

**APPLICATION NO:** P/15/351/FUL

**APPLICANT NAME & ADDRESS:**

MR JOHN WILLIAMS  
1 PRESWYLFA COURT MERTHYR MAWR ROAD BRIGEND

**LOCATION:** GREYFRIARS BARN, CLEVIS HILL, PORTHCAWL

**DEVELOPMENT:** CONVERSION AND EXTENSION OF EXISTING BARN AND OUTBUILDINGS TO CREATE A DWELLING

**APPLICATION/SITE DESCRIPTION**

Planning permission was granted in 2013 to convert this barn to a 2-bedroom dwellinghouse (P/13/527/FUL refers). The converted barn would be limited to the ground floor, which included an extension on the western elevation.

This application seeks consent to further extend the barn, thereby creating floorspace at first floor level. This would involve utilising existing space in the northern most part of the barn but raising the roof the southern wing and extending its footprint, thereby creating a 3-bedroom dwellinghouse. The southern wing would have a footprint of 6.9m x 8m, retaining the eaves height of 2.6m but with a new ridge height of 5.9m.

The site is located within the built up settlement of Newton and the Newton Conservation Area. The surrounding area is primarily residential in nature. A Bat Survey has been submitted in support of the application.

Existing Plan



## Proposed Plans



## **RELEVANT HISTORY**

[P/13/527/FUL](#) - CONVERT BARN AND AGRICULTURAL BUILDINGS INTO DWELLING & REAR SINGLE STOREY EXTENSION TO EXISTING DWELLING

[CONDITIONAL CONSENT - 18 NOVEMBER 2013]

## **SITE INSPECTED**

The site was inspected on 10 July 2015

## **NEGOTIATIONS**

Amended plans were requested to improve the design and appearance of the development and to have an accurate representation of the extent of the curtilage of the barn, particularly the western end of the site and the parking/amenity spaces.

## **PUBLICITY**

The period allowed for response to consultations/publicity expired on 21 July 2015.

## **CONSULTATION RESPONSES**

### **Town/Community Council Observations**

Notified on 26th June 2015

Objects to the proposal:

Highway/Pedestrian safety  
Lack of information submitted concerning bats

### **Cllr Ken Watts**

Can be dealt with by delegated officer but I do have concerns as to what looks like a door or doors opening directly onto the highway. I believe this was a cause of concern for the previous application.

### **Head of Street Scene (Highways)**

No objections to the proposal subject to a condition and an advisory note.

### **Destination & Countryside Management**

No objections to the proposal subject to a condition.

### **Welsh Water Developer Services**

No objections to the proposal subject to a condition.

### **Head of Street Scene (Engineers)**

No objections to the proposal subject to a condition.

### **Natural Resources Wales**

No objections to the proposal subject to a condition.

### **Head of Street Scene (Drainage)**

No objections to the proposal subject to a condition.

## **REPRESENTATIONS RECEIVED**

Objections have been received from the following:

Porthcawl Town Council  
8, 21 and 23 Clevis Hill  
Cleviston Cottage (3 Heol-y-Graig)

Their objections have been summarised as follows:

1. Parking and highway/pedestrian safety
2. The southern elevation would not preserve or enhance the character and appearance of the Conservation Area
3. Loss of privacy to 8 and 21 Clevis Hill and Cleviston Cottage
4. Inadequate information concerning bats
5. Disruption during construction work

## **COMMENTS ON REPRESENTATIONS RECEIVED**

In response to the objections received:

1. The barn already benefits from planning permission to be converted into a 2-bedroom residential dwelling ([P/13/527/FUL](#) refers). In considering the previous application, the Group Manager Transportation and Engineering (Highways) had no objections to the proposal subject to conditions and advisory notes. This included provision of replacement parking for 1 Heol-y-Graig and two off-street parking spaces for the converted barn. The spaces for 1 Heol-y-Graig have already been implemented.

Whilst this proposal would increase the amount of bedrooms within the barn from 2 to 3 and it is acknowledged that the area can become congested at school peak times, the scheme can secure two off-street parking spaces. This is considered proportionate to a dwelling of this scale, especially since the barn is also within a relatively sustainable location for public transport, being within 100m of a bus stop to the north (Bridgend Road) and 150m from a bus stop to the south (Church Street).

