - Proposed Policy DPS3 (Renewable and Low Carbon Energy Schemes) – states that the council will support proposals for development which incorporate renewable energy and low carbon energy schemes. This includes solar, wind and hydroelectric schemes, alongside energy storage and community led energy schemes.
 - Proposed Policy DPS4 (Flood Risk and Drainage) – states that developments need to be directed away from areas which are high risk and ensure development doesn't increase the risk of flooding elsewhere. Surface water drainage measures need to be implemented in all new development, with Sustainable Drainage Systems (SuDS) and green infrastructure used wherever possible. For brownfield developments, surface water drainage to the foul sewer should be disconnected unless unfeasible.

- Proposed Policy DPN1 (Biodiversity, Geodiversity and Nature Recovery) – states that biodiversity should be protected or enhanced across all Proposed Development. New development, if harm to biodiversity cannot be avoided, needs to aim to mitigate against this and be compensated for. Development should incorporate biodiversity features such as swift bricks, rain gardens, bat boxes and bee bricks where possible. As a minimum, all new buildings will be required to incorporate two integrated swift boxes/ bricks and one integrated bat box into the fabric of the building.
- Proposed Policy DPN2 (Biodiversity Net Gain) – requires that development needs to demonstrate how it delivers a net gain in biodiversity as outlined in the Environment Act 2021. While off-site net gain can be achieved, new development proposals are expected to increase biodiversity and pollination within and around the development where possible. The minimum net gain that should be achieved is 10%.
- Proposed Policy DPN3 (Green and Blue Infrastructure) – states that existing green and blue infrastructure should be protected and new infrastructure supported. Green and blue infrastructure provides a range of economic, social and environmental benefits to a development and arrangements for the long-term management, maintenance and stewardship of this infrastructure should be considered.
- Proposed Policy DPN4 (Trees, Woodland and Hedgerows) – states that the Council will support the protection and enhancement of new trees, woodland and hedgerows across the district. Proposals which include new trees, woodland or hedgerows should use native sourced trees, and where they are used for screening they should be of a suitable size and species. Developments will be required to incorporate trees, woodland and hedgerows into the landscaping of their schemes.
- Proposed Policy DPN7 (Noise Impacts) – requires that people's health and quality of life will not be disturbed by unacceptable levels of noise. Noise generating development should be located in areas that minimise the impacts of noise and should have mitigating features such as acoustic design, green infrastructure barriers and considered parking arrangements.
- Proposed Policy DPN8 (Light Impacts and Dark Skies) – states that people's health and quality of life should be protected from unacceptable levels of light pollution. New artificial lighting proposals should be minimised and justified on safety and security grounds where it is used. Low energy lighting should be used.

- Proposed Policy DPB1 (Character and Design) – states that all new development must incorporate features of good urban design such as use of high quality materials, responding to its local context, and prioritise sustainability. All developments must be designed in accordance with the Mid Sussex Design Guide Supplementary Planning Document.
- Proposed Policy DPB3 (Conservation Areas) – requires that development should preserve or enhance the character and setting of a conservation area. Views in and out of a conservation area should also be protected, impacting buildings on a conservation areas edges.
- Proposed Policy DPT1 (Placemaking and Connectivity) – states that demand management measures, including travel plans must be provided to the Council Principles of a 20-minute neighbourhood should also be adopted to support those who may choose not to travel by car.
- Proposed Policy DPT3 (Active Travel) – states that developments should encourage the use of active transportation to travel to and from the Site. Cycle parking facilities need to be provided ensuring that they are covered, secure and accessible. New infrastructure should be designed to support those with mobility challenges.
- Proposed Policy DPT4 (Parking and Electric Vehicle Charging Infrastructure) – requires development to provide appropriate levels of car parking, well-integrated to the Site. Electric Vehicle Charging should be provided for 25% of all associated parking spaces and cable routes shall be provided for the remaining total number of spaces.
- Proposed Policy DPE1 (Sustainable Economic Development) – requires that developments should demonstrate how they will address identified local skills shortages and support local employment, skills development and training.
- Proposed Policy DPE2 (Existing Employment Sites) – states that proposals which remove use classes B2 (General Industrial) and B8 (Storage or Distribution) will be resisted. Proposals which involve the loss of employment land need to demonstrate that the site is no longer needed and/or viable for employment use. Redevelopment of an employment site where it doesn't result in an overall loss of employment floorspace will be supported.

8. Planning Assessment

- 8.1 This section provides an assessment of the Proposed Development against the relevant planning policy and guidance outlined in Section 7.

Principle of Development

Principle of Demolition and Redevelopment

- 8.2 At the heart of the draft NPPF is a 'presumption in favour of sustainable development'. Paragraph 11 requires LPAs to approve planning applications which accord with the development plan without delay. Where the development plan is absent, silent or out-of-date, the default position is for permission to be granted, unless any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 8.3 The NPPF paragraph 125 includes a requirement to proactively drive and support sustainable economic development to deliver homes, businesses and infrastructure and thriving places that the country needs; encourage the effective use of land by reusing land that has been previously developed (brownfield land); promote mixed use developments and encourage multiple benefits from the use of land in urban areas; and focus significant development in locations which are or can be made sustainable.
- 8.4 The Site comprises previously developed (brownfield) and underutilised land. The existing buildings on site have low sustainability credentials and now architectural merit. It is in a sustainable location being very well connected by public transport, walking and cycling. All policies at national, strategic and local level support the sustainable redevelopment and intensification of the Site to ensure the most efficient use of land, and provision of new jobs.

Principle of Loss of Employment Use

- 8.5 District Local Plan Policy CP1 sets out that the Council will support existing businesses and protect existing employment land unless it can be demonstrated that there is no reasonable prospect of its use or continued use for employment.
- 8.6 Emerging District Plan Policy DPE2 identifies that Existing Employment Sites, classified as those in use classes E(g), B2: General Industrial or B8: Storage or Distribution are protected and any proposals that would involve their loss will be resisted. Proposals on Existing Employment Sites that would involve the

loss of employment land or premises will only be supported where it can be clearly demonstrated by the applicant that the Site/unit is no longer needed and/or viable for employment use.

- 8.7 The emerging policy sets out that non-employment generating uses will be supported on existing and allocated employment sites where it can be demonstrated that the continued use of the Site, or its development for employment or employment uses, is not viable. This would need to be supported by a marketing exercise demonstrating that comprehensive marketing of the Site has been undertaken for at least 12 months and appropriate to the prevailing marketing conditions. A financial appraisal will also need to demonstrate that the development of employment generating uses (E(g), B2 or B8) are unviable.
- 8.8 Sussex House has been marketed since November 2023, and a marketing evidence letter, produced by Crickmay, has been submitted to support this planning application.
- 8.9 The property has been continuously advertised using local newspapers, online adverts and shared as part of Crickmay's database. A limited number of enquires have been received for the lease of the building but have been dismissed due to Sussex House being too large for the required operations. Therefore, the existing employment remains surplus to requirements and no longer required for employment use.
- 8.10 There remains a continuous trend of office downsizing within Haywards Heath, leading to a shift for higher density occupation and increasingly agile working environments which can be achieved through smaller scale, high quality office space. Crickmay's market research is finding that large office buildings such as Sussex House are difficult to let in the current marketplace and they do not anticipate this changing within the mid to long term future.
- 8.11 The planning history on the Site sets out that the Council have granted permission for the loss of the existing office use at Commercial House and at Sussex House for residential use (app refs: DM/24/1702 and DM/24/1097). This is a material consideration for any future development on the basis of natural justice i.e. the Council cannot grant one thing and then turn around and deny a similar development. The permission establishes a tangible fall-back position which is a material consideration in the planning balance, forgoing the identified protection of the existing employment use and requirement of a marketing exercise.
- 8.12 Overall, the buildings are no longer fit for purpose nor have reasonable prospect of its use or continued use for office use. There is an established fallback position to residential use through approved permitted development applications, which would result in the loss of office floorspace whereas the proposed Aldi store will provide an employment use including c45 FTE jobs. Therefore, it is considered

the loss of an existing employment use and re-provision with an alternative employment generating use meets the objectives of the policy to protect existing employment land with wider associated planning benefits.

Principle of Loss of Community Use

8.13 The adopted and emerging Local Plan classify a Post Office as a community facility. Therefore, Local Plan Policy DP25 (Community Facilities and Local Services) requires evidence to be provided that demonstrate the following:

- that the use is no longer viable; or
- that there is an existing duplicate facility in the locality which can accommodate the impact of the loss of the facility; or
- that a replacement facility will be provided in the locality.

8.14 The emerging Local Plan Review Policy DPI6 (Community and Cultural Facilities and Local Services) requires a marketing exercise of a minimum of 12 months after the facility became vacant, which clearly demonstrates that there is no longer a demand and/or need for the community; or replaced by alternative facilities; or the development is for alternative community and cultural provision.

8.15 The Proposed Development would result in the demolition of the existing Budgens store which includes an internal Post Office counter. The loss of the existing Post Office counter will be offset by the numerous duplicate facilities in the local area. These duplicate facilities include the following:

- Haywards Heath Delivery Office, located at Royal Mail, Delivery Office, Mill Green Road, Haywards Heath, RH16 1AA – located 100m from the Site.
- Haywards Heath Post Office, located at 65 South Road, Haywards Heath, RH16 4LQ – located 1km from the Site.
- Lindfield Post Office, located at 81 High St, Lindfield, Haywards Heath, RH16 2HL – located 2km from the Site.
- Several post boxes in the local area, including:
 - Adjacent to Haywards Heath Train Station;
 - Outside Birchwood Nursing Home, 64 Sydney Road; and
 - The Broadway Post Box, 26A The Broadway.

- 8.16 Given the number of Post Office facilities in the local area, it is considered that there are sufficient duplicate facilities providing sufficient choice to serve the area without detrimentally impacting residents.
- 8.17 It is worth noting that as a fallback position, the Post Office counter comprises Use Class E (retail) which is subject to a rolling contract and to permitted development rights for the change of use to residential C3 use, subject to a prior approval application. Therefore, the Post Office use is not protected and can leave and vacate the premise at any time.

Principle of Retail Use

- 8.18 District Plan Policy DP2 states that the defined town centre of Haywards Heath should meet the needs of their communities and those of the surrounding large and small villages and countryside areas. Planning applications proposing the construction of 500sqm or more gross floorspace for the sale of convenience or comparison goods outside a town centre must be accompanied by a Retail Impact Assessment.
- 8.19 The supporting text for Policy DP2 sets out that the Mid Sussex District Council Retail Study (May 2016) confirms that there is no district-wide capacity for new convenience goods retail floorspace over the Plan period until 2031 and there are no specific targets for retail floorspace.
- 8.20 District Plan Policy DP6 identifies the settlement hierarchy where development will be permitted within towns and villages with defined built-up area boundaries. The growth of settlements will be supported where development meets identified local housing, employment and community needs.
- 8.21 Neighbourhood Plan Policy B1 supports new retail development within the designated town centre. Outside the defined town centres, retail development will be considered if they serve local or specialist needs, and their location is demonstrated to be appropriate in terms of traffic, access, servicing, cycle and car parking and amenity.
- 8.22 Emerging District Plan Policy DPE4 seeks for a sequential test to be undertaken for main town centre uses that are not in an existing defined Town or Village Centre and are not in accordance with the District Plan and the relevant Neighbourhood Plan. The sequential test will require:
- Applications for main town centre uses to be located in town centres; or, if suitable sites are not available,
 - In edge of centre locations where the site is accessible and well connected to the town centre; or, if suitable sites are not available,

- At accessible out of centre sites that are well connected to the town centre.

- 8.23 Where an application fails to satisfy the sequential test, or fails to meet other requirements of this policy, it is likely to be refused.
- 8.24 Emerging District Plan Policy DPE4 continues to require a retail impact assessment for any retail development of 500sqm or more.
- 8.25 As part of the emerging District Plan, the Council's evidence base has been updated and a new Mid Sussex District Council Retail Study (2022) has been prepared. The Study concludes that there is immediate capacity for additional convenience floorspace within the District, equivalent to between 3,300 and 5,700 sqm net at 2021, rising over the plan period to between 6,000 and 9,900 sqm net by 2038.
- 8.26 The majority of this capacity is a result of the significant over-trade of existing food stores and relatively low anticipated growth rates for convenience floorspace turnover, rather than a direct result of additional resident population and spending.
- 8.27 Despite not being located in Haywards Heath's retail centre, the Site is located within the Haywards Heath Town Centre Masterplan SPD. The SPD sets out that this wider masterplan boundary, which includes Perrymount Road, includes employment and the retail surrounding Commercial Road roundabout which all serve to provide elements of the town centre's overall offer and remain important elements. There are also further town centre uses nearby to the Site, including a Waitrose, Sainsbury's and Budgens which this food store would replace with an improved retail offer.
- 8.28 The proposed Aldi store will continue to comprise an employment generating use, supporting approximately 40 full time jobs and will contribute significantly to the local economy and provides an employment function. All policies at national, strategic and local level support the sustainable redevelopment and intensification of the Site to ensure the most efficient use of land, and provision of new jobs.
- 8.29 Aldi is one of the world's leading grocery retailers which offers customers a carefully selected range of high quality, exclusive own label groceries at heavily discounted prices. These prices are guaranteed across the entire range of products. The aim is for goods to be sold with discounts of between 20–30% for a full shopping trolley.
- 8.30 Aldi has a very different approach to food retailing than other food retailers based on simplicity and maximum efficiency at every stage of the business, from supplier to customer. This enables Aldi to sell high quality products, from a limited core range (compared to other supermarkets) of mainly exclusive

own labels, at the lowest possible price consistently across the entire range. Aldi is a 'deep discount' retailer, also known as a Limited Assortment Discounter (LAD).

- 8.31 The proposed Aldi store will provide a LAD at a location where there are no LADs within the local context. This will provide local benefits to local residents, in addition to the creation of new jobs, by providing high quality but low cost food produce during the cost of living crisis. Therefore, there are a number of public benefits resulting from the Proposed Development.
- 8.32 The Site is located within the built up area of Haywards Heath. The Site is not located within the designated town centre as defined in the District Plan therefore, the Proposed Development will need to demonstrate compliance with the retail impact and sequential tests which are set out in more detail below.

Sequential and Retail Impact Assessment

- 8.33 The site occupies an out of centre location in retail planning terms, being 1km north of Haywards Heath's Primary Shopping Frontage. The site is adjacent to the secondary shopping area surrounding Haywards Heath train station.
- 8.34 A detailed retail sequential assessment and retail impact assessment are provided in Section 9 below.

Design – Layout, Height, Scale and Massing and Appearance

- 8.35 Section 12 of the NPPF states that the creation of high-quality, and sustainable buildings where places are fundamental to what the planning and development process should achieve.
- 8.36 The NPPF, at paragraph 135 (a) – (d) attaches great importance to the design of the built environment. It goes on to advise that planning decisions should ensure that development will function well and add quality of the overall area; not just for the short term but over the life time of a development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history including the built environment and landscape setting; establish or maintain a strong sense of place, using the materials to create attractive, welcoming distinctive places to live, work and visit.
- 8.37 NPPF paragraph 139 emphasises how significant weight should be given to development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes as well as outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

- 8.38 NPPF paragraph 131 sets out that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 8.39 NPPF paragraph 137 states that design quality should be considered throughout the evolution and assessment of individual proposals. It outlines that early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests.
- 8.40 MSDC Policy DP1 outlines that all development should achieve a high quality of design and layout, and include appropriate landscaping, ecological protection and enhancement.
- 8.41 MSDC Policy DP26 states that all new development will be expected to be of high quality design and that development should respond effectively to its surroundings, reinforcing local distinctiveness and landscape characters.
- 8.42 Policy DP26 utilises 11 principles of good design that seek to secure the development of high quality design. These cover the efficient use of land and creation of a sense of place, responding to the local character and context, ensuring the use of sustainable materials, providing definition between public and private land, allowing for effective permeability and access, facilitating inclusive design, ensuring the effective design of ancillary facilities, optimises development potential, and protected surrounding residential amenity.
- 8.43 MSDC Policy DP39 outlines that all development proposals should seek to improve the sustainability of development through measures to minimise energy use through natural lighting and ventilation, explore opportunities for efficient energy supply, minimise waste and water use and demonstrate climate change resilience through the design and construction of the development.
- 8.44 MSDC Policies DP28 required all development to be inclusive and incorporate accessible design approaches.
- 8.45 Emerging District Planning Policy DPS2 seeks all development to be designed to reduce greenhouse gas emissions, be carbon neutral and increase resilience to climate change.
- 8.46 Emerging District Planning Policy DPB1 states all new development must be of high quality and must respond appropriately to its context, be inclusive and prioritise sustainability. This includes the design and layout of new buildings, streets and surrounding spaces.

8.47 The submitted Design and Access Statement (DAS), prepared by The Harris Partnership, sets out the design strategy and key design drivers that have shaped the design of the development.

8.48 The design of the scheme has evolved through a robust pre-application process with MSDC Officers.

Layout

8.49 The proposed Aldi food store will be located to the rear of the Site, a location which has the least impact on its surroundings including The Heath Conservation Area and nearby residential properties. By having the store located to the north of the Site, it acts as a screen, shielding the residential dwellings from the car park. This also allows the delivery bay to be located away from the residential uses. It also enables a potential future connection through to the Clair Hall site which is allocated for redevelopment.

8.50 A robust landscaping scheme has been provided to make sure that the development clearly addresses the street, which follows the same approach as the neighbouring Clair Hall as the context moves from a mixed use residential area into the town centre.

8.51 The layout utilises the existing access to the Site from Perrymount Road for private vehicles and also those on foot or bike. Retaining the existing access point to the Site maintains the pedestrian safety on Perrymount Road, and will not disrupt nearby pedestrian crossing and roundabout, hence, maintaining the existing flows of traffic.

8.52 To further limit the views of the store from the conservation area and surroundings, there will be an extensive new landscaping to the Site's frontage and to the rear of the store.

8.53 The Aldi food store will be accessed and egressed through the internal lobby area located at the south west corner of the building, within close proximity to the parent and children and disabled car parking spaces. The proposed Site levels enable safe access for all customers into the building and throughout the car park.

8.54 In summary, the layout of the Proposed Development has been carefully designed to respond to the Site's constraints and to address the site levels. It is considered to represent an appropriate, efficient and safe layout which allows uses to operate alongside one another without conflict in accordance with Local and Neighbourhood Plan policies.

Height, Scale and Massing

- 8.55 The Proposed Development has been informed by a design-led approach which successfully responds to the site constraints and opportunities and will improve the condition of current site, replacing the low-quality buildings with a high-quality of architecture.
- 8.56 The proposed food store comprises one building and is a single storey in height, with an uplift in the roof height running from north to south. The proposed maximum height of the store is 6.2m from finished floor level to the apex of the mono-pitch roof. This results in a significant change in height across the Site which is lower than the existing Sussex House by 7m and is lower than its surrounding 2 to 3 storey residential context.
- 8.57 Therefore, the proposed Aldi Store will not result in any detrimental harm to the surrounding townscape or result in an overbearing appearance to the adjacent residential dwellings.

Appearance

- 8.58 The architectural language and materiality of the Proposed Development has been informed by the existing and emerging context to ensure the scheme sits comfortably within the existing townscape of Haywards Heath.
- 8.59 The materials palette has been developed to respond to the local character and comprises complementary materials across the building. The materiality of the store includes a mix of local Crowborough and Chailey stock brick, and grey-coloured Kingspan Trapezoidal cladding.
- 8.60 The glazed frontage offers natural daylight into the store, and provides an active frontage and natural surveillance across the whole 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.
- 8.61 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.
- 8.62 At roof level, the inclusion of an 80kWp roof mounted Monocrystalline PV array are proposed to supplement energy production of the store. The orientation and appearance of the store prevents the panels from being visible from the surrounding area.
- 8.63 Landscaping is proposed along the Site's frontage, throughout the car park and surrounding the proposed food store to create a high quality public realm and soften the boundary of the Site. The

landscaping to the front of the store has been considered to provide a cohesive and robust addition to the urban streetscape.

- 8.64 The landscaping has been significantly enhanced through the pre-application process in response to comments received from MSDC officers.
- 8.65 Please refer to the Design and Access Statement for further details of the proposed design.
- 8.66 In summary, the Proposed Development results in a high quality development that respects the existing townscape and the adjacent conservation area. Therefore, the Proposed Development has been designed in accordance with NPPF, Local and Neighbourhood planning policies.

Landscape and Arboriculture

- 8.67 Chapter 15 of the NPPF concerns the conservation and enhancement of the natural environment, requiring development proposals to protect and enhance valued landscapes, minimise impacts on biodiversity, and to avoid or provide adequate mitigation for any impact on the ecological or biological value of the Site.
- 8.68 Turning to the NPPF, paragraph 187 of the Framework sets out that planning decisions should contribute to and enhance the natural and local environment by, amongst other matters, minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 193 then goes on to identify the principles that Local Planning Authorities should apply when determining planning applications, including that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.
- 8.69 All new development will be expected to incorporate existing and new tree planting as an integral part of development proposals, in accordance with District and Neighbourhood Plan Policies DP37, DP38, E6, DPN3 and DPN4.
- 8.70 The landscaping scheme has been developed for the Site's specific location with careful consideration given regarding species selection to ensure the proposed enhancements are appropriate and maintainable.
- 8.71 The scheme has incorporated environmentally sensitive design principles, from permeable paving to new habitat provisions to enhance the ecological value of the site. Additionally, the landscaping to the

front of the stores has been considered to provide a cohesive and robust addition to the urban streetscape.

