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Sent: 06 October 2026 12:49
To: Planning
Subject: Objection to planning DC/26/1331
Attachments: Contrast brickwork.jpg; Description of photos to support planning objection 1331.odt; Driver's eye in high vehicle.jpg; Driver's eye with pencil infill image.jpg; Gap by campervan.jpg; May 2024 Fence from pavement.png; Pier from pavement 2026.jpg; Planning wide view 2012.png; Planning wide view June 2023.png; Unfinished wall gap by campervan.jpg; Wide street scene 2026.jpg

Categories: Comments Received

We strongly object to this application. We ask the council to assess the wall and piers together with the proposed timber infill and to consider the effect of the completed structure on road safety and visibility, use of our driveway and the character of the street.

1. Road safety, visibility and use of our driveway

Our driveway is close to a T-junction. From the driver's position on our driveway, the new wall and pier already restrict the view of the road and pavement around the corner.

The proposed infill would block the remaining visibility. From a normal height car, even the one metre high brickwork would obstruct the view of the road and pavement.

The concern is the whole road end bay. Its approximately one-metre-high wall, approximately two-metre-high pier, and proposed close-boarded timber infill. We are concerned that a driver exiting our driveway would need to move forwards onto the pavement before obtaining a clear view to the right. We ask the council to inspect this sight line from our driveway.

The new wall also reduces the usable space beside our established parking position. Our driveway still has its original concrete wheel strips. Photographs show our camper van parked beside the former fence in May 2024 and beside the new wall. The space available to open the driver's door has been reduced to the point that we cannot open it sufficiently to get in or out when the vehicle is parked on the original concrete strips. Parking clear of the wall would require us to move the vehicle away from its original alignment with the garage, disrupting the established pedestrian access to our front door. We therefore dispute the applicant's statement that existing parking arrangements are unaffected.

2. The proposed structure is not yet complete

The application states that the work was completed on the 17th of July 2026. However, the proposed timber infill has not been installed and was absent from the applicant's submitted photographs. It remains unfitted as of the 6th of October 2026.

The finished proposal would comprise an approximately one metre high brick wall, four masonry piers approximately two metres high, and close-boarded timber infill between them. The infill would create a substantially more solid and enclosed boundary than the unfinished structure currently on site.

This may mean that the current level of public awareness does not reflect the impact of the proposed development when completed.

We ask the council to assess the completed appearance and its effect on visibility. We also note that our side is currently flush, which is relevant to how the proposed infill would sit between the piers.

3. This is not a like-for-like replacement

The estate was designed with open-plan front gardens, and most frontages still retain that open character.

The applicant's corner plot is prominent when approaching along the road. A nearly solid boundary approximately two metres high would be a significant change to this street scene.

From its original layout around 1967, this frontage remained substantially open for more than 55 years, with grass and low retaining brickwork. Photographs from before and after July 2023 establish when the relatively lightweight timber fence was erected by the applicant (referred to in the application). That fence was approximately one metre high and stood back from the edge of our driveway and the pavement. The present wall is built immediately alongside both, with none of the fence's setback remaining. The new masonry wall and proposed infill are therefore substantially different in scale, position and appearance from the earlier fence.

4. Effect on the character of the street

The scale and solidity of the proposal would make it visually prominent from the road and pavement. Its position close to the junction would further increase its visual impact and would make this corner feel more enclosed than the surrounding properties where they retain a largely open street scene.

We are also concerned that allowing such a substantial enclosure on this historically open frontage could contribute to the gradual loss of the open character of the estate. Similar solid boundaries elsewhere could cumulatively change the established appearance of the area and reduce the openness between frontages.

We also note several apparent discrepancies in the application. The application says that no external materials are required, although the proposal includes brickwork, timber and concrete. It states that there are no trees or hedges within falling distance of the development, although an established large maple close to the wall appears to be within that distance. It says that the brickwork matches our garage, while photographs show a clear difference in colour, texture and appearance.
The development appears to rely upon a boundary position which has not been established.

Conclusion

We ask the Council to refuse permission because of the effect of the completed structure on visibility and safe use of our driveway near the T-junction, the scale and position of the wall and the timber infill, which are not a like-for-like fence replacement, and the substantial change to the historically open character of this prominent corner.

We invite the Council to inspect the view from our driveway and assess the proposal with the timber infill included.

Supporting evidence available to the Council

We have supplied photographs showing the view from our driveway, the former fence and present wall beside our parked vehicle, the still open frontage in July 2023, the wall's relationship to our garage, and contrasting bricks. We also have historic imagery, original deed evidence and correspondence showing that we raised our concerns before construction began.

Description of photographs to accompany objection of planning DC/ 26/ 1331 from 1 Amberley Road

Driver's eye view from a high sided vehicle, with pencil markings showing the proposed infill and the resulting restriction to the view.

Current wall viewed from the pavement, showing its height and position in relation to the driveway.

