

DEMOLITION OF EXISTING GARAGE AND SINGLE STOREY
ENTRANCE/CLOAKROOM TO ANNEXE. ERECTION OF DETACHED
GARAGE/GARDEN STORE, ONE AND A HALF STOREY EXTENSION AND
REPLACEMENT WINDOWS AND DOORS TO ANNEXE. REPLACEMENT VEHICLE
ENTRANCE GATES AND TIMBER FENCE TO PART OF SOUTHERN BOUNDARY.

OBJECTION RECEIVED 18.3.21 & RESPONSE

We respectfully offer the following response, noting the unsubstantiated and factual misrepresentation of various aspects raised in their comment. We recognise the following Authority's responses all favouring the proposed scheme, and in particular:

A. Conclusions made in the Heritage statement: [REDACTED]

"6.1. The Green Cottage is a Grade II listed building of high heritage significance however the curtilage listed, mid-20C Annexe does not hold heritage significance.

6.2. It appears that the proposals have been sensibly considered and respect the character, appearance and setting of the listed building. The design and layout of the scheme has been carefully developed to take account of the significance of the building as well as the needs of the occupants. The use of high quality materials and finishes will help to ensure that the proposals are visually successful. Proposed conservation repairs will contribute to the continued care of the historic significance of the building and its curtilage and setting

6.3. Overall, it is believed that the proposals will preserve the significance of the heritage asset and will contribute towards the continued use and enjoyment of the Grade II listed building."

B. County Archaeologist

"In view of the small scale of the proposals I would not raise any archaeological issues"

C. Historic England

"On the basis of the information available to date, we do not wish to offer any comments. It is not necessary for us to be consulted on this application again, unless these are material"

D. Coastal Partners

"Coastal Partners have no objection in principle to make"

Applicant's Response to Comments:

1. *'The footprint of the proposed garage is significantly larger than the existing annexe and will dominate existing buildings and surrounding properties'.*

a. The proposed garage is single storey whereas the existing Annexe is two storeys. A garage for two vehicles and garden store is not unreasonable for the use of The Cottage and the Annexe whose plot area is significantly larger than the Coastguard Cottages to the south and Tower Gardens to the northwest.

b. The location and design of the proposed works have been carefully considered to minimise impact on both The Green Cottage (Grade II listed building late 16th century) and the neighbouring properties. The garage is designed to appear as a traditional outbuilding and will be similar to the recent single storey kitchen/family room addition nearing completion. Works to the Annexe include a fully hipped clay tile roof to match the existing building with eaves and ridge height below and subservient to the existing. Overall, the proposed works are planned to harmonise with neighbouring buildings and the historic character of Green Cottage, with particular regard to scale and materials. The facing materials proposed for the Annexe and Garage reflects the historic character of the area, face brick, plain clay tiles, and slate and timber board. These are materials all considered appropriate in the Chichester Harbour AONB.

c. The site is to the north of Coastguard Cottages, no over shadowing will be created.

d. The works proposed will neither dominate nor cause adverse impact to Coastguard Cottages. In fact all neighbouring properties are dominant in height and overlook the curtilage of Green Cottage, with the proposed garage further away from Coastguard Cottages than the garage to be demolished. The act of demolishing of both the existing flat roof garage and elements of the Annexe as outlined, with re-building as proposed, all add further distance between the boundary wall and neighbouring properties.

2. *'There is inadequate turning space for cars to manoeuvre when entering and reversing out of the proposed garage which could lead to additional traffic noise & pollution for neighbouring properties.'*

a. Vehicles enter and exit the site in a forward gear. Adequate vehicle turning space exists on site, please see attached A3 size pdf car turning path. The turning space available is of the same area, for the same number of garages as previous, with it being counter-intuitive to propose a garage which cannot accommodate vehicular access. Additionally, independent of the proposed garage, it is possible for a vehicle to turn unimpeded on the shingle area immediately to the west of the garages.

b. Vehicles use the shingle drive at a very low speed and the majority of the drive is some 1.6m to 2.4m from the 2.6m high Coastguard Cottages boundary wall. There is no evidence to suggest these proposals will create significant increases to vehicle movements. Objection on the grounds of traffic noise and pollution is unsubstantiated and groundless.

3. *'We are concerned the boundary wall will be undermined by the construction work. This structure runs the whole length of the boundary of Coastguard Cottages and form part of the original development in 1860's. These walls are visually significant to the conservation area aesthetic'.*

a. The Coastguard Cottage's boundary wall with Green Cottage is some 2.6m high, reducing to approximately 1.2m at the western end. At the narrowest point to the boundary, the proposed garage is some 1.2m away from the Coastguard Cottages boundary wall, with a separating access path between wall and garage. It will be specifically detailed to negate any issues regarding the structural integrity of the boundary wall. The existing detached garage is situated closer to the wall than the proposed, which has posed no challenges to the wall's structural integrity in the decades it has stood.

b. The tall boundary wall between The Green Cottage and Coastguard cottages is some 2.6m high, clearly illustrated elevation drawings 6 & 7, with the non-residential chimney building seen on the boundary wall peaking at 5.5m high.