- 8.72 The Council's records confirm that there are trees on the Site that are protected by a Tree Preservation Order (TPO).
- 8.73 An Arboricultural Impact Assessment (AIA) and Tree Survey have been prepared by Barrell Tree Consultancy and submitted to support this planning application.
- 8.74 The AIA details that all high quality tree and the majority of moderate quality trees are being retained on Site, including those on the eastern boundary of the Site. In total, the Proposed Development will result in the loss of 11 individual trees, including 10 low-quality (Category U and C), and one medium-quality tree (Category B).
- 8.75 To supplement the retained trees and enhance the local character, the Proposed Development results in the additional planting of 30 new trees across the Site from a diverse species range. The proposed landscaping strategy also includes ornamental shrub planting, native hedge and wildflower grassland.
- 8.76 The AIA concludes that the Proposed Development would not cause an unacceptable or adverse impact on the character and appearance of the area from a tree perspective. Therefore, the Proposed Development is in accordance with NPPF, Local and Neighbourhood planning policies.

Ecology and Biodiversity Net Gain

- 8.77 MSDC Policy DP38 required that developments take measures to enhance the biodiversity on Site, ensuring that there is an overall net gain. This includes measure to protect existing biodiversity and contributing to the creation of new habitats. These principles are reflected in MSDC Emerging Policy DPN1, Neighbourhood Plan Objective 6C and NPPF paragraph 180.
- 8.78 New mandatory Biodiversity Net Gain ('BNG') requirements introduced as part of the Environment Act 2021 have come into force and require a net gain of 10% using the 'biodiversity metric' tool.
- 8.79 As set out above, the proposed landscaping strategy includes the retention of the majority of the existing trees along eastern Site boundary. In summary, 11 trees are to be lost and to mitigate these losses, the Proposed Development incorporates the planting of 30 new trees, ornamental shrub planting, native hedge and wildflower grassland which will provide rich and biodiverse habitat.

- 8.80 An Ecological Impact Assessment has been prepared by ECOSA Ltd to inform the habitants present at the Site and the ecological measures proposed. This was determined by a field survey of the site conducted on the 25th September 2024.
- 8.81 The survey identified that the Site is dominated by buildings and other developed land with other habitats on site including modified grassland and non-native hedgerows.
- 8.82 The Site has suitability to support foraging and commuting bats, breeding birds and European hedgehog. However, no bats were recorded roosting within the on-site buildings, therefore, roosting bats are considered likely absent from the Site.
- 8.83 The Ecology Assessment outlined a number of proposed mitigation measures, including replacement native landscaping and planting, sensitive lighting schemes, sensitive timing of works and precautionary methods of work.
- 8.84 The Assessment concluded that the Proposed Development would result in an enhancement for bats, birds and European hedgehog through the installation of additional bat roosting, bird nesting and European hedgehog shelter features as well as new native planting. As such it is considered that the proposals will accord with all relevant national and local planning policy in relation to ecology including Policy DP38 of the Local Plan and the NPPF.
- 8.85 In accordance with the Environmental Bill, which stipulates all developments must demonstrate a 10% net gain in biodiversity, a BNG Assessment has been prepared by ECOSA Ltd.
- 8.86 The survey measured the baseline BNG baseline score which equates to 0.09 habitat units and 0.11 hedgerow units for the Aldi Site.
- 8.87 The development has sought to maximise the biodiversity enhancements through the design development and includes the following measures:
- Significant tree planting
 - Planting of species-rich native hedgerows
 - Incorporation of grassland and mixed scrub
- 8.88 With the proposed ecological enhancements, the Aldi scheme results in a BNG score of 0.92 habitat units and 1.88 hedgerow units which means a 928.39% biodiversity net gain for habitats units and 1,544.44% biodiversity net gain for hedgerows units which significantly exceeds policy requirements.

8.89 Therefore, the proposals are acceptable and can be strongly supported with regards to ecology and biodiversity.

Highways and Transport

8.90 MSDC Policy DP21 outlines that development schemes should make appropriate provision for car parking, having regard to the type of development and its location, in accordance with local standards. Emerging Local Plan Policy DPT4 states that a minimum of 25% of all parking spaces for non-residential buildings should have fast (min 7kW) Electric Vehicle Charging Points.

8.91 In line with Policy DP21, development should support the objectives of the West Sussex Transport Plan 2011-2026 through attempts to minimise travel, facilitate alternative modes of transport including public transport, with the provision of secure cycle storage, adequate car parking, mitigate road network impacts to avoid traffic congestion, protects pedestrian and cyclist safety and does not result in harm to South Downs National Park or High Weald AONB. Development which generate significant movement should be supported by a Transport Statement and Travel Plan.

8.92 MSDC Policy DP21 states that in order to promote sustainable transport modes and patterns, development should include adequate car parking spaces and secure cycle storage taking into account the Council’s parking guidelines and make appropriate provision of electric vehicle charging points.

8.93 The supporting paragraphs suggest that a revised West Sussex Transport Plan is scheduled to be prepared after the adoption of the MSDC Draft Local Plan (2039) however this has not been released.

8.94 Haywards Heath Neighbourhood Plan Policy T3 outlines that applications which result in the loss of existing off-street parking provision will be resisted unless proposals demonstrate that the development will enhance the vitality and viability of the town centre. Proposals outside of the town centre should provide on-site parking in accordance with parking standards adopted by MSDC.

8.95 Haywards Heath Neighbourhood Plan Policy B1 outlines that development should incorporate a highways design and layout that complies with highways standards and guidance and achieve a permeable highway layout, connecting with the existing highway network safely.

8.96 The Council has produced a guidance document which provides further detail on the required car parking for new development within Mid Sussex. **Table 8.1** below is extracted from the West Sussex County Council Guidance on Parking at New Developments (2020).

Table 8.1 West Sussex County Council Guidance on Parking at New Developments for Non-Residential Developments (2020)

Use Class	Car Parking Standard	Cycle Parking Standard
E Commercial, Business and Services – shops and retail	1 space per 14sqm	1 space per 100sqm for staff and 1 space per 100sqm for customers

- 8.97 Given the proposed floor area of 1,940sqm, that equates to a maximum standard of 139 car parking spaces. This application proposes 97 car parking which despite being below MSDC maximum standards is anticipated to deal with the expected demand.
- 8.98 A Transport Assessment, prepared by Connect Consultants, has been submitted to support the planning application. The Assessment concludes that the Site has a good level of accessibility by all relevant transport modes, and there is no evidence of a highway safety problem.
- 8.99 The Site is well connected by local pedestrian facilities, presenting the opportunity for customers and staff to make trips to the store on foot. There are also bus stops local to the Site, which serve frequent buses to a variety of destinations. Haywards Heath Railway station is also within walking distance of the Site. This is supportive of Haywards Heath Neighbourhood Plan Policy E8 which promotes the use of walking, cycling and public transport use.
- 8.100 Following detailed discussions with MSDC and WSCC, the vehicular access to Site will remain in the same location as is present on Perrymount Road. The access point will be widened to ensure that the positioning for drivers relative to the signal crossing is unchanged/improved.
- 8.101 Swept path analysis has been undertaken and submitted in the Transport Assessment which demonstrates that the access arrangements and layout of the Proposed Development are suitable for the largest vehicles that are expected to use the Site.
- 8.102 In terms of vehicle parking, the proposed Aldi food store will provide a total of 97 car parking spaces, including six disabled parking spaces, and ten parent and child spaces. In addition, there will be six 'active' EV charging bays in line with local standards, and 20 'passive' EV charging bays will also be provided.
- 8.103 The Proposed Development provides a total of 30 cycle parking spaces, with 10 designated for staff and 20 for customers. The customer spaces are located adjacent to the store entrance and 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.

- 8.104 The Transport Assessment shows that the accumulation peaks at 51 vehicles on weekdays and 52 vehicles on Saturdays. Therefore, the proposed provision of 97 parking spaces will not only accommodate average demand expected but has spare capacity for peak demand.
- 8.105 The Aldi servicing/delivery arrangements typically receives an average of three to four HGV deliveries per day. Three articulated HGV deliveries per day come from the Regional Distribution Centre (RDC) and there is one delivery per day of milk by a local supplier, usually using a medium sized goods vehicle. Daily deliveries of milk, bread and morning fresh produce are received prior to, or as early as possible after, the store opening in the morning, and are delivered by one Aldi HGV and one milk delivery vehicle. In addition to goods deliveries, each store has 1-2 collections of General Waste and Animal By-products per week.
- 8.106 Aldi operate a closely managed servicing arrangement for each of its stores. Delivery and service vehicles will access the Proposed Development via the proposed improved access junction. Swept path analysis shows that the access arrangements and layout of the Proposed Development are suitable for the largest vehicles that are expected to use the Site. The track plots show that the route through the site is satisfactory and that service vehicles will be able to manoeuvre within the site, enabling them to arrive and depart in forward gear.
- 8.107 The proposed design of the Site access junction has been subject to a Stage 1 Road Safety Audit. The main issue identified was that vehicles would be stopped at the controlled crossing, and therefore may block access to the store. A keep clear box has been added to the highways plan, therefore alleviating this concern. Therefore, the findings of the Stage 1 RSA confirm that the proposed highway improvements do not have any safety issues that haven't been addressed.
- 8.108 In summary, the Transport Assessment concludes that there will be no detrimental impact to the local Highways network. The proposal is shown to accord with local policy DP21 and with Paragraphs 114 and 116 of the NPPF.

Heritage

- 8.109 Chapter 16 of the NPPF concerns conserving and enhancing the historic environment and seeks to avoid harm to, or loss of, the significance of designated heritage assets and their settings. Paragraph 207 requires applicants to describe the significance of any heritage assets likely to be affected by development proposals. The paragraph states that the level of detail should be proportionate to an asset's importance and no more than is sufficient to understand the potential impact of the proposal.

- 8.110 Local Policy DP34 and DP35 requires the protection of heritage assets and that the views and settings of conservation areas and listed buildings shouldn't be impacted by new development, and that they should be enhanced where possible. This is also reflected in Emerging Local Policy DPB2 and DPB3.
- 8.111 Neighbourhood Plan Policy E9 explains that developers need to demonstrate how their proposal will protect and reinforce the local character of the site, with proposals which impact a conservation area ensuring that they preserve or enhance their special interest and/or distinctive character.
- 8.112 Planning Practice Guidance (PPG) Conserving and Enhancing the Historic Environment was published in April 2014 (updated in 2019) as a companion to the NPPF, replacing previous circulars and other supplementary guidance. In respect of heritage decision-making, the PPG stresses the importance of determining applications on the basis of significance and explains how the tests of harm and impact within the NPPF are to be interpreted.
- 8.113 A Heritage Statement has been prepared by Cogent Heritage to assess the impact of the Proposed Development on The Heath Conservation Area and nearby heritage assets in accordance with Local Plan Policy DP34 and DP35 of the Mid Sussex District Plan (2018).
- 8.114 The Heritage Statement deems that the current structures on the site are seen to be detracting, and Sussex House being described as a 'poor quality late C20 two storey building'. Sussex House is also described as 'intrusive due to its poor quality', which along with the poor quality of the adjacent Clair Hall currently detract of the setting of The Heath Conservation Area, which the proposed Aldi food store would improve.
- 8.115 Whilst the other buildings on the Site are not readily visible from the conservation area, the Heritage Statement outlines that there is nothing positive about these buildings.
- 8.116 The Assessment confirms that the proposed scheme would not detract from the character of The Heath Conservation Area and has the opportunity to enhance the setting of the conservation area with a lower built form. Furthermore, the Assessment finds that regarding the nearby Church of St Richard, the Proposed Development has no effect on its significance, or how it is appreciated.
- 8.117 The retention of the existing tree band on the eastern boundary and reinforcement of additional landscaping and trees would effectively screen the Proposed Development, even in leafless conditions (such as what is shown on the photos in the Heritage Statement). This would retain the existing green edge to the cricket pitch, such that the character appearance and significance of this part of the conservation area would be preserved and enhanced, compared with the more visible built form of the taller existing building.

8.118 In summary, the Proposed Development would enhance the setting/significance of the conservation area and preserve the setting/significance of Church of St Richard. Therefore, the Proposed Development is in accordance with the NPPF, Local and Neighbourhood planning policies.

Flood and Drainage

8.119 NPPF paragraph 181 states that where appropriate applications should be supported by a site specific Flood Risk Assessment (FRA). As the Proposed Development is wholly located within Flood Zone 1 and comprises an area of less than 1ha, no FRA is required to support the planning application.

8.120 Mid Sussex District Plan Policy DP41 states that development proposals that incorporate measures which enable the use of recycled water will be encouraged. Sustainable Drainage Systems (SuDS) must be implemented in all new developments of 10 dwellings or more, or equivalent non-residential development, a point which is reiterated in Emerging Local Policy DPS4.

8.121 Haywards Heath Neighbourhood Plan Policy E7 requires new development proposals to incorporate SuDS and indicate how they will be maintained and managed.

8.122 The application is accompanied by a Drainage Strategy prepared by Craddys. The strategy determines that the Proposed Development is at a low risk of flooding from all sources and that no specific flood mitigation measures are proposed. The impact of climate change is not expected to significantly worsen this risk.

8.123 The proposed drainage strategy confirms that the Proposed Development will be positively drained through drainage channels and gullies for the external areas and rainwater downpipes for the food store roof. As there is insufficient space within the site boundary for any significant above ground features, attenuation storage is proposed to be provided by a below ground geocellular soakaway. In addition, permeable paving construction is proposed for the majority of the parking bays to the south of the store.

8.124 Drainage serving the roof and car parking areas has been separated such that the car parking areas can pass through a class 1 bypass interceptor.

8.125 The drainage strategy has been designed to future-proof the development, ensuring the ability to prevent flooding during a 1 in 100-year plus climate change event.

8.126 Foul drainage will be provided through existing foul connection to the north. A gravity connection from the building to the existing connection point can be achieved. A CCTV of the drainage has confirmed that the existing foul drain connects to the public main within Perrymount Road.

- 8.127 The Proposed Development will likely result in a reduction of foul drainage when compared with the existing buildings and uses present on the Site.
- 8.128 In summary, the proposed foul and surface water drainage strategy for the development has been designed in accordance with the SuDS drainage hierarchy, the Local Plan, and the NPPF.

Energy and Sustainability

- 8.129 Section 14 of the NPPF requires new developments to incorporate measures to address climate change. Developments should reduce greenhouse gas emissions, ensure resilience to climate impacts, and support renewable and low-carbon energy and associated infrastructure.
- 8.130 NPPF paragraph 161 expects developments to prioritise energy efficiency improvements, integrate renewable and low-carbon energy sources, and utilize sustainable construction methods to minimize overall environmental impact.
- 8.131 Local Plan Policy DP39 requires development to improve the sustainability of development and include renewable sources of energy, natural lighting, minimising waste and limit water use.
- 8.132 Local Plan Policy DP42 seeks for new non-residential buildings to meet the equivalent of a 'Good' standard, as a minimum, with regard to the BREEAM water consumption targets for the development type.
- 8.133 Neighbourhood Plan Policy E8 identifies that new major development should make the town more sustainable and have regard to waste, recycling, water consumption, energy and health and wellbeing.
- 8.134 Emerging Local Plan Policy DPS1 states all new development should demonstrate that measures have been taken to reduce carbon emissions, including improvements in energy efficiency and in the design and construction of buildings.
- 8.135 Emerging Local Plan Policy DPS2 requires all new non-residential development to achieve maximum credits in the "Energy performance", and "Prediction of operational energy consumption" and "Beyond zero net regulated carbon" categories of BREEAM (or equivalent) to demonstrate that the development has surpassed net zero regulated emissions.
- 8.136 A Renewable and Low Carbon Energy Statement has been prepared by Sol Environment and submitted in support of this application. This Statement confirms that several measures have been taken to ensure the building is as energy efficient as possible, through the utilisation of low carbon technologies.

- 8.137 The store will be designed to utilise an Air Source Heat Pump (ASHP) supplemented by a 'Freeheat' refrigeration heat recovery scheme to provide energy savings through using energy recovered from the stores refrigerated cases for heating. The Proposed Development incorporates an 80kWp roof mounted PV array to generate additional renewable energy and supplement in store energy requirements.
- 8.138 The office, WCs and other staff facilities are proposed to be supported by mechanical extract ventilation system with Part L 2021 compliant efficiencies, flow rates and fan powers.
- 8.139 The Statement states that through the implementation of the Energy Hierarchy, the development will provide a realistic total carbon equivalent emission saving of approximately 9.5 tonnes per annum.
- 8.140 Overall, there will be an 85% saving achieved in CO2 emissions following Aldi store's energy strategy. This is achieved through a well-insulated and airtight building fabric, high efficiency M&E systems, ASHP supplemented by a 'Freeheat' Refrigeration Heat Recovery System and 90kWp roof-mounted Monocrystalline Solar PV array.
- 8.141 A Sustainability Statement has also been prepared by Sol Environment and is submitted in support this this planning application. The Statement compares various parameters against local and national policies to test the sustainability credentials of the Proposed Development.
- 8.142 The Sustainability Statement outlines that the energy use for the development has been minimised through the implementation of passive design measures to reduce the requirement of both heating & cooling systems. Additionally, the design incorporates building-integrated low and zero carbon (LZC) technologies including an ASHP system for heating and cooling, with support of refrigeration heat recovery, and a roof-mounted 80kWp solar PV array on the food store.
- 8.143 The risk of flooding to the Site has been minimised through careful site selection and the use of SuDS measures. Additionally, water use has been limited to a predicted 6.56 Litres/person/day and meets the BREEAM minimum standard of 'Good' under Wat 01.
- 8.144 In summary, the Proposed Development responds to both local and national needs and requirements and conforms to current good practices. Therefore, the Proposed Development is in accordance with NPPF, Local and Neighbourhood planning policies.

Air Quality

- 8.145 District Plan Policy DP29 ensures that developments shouldn't cause unacceptable levels of air pollution throughout the lifetime of a building, including construction. NPPF paragraph 192 states that opportunities should be identified to improve air quality or mitigate the impacts.
- 8.146 An Air Quality Assessment has been prepared by Redmore Environmental and submitted in support of this planning application. This Assessment examines the potential impacts associated with fugitive dust emissions during the construction phase of the development and the potential impacts associated with road transport emissions during the operational phase of the development.
- 8.147 Potential construction phase impacts from fugitive dust emissions were assessed as a result of demolition, earthworks, construction and trackout activities. It is considered that the use of the identified site-specific control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.
- 8.148 Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. These were assessed using standard screening criteria. Due to the low number of vehicle trips, road traffic exhaust emission impacts were not predicted to be significant.
- 8.149 The Assessment concludes that there are no significant air quality impacts resulting from the construction or operational phase of the development.
- 8.150 Based off the requirements of the Air Quality and Emissions Mitigation Guidance for Sussex, air quality factors are not considered a constraint to planning consent for the development subject to appropriate mitigation measure to be secured by planning condition. Therefore, the Proposed Development is in accordance with NPPF, Local and Neighbourhood planning policies.

Noise

- 8.151 The NPPF states in paragraph 198 that policies and decision should ensure that new development is appropriate for its location and take into account the likely effects including cumulative effects or pollution on health, living conditions and natural environment. Further, the impacts from noise of new development should be mitigated.

- 8.152 MSDC Policy DP29 and Haywards Heath Neighbourhood Plan Policy E9 outline that development should avoid significant harm to the health and amenity of occupants on nearby land, buildings and future occupants, including by way of an unacceptable increase in noise and vibration.
- 8.153 Emerging Local Plan Policy DPN7 considers noise impacts and is consistent with the policy aims contained in the NPPF i.e. that development will only be permitted where it avoids significant adverse impacts on health and quality of life and mitigates and minimise adverse impacts.
- 8.154 Steps have been taken to minimise the noise impact that the operation of the foodstore would have on the surrounding residential amenity. Car parking and delivery bays have been located at the south of the proposed retail building in order to act as a screen to the residential dwellings located to the north and north east of the Site.
- 8.155 The mechanical services plant includes low noise plant and is located to the east of the building so that it doesn't abut any residential boundaries. The plant is also proposed to be enclosed by a timber acoustic barrier to further mitigate plant noise.
- 8.156 A Noise Assessment, prepared by Sharps Redmore, has been submitted in support of the planning application and confirms that a noise survey was undertaken between the 13th and 16th September 2024, from two monitoring locations. The Assessment demonstrated that the existing noise levels are dominated by localised road traffic and are typical of an urban area.
- 8.157 Results concluded that at receptor NL1, (located towards the rear of the maisonette houses on Sydney and Perrymount Road), background noise levels were at 47dB during the day and 37dB during the night time period. At NL2, (located on the north-easterly corner of the site), typical background noise levels were at 44dB during the day and 31dB during the night time period.
- 8.158 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 Delivery Management Plan (DMP).
- 8.159 The Noise Assessment concludes that the proposed Aldi store can be developed without causing significant impact or disturbance to local residents' amenity. 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.
- 8.160 Considering the above and having assessed the main noise impacts from the development against national standards, it is concluded that the proposed store can be developed, as outlined within the

report and controlled by planning condition, without causing significant impact or disturbance as advised by the NPPF, Local and Neighbourhood Plan policies.

Lighting

- 8.161 MSDC Policy DP29 outlines that development should avoid significant harm to the health and amenity of occupants on nearby land, buildings and future occupants, including by way of an unacceptable increase in light. Applications should demonstrate good design to restrict emissions of proposed light schemes.
- 8.162 Haywards Heath Neighbourhood Plan Policy DP29 aligns with MSDC Policy DP29.
- 8.163 This application is accompanied by a Lighting Plan and Assessment, prepared by BMT. This plan has been designed to ensure that there is sufficient light around the store and car park in order to provide safety of customers and members of staff during opening. Car park column lighting is illuminated only when ambient light levels fall and is extinguished before 2300 hours.
- 8.164 The Plan and Assessment demonstrates that the luminaires chosen for the scheme have zero direct upward light output ratio and precision designed optics to accurately control the distribution of illuminance to the area that requires it, minimising lighting spill. Furthermore, all external (and internal) lighting will be LED, chosen not only for its high energy efficiency but also for their reduced spectrum of wavelengths and UV.
- 8.165 The proposed lighting scheme has been designed to minimise light spillage and proposes the minimum amount of lighting necessary to achieve the purpose required in accordance with Local Plan Policy DP29.

