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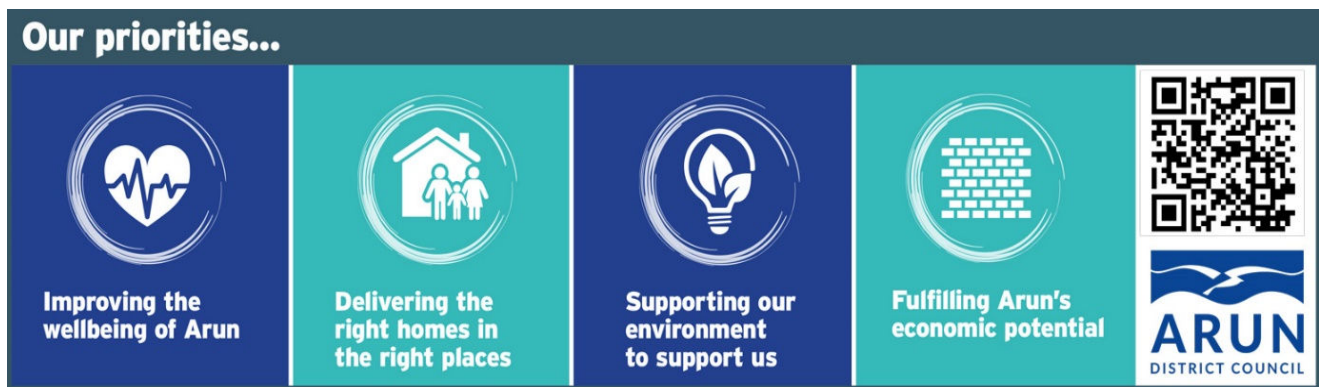
From: Martyn White <Martyn.White@arun.gov.uk>
Sent: 08 May 2026 18:07
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FW: WA/22/26/HH

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From: Martyn White **On Behalf Of** Conservation Officer
Sent: 08 May 2026 18:06
Cc: Silvie Steiningerova <Silvie.Steiningerova@arun.gov.uk>
Subject: WA/22/26/HH

WA/22/26/HH

Address: The Old Vicarage, The Street, Walberton, BN18 0PQ

Proposal: Construction of oak framed car port and associated works.

Heritage assets:

A map-based assessment has identified that The Old Vicarage is a grade II Listed building, and that it is located within the Walberton Village Conservation Area.

The Old Vicarage

The Old Vicarage is a Grade II Listed Building. It is two storeys with attic rooms, constructed of painted brickwork, with a plain tiled hipped roof with dormers and painted exposed rafter feet. Windows are painted timber and mostly vertical sliding sashes. The front elevation has an entrance porch with six slender columns and a tent shaped lead roof. There is a two storey bay with flat roof on the west elevation, which is thought to be located at the end of the original 18th century portion of the house. There are two additional two storey bays on the southern elevation, one to the drawing room and another one the dining room.

There are a range of outbuildings in the rear garden running on a north south access at the eastern end of the building which are constructed of flint with brick dressings and a mono pitched roofs covered with corrugated sheeting. This is located against an attractive high flint wall. In the front garden and partially hidden by a mature hedge is a modern, garage structure.

The building is considered to derive its significance from its architectural and historical interest.

Walberton Village Conservation Area

Walberton is essentially a linear village, that is to say it is formed/focused on a single transport route (The Street), which runs along a rough west-east axis. The majority of the buildings essentially follow a linear pattern of development.

The conservation area can be divided into a number of distinct character areas. The eastern section containing larger, more often, detached houses which are mostly set back from the

carriage way, with boundary treatment clearly visible from the road. In contrast, in the western section properties are generally much smaller and located much closer to the road. The western section, therefore, feels much more enclosed, compared to the more open spacious, eastern section.

The area is characterised by a rich palette of traditional building materials, ranging from historic flint to a variety of brick types, with slate roofs and clay tiles dominating. One of the common building materials is flint; it is used in the construction of houses, outbuildings, and boundary treatment.

Comments

The proposal is for a car port which would be attached to an existing garage structure which is located to the front of the listed building. The existing garage building is large and does not make a positive contribution to the setting and views towards the listed building. There is clear scope for enhancement.

Whilst the proposal would extend this structure it could also help to improve its appearance. It is assumed that a car is already parked in the area that is proposed for the car part so this structure would help to also screen that, which is somewhat positive.

The only location from which the proposed car port would be visible from is from the road to the north of the site. This is through the small opening where the existing double gates provide pedestrian access to the property from The Street.

I note from the heritage statement that the intention is to provide additional planting along the northern boundary flint wall to the east of the access gates. Further planting will also be introduced around the oak frame itself. This it is stated, will provide additional screening of this area, and the structure from the road. Whilst this concept would help to ensure that the structure is less visible and soften its impact upon views of the principal elevation of the listed house, further clarification is required.

It is not clear what the extent of the planting would be, nor what type of planting is proposed. This should be clarified. It is assumed that this would be agreed with the Council's Landscape Officer. Such details can be agreed by way of condition, subject to confirmation that the planting would provide effective screening. I would also want to ensure that the planting is retained for the long term, and if it is removed, it would be replaced.

On balance, I am of the opinion that the proposed car port will have a neutral impact, dependent on the proposed landscaping arrangements which would need to be appropriate for the sensitive context, as well as of sufficient maturity to provide the desired impact.

Conclusion

The application is considered to not cause harm to the significance of the heritage assets or its/their setting. As a consequence, it should be determined in accordance with the relevant policies within the Development Plan, along with these comments.

You will also need to take into account the contents of section 66 & 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

Martyn White

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