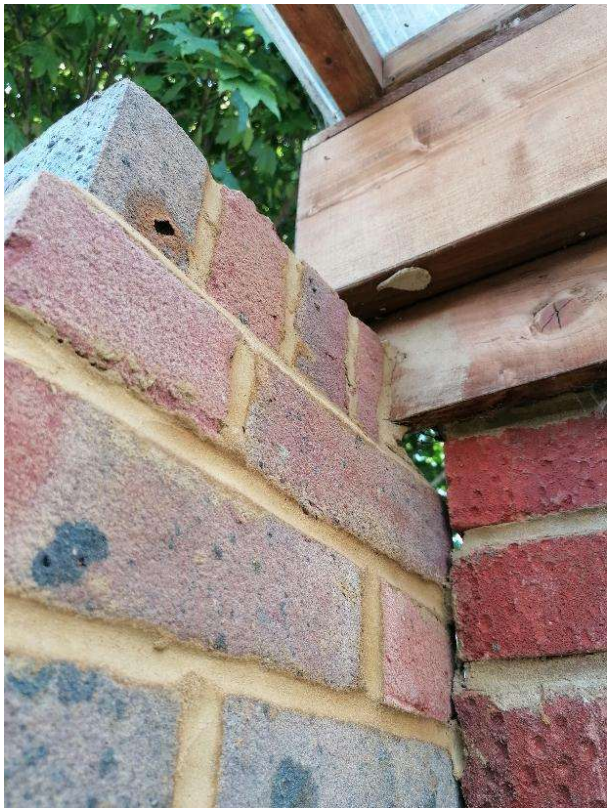
Comparable view from Google Street View, May 2024, showing the previous lower fence and the more open view.

Wide street scene - 2026 Wide street view showing the unfinished wall, with the brick piers in place.
Wide street scene - 2023 Wide street view showing the previous smaller fence and the more open character of the area.
Wide street scene - 2012 Wide street view from our road, showing the earlier more open view.

Gap alongside camper van - view from the garage showing the limited gap remaining alongside the camper van.

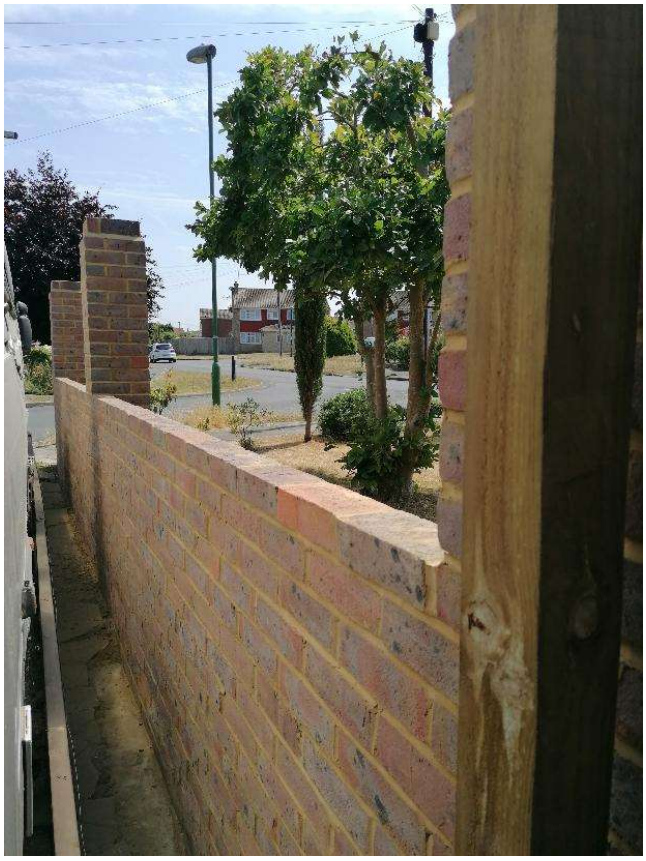
Unfinished wall - (pavement view) - view from the pavement showing the unfinished wall and gap, illustrating how the one metre high wall would still restrict visibility from a lower vehicle.

Photograph showing the brickwork at the wall compared with the brickwork at our garage, illustrating the difference in colour, texture and appearance.







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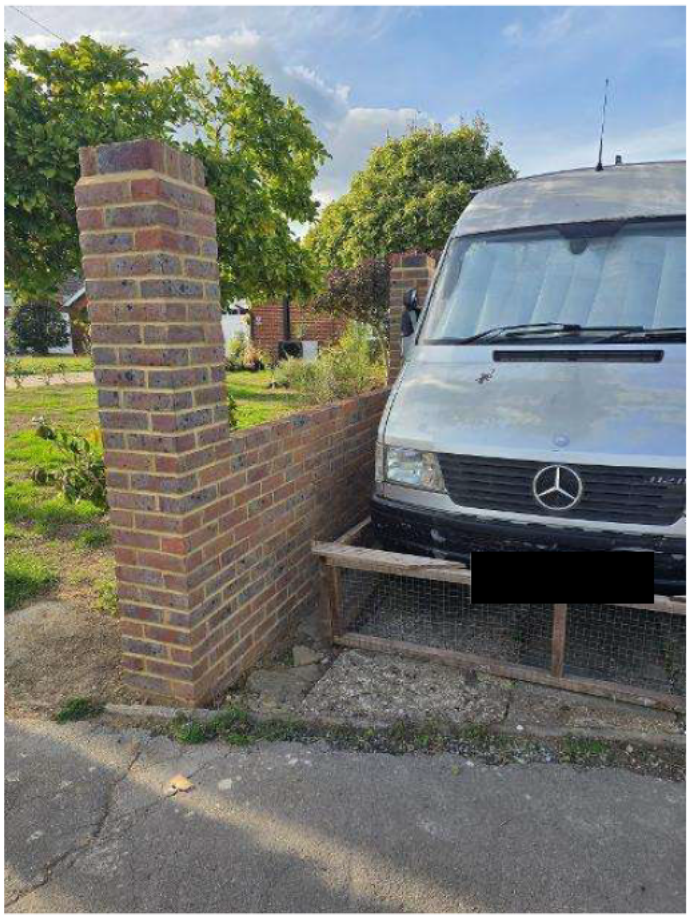


6 Amberley Rd
Horsham, England
Google Street View
Aug 2012
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