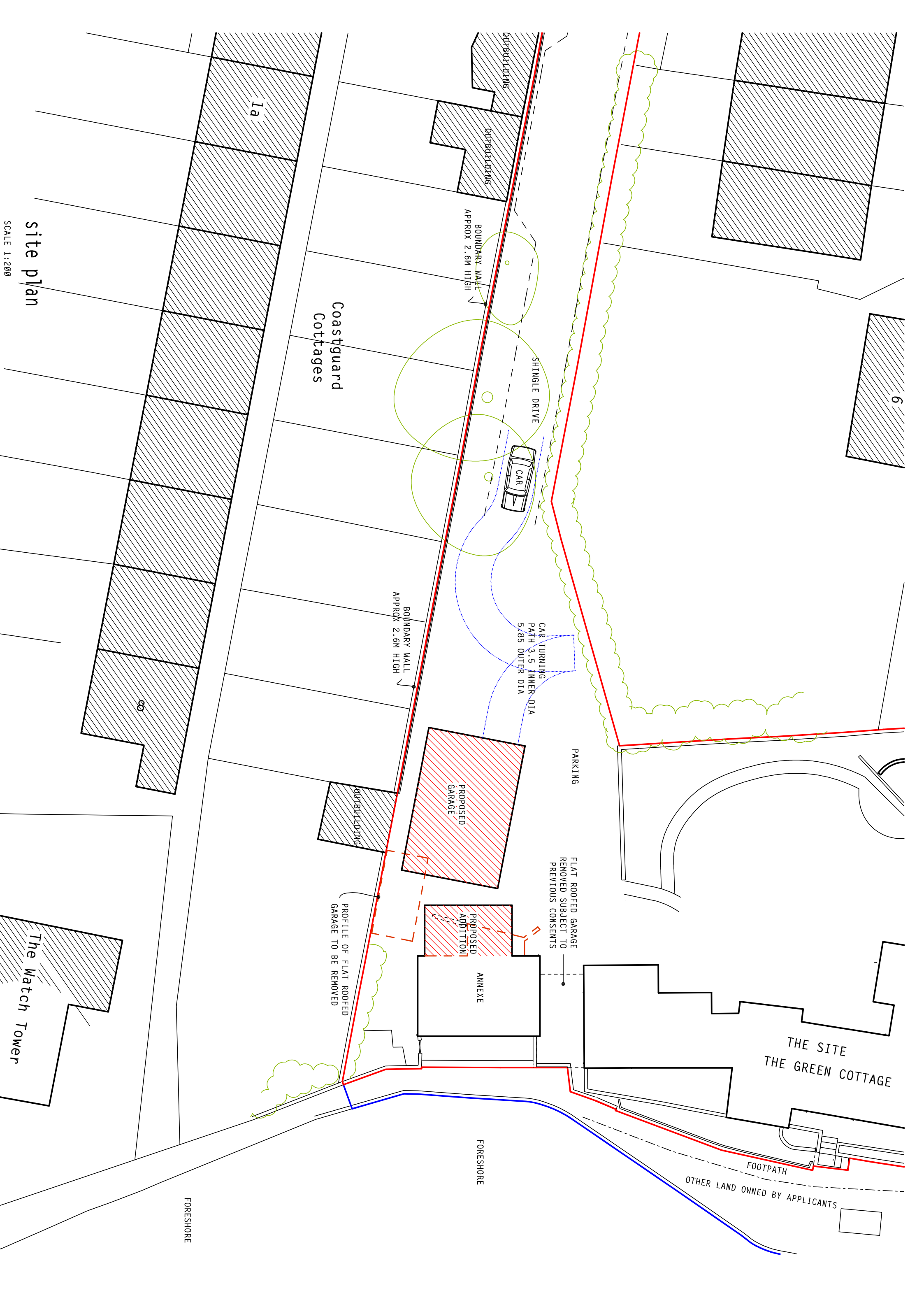
BOUNDARY WALL BETWEEN THE GREEN COTTAGE & COASTGUARD COTTAGES, ADJACENT OUTBUILDING WITH CHIMNEY.

The eaves of the proposed garage are well below top of wall level, the roof fully hipped sloping away from the boundary wall, with its ridge being lower than the more dominant non-residential chimney building on the boundary. Furthermore, a shallow pitch slate roof of 30 degrees is proposed versus a clay tile roof which would require a steeper roof pitch in excess of 40 degrees, considerably increasing its height. The garage is designed to appear as a traditional outbuilding and will be similar to the recent single storey kitchen/family room addition nearing completion. Proposed works are planned to harmonise with neighbouring buildings and the historic character of Green Cottage, with particular regard to scale and materials. The facing materials proposed for the Annexe and Garage reflects the historic character of the area, face brick, plain clay tiles, and slate and timber board. These are materials all considered appropriate in the Chichester Harbour AONB.

c. The drive has been in existence for over 65 years. During this time, multiple construction events have taken place, some substantially larger than the one proposed, none causing reported issues to the wall's structural integrity, or requiring consequential repairs (including routine maintenance) to have been made. Vehicles use the shingle drive at very low speed and the majority of the drive is some 1.6m to 2.4m from the Coastguard Cottages boundary wall. Any concerns regarding the effect works will have on the boundary wall are unsubstantiated and groundless.



29.03.21



site plan

SCALE 1:200