Contamination

- 8.166 NPPF paragraph 196 outlines that planning policies and decisions should ensure that a site is suitable for its proposed use, taking account of any risk from contamination. Paragraph 187 (f) sets out that policies and decisions should contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- 8.167 A Land Contamination Report has been prepared by Craddys and submitted in support of this planning application. EEGLS carried out on Site Phase 1 and Phase 2 assessments and Craddys completed desktop assessments to understand the potential contaminants and their effect on the scheme.

- 8.168 Phase 1 investigations were undertaken to review for potential contamination. Contaminants of concern were highlighted due to the electrical substation, with a low risk to current and future users and a low to moderate risk for construction workers. As a result, the Phase 1 Report recommended that further investigations be conducted at the Site.
- 8.169 Phase 2 investigations via boreholes were undertaken. Overall, 7 soil samples and 1 number ground water sample were collected for testing. Screening results of all the test samples provided a general lack of significant contamination being present. Based on the results a revised conceptual site model was developed classifying the site as LOW risk for all known receptors.
- 8.170 Overall, no remediation or mitigation measures are required. In conclusion, the report highlights that the proposal is in line with local and national policy.

Utilities

- 8.171 It is not expected that the Proposed Development would give rise to any undue stress on telecommunications infrastructure, water supply infrastructure or on electrical infrastructure.

9. Retail Assessment

- 9.1 This section provides an assessment of the proposed development against the relevant retail considerations. As part of the pre-application process a Retail Scoping Note was prepared setting out the proposed parameters of the impact and sequential site assessment to support the planning application. The subsequent assessments have been undertaken in accordance with this Scoping Note which was agreed as part of the pre-application process.
- 9.2 The site is in an out-of-centre location relation to the primary shopping area of Haywards Heath town centre. As part of the pre-application process it was agreed that the only centre to be considered as part of the impact assessment and sequential site assessment was Haywards Heath.
- 9.3 The Mid Sussex Retail Study was prepared on behalf of the Council by Nexus Planning and public in March 2022. This was informed by a household survey undertaken in October 2021.

The Sequential Test

- 9.4 **Policy DP2** of the Mid Sussex Local Plan (2018) and paragraph 91 of the NPPF (2023) require that the sequential approach to site selection is applied to all proposals for ‘*main town centre uses*’ on sites that are not located ‘in’ an existing centre nor allocated in an up-to-date development plan. As set out above the site is in an out-of-centre location and therefore it is necessary to demonstrate that there are no in-centre or edge-of-centre sites which are suitable or available for the proposed development. Therefore, in accordance with paragraph 91 of the NPPF and the PPG a sequential site assessment has been undertaken in an appropriate and proportionate manner.

Area of Search for Alternatives

- 9.5 Whilst both the NPPF and PPG are silent on the appropriate area of search for sequentially preferable sites, a conventional approach is to consider the extent of the catchment area likely to be served by the proposal and then to identify alternative sites, located within or on the edge of existing centres which serve an equivalent catchment, and which could accommodate the scale and form of development proposed.
- 9.6 The “Town Centres and Retail” section of the PPG explains that the “application of the [sequential] test will need to be proportionate and appropriate for the given proposal” (2b-011-20190722). To our mind this statement is of particular significant to the delineation of a primary catchment area for the purposes of the sequential test’s application. It reflects the conventional and long-standing approach of defining a catchment for the retail use in question based upon: the area from which the majority of

its trade will be drawn (i.e. its sphere of influence based on size, offer, etc); and existing surrounding competition which might equally influence future patterns of trade.

- 9.7 A discount foodstore's limited size and offer provides a strong indication that its catchment area will not be particularly extensive and is unlikely to extend significantly beyond a 5-minute drivetime from the proposed store – which is the customer base that Aldi is intending to serve by virtue of this new store. Aldi foodstores within urban areas such as this tend to draw the vast majority of their trade from within a 5-minute drive-time catchment area. This represents their *"Primary Catchment Area"*.
- 9.8 It should be made clear that this five-minute drive-time catchment area is not just some arbitrary distance based on Aldi's commercial preferences, instead it is a reasonable and realistic geographic area from which a foodstore of this size will draw the vast majority of its trade. For example, Aldi's property website is clear that a new discount foodstore requires a catchment population of some 15,000 people. We anticipate that other discount food retailers such as Lidl seek a comparable customer base in view of their equivalently sized format. This clearly demonstrates that the size of the catchment area defined is sufficient in terms of accounting for the proposed foodstore's sphere of influence.

Centres and Sites Assessed

- 9.9 As part of pre-application discussions it was agreed with the LPA that the only centre that should be considered as part of the sequential site assessment was Haywards Heath. It has long been best practice for the area of search for alternatives to be focused upon the primary catchment area of the proposed development. The site is located in an edge-of-centre location relative to Haywards Heath town centre, the centre of Haywards Heath and its hinterland is expected to comprise the primary catchment area for the proposed development.
- 9.10 As part of the pre-application process it was agreed that the only centre that was required to be included was Haywards Heath. Specifically the following sites have been agreed with the LPA:
- Orchard Heath Car Park, access from St Wilfrid's Way and St Joseph Way;
 - 90 – 92 South Road (Site Reference: SHLAAID1117);
 - 14 – 16 Sussex Road (Site Reference: SHLAAID1118);
 - 2 – 6 The Broadway (Site Reference: SHLAAID1114);
 - Maxwellton House, 41 – 43 Boltro Road, Haywards Heath (Site Reference: SHLAAID1090);

- The Priory, Syresham Gardens, Haywards Heath (Site Reference: SHLAAID732); and
- Clair Hall, Haywards Heath.

9.11 A plan showing the location of these sites is set out at Figure 9.1 below.

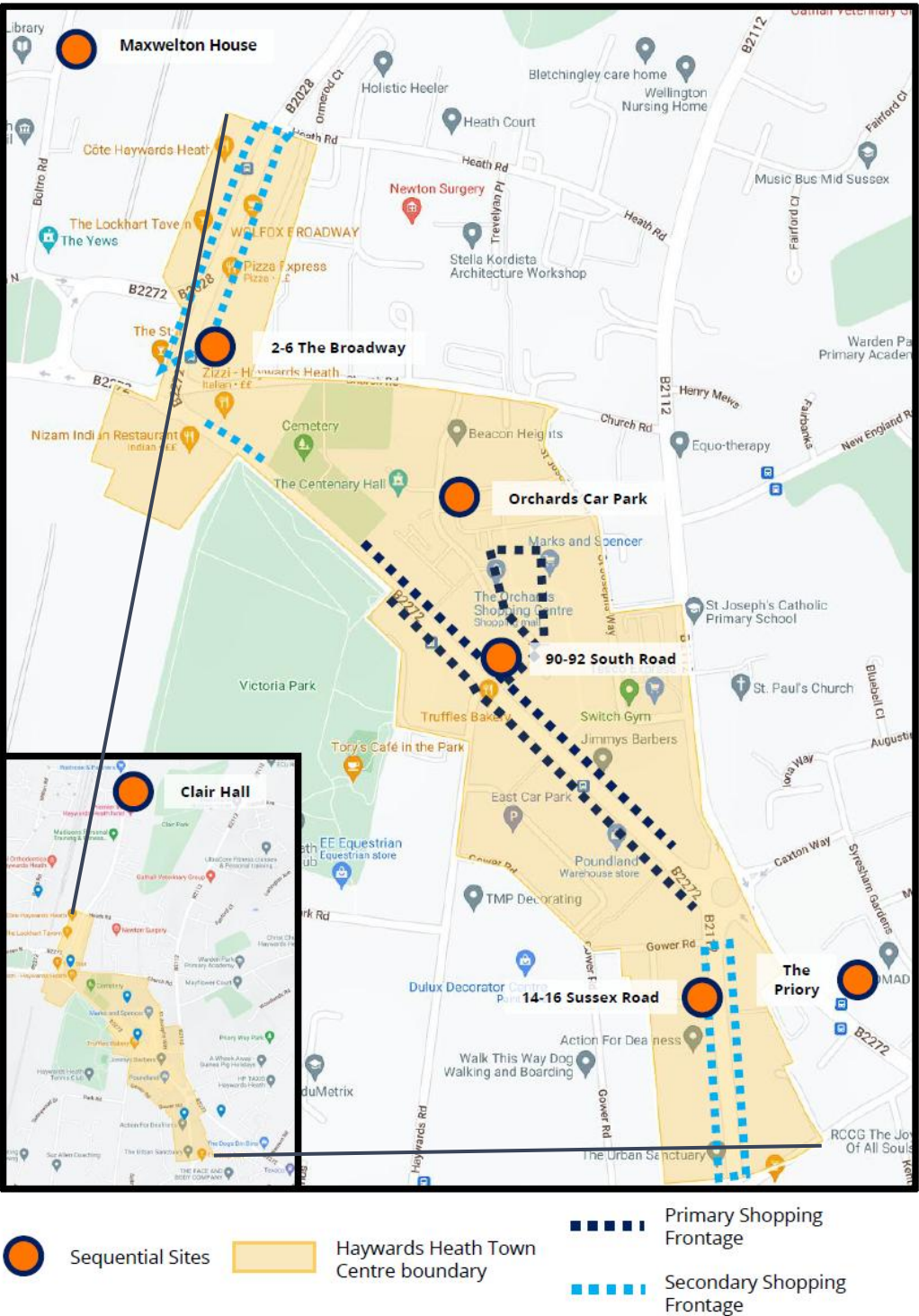


Figure 9.1: Sequential Sites Location Plan

- 9.12 In addition to the agreed site allocations, as part of the site visit undertaken by Avison Young vacant units within Haywards Heath were also recorded in order to identified whether there were any units which are suitable and available for occupation by Aldi.

Flexibility in the Context of the Application Proposals

- 9.13 It is not expected that the Proposed Development would give rise to any undue stress on telecommunications infrastructure, water supply infrastructure or on electrical infrastructure.
- 9.14 In this instance, the scale and form of retail development is a discount foodstore of 1,940 sq m (GIA). This includes a sales area of 1,154 sq a warehouse of 639 sq m along with associated ancillary staff facilities and delivery and loading bay. In addition the applications proposes customer car parking (97 spaces), cycle parking (30 spaces) along with associated vehicular access roads, servicing area and associated hard and soft landscaping.
- 9.15 This is located on a site of 0.8 hectares. Accordingly it is necessary within the defined area of search for sequentially preferable sites to base this purely on the specific trading characteristics of a retail development of this size.
- 9.16 Aldi recognises the need for “flexibility” in promoting sites for development and the retailer pursues non-standard stores where this will assist in meeting planning policy requirements. When considering the scope for flexibility, however, the inherent nature of Aldi’s operation as a “deep discount” food retailer must be borne in mind. Accordingly, there are a number of key areas where it is not possible to alter the core design of the store; as to do so would undermine the operational efficiency of the business model and hence is viability.
- 9.17 When assessing the “suitability” of alternative sites, there is a national planning policy required to demonstrate flexibility in relation to scale and format. The correct approach to this issue has been considered in some detail in appeal decisions, Secretary of State call-in decisions and Court Judgements over recent years.
- 9.18 The PPG sets guidance with regard to the requirement to demonstrate flexibility stating that:
- “is there scope for flexibility in the format and / or scale of the proposal? It is not necessary to demonstrate that a potential town centre or edge-of-centre site can accommodate precisely the scale and form of development being proposed, but rather to consider what contribution more central sites are able to make individually to accommodate the proposal” (2b-011-20190722).*
- 9.19 It is not expected that the Proposed Development would give rise to any undue stress on telecommunications infrastructure, water supply infrastructure or on electrical infrastructure.

9.20 The fundamental requirements of a modern Aldi foodstore's design and layout are therefore as follows:

- **Retail Sales Area:** This is the most important aspect of store building design. A circa 1,300 sq m sales area is required to provide approximately 2,000 core product lines, and the dimensions of the retail area are determined by the need to ensure adequate product display space is provided. The rectangular shape of the retail sales area is also specifically designed to enable efficient transfer of products. In view of its critical importance to the trading and operational success of Aldi's business, the size and proportions (shape) of net retail floorspace is one area where it is not possible for Aldi to depart from their core design, as to do so would undermine trading viability. Such a configuration is coincidentally an optimum solution to enable shoppers to shop and cannot reasonably be reduced.
- **Storage and Ancillary Non-Retail Floorspace:** Where the size and shape of a particular site requires reconfiguration, Aldi can exhibit flexibility, such as compromising service and storage facilities. However, the foodstore must be capable of being serviced by a HGV delivery vehicle and the site layout must enable the delivery vehicle to enter and leave in forward gear, and for the vehicle to be able to dock correctly and safely in the purpose built delivery area of the store (a dock-leveller).
- **Customer Car Parking:** Aldi foodstores are required to have immediately adjacent surface-level car parking facilities. This is because an Aldi foodstore's primary function is to cater for 'bulk' food shopping needs and therefore very many customers will be visiting to undertake a "weekly" shopping trip, involving several heavy shopping bags. Customers may also be visiting to purchase a product from Aldi's non-food "special buy" range which could be large / heavy and therefore unmanageable on foot. Accordingly, it is a pre-requisite that most customers have the opportunity to take their goods home via private car, irrespective of the accessibility of the store location via sustainable modes of transport, for those undertaking smaller basket shopping.

9.21 In light of the above, with regards to the application of "flexibility" to the planning application scheme when applying the sequential test, the following is proposed:

- The net sales area and gross external floor area of the store are already below the figure set out above, however, a further 10% reduction is proposed to demonstrate flexibility, a GIA of 1,746 sq m and sales area of 1,039 sq m.
- The 97 car parking spaces could be reduced by 25% to around 73 spaces – this is below Aldi's minimum requirement for their current foodstore format.

- 9.22 Based on the above identified areas where “flexibility” can be demonstrated in relation to this specific scheme, it is considered that a site area measuring 0.7 ha will be considered. This would result in a site requirement of 0.7 ha which is regarded as the minimum realistically necessary to accommodate a discount foodstore of 1,764 sqm GIA and its supporting site infrastructure (i.e. customer car parking, vehicular access / egress, servicing area, pedestrian circulation space and basic landscaping).
- 9.23 In summary, measures have been taken in the design of the scheme to maximise “flexibility” in terms of the scale and form of the foodstore development proposed. Notwithstanding this, for the purposes of the sequential assessment, the applicants have tested a considerably smaller site area than is actually proposed as part of this planning application (reduction from 0.8 ha to 0.7 ha). Thus, the applicants are clearly demonstrating “flexibility” in line with the NPPF’s requirements.

Site Assessment

- 9.24 It is not expected that the Proposed Development would give rise to any undue stress on telecommunications infrastructure, water supply infrastructure or on electrical infrastructure.
- 9.25 Having established the appropriate catchment area, the centres to be assessed within it, and the scale and form of retail development to be tested (having regard to flexibility); this analysis now turns to consider candidate sites which are potentially “suitable” and “available”.
- 9.26 A total of 12 vacant units were identified within Haywards Heath town centre, the largest of these units extends to 210 sq m, allowing for flexibility this is not suitable for the proposed development and therefore vacant units are not considered further as part of this sequential site assessment.
- 9.27 The Sequential Site Assessment next considers sites that have been agreed with the LPA as part of the pre-application process. A detailed Sequential Site Assessment Schedule is set out at **Appendix II** which covers each of the sites identified in detail. However, we briefly summarise the position in relation to each below.

Table 9.1: Summary Sequential Site Analysis

Site	Summary
Orchards Car Park, access from St Wilfrid’s Way and St Joseph Way	The Orchards Car Park occupies a town centre location, near to the Orchards Shopping Centre and comprises one of the main car parks serving the town centre and is well used the site is not available for Aldi. Given its important location in Haywards Heath, it is a well-used

Site	Summary
	car park, therefore, the development of an Aldi foodstore on the site is unlikely. The site is also just too small and not suitable to support an Aldi foodstore.
90 – 92 South Road (Site Reference: SHLAAID1117)	Following a recent grant of planning permission the site has now been redeveloped to provide a new restaurant use with residential uses above and therefore is not available. Even allowing for flexibility the site is not suitable for the proposed development.
14 – 16 Sussex Road (Site Reference: SHLAAID1118)	The property is currently occupied by a number of different businesses and therefore is not available for the proposed development. The site is too small to accommodate the proposed development allowing for flexibility and therefore is not suitable.
2 – 6 The Broadway (Site Reference: SHLAAID1114)	The site comprises a mixed-use development which includes a new commercial unit of 304 sqm at the ground floor. Even allowing for flexibility this is not suitable for the proposed development. The site is therefore not sequentially preferable.
Maxwelton House, 41 – 43 Boltro Road, Haywards Heath (Site Reference: SHLAAID1090)	Planning permission has been granted and implemented for the redevelopment of the site to provide 50 retirement units and is therefore not available for the proposed development. Even allowing for flexibility the site is too small to accommodate the proposed development.
The Priory, Syresham Gardens, Haywards Heath (Site Reference: SHLAAID732)	The Priory is located in an edge-of-centre location. The building has been converted to residential uses within the Grade II listed building and therefore is not suitable or available for the proposed development.
Clair Hall, Haywards Heath	The site comprises of Clair Hall, a multi-purpose community building, the Council are looking for a

Site	Summary
	development partner to bring forward the wider redevelopment on this site, which must accommodate a cultural facility, even allowing for flexibility the site is not suitable to accommodate the proposed development and required cultural facility. The site is in an out-of-centre location and therefore is not sequentially preferable to the application site.

- 9.28 The sequential site assessment set out above (and in greater detail at **Appendix II**) has demonstrated that there are no sequentially preferable vacant units or development sites within or on the edge of Haywards Heath Town Centre which could realistically accommodate the scale and form of retail development for which planning permission is sought – even when demonstrating significant flexibility in terms of developable area.
- 9.29 Overall, for the reasons outline above, it is considered that there are no more “suitable” and “available” more centrally located sites for the scale and form of development proposed and compliance can therefore be demonstrated with the sequential approach to site selection as asset out in paragraph 91 of the NPPF and **Policy DP2** of the Mid Sussex Local Plan (2018).

Impact Assessment

- 9.30 Paragraph 94 of the NPPF identifies that local planning authorities should require an impact assessment to be submitted in support of planning applications for main town centre uses (including retail) over 2,500 sq m (unless a local planning policy sets a lower threshold), on sites outside town centres, and that are not in accordance with an up-to-date Development Plan. The impact assessment should include a consideration of:
- The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
 - The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider retail catchment.

- 9.31 **Policy DP2** (Town Centre Development) of the Mid Sussex Local Plan (2018) states that Retail Impact Assessments will be required for retail development proposals that are not in a town centre that are in excess of 500 sqm. Therefore, an impact assessment is required to support the application.
- 9.32 In interpreting national town centre policy concerning retail impact, it is noteworthy that paragraph 95 of the NPPF states that where an application is likely to give rise to a *“significant adverse impact”* it should be refused. The implication being that an impact which is merely *“adverse”* is not a direct reason for refusal and is capable of being weighed against positive social, economic, and environmental factors in the overall planning balance. Indeed, paragraph 11 of the NPPF confirms a presumption in favour of sustainable development and is clear that planning permission for development should be granted unless: *“any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when considered against the policies in this document as a whole.”*
- 9.33 Through the impact assessment required by local and national policies, it is necessary to demonstrate that there would be no *“significant adverse”* impact in two main regards. The first is on existing committed and planned public and private investment in a centre, whilst the second is on town centre vitality and viability including local consumer choice and trade in the town centre and wider area.
- 9.34 Each of these tests are considered in turn below. We focus firstly upon impact on trade / vitality and viability.

Impact on Town Centre Vitality and Viability, Including Local Consumer Choice and Trade in the Town Centre and Wider Area

- 9.35 It is not expected that the Proposed Development would give rise to any undue stress on telecommunications infrastructure, water supply infrastructure or on electrical infrastructure.
- 9.36 Applicants are required to assess the impact of edge and out-of-centre retail proposals on town centre vitality and viability, having regard to both local consumer choice and trade in the centre and wider catchment area.
- 9.37 Paragraph 94 of the NPPF and Policy DP2 of the Local Plan require the preparation of a RIA in order to examine impacts upon trade and this can be found at **Appendix III**. In the interests of clarity, we have assessed retail impact by following a standard and recognised step-by-step methodology (as set out within the Planning Practice Guidance).
- 9.38 The Planning Practice Guidance (paragraph 2b-017-20190722) advises that:

“The impact test will need to be undertaken in a proportionate and locally appropriate way, drawing on existing information where possible. Ideally, applicants and local planning authorities should seek to agree the scope, key impacts for assessment, and level of detail required in advance of applications being submitted.”

9.39 As part of preparing their new Local Plan, Mid Sussex Council, have updated their evidence base. The Mid Sussex Retail Study prepared by Nexus Planning was published in June 2022. This is based on an up-to-date household survey providing guidance on existing retail patterns of residents.