School peak times are only considered to be short periods of time within a weekday and do not reflect the circumstances of the site throughout the entire day, night nor at weekends. When the Case Officer visited the site it was possible to park safely in an on-street manner. As such, any shortfall in parking for calling visitors or delivery vehicles can generally be accommodated on-street.

The Group Manager Transportation and Engineering (Highways) has no objections to this latest scheme subject to a conditions and an advisory note. This includes ensuring that any gates or doors encroach onto the highway. A significant proportion of the parking area, especially nearest to the public highway, is already finished in permanent materials.

2. The barn has retained most of its original character, albeit the gable end of the southern wing has been domesticated by the inclusion of a garage door. This elevation, therefore, does not have the traditional character of a barn and does not significantly contribute to the character and appearance of Newton Conservation Area. There is scope for a more innovative approach to be taken to this elevation. The proposed development would achieve greater design interest, whilst making subtle references to the traditional character of the barn, such as mirroring the roof design of the eastern gable end of the northern wing and vertical-emphasis glazing. Conditions requiring the agreement of materials, door and windows would ensure that the development preserves the character and appearance of Newton Conservation Area.

3a. 8 Clevis Hill is located to the south-east of the application site and across the road of Clevis Hill. The eastern elevation of the proposed converted barn would include one large window positioned on the gable end of the northern wing of the barn serving a habitable room (bedroom). Five velux-type windows would be positioned on the eastern roof slope of the southern wing, two serving a bedroom and three serving a landing.

Given the angled orientation of No.8 with the barn, the first floor windows on the eastern elevation and the windows and Juliet-balcony on the southern elevation would not directly face this neighbouring property. As such, the proposal would not result in such unreasonable overlooking, so as to be detrimental to their residential amenity.

The first floor windows on the eastern elevation of the barn would face the garden of 8 Clevis Hill which is enclosed by stone walls. It is acknowledged that the garden of No.8 appears to be frequently used and this has been emphasised in letters of objection from the occupier of this neighbouring property.

The barn is sited at a distance of approximately 8-9m with this boundary. The velux-type windows, however, would be positioned further back in the roof slope and would only marginally be within the recommended distance of 10.5m, as specified by [Supplementary Planning Guidance 2: Householder Development \(SPG2\)](#). Such a marginal infringement to the guidelines is not deemed to be detrimental to the privacy of the occupiers of 8 Clevis Hill. This is further justified by established building lines on this road being less than 21m apart, mainly due to the absence of footways at either side of Clevis Hill. This has led to closer and more direct relationships being apparent between properties along this street, for example

between 17, 19 and 23 Clevis Hill and 6 Clevis Hill. This is considered compatible with the guidelines specified by Note 6 of SPG2.

The bedroom window would utilise an original opening within the barn and would directly face the bottom-end of the garden of 8 Clevis Hill. This particular area, inclusive of the gardens of 2 and 4 Clevis Lane, is overlooked at a similar distance by first floor windows on 1 and 3 Clevis Lane. Justified by existing casual or mutual overlooking between properties and established building lines on this road being less than 21m apart, the scheme is considered to reasonably comply with the requirements of Note 6 of SPG2.

Having regard to the above, it is considered that this scheme would not have such an adverse effect on the amenities of 8 Clevis Hill so as to warrant refusal, with particular regards to privacy, light, outlook and dominance.

3b. 21 Clevis Hill is located to the south-west of the application site. Whilst the southern elevation of the barn would include glazing and a Juliet balcony, this would be at a distance of approximately 21m from the nearest habitable room window of 21 Clevis Hill and over 10.5m to the boundary. This neighbouring property is also located diagonally and on the opposite side of the road of Greyfriars Court. The development, therefore, meets the privacy guidelines within SPG2.

3c. Cleviston Cottage (3 Heol-y-Graig) is located to the west of the application site. This is a large, two-storey property, separated from the application site by the bungalow at 1 Heol-y-Graig. The first floor windows on the western elevation of the proposed dwelling would be fitted with obscure glazing, thereby ensuring that the privacy of this neighbouring property is respected.

4. The application has been accompanied by a bat survey and the Council's Ecologist has no objections to the proposal subject to a condition for the recommendations within the submitted bat survey to be implemented as part of the development of the site.

