

[REDACTED]

Please upload attached to the above applications.
Action Sheet follows.



[REDACTED]

Hi Maria,

Please find amended plans showing a reduced car barn as discussed during our telephone conversation this morning.

Kind Regards,

Ben Daines MRTPI
Associate Planner

ECE Planning

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ECE Planning Limited, Registered in England No 07644833, Registered Office Amelia House, Crescent Road, Worthing, West Sussex BN11 1QR.

Hi Ben,

Amended drawings from my point of view (waiting for Martyn's comments)
However, the proposed Car Barn has rather prominent position and it is too dominant and even larger (southern elevation) than the barn 3 itself. It should be amended; simple structure to serve the use.

Kind regards

Maria



Visit Arun's web site at www.arun.gov.uk



Save the environment - think before you print.

Dear Maria,

Please find amended plans addressing the concerns raised in our numerous correspondence. The key amendments are as follows:

General

- Amendments to the site layout so that the courtyard area to the east of barns 1 and 2 is used for car parking rather than used as garden space. Courtyard forms main entrance to barns 1 and 2.

- Deletion of the proposed car barns at the north of the site and the vehicular access to these barns, and provision of amenity space for barns 1 and 2 to the rear (west).
- Proposed fencing to be 1.8m hazel hurdle fencing (specific details can be provided pursuant to a condition) – please see ground floor site plan (6797-PL-002G)
- Plans make clear that where possible, wood from existing shutters and doors will be used for new shutters.
- General note on plans regarding roof trusses being retained as a feature where possible
- General note on plans covering the joinery of windows and doors
- Regarding the interior of Barn 1, we have had to be realistic on what features we can retain in order to make the houses fit for habitation. For instance, the flint flooring will need to be taken up and appropriate damp proofing, insulation and floor finishes laid to meet building regulation requirements for habitable dwellings. We can however look to repurpose the flint from this area within the car barns or possibly as a feature within the central courtyard space. Similarly, we will need to dress the exposed brick walls with insulation and plasterboard to suitably insulate the dwelling. Whilst the brick wall may not be a feature within the dwelling, this approach will help to protect the wall and offer further longevity to the barns. Where possible the existing timber first floor will be retained as a feature with new insulation and floor finishes dressed on top to meet building regulations for the habitable rooms. Presumably further details in this regard can be addressed pursuant to a condition.

Barn 1

- Amount of conservation rooflights reduced to just two (one per bedroom) located on less prominent north western elevation.
- South elevation amended so size and position of new windows and doors reflect existing.

Barn 2

- Windows on east elevation of single storey element reflect the existing openings as closely as possible.
- South elevation – the size/number of doors on the south elevation have been reduced in size to reduce the impact as far as possible whilst allowing access to the courtyard.
- North elevation – the number of rooflights has been reduced as per our telephone conversation in early April.

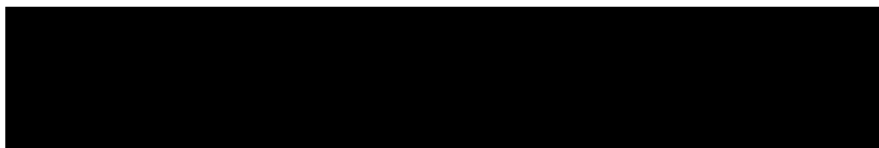
As I have previously made clear, we are keen to work with the Council to obtain a consent for this application. Therefore, please let us know if there are any outstanding issues/concerns that need addressing. However, we also consider that some of the detail in relation to this application can be addressed pursuant to appropriate planning conditions.

Kind Regards,

Ben Daines MRTPI
Associate Planner

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Dear Ben,

I would like to remind an extremely limited time for dealing with this application especially if it is going to be decided by a committee.

For this reason you are advised to submit your amended plans up to the end of this week.

Kind regards

Maria

Community Infrastructure Levy

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