Existing Centres

9.40 As agreed during pre-application discussions based on the settlement pattern, the only relevant centre to undertake a health check is Haywards Heath town centre. A full health check was undertaken as part of the Retail Study which included the following key takeaways in relation to Haywards Heath:

- Buildings in the centre would benefit from upgrading or repainting in order to improve the appearance and perception of the area, and overall environmental quality;
- Public realm upgrades would also provide wider benefits in maximising development and investment opportunities, as well as improving the experience of pedestrians;
- An opportunity exists related to the Orchards Shopping Centre, which is in Council ownership. The masterplan identifies this site for possible improvements, and mixed-use development. If viable, residential development could be incorporated;
- Comments from stakeholders suggested that there was an under provision of supermarkets in the centre, and that more variety in convenience goods floorspace would benefit the town centre;
- While the town has a railway station, this is located outside of the town centre, providing less opportunities for linked trips. However, the station and The Broadway are less than a 10 minute walk. Pedestrian and cycle links could be improved between the railway station and the town centre to connect the station and the surrounding retail offer with the town centre; and
- There is a concentration of leisure and retail services along the Broadway, while the majority of comparison goods shops are located along the South Road. This creates a disconnect between the two very distinct parts of the town centre. In order to capitalise on the distinct character areas, better pedestrian connections could be provided to provide a clear link and attract movement between the two.

- 9.41 Avison Young visited Haywards Heath in November 2024 in order to provide an updated assessment of the vitality and viability of Haywards Heath town centre. The results of this exercise are attached at **Appendix IV**. The updated Health Check has confirmed the findings of the Council's own assessment.

Existing Patterns of Retail Expenditure – Haywards Heath

- 9.42 The household survey indicates that the residents within Zone 1 (Haywards Heath) are currently spending 72% of main food shopping in out-of-centre locations around Haywards Heath (Sainsbury's and Waitrose). The town centre itself attracts only 0.9% of main food shopping, but more reflective of the convenience retail offer in the town centre, it attracts 37.2% of top-up convenience expenditure.
- 9.43 The household survey asked respondents whether they visited any of the centres within the local vicinity. Within Zone 1 (Haywards Heath), 98.9% of respondents indicated that they visited Haywards Heath, with 79% of those going on to identify that this was the centre that they visited most frequently. In terms of the frequency of visits to Haywards Heath, over 60% indicated that they visited the centre at least once a week.
- 9.44 When asked what they liked most about the centre the top five responses were:
- Close to home (40.4%);
 - Choice and range of shops (12.7%);
 - Attractive environment / nice place (6.8%);
 - Good range of cafes / restaurants / pubs (4.5%); and
 - Good charity shops (3.3%).
- 9.45 Respondents were also asked what would encourage them to visit the centre more often, the top five responses (any mention) were:
- Increased general choice and range of shops (21.9%);
 - Improved non-food shops within the town centre (16.2%);
 - More parking (13.1%);
 - Improved leisure facilities (11.2%);
 - Less charity shops (9.1%); and

- Less empty shops (7.1%);
- 9.46 The existing convenience goods provision within Haywards Heath comprises the Iceland on Haywards Road and a range of smaller independent retailers. These are summarised in **Table 9.3**, below.

Table 9.3: Existing Convenience Goods Provision in Haywards Heath

Fascia	Category	Size (sq m)
Iceland	Frozen Foods	620
Marks and Spencer	Department and Variety Stores	1864
Tesco Express	Convenience Stores	400
Cook	Supermarkets	110
Meat Master 09	Grocers & Delicatessens	60
G.N.Guy & Son	Butchers	70
Hart Country Stores	Grocers and Delicatessens	210
K&A Enterprise	Grocers and Delicatessens	100
K&A Meat Shop	Butchers	130

Source: Goad Experian and Avison Young

- 9.47 The location of these convenience retailers is set out at **Figure 9.1** below.



Source: Experian Goad and Avison Young

Figure 9.1: Convenience Goods Retailers in Haywards Heath

- 9.48 It is noticeable that the existing convenience provision within the centre is located towards the southern part of the centre.

Existing Convenience Goods Turnover

- 9.49 Table 7 at **Appendix III** set out the turnover for all of the identified stores and centres at 2021 as identified in The Retail Study. No inflow from beyond the study area is assumed as part of the assessment. This shows that out-of-centre convenience stores are over trading relative to company average benchmark levels. Relative to company average levels in-centre retailers are not trading as strongly, this may be in part due to the fact that all of the expenditure in these stores is not necessarily picked up in questions relating to main and top-up convenience locations.

- 9.50 **Table 9.4** (below) provides a summary of the convenience goods turnover of the centres within the borough taking into account the results of the household survey.

Table 9.4: Convenience Goods Turnover of the main centres in Mid-Sussex District Council (£ million)

Centre	2021	2026
Burgess Hill	17.00	17.51
East Grinstead	21.71	22.36
Haywards Heath	14.32	14.86

Source: Table 5 and Table 6, Appendix III.

Turnover of the Proposed Development

- 9.51 **Table 8 of Appendix III** estimates the convenience and comparison goods turnover of the proposal. The Aldi store will have a total net sales area of 1,154 sq m. Of this sales area the vast majority (80%) will be given over to the sale of food (convenience) goods, with the remainder used for the sales of a purely ancillary range of non-food (comparison) goods. The convenience turnover of the proposed store is expected to be £10.77 million and the comparison goods turnover £1.13 million, giving a total store turnover of £11.90 million at 2026.

Impact of the Proposed Development

- 9.52 In determining the impact of the proposed development, it is necessary to have regard to the existing patterns of trade draw of retailers within Haywards Heath as set out above. It is noted that the capacity assessments within the Retail Study assume a constant market share. It is clear that a new entrant to the market which will increase the diversity of convenience goods offer to the residents and change the trade draw of existing convenience goods retailers.
- 9.53 In accordance with the PPG impact should be assessed on a like-for-like basis, retail uses tend to compete with their most comparable competitive facilities. It is expected that the Aldi store will draw trade from those facilities that currently provide for a main-food weekly shop as evidenced by the results of the household survey.
- 9.54 The impact assessment has focused on the impact of the proposed convenience goods floorspace. Due to the nature of the comparison goods floorspace within an Aldi store and the fact that the range of goods changes twice a week it is not appropriate to undertake an impact assessment on this constantly changing element of the floorspace. Therefore, it is not possible to quantify the impact of this

floorspace as it does not take place on one specific retailer or centre due to the changing range of goods sold.

9.55 The site is in an out-of-centre location relative to the town centre, however, there is still the capacity for linked trips to take place with the other facilities and services within the centre. For the purposes of this assessment the Aldi store turnover has been removed from the overall turnover figure for the centre, no assumptions have been made with regard to linked trips. It is expected that the proposed new store will facilitate linked trips which will in turn support the town centre. The parking time limit will allow time for customers to visit other facilities.

Convenience Goods Quantitative Impact

9.56 The household survey will be used as the basis for informing the impact assessment as it provides an indication of the existing retail turnover and will therefore be able to inform the expected trade draw of the new store and any impact on existing centres.

9.57 Reference has been made to the trade draw of the Waitrose store located on Perrymount Road in order to understand the potential pattern of trade draw. Reference has then been made to the pattern of trade draw within each zone to identify where the new store is expected to draw trade. The proposed development is expected to draw trade from the out-of-centre Lidl and Tesco in Burgess Hill and the Sainsbury's and Waitrose in Haywards Heath. These are the retailers the proposed Aldi store is expected to compete with on a like-for-like basis.

9.58 Table 9.5 (below) sets out the results of this exercise.

Table 9.5: Impact of the Proposed Development on Haywards Town Centre

Centre	Turnover 2021	Turnover 2026	Turnover 2026 post Aldi	Impact	
				£ million	%
Convenience	14.32	14.86	14.28	0.58	3.91
Comparison	111.82	130.59	130.59	0.00	0.00
Total	126.14	145.45	144.87	0.58	0.40

Source: Table 11, Appendix III.

9.59 It can be seen that at 2026 the impact on Haywards Heath town centre is 0.40%. Coupled with the health check that has been undertaken for the centre this is not considered to comprise a significant adverse impact. Therefore, the proposed development is in accordance with paragraph 95 of the NPPF.

10. Planning Obligations and Community Infrastructure Levy

Planning Obligations

- 10.1 Paragraph 56-58 of the NPPF (2024) confirms that planning obligations or conditions can be used to make otherwise unacceptable development acceptable in planning terms, paragraph 56 confirms that 'planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.'
- 10.2 Paragraph 58 further confirms planning obligations must meet the following three tests:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind the development.
- 10.3 It is envisaged that discussions relating to the draft heads of terms and the Section 106 Agreement will continue with MSDC during the determination of the planning application.

Community Infrastructure Levy

- 10.4 Currently, MSDC does not have an existing CIL Charging Schedule, and no timeline has been decided on implementing one in the future.

11. Conclusion

- 11.1 This Planning Statement has been prepared on behalf of Aldi in support of a planning application for a new food store on the site of Sussex House in Haywards Heath. The proposals have been assessed against the relevant policies of the Development Plan and other material considerations.
- 11.2 The full description of the development ('the development') is:
- "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."
- 11.3 The Proposed Development has undergone an iterative design process, informed by pre-application discussions with Planning Officers at MSDC, stakeholders and members of the local community. These meetings covered a large range of topics including the principle of re-development, principle of retail use, highways and parking, design, landscaping, heritage, residential amenity, sustainability and ecology.
- 11.4 Section 38(6) of the Planning and Compulsory Purchases Act 2004 requires development proposals to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 11.5 This Planning Statement has assessed the Proposed Development against national, local and neighbourhood policy and has summarised the key planning considerations that arise within this context. The Proposed Development complies with key policies in the Development Plan.
- 11.6 The proposed Aldi store in Haywards Heath highlights the evolving approach to retail development outside traditional town centres. The Retail Assessment identifies that there are no sequentially preferable sites in a town centre or edge of centre location for the proposed development. The store will introduce a new retail model as a Limited Assortment Discounter (LAD), offering affordable, high-quality groceries. This reflects a shift towards meeting community needs while balancing economic growth and maintaining the vitality of town centres.
- 11.7 97 car parking spaces have been provided by the Proposed Development, which include DDA, parent and child, active and passive electric vehicle charging spaces and additional cycle parking spaces for staff and customers.
- 11.8 A robust landscaping plan has been created, reinforced with additional planting on the Site's frontage which will minimise the developments impact on the surrounding amenity, provide a more natural setting for the store and increase the biodiversity and ecology present on the site.

- 11.9 Sustainability has been considered throughout with a 'Freeheat' refrigeration heat recovery scheme, and 80kWp photovoltaic array being incorporated into the development. This along with water saving measures, and a sustainable drainage system, demonstrate the sustainability credentials of the Proposed Development.
- 11.10 The scale, massing and layout of the food store has been designed to be sympathetic to its surroundings and aims to enhance the character of Perrymount Road and Haywards Heath. The development is lower than what is presently on the Site due to the changes in site levels and lower proposed building height. This will improve the setting of The Heath Conservation Area, while the orientation and location have been chosen to reduce the impact on the surrounding residential amenity.
- 11.11 The Proposed Development will deliver a significant number of benefits including:
- Making better use of an under-utilised and partially vacant brownfield site: the existing old and under-utilised buildings would be replaced by high quality, visually attractive buildings which incorporate sustainability features.
 - The construction of the new store will create employment opportunities, working with their chosen contractor Aldi are often able to identify individuals that are seeking work placements and may be able to accommodate these during the project.
 - The Aldi food store would support in the region of 40 FTE jobs, providing employment for local people and offering flexible employment opportunities within entry level positions. The jobs will be suitable for elderly and part-time workers.
 - The provision of an anchor low-cost food store, which will provide residents an alternative option for food shopping which will serve the local and wider population and support linked trips.
 - The sustainability credentials of the proposals demonstrate environmental benefits through the inclusion of photovoltaic panels; 24 electrical vehicle charging parking spaces (6 active and 20 passive for future provision); designed to achieve BREEAM very good.
 - The Proposed Development will incorporate cycle stands, electrical vehicle charging facilities and encourages use of public transport.
 - Improvement to the visual appearance of the Site and to The Heath Conservation Area.

- A comprehensive landscaping plan which improves the BNG of the site by a 928.39% biodiversity net gain (BNG) for habitat units and 1,544.44% biodiversity net gain for hedgerow units, far exceeding the local and national policy.
- The retention of the majority of trees on the Site with substantial additional planting of 30 trees.

11.12 Therefore, this Planning Statement and the supporting documents demonstrate that the Proposed Development is consistent with the NPPF and local/neighbourhood planning policies. It is therefore respectfully requested that planning permission is granted.

Appendix I

Consultation Feedback Analysis

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Feedback Report – Haywards Heath

Created for Aldi

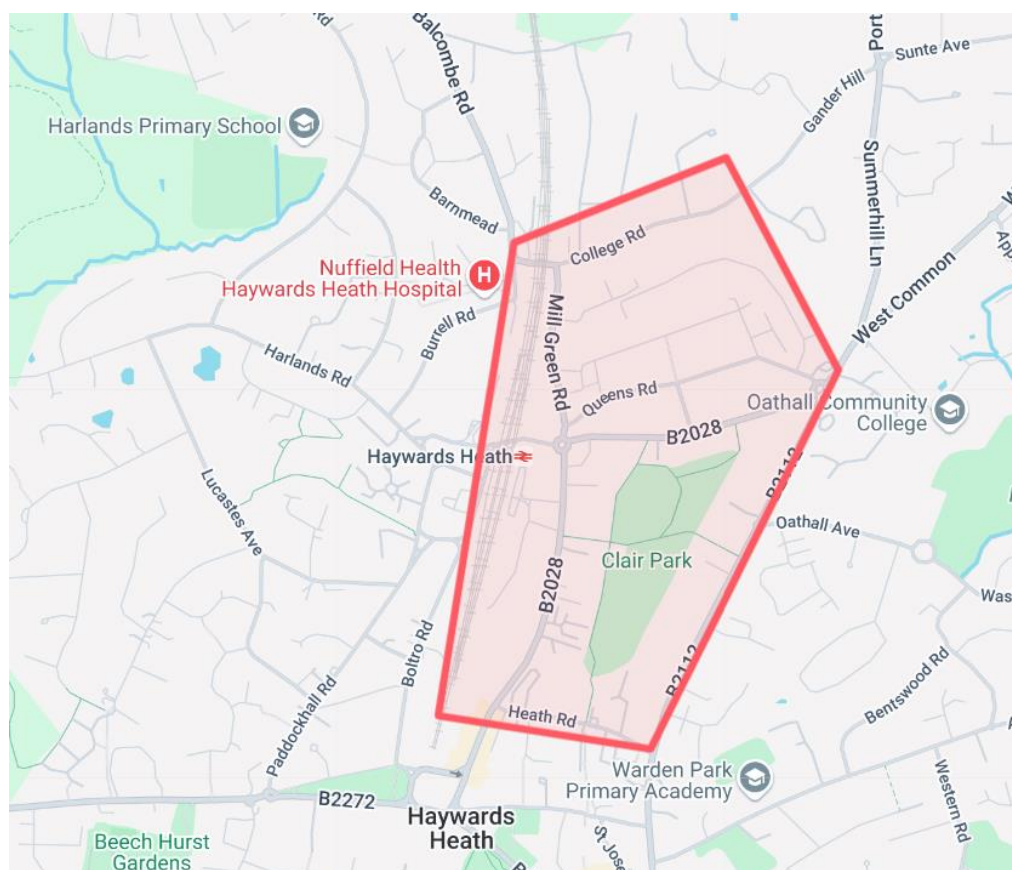
November 2024

The ideas and information contained within this report and any other associated documents are of a confidential nature and must not be passed on to any third party without the prior written consent of Cavendish Consulting.

Feedback Analysis – Haywards Heath.

The Applicant devised an engagement plan to consult as widely as possible with the local community, taking the form of an in-person and virtual consultation in October 2024 to present the plans and understand what residents would like to see brought forward on the site.

As part of this consultation process, 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 as widely as possible, invitation flyers were delivered during the week commencing 14 October 2024 to 1,551 **local households and businesses**. A map of the distribution area is included below. 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 on Thursday 24 October, and 3 individuals attended the specific neighbour session. This included Cllr Anthony Platts (ward councillor for the site), members from Haywards Heath Town Council, as well as representatives from Haywards Heath Cricket Club.

The consultation [website](#) and the in-person exhibition included a feedback form, which was used to gather feedback on the local community's priorities and collect their ideas on how the development could begin to respond to local needs.

The consultation period closed on Sunday 3 November 2024. Feedback submitted up to that point has been assessed in compiling this report.

Facebook advert

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 encouraged users to visit the consultation website, where they could learn more about the proposals and submit their feedback on the initial plans.

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

Local planning
Published by Oliver Cliff
18 October at 16:54

Aldi has launched a public consultation for their proposals to deliver a new food store in Haywards Heath. To learn more about the proposals and provide your feedback, please click the link below.

Plans for a new Aldi food store in Haywards Heath
Swipe to find out more!
ALDI
Everyday Amazing.

An investment of £7million into the local economy

On-site

Aldi begins consultation Learn more New investment Learn more On-site

See insights and ads Boost post

90 25 comments 4 shares

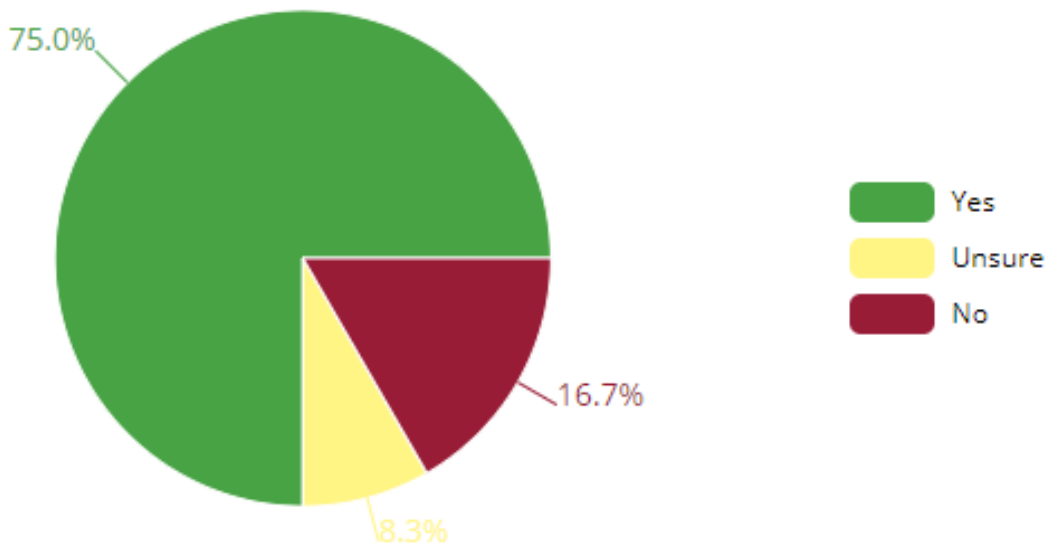
Like Comment Send Share

Overall responses received via the feedback form (online and hard copy)

Feedback	Support	Oppose	Unsure	No view/ blank	Total
Total	270	60	30	5	365

Question 1: *Do you support this proposal in principle?*

Yes	No	Not Sure	Total
270	60	30	360
75%	16.7%	8.3%	100%

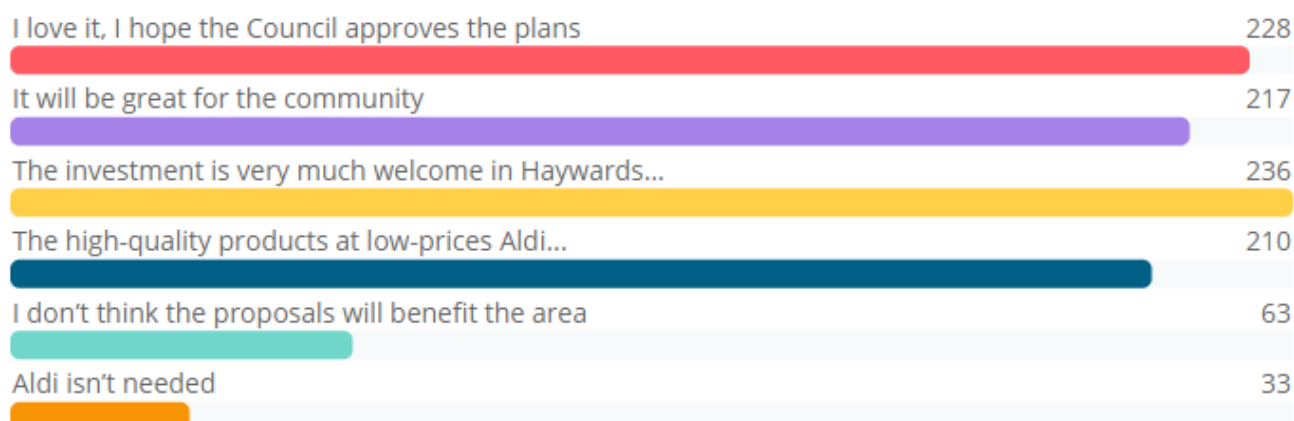


Overall, 75% (270) of responses were supportive in principle of the proposals for a new Aldi store in Haywards Heath. 16.7% (60) indicated that they objected to the proposals. A further 8.3% (30) were not sure.

Overall, the feedback was very positive about Aldi's proposals, given that **270 responses indicated their support for the principle of the development.**

Comments expressing objections or concerns predominantly focused on traffic and congestion close to the site.

Question 2: What do you think about the proposals? (tick all that apply)



Responses to this question indicated broad support for the proposals. The three most common responses to the question were as follows:

- "The investment is very much welcome in Haywards Heath" (236 responses)
- "I love it, I hope the Council approves the plans" (228 responses)
- "It will be great for the community" (217 responses)

It is notable that the top three recurring comments welcome Aldi's proposals for Haywards Heath.

63 responses did not agree that the proposals would benefit the area, with 33 responses indicating that they felt an Aldi was not needed.

The question also provided a comments box, where respondents could leave their comments on the question. The table below outlines some examples.