5. Whilst it is acknowledged that there would be a degree of disruption during the construction and conversion process, this is likely to be short-term only and does not warrant the refusal of this scheme.

## **APPRAISAL**

The barn is situated within the settlement of Porthcawl and was primarily assessed against the Policies contained within the [Bridgend Local Development Plan \(BLDP\)](#) and [Supplementary Planning Guidance 2: Householder Development \(SPG2\)](#) and [Design Guide 4: Farm Building Conversions \(DG4\)](#).

The conversion of this building, in principle, has already been established by the granting of [P/13/527/FUL](#). This application does not seek to revisit that aspect of the scheme but focuses on the elements which differ, such as the proposed extensions and alterations to the barn.

The barn lies within the Newton Conservation Area and, as such, any adaptations should not detract from the character and appearance of the area.

The stone barn has some individual character and is sited on a prominent corner in the Conservation Area. The existing timber access doors within the gable reflect the original purpose for which the building was used. The barn has retained most of its original character,

albeit the gable end of the southern wing has been domesticated by the inclusion of a garage door.



The application has been accompanied by a structural survey and the Council's Structural Engineer has examined its contents. The building is considered structurally sound and capable of conversion.

[Design Guide 4 \(DG4\)](#) provides guidelines on the sensitive conversion of traditional farm buildings and is primarily focused on ensuring that such developments remain sympathetic to countryside settings. Despite the rural character of this building, it is within a highly urbanised context, being surrounded by dwellings of varying shapes, sizes and architectural design. This particular scheme, therefore, requires a more pragmatic interpretation of DG4.

In this respect, the amended scheme broadly meets the guidelines within DG4. Despite the increase in the height of the southern wing of the barn, it would remain marginally below the ridge height of the northern wing, thereby ensuring a degree of subordination between the two sections. The increase in the footprint of the southern wing of the barn and the inclusion of a dormer extension would affect secondary elevations and are largely hidden from main public views. The gable end of the southern wing has already been domesticated and this proposal would provide greater design interest. On those elevations which are publicly prominent, existing openings would be utilised, where possible, and any new openings would be sensitively incorporated, such as velux-type roof lights and vertical-emphasis sash-type windows.

In addition to DG4, the barn is situated in a prominent part of Newton Conservation Area. As such, the scheme is assessed against Policies SP5 (Conservation of the Built and Historic

Environment), ENV8 (Heritage and Regeneration) and SP2 (Design and Sustainable Place Making). In this respect, the Conservation and Design Team has no objections to the amended scheme subject to conditions relating to materials and the design of windows and doors. Having regard to the above, it is considered that the scheme would positively utilise a heritage asset and would preserve the character and appearance of the conservation area.

All habitable rooms within the proposed converted barn would achieve a reasonable amount of amenity, in regard to light, outlook and privacy. Several windows and doors would be positioned up to the road frontage. There are no footways along Clevis Hill, however, any views from the road into the converted barn would be similar to views into terraced properties built up to footways, such as those in nearby Church Street.

The barn is adjacent to one immediate neighbour property, 1 Heol y Graig. Despite the close proximity of this property to the barn, the scheme would not involve any changes to the height of the northern wing of the barn, whilst the increase and height and massing of the southern wing would be adjacent to the blank side elevation of No.1. It is, however, considered necessary to impose a condition for the first floor bedroom window of the converted barn facing No.1 to be fitted with fixed pane obscure glazing and for the dormer window serving the bathroom on the same elevation to be fitted with obscure glazing. Subject to the above, it is considered that the proposed development would not have such an adverse effect on the amenities of this property as to warrant refusal, with particular regards to light, outlook, dominance and privacy.

The three other elevations of the barn front onto highways, namely Heol-y-Graig, Clevis Hill and Greyfriars Court. There are properties located on the other side of the roads, however, in general terms, there is already a degree of mutual or casual overlooking between properties, mainly due to the topography of the land and the ad-hoc nature of development in the vicinity, with older parts of Newton to the south and more recent developments to the north.

49 Clevis Crescent is located to the north of the application site and is positioned on the junction with Heol-y-Graig. This development would achieve the recommended distances indicated in Note 6 of [Supplementary Planning Guidance 2: Householder Development \(SPG2\)](#).

