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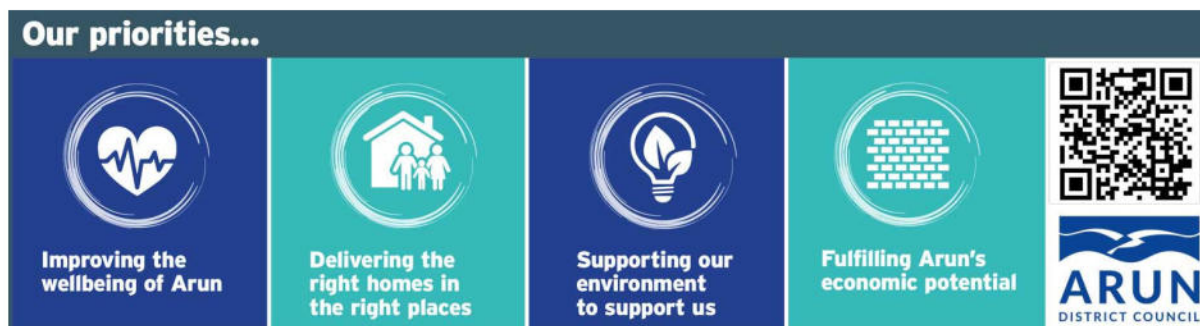
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From: Martyn White <Martyn.White@arun.gov.uk> **On Behalf Of** Conservation Officer
Sent: 15 October 2025 16:45
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: WA/70/25/HH

WA/70/25/HH

Walberton House The Street Walberton BN18 0PJ
Installation of detached car port.

The Gatepiers and Boundary Wall of Walberton House to the north east of the house are identified as being a listed building (Grade II).

The Gate piers are flints with white brick quoins and stuccoed finials with ball tops. On each side of these is a curved wall of cobbles on a red brick base with brick stringcourse and ornamental

pattern of flints and white brick at the top and red brick coping over this. This curve is continued on the east in a straight wall, of which the lower part is in flints with a red brick coping and the upper part in red brick with a series of small brick buttresses.

The property is also located within the Walberton Village Conservation Area. Walberton is essentially a linear village, that is to say it is formed/focused on a 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.

The Proposal

The proposal is for a detached timber car port with a clay tile roof, designed in the style of a simple rural structure.

The listed boundary wall forms an attractive and imposing feature within the street-scene. Its prominence is enhanced by the absence of any visible development behind it and the presence of mature trees, which soften and green the area. Any development at this location would need to be carefully considered so that it would not form a prominent feature which would impact upon the way that the wall is viewed and appreciated.

The proposed car port would be 3.9 metres high at the roof pitch, while the boundary wall is approximately 15 feet (4.6 metres) high. The car port would be set back 5 metres from the wall and screened by mature trees, meaning it should not be visible in key views along the street or in the context of the wall's more decorative elevation.

The rear elevation of the wall, which is simpler in design, would not be adversely affected by the proposed structure.

On balance, the proposed car port is considered to have a neutral impact on the conservation area and would not harm the setting of the listed building. As such, the proposal would not result in harm to the significance of the designated heritage assets.

Conclusion

It is concluded that the impact of the proposed development would result in no harm to the conservation area, or the setting of the designated heritage asset, and therefore not harm their significance. As a consequence, the application 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 the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

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