Comments

"Haywards heath only has expensive stores like Waitrose and Sainsbury's no discount supermarkets Aldi is very much needed to improve choice and competition."

"Great idea, we could really do with an Aldi here."

"As a supermarket I like Aldi, and I think Sainsbury's, Waitrose and Marks and Spencer would benefit from the competition. However, if you look at the demographics of HH I don't think it is needed. But my main concern is the proposed location right in the centre of Town adding further to congestion and the parking problems. I also think the quality of life for those people living in that area will suffer from the increased traffic. So, I am sorry I am overhaul not in favour of an Aldi in the centre of HH."

"About time. Easily accessible by bus, train, on foot and by car. I worked in Sussex House for years and think the site could do with a new lease of life that really benefits the community."

"The location is already very busy, and well provided with supermarkets. An Aldi would be appreciated, but not on this site. The implications of increased motor traffic are horrendous for active travelers."

"There is a need for a lower cost supermarket in Haywards Heath. I regularly shop at Ocado, Waitrose and Sainsbury's and can afford to continue to do so, but the lack of more affordable groceries that are accessible via public transport is a real issue in my opinion."

"They seem reasonable however it would result in the removal of our local post office which is very much needed and valued. I also have concerns regarding traffic as it can become extremely bust at the roundabout at peak times and this could cause further congestion."

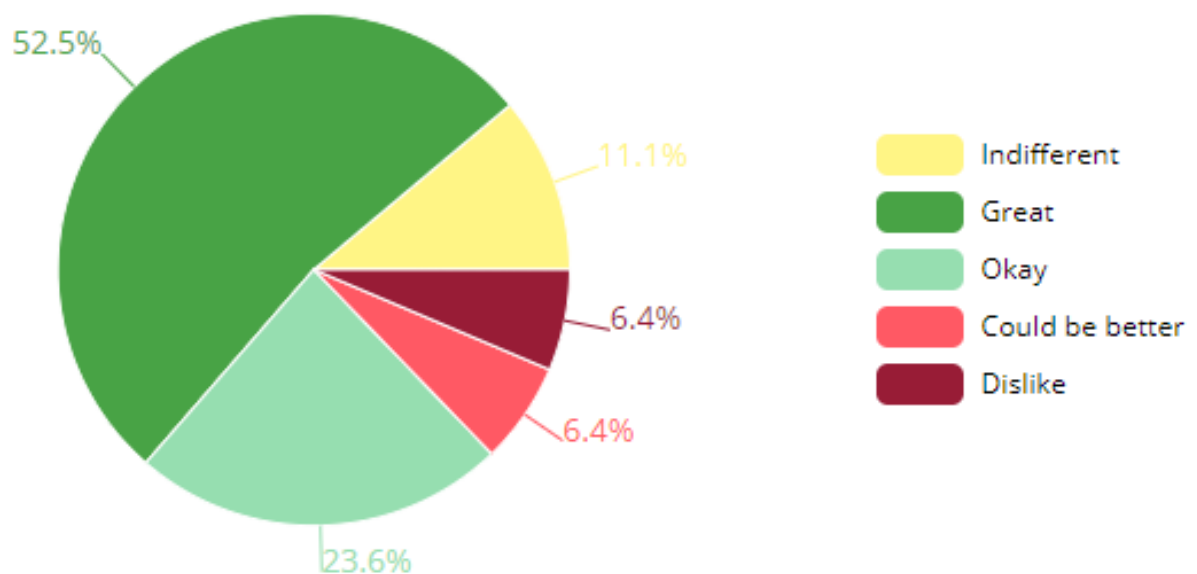
"I think increasing local competition is beneficial for costumers. Locally in Mid-Sussex we are well served by a variety of supermarkets and Aldi was missing. So having another competitor, surely benefits customers that are then free to shop around the best deal."

"I was so happy when I saw this been waiting years for this. We will defiantly be doing all our shopping with you. It's a real treat to go to Aldi but we have to either go to Crawley or Lewes. I really hope it gets approved. Thank you>"

"We already have enough food/supermarkets in the area. The post office in budgens is very useful too. If the site has to be developed maybe something that would benefit the community or something we don't already would be better."

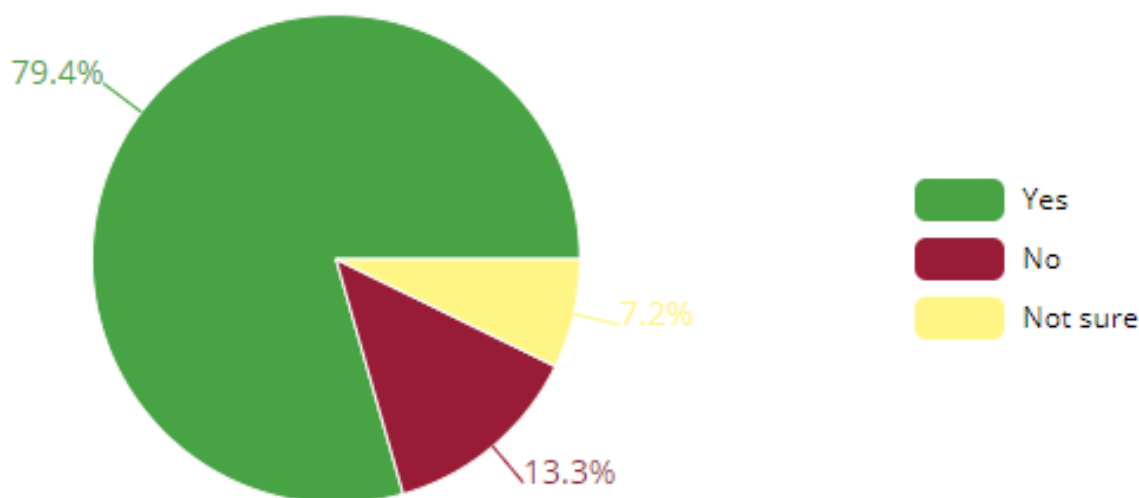
"Currently there's a gap in Haywards Heath offering low-cost supermarket options, with only Waitrose and Sainsburys. This would help to ease the financial pressures on the community as the prices of products rise and salaries stay stagnant. Fully supportive!"

Question 3: What do you think about the design?



This question asked respondents about their feelings on the overall design of the store. Out of the 365 responses to the question, 76.1% (274) thought that the design was either great or ok. 12.8% (46) stated that they either disliked the design or thought it could be better. The remaining 11.1% (40) stated that they were indifferent to the design.

Question 4: Do you feel a new Aldi store would benefit the area?



The responses to this question indicate the overwhelming majority of respondents held the sentiment that a new Aldi store would benefit the area, with 79.4% (286) of respondents answering "Yes" to this question.

A significantly smaller proportion of respondents, 13.3% (48), felt that a new Aldi store would not benefit the local area. The supportive sentiment expressed for this question is even higher than that expressed in question 1.

Question 5: Do you have any general comments or observations about the proposals?

This question asked respondents for any general comments or observations. The table below provides a flavour of the type of responses that were received:

Comments

"Looks good and will have a car park too."

"The plan is clearly focused on the convenience of car drivers, just off an already busy and awkward roundabout. There's no mention of cycle parking, and both pedestrians and cyclists will be forced to move through the car park in order to access the store itself. It seems nuts to claim an environmentally sound approach to design and function if active travelers are so very much an afterthought."

"There needs to be sensible pedestrian access from both sides of the vehicle entrance. I accept this may be intended but currently pedestrian access, as detailed on the images is only available after crossing the entrance road. This is not acceptable and also dangerous. Plus, if you are so keen on business from the station then you are making it harder for them to access the store."

"Saves having to drive out of town for a cheaper alternative"

"I hope it gets approved and start soon."

"It would be fantastic to have an Aldi in Haywards Heath. I'm not sure the location is ideal due to the existing traffic around the station and Waitrose, particularly at peak times, but that's the only downside to these proposals which otherwise look great."

"Some sort of playground area around the back for young families to make trips to the supermarket more enjoyable for everyone (you'd get much higher foot traffic)"

It should be noted that many of the responses from those who indicated support for the proposals did not provide detailed written comments.

Among those expressing objections, the most frequent comment was regarding the **potential increase in traffic and congestion in the local area**, as well as the **loss of the Post Office counter** which is currently in the Budgens store.

Following that, the proposed negative impact on the local environment and biodiversity was the most frequently mentioned opposition comment, which was mentioned on eight occasions.

Question 6: Please tell us the retailer(s) and location(s) where you currently undertake your food shopping:



Comments	Frequency
Sainsbury's	284
Waitrose	208
Tesco	133
Lidl	120
Aldi	62
Asda	12
Other	61

The responses to this question indicate that Sainsbury's and Waitrose are currently the most used stores by respondents to the question, with Tesco coming in third.

Email responses:

Throughout the consultation period, the project inbox (feedback@consultation-online.co.uk) received 63 unique emails relating to the proposals. The majority of the emails came from local residents providing positive feedback on the proposals. 29 emails were submitted providing support for the proposals.

An outline of the theme of the emails received in the project inbox has been shown in the table below:

Theme	Frequency
General support for the proposals	29
Concerns regarding the loss of the post office	14
General objection to the proposals	9
Concerns regarding the increase in traffic	6
Miscellaneous	5

Neighbour briefing meetings:

Residents living close to the site were offered the option of attending a dedicated session immediately prior to the main exhibition, providing a chance to discuss the plans and raise any specific questions with project team members.

3 people attended during the course of this session. The main topics raised in this session included:

- General support for the proposals and the addition of a new supermarket store in the local area
- Recognition that there are limited affordable food stores in the local area
- Concerns regarding traffic and congestion
- Queries regarding the loss of the Post Office
- Questions about deliveries and access to the site

Appendix II

Sequential Site Assessment

Orchards Car Park

Site Map



Site Size

The site is approximately 5,300 sqm. (0.53 ha).

Existing Uses

The site is currently a Pay and Display Car Park, owned and operated by Mid Sussex District Council. The car park serves The Orchards Shopping Centre and the rest of the town centre. There are 208 parking spaces.



Neighbouring Uses

The site is located next to the Orchards Shopping Centre, the main retail node in Haywards Heath's town centre, forming the southern boundary of the site. To the

	north and west of the site there are four storey residential dwellings and office uses. The car park is currently accessed from St Josephs Way and St Winfrid's Way.
Relationship with Centre	Located in the Haywards Heath Town Centre boundary, but not on any primary or secondary shopping frontage. The site is within 300m of the Primary Shopping Boundary, and therefore an edge of centre location.
Development Plan Allocation	There is no adopted or emerging site allocation. The site is recognised in the MSDC SHLAA (ref. 1121) as a potential redevelopment site with a potential yield of 100 units. The Haywards Heath Town Centre Masterplan (2021) identifies the Orchards Shopping Centre for redevelopment, this includes the surface level car park and the adjacent shopping centre (which are both in the ownership of Mid-Sussex District Council. The following aims and principles for redevelopment are set out: • Leisure facility, to work alongside the existing retail offer and to encourage growth in the night-time economy. • Support complement town centre uses to increase footfall, increase diversity of uses and provide a town centre focus point. • Support residential uses, to increase footfall and number of visitors and to provide passive surveillance. • Reconfiguration of existing retail units will be supported to ensure they are fit-for-purpose and reflect current and future retail (and other town centre use) needs. • Public Realm Improvements – to create an inviting environment and improved access. • Enhanced town centre parking, ensuring that provision of parking supports existing and proposed new uses.
Planning Permission/Current Development Proposals	There are no existing or recent permissions or known development proposals.
Suitability	Even allowing for flexibility the site is too small to accommodate an Aldi and associated facilities. The car park currently provides an important resource for the town centre which would need to be re-provided as part of any development proposals, and could not be accommodate on the site.
Availability	The site is actively used as a pay and display car park. There is no indication that Mid Sussex District Council would be willing to dispose of the site, given its prime town centre location and the contribution that it provides to the overall car parking provision in the town centre.
Conclusion	The Orchards Car Park occupies a town centre location, near to the Orchards Shopping Centre and comprises one of the main car parks serving the town centre and is well used the site is not available for Aldi. Given its important location in Haywards Heath, it is a well-used car park, therefore, the development of an Aldi foodstore on the site is unlikely. The site is also just too small and not suitable to support an Aldi foodstore.

90-92 South Road

Site Map



Site Size

The site is approximately 388 sqm (0.04 ha).

Existing Uses

The site is currently occupied by 'Francisco Lounge', a bar and restaurant operated by Lounges who operate establishments across the country. This opened in October 2022. The upper floors are used as residential dwellings.



Neighbouring Uses	The adjacent stores are a Vison Express and Scrivens Opticians and Hearing Care. To the rear of the restaurant there are four parking spaces, which can be accessed from St Winfrid's Way.
Relationship with Centre	Located in the Haywards Heath Town Centre within the Primary Shopping Frontage and therefore in an in-centre location.
Development Plan Allocation	There is no adopted or emerging site allocation. It is recognised in the SHLAA as SHLAAID1117. With a total overall of 5 units.
Planning Permission/Current Development Proposals	There are no active planning permissions or known development proposals. The permission below has now been implemented. Recent Permissions: ref. DM/21/1881 – APPROVED – 13/12/2021 – Change of use of ground floor from shop to restaurant. Extension at the rear of the first floor to provide further restaurant ancillary accommodation. Conversion and extension of first and second floors to provide 4 no. 1 bed flats and 1 no. 2 bed flat. (Amended description 28.06.2021) (Amended Plans 29.06.2021)
Suitability	The area of the site is too small to support an Aldi foodstore, therefore, the site would be unsuitable even allowing for flexibility.
Availability	The site has recently been redeveloped and refurbished to accommodate a new restaurant use with residential uses above and therefore is not available for the proposed development. There is no indication that it is going to relocate.
Conclusion	Following a recent grant of planning permission the site has now been redeveloped to provide a new restaurant use with residential uses above and therefore is not available. Even allowing for flexibility the site is not suitable for the proposed development.

14-16 Sussex Road

Site Map



Site Size	The site is approximately 303 sqm (0.03ha)
Existing Uses	The site is currently occupied by Antares Wood Floors Ltd, Fun Pots – The Pottery Painting Studio on the ground floor, and First Recruitment Services, and the Sussex Tuition Centre on the first and second floors. 
Neighbouring Uses	The site is surrounded by other retail uses on Sussex Road. To the north of the store is Sussex Beds and to the south of the store is Cottage Flowers and P&S Gallagher Funeral Directors. Parking at the rear of the store is accessible from Gower Road
Relationship with Centre	Located in the Haywards Heath Town Centre, within the Secondary Shopping Frontage. and within an edge of centre location.
Development Plan Allocation	There is no adopted or emerging site allocation. The site is recognised in the MSDC SHLAA as a committed large site (SHLAAID1118) with an overall total of 8 units.
Planning Permission/Current Development Proposals	Recent Permissions: ref. DM/20/1881 – APPROVED – 17/12/2021 – Change of use from offices to residential (Class C3 Use) and extension of premises to the rear at ground, first and second floor, in order to form 8 no 1 bedroom flats with associated secure cycle storage. The permission of this application is due to expire on the 17th December 2024, and no pre-commencement conditions have been proposed.

	ref. DM/19/4972 – APPROVED – 23/01/2020 – Application for determination as to whether prior approval is required for change of use from an Office (Class B1a Use) to 3 no. self-contained flats, 2 x 1 bed and 1 x 2 bed. (Class C3 Use).
Suitability	The area of the site is too small to support an Aldi foodstore even allowing for flexibility.
Availability	The building is currently fully occupied including the upper floors, whilst permission was granted to convert the upper floors to a residential use it does not appear that this has been implemented. Given the existing levels of occupation of the unit it is not available for the proposed development.
Conclusion	The property is currently occupied by a number of different businesses and therefore is not available for the proposed development. The site is too small to accommodate the proposed development allowing for flexibility and therefore is not suitable.

2-6 The Broadway

Site Map	
Site Size	The site is approximately 86 sqm (0.009ha).

Existing Uses	The current building was recently constructed and is currently finding tenants to occupy the ground floor space. Residential units above are currently for sale. 
Neighbouring Uses	The site occupies a corner slot between South Road and The Broadway. It is adjacent to office uses in Chelsea House, and ground floor retail units.
Relationship with Centre	Located in the Haywards Heath Town Centre, but not on the primary or secondary shopping frontages. It is within 300m of the primary shopping centre, and is considered an edge of centre location.
Development Plan Allocation	There is no adopted or emerging site allocation. The site is recognised in the MSDC SHLAA as a committed large site (SHLAAID1114) with an overall total of 19 units.
Planning Permission/Current Development Proposals	There are no active planning permissions or known development proposals. Recent Permissions: ref. DM/20/1388 – APPROVED – 09/08/2021 – Demolition of existing building and construction of a retail unit (Class A1-A5 use) and 19 residential apartments, with associated vehicle parking, landscaping and ancillary works, and retention of existing access
Suitability	The site comprises a mixed-use redevelopment with commercial space at ground floor. The ground floor extends to circa 304 sqm which allowing for flexibility is not suitable for occupation by the proposed development.

Availability	The developer is actively seeking a lease holder for the ground floor retail, office or food and beverage space. The floor space available is 304 sqm. The rent is £23 per sqft if the unit is taken as a whole. 
Conclusion	The site comprises a mixed-use development which includes a new commercial unit of 304 sqm at the ground floor. Even allowing for flexibility this is not suitable for the proposed development. The site is therefore not sequentially preferable.

Maxwelton House, 41-43 Boltro Road

Site Map



Site Size	The site is approximately 1,203 sqm (0.12 ha)
Existing Uses	The site is currently under construction for 50 retirement units, with Maxwellton House being demolished. The development takes place over the plot for 41-43 Boltro Road, and also 45 Boltro Road. 
Neighbouring Uses	To the north and south of the site there are three storey residential units. To the east the site bounded by the railway line. Opposite the site is the Haywards Heath Library and Town Hall.
Relationship with Centre	The site is outside of the town centre, and is considered an out of centre location.
Development Plan Allocation	There is no adopted or emerging site allocation. The site is recognised in the MSDC SHLAA as a committed large site (SHLAAID1090) with an overall total of 54 units.
Planning Permission/Current Development Proposals	There are no active planning applications or known development proposals. Recent Permissions: ref. DM/22/2218 – APPROVED – 25/07/2023 - Redevelopment of site to provide a development of 50 retirement living apartments, associated parking, landscaping and amenity provision.
Suitability	The area of the site is too small to support the proposed development allowing for flexibility.
Availability	Planning permission has been granted for the redevelopment of the site, pre-development conditions have been discharged and the consent has been implemented by virtue of the demolition of the existing building on the site. Redevelopment of the site has commenced and therefore it is not available for the proposed development. Some pre-commencement conditions have been submitted and discharged.
Conclusion	Planning permission has been granted and implemented for the redevelopment of the site to provide 50 retirement units and is therefore not available for the proposed

	development. Even allowing for flexibility the site is too small to accommodate the proposed development.
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The Priory, Syresham Gardens	
Site Map	 An aerial photograph showing a large, irregularly shaped building complex with a red-tiled roof, surrounded by parking areas and other residential buildings. A thick red line outlines the site boundary. The site is located on a street corner, with a large parking lot to the west and a residential street to the east.
Site Size	The site is approximately 5,950 sqm (0.59 ha)
Existing Uses	The Priory was a formerly a conventual chapel which has been converted to residential dwellings.

	
Neighbouring Uses	The site is opposite the Franklynn Road Car Park and is surrounded by residential dwellings on all sides. The site can be accessed on foot from Franklynn Road, and car from Syresham Gardens and Priory Way.
Relationship with Centre	The site is in an edge-of-centre location.
Development Plan Allocation	There is no adopted or emerging site allocation. The site is recognised in the MSDC SHLAA as a committed large site (SHLAAID732) with an overall total of 11 units.
Planning Permission/Current Development Proposals	There is no active planning permissions or known development proposals. Recent Applications: ref. DM/20/3044 – APPROVED – 17/11/2020 – Conversion of part of the former Chapel to 1 x 1 bedroom residential apartment on the second floor with internal and external alterations. ref. DM/20/3048 – APPROVED – 17/11/2020 – Conversion of part of the former Chapel to 1 x 1 bedroom residential apartment on the second floor with internal and external alterations. ref. DM/18/3045 – APPROVED – 25/09/2018 - Development to form 41 apartments (12 one bedroom, 23 two bedroom and 6 three bedroom). Internal and external layout alterations to approved application DM/16/4357.
Suitability	The site is too small to accommodate the proposed development allowing for flexibility. The building is also Grade II listed, and has been converted for residential uses, therefore, the site is not suitable for the proposed redevelopment.
Availability	The site is currently occupied by residential dwellings throughout the entirety of the building. There is no sign that the building will be vacated, therefore, the site is not available for the proposed development.

Conclusion	The Priory is located in an edge-of-centre location. The building has been converted to residential uses within the Grade II listed building and therefore is not suitable or available for the proposed development.
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Clair Hall	
Site Map	 An aerial photograph showing a large, multi-story building complex with a grey roof, surrounded by a parking lot filled with cars. The site is outlined in red. To the left of the site is a road with a roundabout, and to the right is a green field. The site is located in an edge-of-centre location.
Site Size	The site is approximately 7880 sqm (0.79ha)

Existing Uses	Clair Hall is currently a multi-purpose community building, serving a number of uses. The former uses of the site are as a theatre, community space and it is currently being used as an NHS vaccination centre, community church and scout hut, the latter three uses which are presently in situ in the Redwood Centre. 
Neighbouring Uses	To the north of the site are the Sussex House and Commercial House office buildings. The east of the site is the Heath Conservation Area, a large park and cricket field. To the south of the site is a Premier Inn hotel and residential dwellings. Finally, to the west is a nursery and more residential dwellings. The site is easily accessed from Perrymount Road.
Relationship with Centre	The site is in an out of centre location.
Development Plan Allocation	There is no adopted or emerging site allocation. In July 2024, the council announced that they would be inviting proposals from developers and potential operators for a future cultural facility on the Clair Hall. They have committed that any redevelopment of the site <u>must</u> begin with a cultural facility. The Haywards Heath Neighbourhood Plan Objective 10A states that Clair Hall needs to be retained and improved to meet the needs of local people and development which results in the loss of Clair Hall will be resisted. The Haywards Heath Town Centre Masterplan (2021) recognises that major investment is required to bring Clair Hall up to standard and therefore, aims to redevelop the site, re-providing the existing community facilities on site or elsewhere in the town.
Planning Permission/Current Development Proposals	There are no active planning applications, but the council are currently going to the market and offer the land as a key component of the project and are seeking proposals for developers and potential operators to bring forward a viable and sustainable development.