23 Clevis Hill is located to the south of the application site and is positioned on the junction with Greyfriars Court. This development would achieve the recommended distance of 10.5m to boundary but would marginally be within the 21m overall distance (approximately 19m). However, this development would be across an existing highway and the relationship would be similar to that between Nos. 21 and 23 and 1 and 3 Greyfriars Court. The scheme, therefore, accords with the guidelines within Note 6 of SPG2.

8 Clevis Hill is located to the south-east of the application site and across the road of Clevis Hill. It is considered that the scheme would not have such an adverse effect on their amenity so as to warrant refusal. The consideration of the potential impact of this development on the privacy of 8 Clevis Hill, Cleviston Cottage (3 Heol-y-Graig) and 21 Greyfriars Court can be found under the 'Comments on Representations Received' Section of the report.

49 Clevis Crescent is located to the north of the application site and is positioned on the junction with Heol-y-Graig. This development would achieve the recommended distances within Note 6 of [Supplementary Planning Guidance 2: Householder Development \(SPG2\)](#)

The converted barn would have 6m x 3m of amenity space. This is similar to that provided under the previously approved scheme, ([P/13/527/FUL](#) refers). It would also have access to public open space and a children's play area which are approximately 200m away to the

south of the site. Having regard to the above and that this proposal would seek to re-use an existing building, it is considered that there would be an adequate overall provision of amenity space to serve this property.

In terms of the potential impact of the development on parking and highway/pedestrian safety, it is considered that the scheme would not have such an adverse effect on parking provision or highway/pedestrian safety so as to warrant refusal.

The application has been accompanied by a bat survey and the Council's Ecologist has no objections to the proposal subject to a condition to ensure that the recommendations within the submitted bat survey are implemented as part of the development of the site. Natural Resources Wales has no objections to the proposal. Subject to the imposition of the above condition, it is considered that the scheme would not have any significant adverse effect on ecology and biodiversity.

The site is not within a flood risk area and both the Council's Drainage Team and Welsh Water have no objections to the proposal subject to advisory notes. It is, therefore, considered that this scheme would not have any adverse effect on drainage, nor materially increase the risk of flooding. The site is within an urban area and is within reasonable proximity to other utilities.

## **CONCLUSION**

This application is recommended for approval because the development complies with Council policy and guidelines. The scheme preserves the character and appearance of Newton Conservation Area and does not adversely affect privacy, highway/pedestrian safety, ecology/biodiversity, drainage or visual amenities, nor so significantly harms neighbours' amenities as to warrant refusal.

## **RECOMMENDATION**

**R02:** That permission be GRANTED subject to the following conditions:

1. The development shall be carried out in accordance with the following approved plans and documents:

Drawing No. 2 of 3 (Rev. B) - Proposed Ground Floor Plan (received 12 November 2015)

Drawing No. 3 of 3 (Rev. A) - Proposed First Floor Plan and Elevations (received 25 September 2015)

Block/Parking Plan (Rev. A) (received 16 November 2015)

Section 12 of 'Report on survey for Bat Roost sites' [Conducted by Spectrum - 2013] (received 23 June 2015)

Reason: To avoid doubt and confusion as to the nature and extent of the approved development and in the interests of ecology/biodiversity.

2. Notwithstanding the requirements of condition 1, no development shall take place until a detailed specification for, or samples of, the materials to be used in the construction



of the surfaces of the extension hereby permitted have been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details.

Reason: To ensure that the proposed materials of construction are appropriate for use on the development so as to enhance and protect the visual amenity of the area and the character and appearance of Newton Conservation Area.

3. No development shall take place until there has been submitted to and agreed in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected and a timetable for its implementation. Development shall be carried out in accordance with the agreed plan and timetable.

Reason: To ensure that the general amenities of the area are protected.

4. Notwithstanding the requirements of Condition 1, the window facing west and serving the bedroom at first floor level, as shown on "Drawing No. 3 of 3 (Rev. A) - Proposed First Floor Plan and Elevations" (received on 25 September 2015) shall be fitted with fixed pane obscure glazing to a minimum of level 4 on the Pilkington index of obscurity. The window shall be fitted prior to the beneficial residential occupation of development hereby approved and shall then be retained in perpetuity.

Reason: In the interests of privacy and residential amenities.

