

**ACCESS DRIVEWAY**

An existing hardstanding access track provides current vehicular access to the site.

This existing access track is a long established agricultural accessway, since the granting of the original approval for this barn conversion the farmer has upgraded the access track with recently installed multiple layers of rubble and random hard-core compact it down to create a level access roadway

We propose no further changes to the majority of the access driveway other than the work as noted below to the initial highway access point

This is noted as being approximately 540 m and is shown shaded in blue on the location plan and the overall site plan

**ACCESS DRIVE CONSTRUCTION:**

Allow to carefully scrape off and excavate approximately 200 mm from the length of the track in places concentrating in the central area and in places infilling any excessive divits and ruts caused by the years of use by heavy tractors.

Once a relatively level surface has been established by undertaking the above work allow to provide and lay a continuous layer of 150mm - hard-core sub base using DTP Type laid to a level finish and well compacted with suitable whacker plate to provide level finish and provide a final finish with loose scalplings.

**PARKING AND MANOEVING AREAS**

The area shown shaded grey and noted on this plan as parking and turning areas are currently not laid as any hard surface whatsoever, therefore as described below these areas are required to be laid to a usable hard surface area for vehicular access.

**PARKING AND MANOEVING AREA CONSTRUCTION:**

Allow to carefully scrape off and excavate approximately 200 mm from the total surface area shown in grey shaded on the drawing as being laid as gravel

Once a level surface has been established by undertaking the above work allowed to provide and lay a continuous layer of 150mm - hard-core sub base using DTP Type laid to a level finish and well compacted with suitable whacker plate to provide level finish.

Surface finish to the access track and parking/turning area to be finished with 35mm deep flint chippings gravel using a size between 18-20mm laid as two separate layers compacting between each layer.

**DRAINAGE**

The specification as noted here for the access driveway and for the parking and manoeuvring areas have been set out to create a porous surface allowing any rainwater to filter through the accessway and the parking and manoeuvring areas into the ground in a natural way. Therefore no provisions are required to be installed for surface water drainage in relation to the access driveway and parking and manoeuvring areas.

**EXTERNAL LIGHTS**

New external lighting is to be installed in locations as shown on the overall layout plan, light position fittings are shown for indicative purposes only and may vary slightly on-site. Each light fitting location is shown as a red circle on this drawing

Where lights are noted to be fixed to the building these are to be "up and down lights" in the form of a cylindrical light fitting mounted against the wall with a light bulb fitted in the top and the bottom allowing the light to be cast both up and down the natural stonework.

These lights are to be located no more than 2.3m high.

Sample photographs of this type of light and the effect it creates have been included to explain the proposal.

High-level security light is noted on the gable end and on the agricultural building are to be LED lights activated by a movement sensor and is to be automatically extinguished when there is enough daylight.

Low level ground lighting is noted in locations as shown on the overall layout plan, these locations are approximate and are subject to movement.

The light fittings are to be discreet low-level fittings mounted at ground level to allow light to wash upwards across the driveway areas towards the property. Sample photographs of these type of lights and the effect they create have been included down explain the proposal.

All external lighting are to be installed in compliance with current building regulations guidance, this means that they should automatically extinguish when there is enough day light (or when they are not needed at night) and have sockets that can only be used with lamps having a luminous efficiency greater than 40 lumens per circuit-watt.



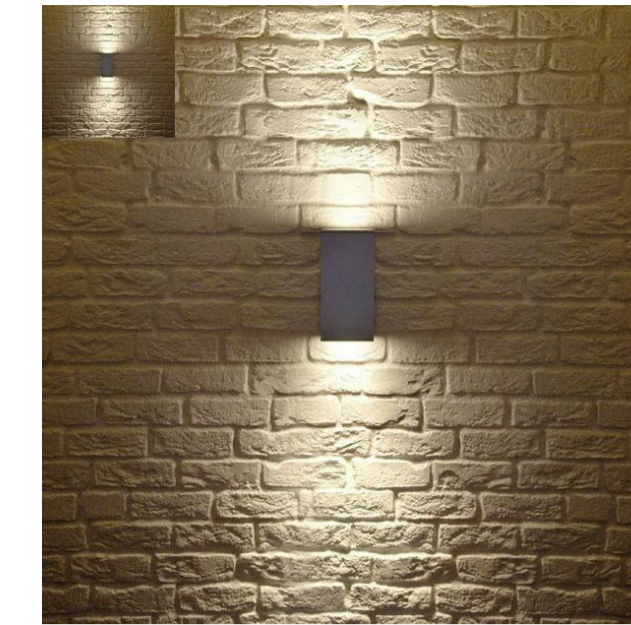
The photograph above shows a typical example of low-level ground lighting that we propose within this lighting layout, these fittings would be located within shrubs and bushes and used to light the ground around the parking areas