Suitability	The Council have been clear about the future trajectory for redevelopment of the site must begin with the provision of a cultural facility. Even allowing for flexibility the site is not large enough to accommodate a cultural facility and the proposed development.
Availability	The Council are currently seeking a development partner to bring forward a viable and sustainable development that meets the requirements of the Council primarily by providing a new cultural facility. Due to the council's requirement of the site for community uses first, and a previously rejected bid on behalf of Aldi on the basis that it was not community led, the site is not available for the proposed development.
Conclusion	The site comprises of Clair Hall, a multi-purpose community building, the Council are looking for a development partner to bring forward the wider redevelopment on this site, which must accommodate a cultural facility, even allowing for flexibility the site is not suitable to accommodate the proposed development and required cultural facility. The site is in an out-of-centre location and therefore is not sequentially preferable to the application site.

Appendix III

Retail Impact Assessment

Table 1	Population
Table 2	Convenience Goods Expenditure per capita
Table 3	Total Convenience Goods Expenditure (£ million)
Table 4	Convenience Goods Shopping Patterns %
Table 5	Convenience Goods Shopping Patterns 2021 (£ million)
Table 6	Convenience Goods Shopping Patterns 2026 (£ million)
Table 7	Convenience goods turnover benchmarking 2021
Table 8	Turnover of the Proposed Development 2026
Table 9	Pattern of Trade Draw of the Proposed Development 2026 (£ million)
Table 10	Convenience Goods Shopping Patterns
Table 11	Impact of Proposed Aldi on Haywards Heath

Table 1
Population

	2021	2026	2031
1 Haywards Heath	39,297	41,116	42,446
2 Burgess Hill	35,243	36,663	37,917
3 Haywards Heath / Burgess Hill	7,204	7,474	7,698
4 Crawley / Haywards Heath	27,348	28,223	28,952
5 Crawley / East Grinstead	40,084	41,217	42,017
6 East Grinstead	50,622	52,516	54,031
7 Haywards Heath / Uckfield	19,149	19,981	20,749
8 Burgess Hill / Brighton	9,460	9,735	9,949
9 Burgess Hill / Hurstpierpoint / Hassock	17,978	18,604	19,117
10 Brighton / Hove	36,224	37,231	38,597
Total	282,609	292,760	301,473

Source: Table 1, Appendix C, Mid-Sussex Retail Study, Nexus Planning, March 2022

Table 2
Convenience Goods Expenditure per capita

	2021	2026	2031
1 Haywards Heath	2,419	2,405	2,388
2 Burgess Hill	2,284	2,271	2,255
3 Haywards Heath / Burgess Hill	2,637	2,622	2,603
4 Crawley / Haywards Heath	2,220	2,207	2,191
5 Crawley / East Grinstead	2,297	2,283	2,267
6 East Grinstead	2,425	2,411	2,394
7 Haywards Heath / Uckfield	2,576	2,561	2,543
8 Burgess Hill / Brighton	2,539	2,523	2,506
9 Burgess Hill / Hurstpierpoint / Hassock	2,527	2,512	2,494
10 Brighton / Hove	2,330	2,316	2,300

Source: Table 1, Appendix C, Mid-Sussex Retail Study, Nexus Planning, March 2022

Notes: 2019 Prices

Table 3
Total Convenience Goods Expenditure (£ million)

	2021	2026	2031
1 Haywards Heath	95.06	98.88	101.36
2 Burgess Hill	80.50	83.26	85.50
3 Haywards Heath / Burgess Hill	19.00	19.60	20.04
4 Crawley / Haywards Heath	60.71	62.29	63.43
5 Crawley / East Grinstead	92.07	94.10	95.25
6 East Grinstead	122.76	126.62	129.35
7 Haywards Heath / Uckfield	49.33	51.17	52.76
8 Burgess Hill / Brighton	24.02	24.56	24.93
9 Burgess Hill / Hurstpierpoint / Hassock	45.43	46.73	47.68
10 Brighton / Hove	84.40	86.23	88.77
Total	673.27	693.44	709.09

Source: Tables 1 and 2

Notes: 2019 Prices

Table 4
Convenience Goods Shopping Patterns %

Destination	All Zones			Zone 1		Zone 2		Zone 3		Zone 4		Zone 5		Zone 6		Zone 7		Zone 8		Zone 9		Zone 10	
	Main	Top-up	Total	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up
Burgess Hill TC	2.30%	3.00%	2.50%	0.60%	0.00%	3.80%	21.50%	2.50%	0.00%	0.70%	0.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.90%	1.80%	17.00%	4.70%	0.00%	0.00%
Iceland, The Markets Shopping Centre, Burgess Hill	0.10%	1.00%	0.40%	0.00%	0.00%	0.50%	8.10%	1.00%	0.00%	0.00%	0.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.90%	0.00%	0.00%	0.00%	0.00%	0.00%
Waitrose, Market Place Shopping Centre, Burgess Hill	2.10%	1.70%	2.00%	0.60%	0.00%	3.30%	11.60%	1.50%	0.00%	0.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	1.80%	15.50%	3.70%	0.00%	0.00%
Burgess Hill - Other	0.10%	0.30%	0.10%	0.00%	0.00%	0.00%	1.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.50%	1.00%	0.00%	0.00%
Burgess Hill - Out of Centre	21.60%	12.00%	19.20%	22.90%	4.40%	84.70%	76.70%	25.30%	4.80%	4.10%	1.50%	1.00%	0.00%	0.00%	0.00%	12.90%	2.70%	55.70%	9.10%	50.20%	13.90%	5.80%	4.10%
Lidl, Leylands Road, Burgess Hill	4.70%	3.10%	4.30%	9.10%	4.40%	17.20%	13.90%	3.90%	1.60%	3.40%	0.00%	0.00%	0.00%	6.10%	1.10%	2.80%	5.00%	5.70%	0.00%	0.00%	0.00%	4.10%	
Tesco Superstore, Hammonds Farm, Burgess Hill	16.9%	3.9%	13.6%	13.8%	0.0%	67.6%	22.1%	21.4%	3.1%	0.7%	1.5%	1.0%	0.0%	0.0%	0.0%	6.9%	1.6%	52.9%	4.1%	43.6%	11.9%	5.8%	0.0%
Tesco Express, Gatehouse Lane, Burgess Hill	0.1%	2.0%	0.6%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	2.0%	0.0%	0.0%
OoC - Burgess Hill - Other	0.0%	2.9%	0.7%	0.0%	0.0%	0.0%	24.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
East Grinstead TC	3.0%	3.9%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	2.0%	12.9%	19.9%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Iceland, Queens Walk, East Grinstead	0.3%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.8%	1.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Waitrose, West Street, East Grinstead	2.7%	3.6%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	2.0%	11.9%	18.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
East Grinstead - Other	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
East Grinstead - Out of Centre	17.3%	6.5%	14.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.9%	20.9%	0.0%	78.6%	34.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
Aldi, London Road, East Grinstead	7.5%	2.9%	6.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.9%	10.8%	0.0%	32.8%	14.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sainsbury's Superstore, Brooklands Way, East Grinstead	9.7%	2.2%	7.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.1%	0.0%	45.8%	11.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
OoC - East Grinstead - Other	0.0%	1.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Haywards Heath TC	0.6%	6.7%	2.1%	0.9%	37.2%	0.0%	0.0%	2.9%	11.1%	0.7%	0.9%	1.0%	0.0%	0.0%	0.0%	2.0%	14.9%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%
Iceland, Haywards Road, Haywards Heath	0.1%	0.7%	0.2%	0.0%	1.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
M&S, The Orchards, Haywards Heath	0.3%	1.2%	0.5%	0.9%	5.3%	0.0%	0.0%	2.9%	5.0%	0.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%
Tesco Express, Orchards Shopping Centre, Haywards Heath	0.1%	2.0%	0.5%	0.0%	13.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Haywards Heath TC - Other	0.1%	2.9%	0.8%	0.0%	17.1%	0.0%	0.0%	0.0%	5.1%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Haywards Heath - Out of Centre	18.6%	9.8%	16.4%	72.1%	43.7%	5.8%	1.8%	62.0%	30.4%	27.8%	8.2%	0.0%	0.0%	0.7%	0.0%	44.4%	25.4%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%
Sainsbury's Local, Wivelsfield Road, Haywards Heath	0.3%	0.5%	0.4%	1.7%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sainsbury's Superstore, Bannister Way, Haywards Heath	14.0%	3.9%	11.5%	55.6%	15.1%	5.8%	0.9%	43.8%	18.1%	21.8%	4.9%	0.0%	0.0%	0.7%	0.0%	28.0%	9.1%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%
Tesco Express, Walnut Park, Haywards Heath	0.1%	2.6%	0.7%	0.8%	11.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Waitrose, Perrymount Road, Haywards Heath	4.1%	2.3%	3.7%	14.0%	11.2%	0.0%	0.9%	18.3%	11.3%	6.0%	3.4%	0.0%	0.0%	0.0%	0.0%	15.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
OoC - Haywards Heath - Other	0.0%	0.6%	0.1%	0.0%	4.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Copthorne VC	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Copthorne VC - Other	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Crawley Down VC	0.0%	3.8%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	27.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Co-op, Station Road, Crawley Down	0.0%	3.2%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Crawley Down - Other	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Crawley Down - Out of Centre	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
OoC - Crawley Down - Other	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cuckfield VC	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Nisa, High Street, Cuckfield	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cuckfield - Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cuckfield - Out of Centre	0.2%	1.1%	0.5%	0.0%	0.0%	0.0%	0.0%	1.5%	27.7%	2.1%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
OoC - Cuckfield - Other	0.2%	1.1%	0.5%	0.0%	0.0%	0.0%	0.0%	1.5%	27.7%	2.1%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Hassocks VC	0.6%	3.6%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.7%	85.9%	1.8%	8.3%	0.0%	0.0%
Burgess, Orion Parade, Hassocks	0.6%	2.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.8%	50.8%	0.9%	4.2%	0.0%	0.0%
Sainsbury's Local, Keymer Road, Hassocks	0.1%	1.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	34.2%	0.9%	3.2%	0.0%	0.0%
Hassocks - Other	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	1.0%	0.0%	0.0%	0.0%
Hurstpierpoint VC	0.1%	1.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	28.3%	0.0%	0.0%
Co-op, High Street, Hurstpierpoint	0.1%	1.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	21.8%	0.0%	0.0%
Hurstpierpoint - Other	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	0.0%	0.0%
Lindfield VC	0.1%	3.2%	0.9%	0.6%	12.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	2.0%	0.0%	11.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%
Co-op, High Street, Lindfield	0.1%	2.8%	0.8%	0.6%	10.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	2.0%	0.0%	11.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%
Lindfield VC - Other	0.0%	0.4%	0.1%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other - Out of Centre	0.0%	2.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	20.9%	0.0%	0.8%	0.0%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%
Ardingly	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Balcombe	0.0%	1.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bolney	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Handcross	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Turners Hill	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Out of Centre - Other	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%
Outside of Mid Sussex DC	8.4%	26.2%	12.8%	0.0%	0.9%	1.9%	0.0%	1.4%	3.1%	1.6%	29.9%	1.3%	37.1%	2.2%	37.5%	0.8%	25.9%	9.5%	1.8%	7.9%	39.6%	51.3%	58.9%
Crawley (Zone 4)	0.1%	2.7%	0.8%																				

Table 5
Convenience Goods Shopping Patterns 2021 (£ million)

Destination	All Zones			Zone 1		Zone 2		Zone 3		Zone 4		Zone 5		Zone 6		Zone 7		Zone 8		Zone 9		Zone 10	
	Main	Top-up	Total	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up
Burgess Hill TC	11.87	5.13	17.00	0.43	-	2.29	4.35	0.36	-	0.32	0.14	-	-	-	-	-	-	2.68	0.11	5.79	0.53	-	-
Iceland, The Martlets Shopping Centre, Burgess Hill	0.61	1.77	2.37	-	-	0.30	1.63	0.14	-	0.14	-	-	-	-	-	-	-	0.16	-	-	-	-	-
Waitrose, Market Place Shopping Centre, Burgess Hill	10.76	2.86	13.62	0.43	-	1.99	2.33	0.21	-	0.32	-	-	-	-	-	-	-	2.52	0.11	5.28	0.42	-	-
Burgess Hill - Other	0.51	0.50	1.01	-	-	-	0.38	-	-	-	-	-	-	-	-	-	-	-	0.51	0.11	-	-	
Burgess Hill - Out of Centre	109.30	20.25	129.56	16.33	1.05	51.19	15.43	3.60	0.22	1.87	0.23	0.69	-	-	-	4.81	0.33	10.03	0.55	17.10	1.58	3.67	0.87
Lidl, Leylands Road, Burgess Hill	23.68	5.22	28.90	6.49	1.05	10.38	2.80	0.56	0.08	1.55	-	-	-	-	-	2.26	0.14	0.50	0.30	1.94	-	-	0.87
Tesco Superstore, Hammonds Farm, Burgess Hill	85.32	6.62	91.93	9.84	-	40.81	4.45	3.05	0.15	0.32	0.23	0.69	-	-	-	2.55	0.20	9.53	0.25	14.86	1.35	3.67	-
Tesco Express, Gatehouse Lane, Burgess Hill	0.31	3.45	3.75	-	-	-	3.22	-	-	-	-	-	-	-	-	-	-	-	-	0.31	0.23	-	-
OoC - Burgess Hill - Other	-	4.97	4.97	-	-	-	4.97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Grinstead TC	15.14	6.57	21.71	-	-	-	-	-	-	-	-	2.97	0.46	11.88	6.11	0.30	-	-	-	-	-	-	-
Iceland, Queens Walk, East Grinstead	1.61	0.25	1.86	-	-	-	-	-	-	-	-	0.69	-	0.92	0.25	-	-	-	-	-	-	-	-
Waitrose, West Street, East Grinstead	13.53	6.08	19.61	-	-	-	-	-	-	-	-	2.28	0.46	10.96	5.62	0.30	-	-	-	-	-	-	-
East Grinstead - Other	-	0.25	0.25	-	-	-	-	-	-	-	-	-	-	-	0.25	-	-	-	-	-	-	-	-
East Grinstead - Out of Centre	87.25	10.96	98.21	-	-	-	-	-	-	0.46	0.14	14.43	-	72.37	10.59	-	-	-	-	-	-	-	0.23
Aldi, London Road, East Grinstead	38.11	4.88	42.99	-	-	-	-	-	-	0.46	0.14	7.46	-	30.20	4.51	-	-	-	-	-	-	-	0.23
Sainsbury's Superstore, Brooklands Way, East Grinstead	49.14	3.65	52.79	-	-	-	-	-	-	-	-	6.97	-	42.17	3.65	-	-	-	-	-	-	-	-
OoC - East Grinstead - Other	-	2.42	2.42	-	-	-	-	-	-	-	-	-	-	-	2.42	-	-	-	-	-	-	-	-
Haywards Heath TC	2.97	11.35	14.32	0.64	8.86	-	-	0.41	0.53	0.32	0.14	0.69	-	-	-	0.74	1.83	0.16	-	-	-	-	-
Iceland, Haywards Road, Haywards Heath	0.44	1.16	1.60	-	0.24	-	-	-	0.05	-	-	-	-	-	-	0.44	0.88	-	-	-	-	-	-
M&S, The Orchards, Haywards Heath	1.54	1.97	3.50	0.64	1.26	-	-	0.41	0.24	0.32	0.14	-	-	-	-	-	0.33	0.16	-	-	-	-	-
Tesco Express, Orchards Shopping Centre, Haywards Heath	0.30	3.30	3.60	-	3.30	-	-	-	-	-	-	-	-	-	-	0.30	-	-	-	-	-	-	-
Haywards Heath TC - Other	0.69	4.92	5.61	-	4.06	-	-	-	0.24	-	-	0.69	-	-	-	-	0.62	-	-	-	-	-	-
Haywards Heath - Out of Centre	93.97	16.56	110.53	51.40	10.36	3.50	0.36	8.85	1.44	12.66	1.26	-	-	0.64	-	16.46	3.13	0.45	-	-	-	-	-
Sainsbury's Local, Wivelsfield Road, Haywards Heath	1.69	0.84	2.53	1.21	0.36	-	-	-	-	-	-	-	-	-	-	0.48	0.48	-	-	-	-	-	-
Sainsbury's Superstore, Bannister Way, Haywards Heath	70.76	6.50	77.26	39.64	3.59	3.50	0.18	6.24	0.86	9.93	0.74	-	-	0.64	-	10.36	1.12	0.45	-	-	-	-	-
Tesco Express, Walnut Park, Haywards Heath	0.57	4.33	4.90	0.57	2.80	-	-	-	-	-	-	-	-	-	-	-	1.53	-	-	-	-	-	-
Waitrose, Perrymount Road, Haywards Heath	20.94	3.90	24.84	9.98	2.66	-	0.18	2.61	0.54	2.73	0.52	-	-	-	-	5.62	-	-	-	-	-	-	-
OoC - Haywards Heath - Other	-	1.00	1.00	-	0.95	-	-	-	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cophthorne VC	-	0.60	0.60	-	-	-	-	-	-	-	-	-	0.60	-	-	-	-	-	-	-	-	-	-
Cophthorne VC - Other	-	0.60	0.60	-	-	-	-	-	-	-	-	-	0.60	-	-	-	-	-	-	-	-	-	-
Crawley Down VC	-	6.40	6.40	-	-	-	-	-	-	-	-	-	6.40	-	-	-	-	-	-	-	-	-	-
Co-op, Station Road, Crawley Down	-	5.43	5.43	-	-	-	-	-	-	-	-	-	5.43	-	-	-	-	-	-	-	-	-	-
Crawley Down - Other	-	0.97	0.97	-	-	-	-	-	-	-	-	-	0.97	-	-	-	-	-	-	-	-	-	-
Crawley Down - Out of Centre	-	0.40	0.40	-	-	-	-	-	-	-	-	-	-	-	0.40	-	-	-	-	-	-	-	-
OoC - Crawley Down - Other	-	0.40	0.40	-	-	-	-	-	-	-	-	-	-	-	0.40	-	-	-	-	-	-	-	-
Cuckfield VC	-	0.05	0.05	-	-	-	-	-	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nisa, High Street, Cuckfield	-	0.05	0.05	-	-	-	-	-	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cuckfield - Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cuckfield - Out of Centre	1.17	1.89	3.06	-	-	-	-	0.21	1.32	0.96	0.58	-	-	-	-	-	-	-	-	-	-	-	-
OoC - Cuckfield - Other	1.17	1.89	3.06	-	-	-	-	0.21	1.32	0.96	0.58	-	-	-	-	-	-	-	-	-	-	-	-
Hassocks VC	3.26	6.11	9.37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.65	5.16	0.61	0.95	-	-
Budgens, Orion Parade, Hassocks	2.79	3.53	6.32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.49	3.05	0.31	0.48	-	-
Sainsbury's Local, Keymer Road, Hassocks	0.47	2.42	2.89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.16	2.05	0.31	0.36	-	-
Hassocks - Other	-	0.17	0.17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.05	-	0.11	-	-
Hurstpierpoint VC	0.48	3.21	3.69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.48	3.21	-	-
Co-op, High Street, Hurstpierpoint	0.48	2.48	2.95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.48	2.48	-	-
Hurstpierpoint - Other	-	0.74	0.74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.74	-	-
Lindfield VC	0.43	5.41	5.84	0.43	3.04	-	-	-	-	-	0.23	-	-	-	0.61	-	1.36	-	-	-	0.17	-	-
Co-op, High Street, Lindfield	0.43	4.73	5.16	0.43	2.59	-	-	-	-	-	-	-	-	-	0.61	-	1.36	-	-	-	0.17	-	-
Lindfield VC - Other	-	0.68	0.68	-	0.45	-	-	-	-	-	0.23	-	-	-	-	-	-	-	-	-	-	-	-
Other - Out of Centre	-	4.31	4.31	-	-	-	-	-	0.25	-	3.17	-	0.18	-	-	-	0.48	-	-	-	0.23	-	-
Ardingly	-	0.44	0.44	-	-	-	-	-	-	-	0.44	-	-	-	-	-	-	-	-	-	-	-	-
Balcombe	-	2.17	2.17	-	-	-	-	-	-	-	2.17	-	-	-	-	-	-	-	-	-	-	-	-
Bolney	-	0.08	0.08	-	-	-	-	-	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Handcross	-	0.61	0.61	-	-	-	-	-	0.05	-	0.56	-	-	-	-	-	-	-	-	-	-	-	-
Turners Hill	-	0.18	0.18	-	-	-	-	-	-	-	-	-	0.18	-	-	-	-	-	-	-	-	-	-
Out of Centre - Other	-	0.83	0.83	-	-	-	-	-	0.12	-	-	-	-	-	-	-	0.48	-	-	-	0.23	-	-
Outside of Mid Sussex DC	42.08	44.08	86.16	-	0.21	1.15	-	0.20	0.15	0.73	4.54	0.90	8.52	1.93	11.48	0.30	3.21	1.71	0.11	2.69	4.50	32.47	11.37
Crawley (Zone 4)	0.73	4.61	5.34	-	-	-	-	-	0.07	0.73	4.54	-	-	-	-	-	-	-	-	-	-	-	-
Crawley (Zone 5)	0.90	8.84	9.73	-	0.21	-	-	-	-	-	-	0.90	8.26	-	-	-	-	-	-	-	-	-	0.36
Forest Row (Zone 6)	1.12	6.73	7.85	-	-	-	-	0.20	-	-	-	-	-	0.92	6.60	0.14	-	-	-	-	-	-	-
Lingfield (Zone 6)	1.01	2.39	3.41	-	-	-	-	-	-	-	-	-	-	1.01	2.39	-	-	-	-	-	-	-	-
Dormansland (Zone 6)	-	0.64	0.64	-	-	-	-	-	-	-	-	-	-	-	0.64	-	-	-	-	-	-	-	-
Newick (Zone 7)	-	1.97	1.97	-	-	-	-	-	-	-	-	-	-	-	-	1.97	-	-	-	-	-	-	-
Uckfield (Zone 7)	-	0.27	0.27	-	-	-	-	-	-	-	-	-	-	-	-	0.27	-	-	-	-	-	-	-
Ditchling (Zone 8)	-	0.11	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Henfield (Zone 9)	2.39	4.81	7.19	-	-	-	-	-	0.08	-	-	-	-	-	-	-	-	0.11	-	-	-	-	-
Brighton (Zone 10)	35.77	10.78	46.55	-	-	1.15	-	-	-	-	-	-	-	-	-	0.30	-	1.55	-	2.39	4.50	-	0.23
OoMSDC - Other (Zone 5)	-	1.60	1.60	-	-	-	-	-	-	-	-	-	0.25	-	1.35	-	-	-	-	-	-	-	-
OoMSDC - Other (Zone 6)	-	0.49	0.49	-	-	-	-	-	-	-	-	-	-	-	0.49	-	-	-	-	-	-	-	-
OoMSDC - Other (Zone 7)	0.16	0.83	0.99	-	-	-	-	-	-	-	-	-	-	-	-	0.83	-	0.16	-	-	-	-	-
Sub-total In-Centre	34.15	44.83	78.98	1.50	11.91	2.29	4.35	0.77	0.57	0.64	0.50	3.66	7.46	11.88	6.72	1.04	3.18	5.49	5.27	6.88	4.87	-	-
Sub-total Out of Centre	291.70	54.37	346.07	67.73	11.41	54.70	15.80	12.67	3.23	15.94	5.37	15.12	0.18	73.01	10.99	21.27	3.95	10.48	0.55	17.10	1.81	3.67	1.10
Sub-total Mid-Sussex District	325.84	99.20	425.04	69.23	23.31	56.99	20.14	13.44	3.80	16.57	5.87	18.78	7.64	84.89	17.71	22.31	7.13	15.98	5.81	23.99	6.68	3.67	1.10
Sub-total Study Area	367.92	143.28	511.20	69.23	23.53	58.14	20.14	13.64	3.95	17.30	10.41	19.68	16.16	86.82	29.19	22.60	10.33	17.69	5				

