

29 London Road

Pulborough

West Sussex

RH20 1AS

13th September 2026

Dear Sir/Madam

Reference DC/26/1274- Demolition of existing buildings and erection of 3-storey apartment building containing 5 dwellings, together with associated refuse and bike storage and landscaping

Land at Reflections Hair and Sunbed Centre, 37 London Road, Pulborough, West Sussex, RH20 1AS

Please find below our comments on the above planning application.

The first part of our letter relates to errors on the planning application form, which need to be addressed, as currently in our view, the planning application is invalid. The second part of the letter addresses the planning application itself, and the submitted supporting documentation.

Errors on the application form

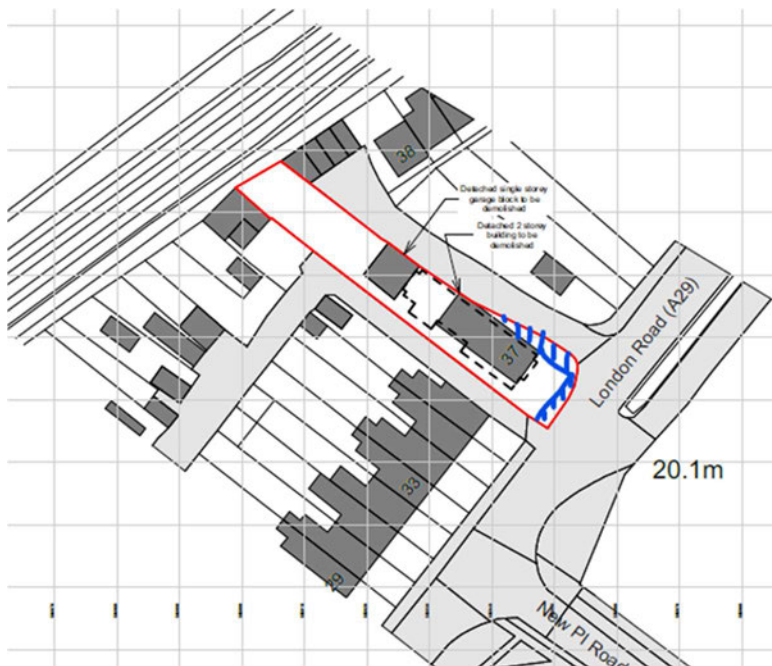
Ownership

Certificate A has been completed and signed, and advises that the applicant owns all of the land to which the application relates.

This is incorrect- the applicant does not own either of the areas hatched in blue on *Plan 1* on the following page, which is taken from the site location plan submitted as part of the planning application, with the application site outlined in red. The area hatched in blue to the side of the application site, is not owned by the applicant, but instead is owned by residents of 38-43 London Road. The area hatched in blue to the front of the site, is WSCC owned Public Highway.

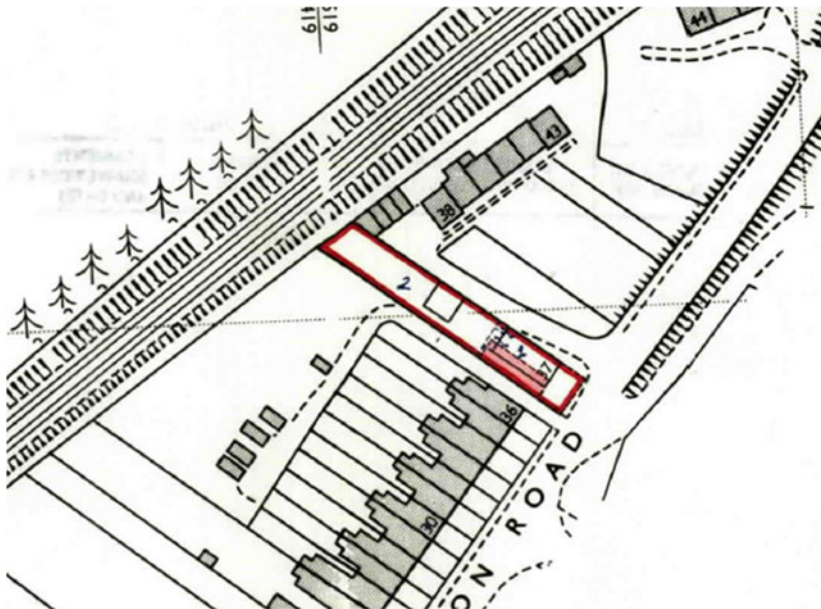
Evidence of this is shown in the plans on the following page.

Plan 1- Land outside the ownership of the applicant



The extract of the HM Land Registry Title Plan for the site below (*Plan 2*) shows the extent of the ownership of the applicant, and it can be seen that the two areas hatched in blue on Plan 1 do not form part of the land owned by the applicant.