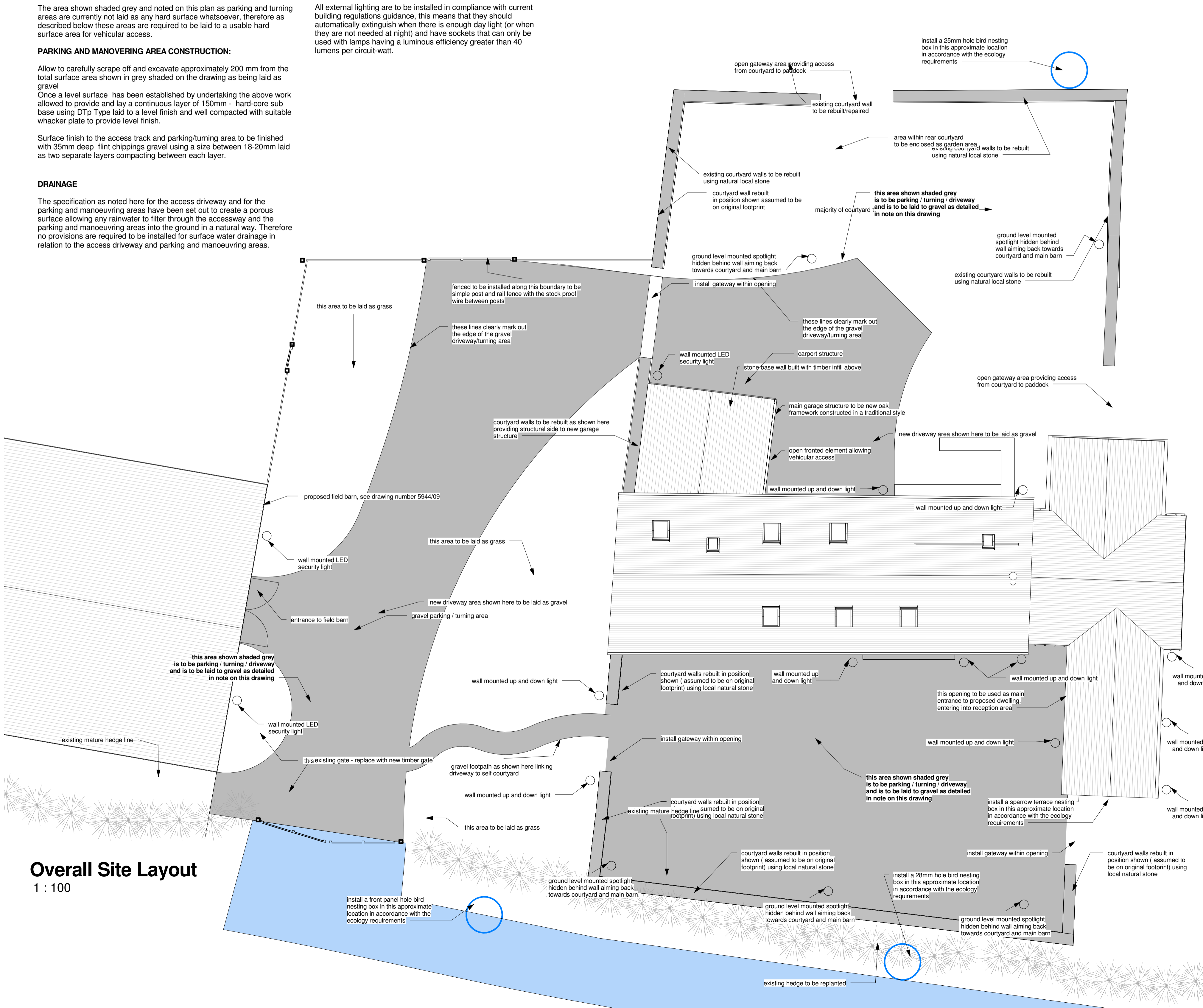
The photograph above shows a typical example of low-level ground lighting; this example shows how low level nonintrusive lighting can be used to create the entrance into the courtyard