Source: Table 3 and Table 4

Notes: Main food shopping accounts for 75% of available expenditure and top-up 25% as per Appendix C, Mid-Sussex Retail Study, Nexus Planning, March 2022. 2019 Prices

Table 6
Convenience Goods Shopping Patterns 2026 (£ million)

Destination	All Zones			Zone 1		Zone 2		Zone 3		Zone 4		Zone 5		Zone 6		Zone 7		Zone 8		Zone 9		Zone 10	
	Main	Top-up	Total	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up	Main	Top-up
Burgess Hill TC	12.22	5.30	17.51	0.44	-	2.37	4.50	0.37	-	0.33	0.14	-	-	-	-	-	-	2.74	0.11	5.96	0.55	-	-
Iceland, The Martlets Shopping Centre, Burgess Hill	0.62	1.83	2.45	-	-	0.31	1.69	0.15	-	-	0.14	-	-	-	-	-	-	0.17	-	-	-	-	-
Waitrose, Market Place Shopping Centre, Burgess Hill	11.06	2.96	14.02	0.44	-	2.06	2.41	0.22	-	0.33	-	-	-	-	-	-	-	2.58	0.11	5.43	0.43	-	-
Burgess Hill - Other	0.53	0.51	1.04	-	-	-	0.40	-	-	-	-	-	-	-	-	-	-	-	-	0.53	0.12	-	-
Burgess Hill - Out of Centre	112.87	20.93	133.80	16.98	1.09	52.95	15.97	3.72	0.23	1.92	0.23	0.71	-	-	-	4.99	0.35	10.26	0.56	17.60	1.62	3.75	0.88
Lidl, Leylands Road, Burgess Hill	24.51	5.39	29.90	6.75	1.09	10.74	2.89	0.57	0.08	1.59	-	-	-	-	-	2.34	0.14	0.52	0.31	2.00	-	-	0.88
Tesco Superstore, Hammonds Farm, Burgess Hill	88.05	6.83	94.88	10.23	-	42.21	4.60	3.15	0.15	0.33	0.23	0.71	-	-	-	2.65	0.20	9.74	0.25	15.28	1.39	3.75	-
Tesco Express, Gatehouse Lane, Burgess Hill	0.32	3.56	3.88	-	-	-	3.33	-	-	-	-	-	-	-	-	-	-	-	-	0.32	0.23	-	-
OoC - Burgess Hill - Other	-	5.14	5.14	-	-	-	5.14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Grinstead TC	15.59	6.77	22.36	-	-	-	-	-	-	-	-	3.03	0.47	12.25	6.30	0.31	-	-	-	-	-	-	-
Iceland, Queens Walk, East Grinstead	1.66	0.25	1.91	-	-	-	-	-	-	-	-	0.71	-	0.95	0.25	-	-	-	-	-	-	-	-
Waitrose, West Street, East Grinstead	13.94	6.26	20.20	-	-	-	-	-	-	-	-	2.33	0.47	11.30	5.79	0.31	-	-	-	-	-	-	-
East Grinstead - Other	-	0.25	0.25	-	-	-	-	-	-	-	-	-	-	-	0.25	-	-	-	-	-	-	-	-
East Grinstead - Out of Centre	89.86	11.30	101.16	-	-	-	-	-	-	0.47	0.14	14.75	-	74.64	10.92	-	-	-	-	-	-	-	0.24
Aldi, London Road, East Grinstead	39.24	5.03	44.27	-	-	-	-	-	-	0.47	0.14	7.62	-	31.15	4.65	-	-	-	-	-	-	-	0.24
Sainsbury's Superstore, Brooklands Way, East Grinstead	50.62	3.77	54.39	-	-	-	-	-	-	-	-	7.13	-	43.49	3.77	-	-	-	-	-	-	-	-
OoC - East Grinstead - Other	-	2.50	2.50	-	-	-	-	-	-	-	-	-	-	-	2.50	-	-	-	-	-	-	-	-
Haywards Heath TC	3.06	11.80	14.86	0.67	9.22	-	-	0.43	0.54	0.33	0.14	0.71	-	-	-	0.77	1.89	0.17	-	-	-	-	-
Iceland, Haywards Road, Haywards Heath	0.46	1.20	1.67	-	0.25	-	-	-	0.05	-	-	-	-	-	-	0.46	0.91	-	-	-	-	-	-
M&S, The Orchards, Haywards Heath	1.59	2.04	3.63	0.67	1.31	-	-	0.43	0.24	0.33	0.14	-	-	-	-	-	0.35	0.17	-	-	-	-	-
Tesco Express, Orchards Shopping Centre, Haywards Heath	0.31	3.44	3.74	-	3.44	-	-	-	-	-	-	-	-	-	-	0.31	-	-	-	-	-	-	-
Haywards Heath TC - Other	0.71	5.12	5.82	-	4.23	-	-	-	0.25	-	-	0.71	-	-	-	-	0.64	-	-	-	-	-	-
Haywards Heath - Out of Centre	97.41	17.18	114.60	53.47	10.78	3.62	0.37	9.13	1.49	12.99	1.29	-	-	0.66	-	17.08	3.25	0.46	-	-	-	-	-
Sainsbury's Local, Wivelsfield Road, Haywards Heath	1.76	0.87	2.63	1.26	0.37	-	-	-	-	-	-	-	-	-	-	0.50	0.50	-	-	-	-	-	-
Sainsbury's Superstore, Bannister Way, Haywards Heath	73.35	6.73	80.08	41.23	3.73	3.62	0.19	6.44	0.89	10.18	0.76	-	-	0.66	-	10.75	1.16	0.46	-	-	-	-	-
Tesco Express, Walnut Park, Haywards Heath	0.59	4.50	5.10	0.59	2.92	-	-	-	-	-	-	-	-	-	-	1.59	-	-	-	-	-	-	-
Waitrose, Perrymount Road, Haywards Heath	21.71	4.04	25.75	10.38	2.77	-	0.19	2.69	0.55	2.80	0.53	-	-	-	-	5.83	-	-	-	-	-	-	-
OoC - Haywards Heath - Other	-	1.04	1.04	-	0.99	-	-	-	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Copthorne VC	-	0.61	0.61	-	-	-	-	-	-	-	-	-	0.61	-	-	-	-	-	-	-	-	-	-
Copthorne VC - Other	-	0.61	0.61	-	-	-	-	-	-	-	-	-	0.61	-	-	-	-	-	-	-	-	-	-
Crawley Down VC	-	6.54	6.54	-	-	-	-	-	-	-	-	-	6.54	-	-	-	-	-	-	-	-	-	-
Co-op, Station Road, Crawley Down	-	5.55	5.55	-	-	-	-	-	-	-	-	-	5.55	-	-	-	-	-	-	-	-	-	-
Crawley Down - Other	-	0.99	0.99	-	-	-	-	-	-	-	-	-	0.99	-	-	-	-	-	-	-	-	-	-
Crawley Down - Out of Centre	-	0.41	0.41	-	-	-	-	-	-	-	-	-	-	-	0.41	-	-	-	-	-	-	-	-
OoC - Crawley Down - Other	-	0.41	0.41	-	-	-	-	-	-	-	-	-	-	-	0.41	-	-	-	-	-	-	-	-
Cuckfield VC	-	0.05	0.05	-	-	-	-	-	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nisa, High Street, Cuckfield	-	0.05	0.05	-	-	-	-	-	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cuckfield - Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cuckfield - Out of Centre	1.20	1.95	3.15	-	-	-	-	0.22	1.36	0.98	0.59	-	-	-	-	-	-	-	-	-	-	-	-
OoC - Cuckfield - Other	1.20	1.95	3.15	-	-	-	-	0.22	1.36	0.98	0.59	-	-	-	-	-	-	-	-	-	-	-	-
Hassocks VC	3.34	6.26	9.59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.71	5.27	0.63	0.98	-	-
Budgens, Orion Parade, Hassocks	2.86	3.61	6.47	-	-	-	-	-	6.47	-	-	-	-	-	-	-	-	2.54	3.12	0.32	0.49	-	-
Sainsbury's Local, Keymer Road, Hassocks	0.48	2.47	2.96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.17	2.10	0.32	0.37	-	-
Hassocks - Other	-	0.17	0.17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.06	-	0.12	-	-
Hurstpierpoint VC	0.49	3.31	3.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.49	3.31	-	-
Co-op, High Street, Hurstpierpoint	0.49	2.55	3.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.49	2.55	-	-
Hurstpierpoint - Other	-	0.76	0.76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.76	-	-
Lindfield VC	0.44	5.61	6.06	0.44	3.16	-	-	-	-	-	0.23	-	-	-	0.63	-	1.41	-	-	-	-	0.18	-
Co-op, High Street, Lindfield	0.44	4.91	5.36	0.44	2.69	-	-	-	-	-	-	-	-	-	0.63	-	1.41	-	-	-	-	0.18	-
Lindfield VC - Other	-	0.70	0.70	-	0.47	-	-	-	-	-	0.23	-	-	-	-	-	-	-	-	-	-	-	-
Other - Out of Centre	-	4.43	4.43	-	-	-	-	-	0.25	-	3.25	-	0.19	-	-	-	0.50	-	-	-	-	0.23	-
Ardingly	-	0.45	0.45	-	-	-	-	-	-	-	0.45	-	-	-	-	-	-	-	-	-	-	-	-
Balcombe	-	2.23	2.23	-	-	-	-	-	-	-	2.23	-	-	-	-	-	-	-	-	-	-	-	-
Bolney	-	0.08	0.08	-	-	-	-	-	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Handcross	-	0.63	0.63	-	-	-	-	-	0.05	-	0.58	-	-	-	-	-	-	-	-	-	-	-	-
Turners Hill	-	0.19	0.19	-	-	-	-	-	-	-	-	-	0.19	-	-	-	-	-	-	-	-	-	-
Out of Centre - Other	-	0.86	0.86	-	-	-	-	-	0.13	-	-	-	-	-	-	0.50	-	-	-	-	0.23	-	-
Outside of Mid Sussex DC	43.05	45.26	88.31	-	0.22	1.19	-	0.21	0.15	0.75	4.66	0.92	8.70	1.99	11.84	0.31	3.33	1.75	0.11	2.77	4.63	33.18	11.62
Crawley (Zone 4)	0.75	4.73	5.48	-	-	-	-	-	0.07	0.75	4.66	-	-	-	-	-	-	-	-	-	-	-	-
Crawley (Zone 5)	0.92	9.03	9.95	-	0.22	-	-	-	-	-	-	0.92	8.45	-	-	-	-	-	-	-	-	-	0.37
Forest Row (Zone 6)	1.16	6.95	8.10	-	-	-	-	0.21	-	-	-	-	-	0.95	6.81	-	0.14	-	-	-	-	-	-
Lingfield (Zone 6)	1.04	2.47	3.51	-	-	-	-	-	-	-	-	-	-	1.04	2.47	-	-	-	-	-	-	-	-
Dormansland (Zone 6)	-	0.66	0.66	-	-	-	-	-	-	-	-	-	-	-	0.66	-	-	-	-	-	-	-	-
Newick (Zone 7)	-	2.05	2.05	-	-	-	-	-	-	-	-	-	-	-	-	-	2.05	-	-	-	-	-	-
Uckfield (Zone 7)	-	0.28	0.28	-	-	-	-	-	-	-	-	-	-	-	-	-	0.28	-	-	-	-	-	-
Ditchling (Zone 8)	-	0.11	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Henfield (Zone 9)	2.45	4.94	7.40	-	-	-	-	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.24
Brighton (Zone 10)	36.57	11.02	47.58	-	-	1.19	-	-	-	-	-	-	-	-	-	0.31	-	1.58	-	0.32	-	33.18	11.02
OoMSDC - Other (Zone 5)	-	1.65	1.65	-	-	-	-	-	-	-	-	-	0.26	-	1.39	-	-	-	-	-	-	-	-
OoMSDC - Other (Zone 6)	-	0.51	0.51	-	-	-	-	-	-	-	-	-	-	-	0.51	-	-	-	-	-	-	-	-
OoMSDC - Other (Zone 7)	0.17	0.86	1.02	-	-	-	-	-	-	-	-	-	-	-	-	0.86	-	0.17	-	-	-	-	-
Sub-total In-Centre	35.14	46.24	81.38	1.56	12.39	2.37	4.50	0.79	0.59	0.65	0.51	3.74	7.62	12.25	6.93	1.07	3.30	5.62	5.39	7.08	5.01	-	-
Sub-total Out of Centre	301.34	56.20	357.54	70.45	11.87	56.58	16.34	13.07	3.33	16.35	5.51	15.46	0.19	75.30	11.33	22.07	4.09	10.72	0.56	17.60	1.86	3.75	1.12
Sub-total Mid-Sussex District	336.48	102.44	438.93	72.01	24.25	58.95	20.84	13.86	3.92	17.00	6.03	19.20	7.81	87.56	18.26	23.14	7.39	16.34	5.94	24.68	6.87	3.75	1.12
Sub-total Study Area	379.54	147.70	527.24	72.01	24.47	60.14	20.84	14.07	4.08	17.75	10.68	20.11	16.51	89.55	30.10	23.45	10.7						

Notes: Main food shopping accounts for 75% of available expenditure and top-up 25% as per Appendix C, Mid-Sussex Retail Study, Nexus Planning, March 2022. 2019 Prices

Table 7
Convenience goods turnover benchmarking 2021

	Gross Floorspace <i>sq m</i>	Net Sales Area <i>sq m</i>	Net Convenience Sales Area <i>sq m</i>	Sales Density <i>£ per sq m</i>	Benchmark Turnover <i>£ million</i>	Survey Turnover <i>£ million</i>	Trading Position against Benchmark <i>£ million</i>
Burgess Hill TC					42.63	17.00	25.63
Iceland, The Martlets Shopping Centre, Burgess Hill	837	670	659	7,533	4.96	2.37	- 2.59
Waitrose, Market Place Shopping Centre, Burgess Hill	3,522	2,818	2,526	14,910	37.66	13.62	- 24.04
Burgess Hill - Other	-	-	-	-	-	1.01	- 1.01
Burgess Hill - Out of Centre					81.43	129.56	48.13
Lidl, Leylands Road, Burgess Hill	2,121	1,697	1,504	8,841	13.30	28.90	- 15.60
Tesco Superstore, Hammonds Farm, Burgess Hill	7,212	5,770	4,571	14,238	65.08	91.93	- 26.85
Tesco Express, Gatehouse Lane, Burgess Hill	282	225	214	14,238	3.05	3.75	- 0.71
OoC - Burgess Hill - Other	-	-	-	-	-	4.97	- 4.97
East Grinstead TC					36.38	21.71	14.67
Iceland, Queens Walk, East Grinstead	1,006	805	792	7,533	5.97	1.86	- 4.11
Waitrose, West Street, East Grinstead	2,845	2,276	2,040	14,910	30.42	19.61	- 10.81
East Grinstead - Other	-	-	-	-	-	0.25	- 0.25
East Grinstead - Out of Centre					58.83	98.21	39.38
Aldi, London Road, East Grinstead	1,260	1,008	925	11,147	10.31	42.99	- 32.68
Sainsbury's Superstore, Brooklands Way, East Grinstead	6,364	5,091	3,843	12,626	48.52	52.79	- 4.27
OoC - East Grinstead - Other	-	-	-	-	-	2.42	- 2.42
Haywards Heath TC					16.40	14.32	2.08
Iceland, Haywards Road, Haywards Heath	640	512	504	7,533	3.80	1.60	- 2.19
M&S, The Orchards, Haywards Heath	1,864	559	522	11,223	5.86	3.50	- 2.36
Tesco Express, Orchards Shopping Centre, Haywards Heath	623	499	474	14,238	6.75	3.60	- 3.15
Haywards Heath TC - Other	-	-	-	-	-	5.61	- 5.61
Haywards Heath - Out of Centre					99.74	110.53	10.79
Sainsbury's Local, Wivelsfield Road, Haywards Heath	402	322	306	12,626	3.86	2.53	- 1.33
Sainsbury's Superstore, Bannister Way, Haywards Heath	8,053	6,442	3,865	12,626	48.80	77.26	- 28.46
Tesco Express, Walnut Park, Haywards Heath	220	176	167	14,238	2.38	4.90	- 2.53
Waitrose, Perrymount Road, Haywards Heath	4,181	3,345	2,998	14,910	44.70	24.84	- 19.86
OoC - Haywards Heath - Other	-	-	-	-	-	1.00	- 1.00
Copthorne VC					-	0.60	0.60
Copthorne VC - Other					-	0.60	- 0.60
Crawley Down VC					-	6.40	6.40
Co-op, Station Road, Crawley Down	124	99	91	11,118	1.01	5.43	- 4.42
Crawley Down - Other					-	0.97	- 0.97
Crawley Down - Out of Centre					-	0.40	0.40
OoC - Crawley Down - Other					-	0.40	- 0.40
Cuckfield VC					-	0.05	0.05
Nisa, High Street, Cuckfield					-	0.05	- 0.05
Cuckfield - Other					-	-	-
Cuckfield - Out of Centre					-	3.06	3.06
OoC - Cuckfield - Other					-	3.06	- 3.06
Hassocks VC					-	9.37	9.37
Budgens, Orion Parade, Hassocks	573	458	435	6,022	2.62	6.32	- 3.70
Sainsbury's Local, Keymer Road, Hassocks	402	322	306	12,626	3.86	2.89	- 0.98
Hassocks - Other					-	0.17	- 0.17
Hurstpierpoint VC					-	-	-
Co-op, High Street, Hurstpierpoint	355	284	261	11,118	2.90	-	- 2.90
Hurstpierpoint - Other					-	-	-
Lindfield VC					-	-	-
Co-op, High Street, Lindfield	361	289	265	11,118	2.95	-	- 2.95
Lindfield VC - Other					-	-	-

Source: Table 5 Appendix C, Mid-Sussex Retail Study, Nexus Planning, March 2022 and Table 5
Notes: Turnover for independents is not included within the benchmark turnover level for centres, therefore the total benchmark turnover for centres is underestimated which should be taken into consideration when looking at the overall trading performance of centres.