Plan 2- Extract from HM Land Registry Title Plan



Plan 3 below shows the extent of the WSCC Highway Boundary, which shows that land included within the red line at the front of the site, and included within the red line of the application site, is in fact owned by WSSC.

Plan 3- WSCC Highway boundary



Number and type of Units

The application form states the building would comprise 4 x 1 bedroom flats & 1 x 2 bedroom flat, whereas the DAS and the floor plans indicate there would be 2 x 2 bedroom flats and 3 x 1 bedroom flat. The application form needs to be corrected.

Parking

The application form states in the Vehicle Parking section that there are no existing vehicle/cycle parking spaces and the development results in no additional or removal of parking spaces. This factually incorrect.

When the ground retail unit was a hairdressers (it closed permanently a couple of years ago) it provided parking for 2 cars at the front for customers, and the residential first floor flat has parking for up to three cars to the left hand side of the building, and also parking to the rear of the building. As such it is not correct to say firstly that there is no existing vehicle parking, or secondly that there would be no parking spaces lost.

Currently there are up 6 or 7 spaces parking spaces provided on site. This can be seen from historic photographs on Google Maps, as shown on the following page:

July 2022



April 2017



July 2016



Surface water

This is not dealt with on the application form, and therefore needs to be addressed.

Comments on the planning application

Principle

We have no objection in principle to the redevelopment of this site- the current building is unattractive, and has been allowed by the owner/applicant to become an eyesore over the past few years since the closure of the hairdressing business, with the boundary fences continuously falling down, the unauthorised use of the site for the sale and repair of cars by the tenant of the upstairs flat, and the poor upkeep of the building and land generally. This has had a detrimental impact on the area as a whole, and on us and our neighbours who use the access to the side of the premises which serves as the driveway to the rear of our houses and our parking spaces which are located to the rear of our houses.

We would however like the following matters to be taken into account when the application is assessed:

Levels

The current plans appear to have been designed to take account of the style of the Edwardian terrace to the left of the site (26-36 London Road), however it should be noted that there are significant level changes, with the application site sitting higher than this terrace, as the gradient of the road rises as you travel to the north

towards the railway bridge.



This change in levels is not illustrated on the Proposed Elevations, which suggests a level site at this point.

Parking/Access

Whilst we accept that the site is in a sustainable location, with bus routes and is within walking distance of the train station, it should however be borne in mind that the development could potentially house up to 14 people (4 people in each 2 bedroom flat= 8; 2 people in each 1 bedroom flat= 6).

Each of those residents could have a car, with no provision for onsite car parking, whilst up to 7 spaces will be lost as a result of the development. It should be noted that there is no on-street parking in the direct vicinity of the application site, with double yellow lines outside the terrace 26-36 London Road, and the status of London Road as the A29, which is a principal A-road managed by WSCC. Opposite the site in New Place Road is a parking layby for up to 5 cars, which is generally full night and day, and in the turning head outside 2 & 4 New Place Road there is a parking bay for up to 3 cars, which again is generally full night and day. A small parking layby for one car is located outside 25 London Road, which again is usually in use. It is unrealistic to assume that residents of the new development will not have cars. Between us, my neighbours who live in the terrace 26-36 London Road have 35 vehicles, some of which have to use overflow parking areas such as the laybys referred to above.

The Parking Beat Survey (PBS) submitted by Reeves Transport Planning to support the current planning application, was undertaken at 1.45am (presumably this is a typo, and it should be 1.45pm?) on Tuesday 17th June. Assuming this was in the afternoon, this

was undertaken when many local residents would have been at work, and thus it should not be taken as an accurate reflection of the parking situation during the evenings or at weekends, when residents are more likely to be at home, and are using the parking laybys in the vicinity to park their vehicles.

Hard & Soft Landscaping

The proposed plans indicate a strip of grass on the boundary with the access road serving the rear of 26-36 London Road, and a landscaped area to the front and side of the new building. Historically the area where the grass strip is shown, has been fenced to form a clear boundary between the site and the access road which serves the garages and parking spaces to the terraced houses (26-36 London Road) which adjoin the site to the south. It is only in the last few years since the hairdressers closed that this fence has not been maintained, and as residents we would wish to see this fence reinstated along the full length of this boundary, not just along part of the boundary as currently shown on the proposed plans. This fence can be seen on historic Google Map photos, as follows:

July 2018

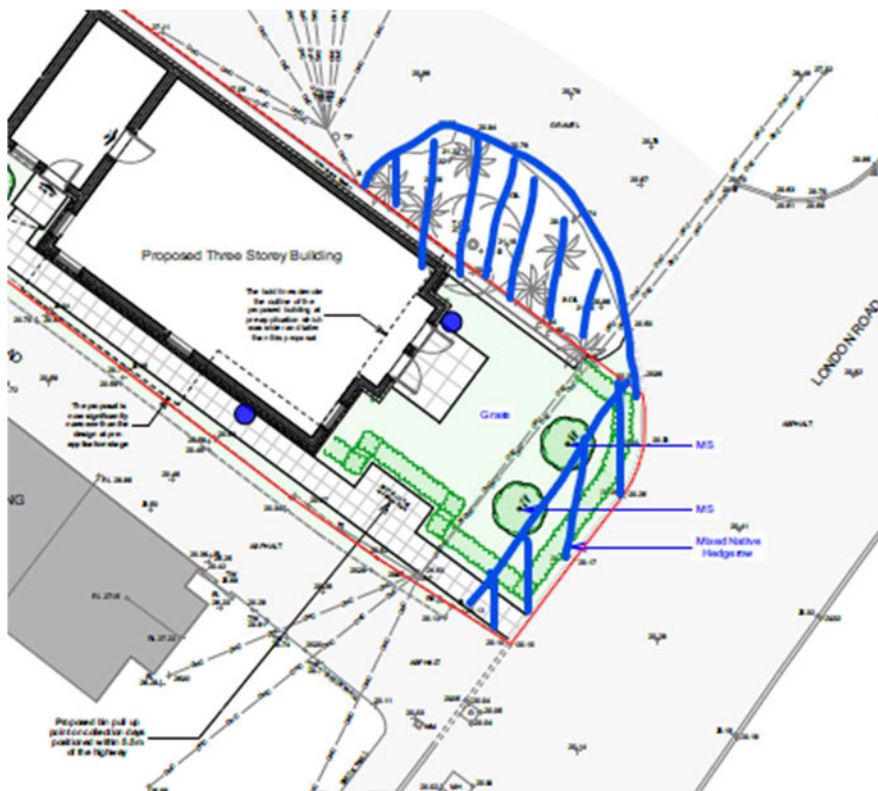


As such we would request that a condition is added to any planning permission granted to deal with the treatment of both the north and south boundaries as part of a hard and

soft landscaping condition to include a fence the full length of the boundary to the south, to run alongside the access road serving the rear of 26-36 London Road.

The Proposed Soft and Hard Landscaping plan currently shows two landscaped areas which are outside of the ownership of the applicant as referred to previously, and as illustrated below in the blue hatched areas. One area is within the ownership of the houses to the north (38- 43 London Road) and the area at the front is on WSCC Public Highway land:

Plan 4



The Proposed Soft and Hard Landscaping plan (and also the plan showing the proposed bin and cycle store details) appears to be somewhat disingenuous, as both plans show an 'access road' to the left of the development- this could be misinterpreted as providing access to the application site. It should be noted that the application site has no rights of access over this access road which provides pedestrian and vehicular access to the garages and parking spaces at the rear of the houses 26-36 London Road only, and is within the ownership of the residents of 26-36 London Road, and no access will be granted for use by the occupants of the application site. There is no right for pedestrians or vehicles of the development to use this access, and there is no right of access to the proposed cycle storage or bin store for residents of the development, other than from within the application site itself.

Access to the site during construction

In the event that planning permission is granted for the redevelopment of the site, I would ask that a pre-commencement condition requiring a CEMP to be provided is added, to outline how the project will be managed during both the demolition and construction phase, to cover hours of work; demolition phasing; storage of materials; access by construction vehicles etc, as the access road serving the rear of 26-36 London Road is private, and does not part of the development site. In addition access to our parking spaces and garages is required 24 hours a day, as up to 35 vehicles use this access throughout the day, and the potential impact of the obstruction of the access is considerable.

Sewer

It should be noted that the main sewer (shown in red on the plan below) which serves Pulborough crosses through the site at an angle immediately to the rear of the existing outbuilding (which I understand was originally a cold store which served the ground floor of the existing building when it was a butchers). There is a manhole for the sewer within the access road which serves the rear of 26-36 London Road, which clearly shows the location of the sewer, and the need for the development to avoid this area. In addition it will be essential that adequate clearance is provided during construction to protect the sewer from works and to allow for future maintenance.

I am aware of issues regarding the discharge of drainage details at a development at St Crispins Church in Pulborough, and I would ask that the Council ensures that a condition is added to any planning permission granted which requires a drainage strategy detailing the proposed means of foul and surface water disposal to be submitted to and approved in writing by the Local Planning Authority before commencement.



Electricity cables

An electricity pole which provides power to the application site, and all the adjoining houses, before heading north towards the railway bridge, is located at the front of the application site. Currently the new building will be taller than the existing building, which could well impact upon these wires, therefore I would ask that the local electricity company is consulted on the plans.

I look forward to the application being made invalid, and for the requested amendments being made to the application form, and for the requested conditions being applied to the planning permission in the event that planning permission is granted.

I hope that this clarifies the situation.

Yours faithfully

A solid black rectangular box used to redact the signature of the sender.