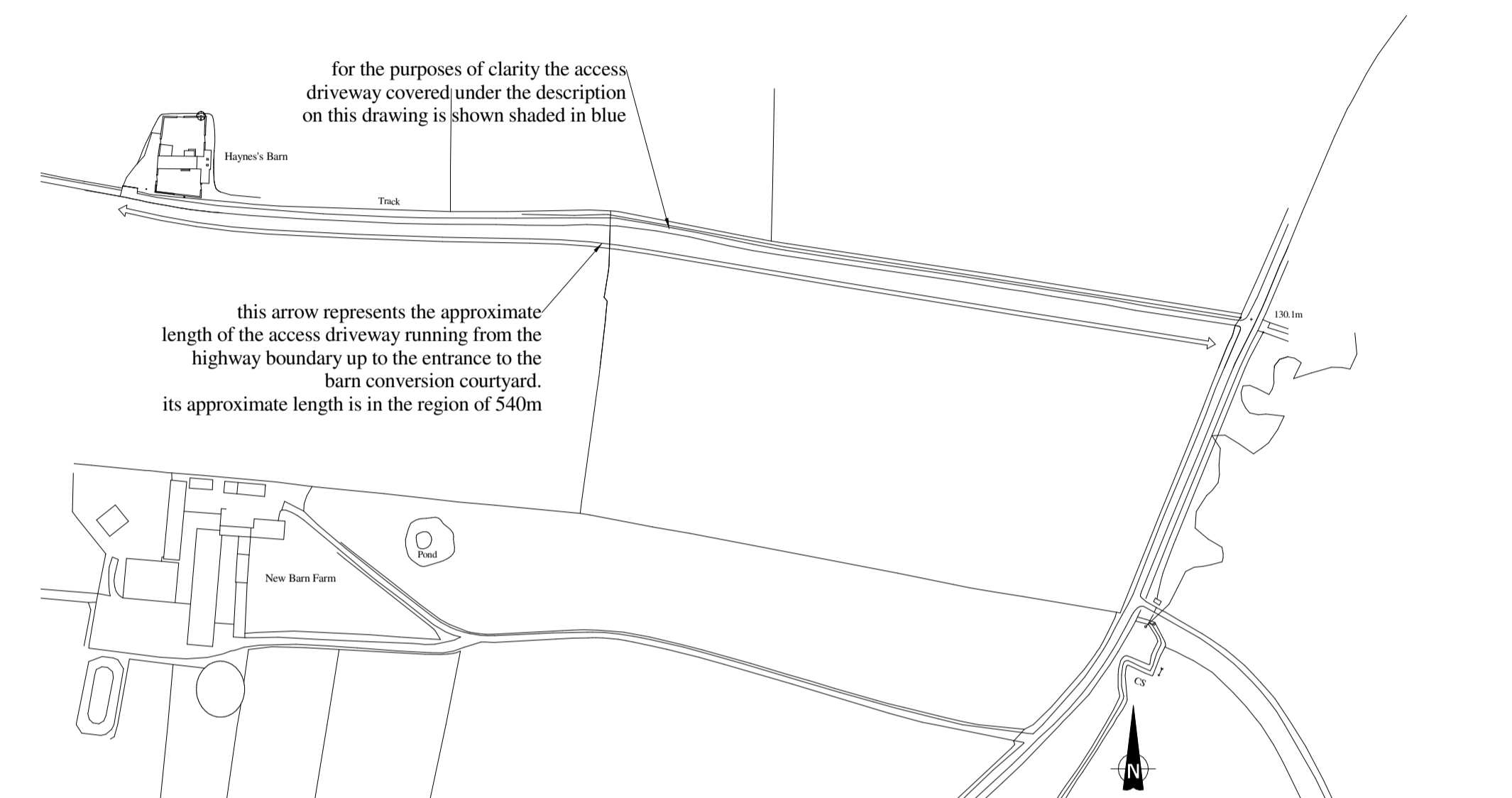
The photographs above shows a typical example of the wall mounted up and down lighting that we propose to fix to the barn conversion in the approximate locations as shown