Table 8
Turnover of the Proposed Development 2026

	Net Sales	Turnover	Total Turnover
	<i>sq m</i>	<i>£ per sq m</i>	<i>£ million</i>
Convenience	923	11,668	10.77
Comparison	231	4,894	1.13
Total	1,154	-	11.90

Source: Aldi store size taken from application plans, Aldi sales data taken from GlobalData
Notes: Net sales area is 80% of the gross area of the store
Price base: 2019

Table 9
Pattern of Trade Draw of the Proposed Development 2026 (£ million)

	1	2	3	4	5	6	7	8	9	10	Total
%	51	-	13	13	-	-	23	-	-	-	100
£ million	5.49	-	1.40	1.40	-	-	2.48	-	-	-	10.77

Notes: Pattern of trade draw from zones assumed to be the same as Waitrose on Perrymount Road, Haywards Heath

Table 10
Convenience Goods Shopping Patterns

Destination	2021 £ million	2026 £ million	Trade Diversion to Aldi £ million	Turnover post Aldi £ million	Impact %
Burgess Hill TC	17.00	17.51	0.65	16.86	3.70
Iceland, The Martlets Shopping Centre, Burgess Hill	2.37	2.45	0.19	2.26	7.78
Waitrose, Market Place Shopping Centre, Burgess Hill	13.62	14.02	0.42	13.60	2.99
Burgess Hill - Other	1.01	1.04	0.04	1.00	3.58
Burgess Hill - Out of Centre	129.56	133.80	6.48	127.33	4.84
Lidl, Leylands Road, Burgess Hill	28.90	29.90	1.56	28.33	5.23
Tesco Superstore, Hammonds Farm, Burgess Hill	91.93	94.88	4.12	90.77	4.34
Tesco Express, Gatehouse Lane, Burgess Hill	3.75	3.88	0.31	3.57	8.06
OoC - Burgess Hill - Other	4.97	5.14	0.48	4.66	9.39
East Grinstead TC	21.71	22.36	-	22.36	-
Iceland, Queens Walk, East Grinstead	1.86	1.91	-	1.91	-
Waitrose, West Street, East Grinstead	19.61	20.20	-	20.20	-
East Grinstead - Other	0.25	0.25	-	0.25	-
East Grinstead - Out of Centre	98.21	101.16	0.03	101.13	0.03
Aldi, London Road, East Grinstead	42.99	44.27	0.03	44.24	0.07
Sainsbury's Superstore, Brooklands Way, East Grinstead	52.79	54.39	-	54.39	-
OoC - East Grinstead - Other	2.42	2.50	-	2.50	-
Haywards Heath TC	14.32	14.86	0.58	14.28	3.91
Iceland, Haywards Road, Haywards Heath	1.60	1.67	0.01	1.65	0.82
M&S, The Orchards, Haywards Heath	3.50	3.63	0.14	3.49	3.92
Tesco Express, Orchards Shopping Centre, Haywards Heath	3.60	3.74	0.19	3.55	5.10
Haywards Heath TC - Other	5.61	5.82	0.23	5.59	4.03
Haywards Heath - Out of Centre	110.53	114.60	4.76	109.84	4.15
Sainsbury's Local, Wivelsfield Road, Haywards Heath	2.53	2.63	0.09	2.54	3.45
Sainsbury's Superstore, Bannister Way, Haywards Heath	77.26	80.08	3.45	76.63	4.31
Tesco Express, Walnut Park, Haywards Heath	4.90	5.10	0.20	4.90	3.83
Waitrose, Perrymount Road, Haywards Heath	24.84	25.75	0.97	24.78	3.77
OoC - Haywards Heath - Other	1.00	1.04	0.05	0.98	5.29
Copthorne VC	0.60	0.61	-	0.61	-
Copthorne VC - Other	0.60	0.61	-	0.61	-
Crawley Down VC	6.40	6.54	-	6.54	-
Co-op, Station Road, Crawley Down	5.43	5.55	-	5.55	-
Crawley Down - Other	0.97	0.99	-	0.99	-
Crawley Down - Out of Centre	0.40	0.41	-	0.41	-
OoC - Crawley Down - Other	0.40	0.41	-	0.41	-
Cuckfield VC	0.05	0.05	-	0.05	-
Nisa, High Street, Cuckfield	0.05	0.05	-	0.05	-
Cuckfield - Other	-	-	-	-	-
Cuckfield - Out of Centre	3.06	3.15	0.08	3.07	2.57
OoC - Cuckfield - Other	3.06	3.15	0.08	3.07	2.57
Hassocks VC	9.37	9.59	-	9.59	-
Budgens, Orion Parade, Hassocks	6.32	6.47	-	6.47	-
Sainsbury's Local, Keymer Road, Hassocks	2.89	2.96	-	2.96	-
Hassocks - Other	0.17	0.17	-	0.17	-
Hurstpierpoint VC	3.69	3.80	-	3.80	-
Co-op, High Street, Hurstpierpoint	2.95	3.04	-	3.04	-
Hurstpierpoint - Other	0.74	0.76	-	0.76	-
Lindfield VC	5.84	6.06	0.21	5.85	3.50
Co-op, High Street, Lindfield	5.16	5.36	0.17	5.18	3.26
Lindfield VC - Other	0.68	0.70	0.04	0.67	5.32
Other - Out of Centre	4.31	4.43	0.16	4.27	3.56
Ardingly	0.44	0.45	0.02	0.43	4.84
Balcombe	2.17	2.23	0.11	2.12	4.84
Bolney	0.08	0.08	-	0.08	-
Handcross	0.61	0.63	0.03	0.60	4.46
Turners Hill	0.18	0.19	-	0.19	-
Out of Centre - Other	0.83	0.86	-	0.86	-
Outside of Mid Sussex DC	86.16	88.31	0.36	87.95	0.41
Crawley (Zone 4)	5.34	5.48	0.26	5.22	4.78
Crawley (Zone 5)	9.73	9.95	0.01	9.94	0.12
Forest Row (Zone 6)	7.85	8.10	0.00	8.10	0.06
Lingfield (Zone 6)	3.41	3.51	-	3.51	-
Dormansland (Zone 6)	0.64	0.66	-	0.66	-
Newick (Zone 7)	1.97	2.05	-	2.05	-
Uckfield (Zone 7)	0.27	0.28	-	0.28	-
Ditchling (Zone 8)	0.11	0.11	-	0.11	-
Henfield (Zone 9)	7.19	7.40	-	7.40	-
Brighton (Zone 10)	46.55	47.58	0.08	47.50	0.18
OoMSDC - Other (Zone 5)	1.60	1.65	-	1.65	-
OoMSDC - Other (Zone 6)	0.49	0.51	-	0.51	-
OoMSDC - Other (Zone 7)	0.99	1.02	-	1.02	-
Sub-total In-Centre	78.98	81.38	1.44	79.94	1.77
Sub-total Out of Centre	346.07	357.54	11.50	346.04	3.22
Sub-total Mid-Sussex District	425.04	438.93	12.94	425.98	2.95
Sub-total Study Area	511.20	527.24	13.31	513.93	2.52
Outside of Study Area	161.82	165.94	1.95	163.99	1.18
Brighton	18.56	18.96	-	18.96	-
Crawley	85.96	88.01	1.60	86.42	1.82
Ditchling	-	-	-	-	-
Dormansland	-	-	-	-	-
Edenbridge	1.80	1.85	-	1.85	-
Forest Row	-	-	-	-	-
Henfield	-	-	-	-	-
Horley	5.43	5.56	0.02	5.55	0.28
Horsham	2.82	2.90	0.04	2.86	1.29
Hove	12.16	12.43	-	12.43	-
Lewes	12.88	13.29	0.22	13.07	1.63
Lingfield	-	-	-	-	-
Newick	-	-	-	-	-
Shoreham-by-Sea	1.19	1.22	-	1.22	-
Uckfield	9.89	10.26	-	10.26	-
OoMSDC - Other	11.13	11.46	0.09	11.37	0.76

Source: Table 5 and Table 6

Table 11
Impact of Proposed Aldi on Haywards Heath

	Turnover 2021 <i>£ million</i>	Turnover 2026 <i>£ million</i>	Turnover 2026 post Aldi <i>£ million</i>	Impact <i>£ million</i> %	
Convenience	14.32	14.86	14.28	0.58	3.91
Comparison	111.82	130.59	-	-	-
Total	126.14	145.45	14.28	0.58	0.40

Source: Tables 8 and 25a, Appendix C Mid Sussex Retail Study and Tables 5, 6 and 10

Appendix IV

Town Centre Health Check

Haywards Heath Town Centre Health Check

November 2024

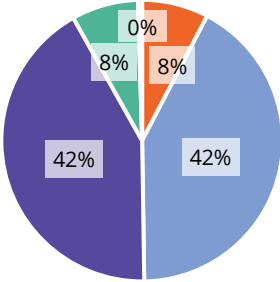
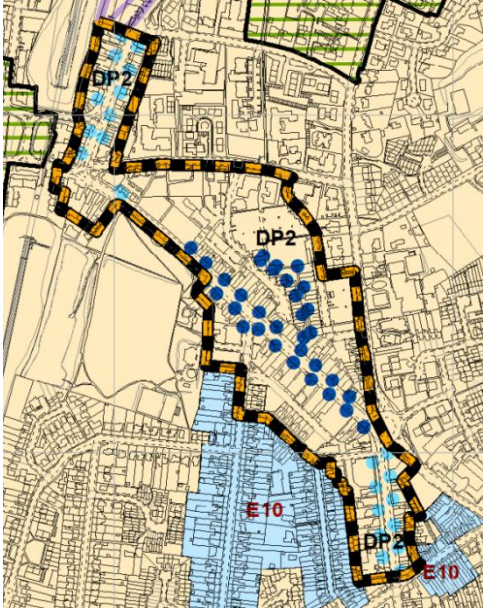
Introduction

Haywards Heath is a mid-sized town located in West Sussex, in Mid Sussex District Council (MSDC), south of Crawley and north of Brighton. It is located near to another significant population of MSDC of Burgess Hill. The town has a population of 40,184 people as of the 2021 census. Haywards Heath accounts for 26% of the total MSDC population, experiencing a growth of almost 19% in population since the 2011 census.

Haywards Heath is well connected to London with frequent and fast services from Haywards Heath Station, and therefore is a popular commuter town, but despite this three-quarters of MSDC's jobs are in Haywards Heath. Its connections mean it is a popular location in the district to locate offices.

Haywards Heath's town centre is comprised of a mix of chain and independent stores, with the majority of the stores located on South Road (B2272) and the covered Orchards Shopping Centre. Chain stores include: a Marks and Spencer, Iceland, Poundland, and Next. There is also a plethora of dining options within the town centre, both more traditional restaurants, cafes, and fast food.



	Avison Young visited Haywards Heath town centre in November 2024 to undertake a health check of the centre. The health check took place on a Wednesday from 10:30am, where the weather was cold (5 degrees Celsius), blustery, overcast throughout the course of the day. There was a fruit and vegetable market which runs in The Orchards Shopping Centre from Wednesday – Saturday.												
Diversity of Uses	As part of undertaking the health check, the Goad Plan for the centre area was updated. The defined town centre as outlined in District Plan Policy DP2 (left) covers the same areas as the Goad Plan. This consists of the southern portion of The Broadway, South Road, and stretches down to Sussex Road. The Orchards Shopping Centre is also included within the defined town centre. The Goad Plan identifies 240 units in the town centre boundary, with a break down of the mix of uses below. Haywards Heath Mix of Uses  <table border="1"><thead><tr><th>Use Type</th><th>Percentage</th></tr></thead><tbody><tr><td>Comparison</td><td>42%</td></tr><tr><td>Service</td><td>42%</td></tr><tr><td>Convenience</td><td>8%</td></tr><tr><td>Other</td><td>8%</td></tr><tr><td>Vacant</td><td>0%</td></tr></tbody></table> ■ Convenience ■ Comparison ■ Service ■ Vacant ■ Other The predominant uses in Haywards Heath are both comparison and service use, with 88 units each. This is 26% above the UK average for comparison goods and 5% above the UK average for service uses. The main types of service goods are restaurants, cafes, and fast food (35), hairdressing, beauty, and health (24) and estate agents and auctioneers (17), the latter with a rate 146% higher than the national average. The largest type of comparison goods outlet is charity, pets, and other comparison (17) which is present at a rate 87% higher than the national average. For convenience uses the amount in Haywards Heath is 25% below the UK average with 16 units.  Haywards Heath Defined Town Centre (DP2)  Convenience goods store locations	Use Type	Percentage	Comparison	42%	Service	42%	Convenience	8%	Other	8%	Vacant	0%
Use Type	Percentage												
Comparison	42%												
Service	42%												
Convenience	8%												
Other	8%												
Vacant	0%												

Proportion of Vacant Street Level Property

There was also 16 vacant units at the time of the Goad survey. This is determined to be 50% below the national average. The AY site visit identified 12 vacant units a reduction of four. Existing vacant units have been identified on the map of the town centre on the left.

A large number of these buildings are found on the corner of The Broadway and South Road as seen in the photo below. This parade of buildings is somewhat isolated from the main high street frontages and more complex intersection designs make it more difficult for pedestrians to access this area. There was a proposed application (ref. DM/21/3898) to demolish and construct Class E commercial units and 37 retirement living units. This application was refused in February 2023.

The vacant units are largely smaller units, with floorspaces, with the largest recently vacant building being occupied by a PureGym.



Vacant Unit Locations



Commercial Yields on non-domestic properties

Over the past five years, the average net yield is for 6.5% according to data from EG Radius.

Customers experience and behaviour	From the Mid Sussex Retail Study (2022), the most common comments from the NEMS Household Survey to what they “currently like about Haywards Heath” were that it was “close to home” (30.6%) and has a wide “range of shops” (18.5%). To the question “are there any measures that would encourage you to visit more often” the respondents answered for an “increased general choice and range of shops” (10.4%) and “improved non-food shops within the town centre” (7.9%). During the stakeholder consultation for The Mid Sussex Retail Study, comments were also received around the town centre benefiting from another supermarket, providing additional consumer choice for residents, the need for streetscaping improvements including storefront and soft landscaping improvements and more nighttime uses.
Retailer representation and intentions to change representation	Haywards Heath has a significant chain store offering with multiple retailers making up 33% of units. There is a mix of major and minor national retailers. No specific information is available with regard to the intention to change representation.
Commercial Rents	Across the previous 24 months, using data from EG Radius, the average achieved rent for retail units was £33.29 per sqft. The range of these rents is from £7.52 per sqft to £50.00 per sq ft. The £50 per sqft lease was for a unit in The Orchards Shopping Centre. The average lease length for the same period was for 8 years and 10 months., with an average unit size of 754 sqft.
Pedestrian flows	There was a significant number of pedestrians in the town centre when the town centre health check was conducted. The highest proportion of pedestrians was found around the Orchards Shopping Centre and the surrounding bus stops. There were few pedestrians found on Sussex Road.
Accessibility	There are regular bus services which frequent the town centre and provide service to the rest of Haywards Heath and the surrounding residential areas. This includes routes to Crawley, Brighton and nearby towns and villages such as Burgess Hill and Lindfield. There is a mix of single and double decker buses catering to the demand of each route. Haywards Heath Railway Station is located approximately 15 minutes walking distance

away from Haywards Heath Town Centre and is well connected by car and bus. There are regular Southern, Thameslink and Gatwick Express services to Brighton, London and onwards to Cambridge and Bedford via Thameslink trains, and by Southern trains to London Victoria, Eastbourne, Hastings, and Littlehampton.

There are multiple public car parks across the centre of Haywards Heath. These are:

- Heath Road Car Park – 103 spaces
- The Orchards Car Park – 208 spaces
- Hazelgrove Road Car Park – 118 spaces
- West Car Park – 49 spaces
- East Car Park – 34 spaces
- Gower Road Car Park – 21 spaces
- Franklynn Road Car Park – 72 spaces

These spaces are located across the town centre of Haywards Heath, and are managed by Mid Sussex District Council and are Pay and Display car parks. Prices are from £1.20 for an hour.



Haywards Heath town centre is built upon a hill, therefore, for those with reduced mobility it may be a challenge to navigate the entire centre. For the most part, the pavements are Pelican crossings are placed periodically places along the street, increasing accessibility across either side of the street. For most of the town centre, there is no curbside parking which creates a more accessible pedestrian realm.



Perception of Safety and Occurrence of Crime

During the site visit, the perception was that the town centre was safe. The number of pedestrians created a strong sense of natural surveillance. There was not a heavy CCTV presence in Haywards Heath, with few visible cameras. There was little sign of the street or

	buildings being vandalised, either through physical damage or graffiti, even among vacant buildings. There was not a strong police presence in the town. Haywards Heath is a largely safe town, with little crime when compared to its surroundings. There were 63 crimes per 1000 people, which is 15% lower than the average across West Sussex and 27% lower than England, Wales, and Northern Ireland as a whole. The most frequent crimes across Haywards Heath are violence and sexual offences with 744 occurrences in 2023. Anti-social behaviour, criminal damage, public order, and shoplifting were the other most prevalent crimes in the town.
State of town centre environmental quality	Regarding litter, the town centre was kept clean with few signs of litter dumped on the street, with bins located periodically along the street. Juvenile Trees were planted in planter boxes along South Road. Due to the time of year that the town centre was visited, the trees did not add much to the street, however, if kept healthy they would add to the attractiveness of the street. In addition to the planter boxes, there was little in terms of street furniture aside from a couple of benches and bus shelters. Many of the restaurants on The Broadway have added patios and outdoor seating in front of their frontages for the warmer months, which creates a more active streetscape. The quality of many of the store buildings and store frontages, however, was poor. Many of the buildings felt as if they were run down and in need of investment, especially along Sussex Road. The lack of modern buildings and prevalence of mid-century architecture helped to add to this perception. On Sussex Road, parking was located in front of the stores and created a poor pedestrian streetscape, with cars either side of the pavement. Street surfacing has been kept standard, with no special paving materials to add to the environmental quality of the street. 



Orchard Street Shopping Centre



Store frontage on South Road



Store frontages on Sussex Road

Balance between independent and multiple stores

There is a significant chain store presence in Haywards Heath, especially in many of the anchor locations in the town centre. Including a Marks & Spencer, Boots, Tesco Express, Next, Superdrug, Accessorize, Clarks, EE, O2, Vodafone and Waterstones, in addition to a Sainsbury's and Waitrose located in the wider town but outside the town centre boundary. In the town centre there is also an Iceland, Poundland, Costa, Café Nero, KFC, Betfred Zizzi's, Pizza Express, Mountain Warehouse, and The Entertainer. In total the Goad report finds that there are 69 multiple outlet retailers, totalling a third of the total stores.

There were still a number of well-established independent retailers, and smaller more local charity stores.

Extent to which there is evidence of barriers to new business opening and existing businesses expanding

Since the Goad survey of Haywards Heath in May 2024 was undertaken six new business have opened, with the majority of those opening in previously vacant units. This shows that there is the demand for new businesses in the town. Two of these new openings were restaurants, showing that there is demand for more dining opportunities in Haywards Heath.

There were also many buildings, vacant or not, with the opportunity to lease or purchase units, demonstrating that there are more opportunities for businesses to expand in the town.



Opening hours / availability /

Many of the retailers in the town centre have their opening hours from 9am to 5:30pm. There were multiple restaurants in the Town Centre which open well into the evenings,

extent to which there is an evening and nighttime economy offer	providing an evening offering. There are a couple bars which are open until after midnight and there are five pubs which are located in town centre, or edge of centre locations which provide a nighttime economy offer. A selection of opening hours can be found below. <table border="1" data-bbox="375 279 1502 821"> <thead> <tr> <th>Store</th><th>Opening Hours (Mon-Sat)</th></tr> </thead> <tbody> <tr> <td>Marks & Spencer</td><td>8am – 7pm</td></tr> <tr> <td>Next</td><td>9am – 5:30pm</td></tr> <tr> <td>Hart Country Stores</td><td>8am – 4pm</td></tr> <tr> <td>HKS Interiors</td><td>9am – 5pm</td></tr> <tr> <td>Broadbridges</td><td>9am – 5pm</td></tr> <tr> <td>Francisco Lounge</td><td>9am – 10pm (11pm Fri + Sat)</td></tr> <tr> <td>Zizzi</td><td>11am – 10pm (11pm Fri + Sat)</td></tr> <tr> <td>The Star</td><td>12pm – 11pm (12am Fri + Sat)</td></tr> <tr> <td>Savannah Café Bar</td><td>11:30 am – 12am (1am Fri + Sat)</td></tr> </tbody> </table>	Store	Opening Hours (Mon-Sat)	Marks & Spencer	8am – 7pm	Next	9am – 5:30pm	Hart Country Stores	8am – 4pm	HKS Interiors	9am – 5pm	Broadbridges	9am – 5pm	Francisco Lounge	9am – 10pm (11pm Fri + Sat)	Zizzi	11am – 10pm (11pm Fri + Sat)	The Star	12pm – 11pm (12am Fri + Sat)	Savannah Café Bar	11:30 am – 12am (1am Fri + Sat)
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Summary	Haywards Heath has a strong town centre. There is a low vacancy rate, and new retail and dining offerings show that there are signs of growth and investment in the town. The Orchards Shopping Centre acts as an anchor in the town centre, hosting major national retailers such as M&S and Next. There is a diverse retail landscape in the town centre, and despite its smaller size, there are a number of multiple retailers with a presence in the town. There is a notable presence of comparison and service-based businesses, particularly in dining and personal care. However, there is room for growth in the convenience sector, which remains below the UK average. There are independent convenience food options and a fruit and vegetable market from Wednesday – Saturday. The streetscape of the town centre needs enhancement, with many of the buildings starting to become dated and deteriorated. The pavements could also be improved to reflect a higher level of quality which will enhance the pedestrian experience in the town centre. Despite this, there is a high foot traffic for the town centre, which contributes to an active town centre. The Haywards Heath Town Centre Masterplan (2021), proposes streetscape improvements for both The Broadway, South Road, and Sussex Road including increased SuDS/planting, pavement extensions and an increased number crossings, which will help to enhance the pedestrian realm. The town is well connected to regional hubs and local communities through rail and public transport, and there is a significant number of parking spaces in the town centre to serve those driving in. Overall, Haywards Heath has a healthy town centre with a diverse retail landscape for a town of its size.																				

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