5. Notwithstanding the requirements of Condition 1, the window facing west and serving the bathroom at first floor level, as shown on "Drawing No. 3 of 3 (Rev. A) - Proposed First Floor Plan and Elevations" (received on 25 September 2015) shall be fitted with obscure glazing to a minimum of level 4 on the Pilkington index of obscurity. The window shall be fitted prior to the beneficial residential occupation of the development hereby approved and shall then be retained in perpetuity.

Reason: In the interests of privacy and residential amenities.

6. Notwithstanding the requirements of Condition 1, no development shall commence until there have been submitted to and agreed in writing by the Local Planning Authority full details of the style, design, materials, external colour and method of opening of all windows (including velux-type windows) and external door openings. Development shall be carried out in accordance with the agreed details.

Reason: In the interests of highway safety and to ensure that the converted barn retains an authentic character, in the interests of preserving the character and appearance of Newton Conservation Area.

7. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (Amendment) (Wales) Order 2013 (or any Order revoking and re-enacting that Order with or without modification), no development which would be permitted under Article 3 and Classes A, B, C, D, E of Part 1 and Classes A, B, E and F of Part 40 to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 shall be carried out within the curtilage of the dwelling without the prior written consent of the Local Planning Authority.

Reason: In the interests of residential amenities and to preserve the character and appearance of the barn and Newton Conservation Area.

8. Any vehicular access gate shall be fitted with sideways opening arrangement only and shall be retained as such thereafter.

Reason: In the interests of highway safety.

9. Any domestic external doors shall be located and fitted so as not to open out over the highway at all times.

Reason: In the interests of highway safety.

\* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

a) This application is recommended for approval because the development complies with Council policy and guidelines. The scheme preserves the character and appearance of Newton Conservation Area and does not adversely affect privacy, highway/pedestrian safety, ecology/biodiversity, drainage or visual amenities, nor so significantly harms neighbours' amenities as to warrant refusal.

b) The developer should make every effort to ensure surface water from any permanent surface drains onto adjacent porous surfaces, thereby reducing the demand on the drainage system. Alternatively, the developer may wish to explore the use of permeable materials for the parking areas, although compacted chippings would not be considered acceptable as they are likely to be dragged onto the highway to the detriment of highway and pedestrian safety. As a result of the above, impermeable surfacing such as concrete or tarmac extending across the full width of the parking areas should not be considered as a first option.

c) The applicant should be advised that any building materials delivered to the development site shall not be deposited or stored on the highway, without the express PRIOR consent of Bridgend County Borough Council as the Highway Authority.

d) Rainwater run-off shall not discharge into the highway surface-water drainage system. Failure to ensure this may result in action being taken under the Highways Act 1980.

e) Foul water and surface water discharges shall be drained separately from the site

f) No surface water shall be allowed to connect, either directly or indirectly, to the public sewerage system.

g) Land drainage run-off shall not be permitted to discharge, either directly or indirectly, into the public sewerage system.

h) If a connection is required to the public sewerage system, the developer is advised to contact Dwr Cymru/Welsh Water's Developer Services on (0800) 972 652.

i) The applicant/developer is advised to follow the recommendations of the Structural Report undertaken by Coupland Associated (received 15 July 2015).

j) If any archaeological resource are found during development, the applicant/developer is advised to contact Glamorgan Gwent Archaeological Trust on (01792) 655208.

k) The site and areas surrounding the application site may also be used by nesting birds. It is recommended that the applicant may be made aware that under the Wildlife and

Countryside Act 1981 (Section 1), it is an offence to take, damage or destroy the nest of any wild bird while that nest is in use or being built. If at any time nesting birds are observed, works, which may disturb them, must cease immediately and advice sought from the Council's Ecologist.

l) In respect of Condition 8, it is a requirement under Section 153 of the Highways Act 1980 that any gates must be located and fitted so as not to open out over the highway. Furthermore regular, inward opening gates, would not be feasible given the proximity of the parking spaces. In order to provide a gated arrangement, the applicant/developer will need to install a sideways opening gate which could be a single panel, a concertina or a roller arrangement.

m) The applicant/developer is encouraged to complete the parking spaces in permanent materials.

**MARK SHEPHARD  
CORPORATE DIRECTOR COMMUNITIES**

**Background papers**

None