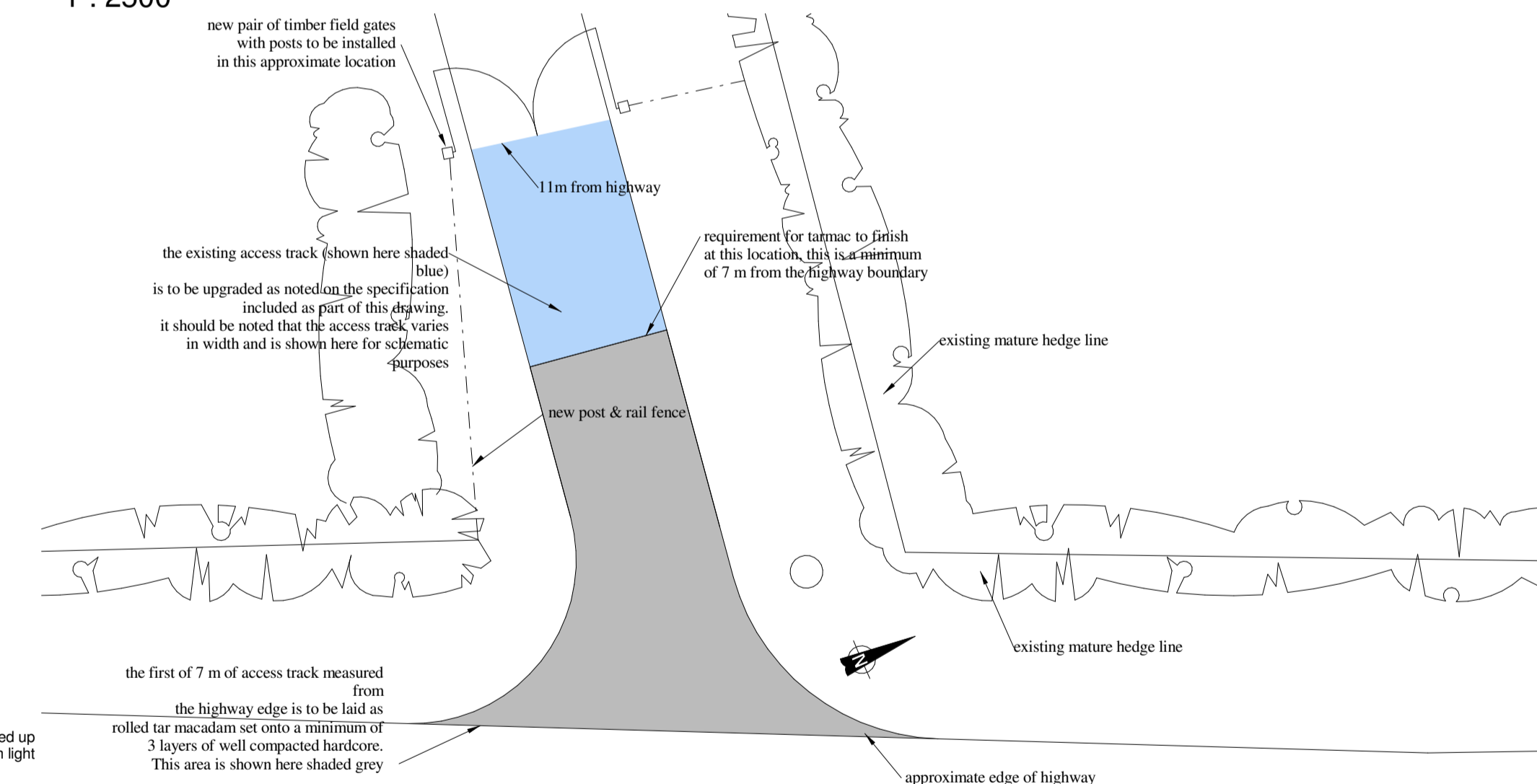
The photograph above shows a typical example of the wall mounted up and down lighting that we propose to fix to the barn conversion in the approximate locations as shown



**Overall Site Layout**  
1 : 100



**Location Plan 3**  
1 : 2500



**Highway Access**  
1 : 100

This drawing has been prepared as additional information to accompany the revised planning application for the conversion of Haynes Barn.

Following the previous planning approval, reference number 13/00930/F a series of planning conditions were imposed. Drawings were prepared and submitted to clear the conditions. The details shown on this drawing sheet are an update of the condition clearing details provided to include the following:

Details of external lighting in and around the property  
Details of the surfacing areas for the parking and turning space.  
Details of the drainage in relation to the parking and turning areas.  
Details of the access driveway from the highway to the proposed dwelling

Details of the access junction to the highway showing the minor proposed changes to the entrance in order to comply with highways requirements.

To conclude, the details on this drawing where the additional details requested following the previous planning approval, these are being provided during the new planning process to avoid the requirements of the same items being conditioned on the new planning approval

Rev.	Date	Revision Notes
<b>Planning - Additional Detail</b>		
<b>STABLE ARCHITECTURE</b>		
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Drawing No: 5944-10	Date: 7/1/16	Scale: As indicated@A1