

OFFICER REPORT

Application Number: P2025/0629

Site Address: Gnoll Nursing Home 27 Gnoll Park Road Neath Neath Port Talbot SA11 3BT

Proposal: Proposed single storey rear extension to existing care home, providing no.4 ensuite bedrooms with ancillary facilities, green roof and solar panels, workshop store, bin and bicycle storage. Retention of existing single storey rear extension and development of single storey rear extension facilitating stairway and store adjoining existing extension, and first floor extension facilitating no.4 ensuite bedrooms with ancillary facilities

Applicant: Mr N Sardar

Agent: Mr Stephen Davis

Ward: Neath North

Application Type: Full Plans

Valid Date: 30th September 2025

Statutory Expiry Date: 24th November 2025

Ext. of Time / PPA date: 21st August 2026

Publicity Expiry Date: 18th August 2026

RECOMMENDATION - Approved

SITE AND CONTEXT

The application site comprises a mid-terraced property located within Neath Town Centre on Gnoll Park Road. The building is currently operating as a Class C2

Residential Institution and forms part of an established built-up area characterised by a mix of residential, commercial and community uses.

The application site is located inside the settlement boundary as defined by Policy SC1 of the NPTCBC LDP. The application site is located within a NRW Flood Zone 2 (Surface Water & Small Watercourses). Moreover, the site has been identified as being located in an lower risk coal mining area.

DESCRIPTION OF DEVELOPMENT

This is a full planning application proposing a single storey rear extension to the existing care home, providing no.4 ensuite bedrooms with ancillary facilities, green roof and solar panels, workshop store, bin and bicycle storage. Retention of existing single storey rear extension and development of single storey rear extension facilitating stairway and store adjoining existing extension, and first floor extension facilitating no.4 ensuite bedrooms with ancillary facilities.

The submitted plans propose external materials consisting of rendered walls finished to match the existing property, together with natural slate roofing and areas of slate wall cladding, thereby ensuring visual continuity between the existing and proposed elements.

The proposed first-floor extension projects approximately 15.55 metres from the rear elevation of the existing building, measures approximately 9.9 metres in width and has an eaves height ranging between approximately 5.32 metres and 6 metres, rising to a ridge height of approximately 8.5 metres. The ridge is set approximately 0.24 metres below that of the adjoining roof, helping to ensure that the extension remains subordinate to the existing building form. The extension incorporates rooflights within the lower roof slope, together with a new ground-floor window serving a bedroom and an additional window serving the staircase. The first-floor accommodation will principally provide four bedrooms, with associated windows facing onto the communal courtyard.

The proposed single-storey extension projects approximately 15.4 metres from the existing building, measures approximately 7.3 metres in width and has a height of approximately 2.8 metres. This element incorporates a green roof with integrated solar photovoltaic panels, providing both sustainability and biodiversity benefits. The extension will accommodate four bedrooms, with all principal windows oriented towards the communal courtyard. The scale, design and positioning of both extensions are considered to provide suitable accommodation for future occupiers whilst integrating appropriately with the existing building.

NEGOTIATIONS

The agent was requested to submit an amended Flood Consequences Assessment (FCA) as the application site is located within a flood zone and submit design amendments following Welsh Water consultee comments.

PLANNING HISTORY

The application site has the following relevant planning history:

- N1991/0696: CONVERSION OF SINGLE DWELLING INTO TWO SELF CONTAINED FLATS AND CONSTRUCTION OF NEW DOUBLE GARAGE IN REAR. Approved: 22-
- P2008/0337: ALTERATION & EXTENSION TO EXISTING NURSING HOME (No. 27) & CHANGE OF USE FROM RESIDENTIAL DWELLINGS TO NURSING HOME (Nos. 23 & 25). Approved: 23-JUN-08
- N1994/0381: RETENTION OF WORKS ALREADY CARRIED OUT: BOILER HOUSE AND LAUNDRY AREA. Approved: 21-NOV-94
- N1990/0407: 12-BED. EXTN. TO EXISTING NURSING HOME. Refused: 18-SEP-90
- N1992/0287: EXTN. TO PRIVATE NURSING HOME TO PROVIDE 7 ADDITIONAL BEDROOMS ETC. Approved: 21-DEC-92
- N1975/0515: CHANGE OF USE DOCTORS CONSULTING ROOM TO OFFICE FOR DRIVING SCHOOL. Approved: 24-FEB-76
- N1974/0277: CHANGE OF USE TO OFFICES. Approved: 10-APR-75
- N1984/0116: PROPOSED CAR PORT. Approved: 06-APR-84
- N1987/0514: NURSING HOME. Approved: 21-OCT-87
- N1974/0278: CHANGE OF USE TO GUEST HOUSE. Approved: 11-OCT-74
- P2016/0903: First floor flat roof extension to provide additional communal sitting room plus covered walkway. Approved: 17-NOV-16

CONSULTATIONS

Natural Resources Wales: No comments to make.

Lead Local Flood Authority: No objection.

Biodiversity: No objection subject to the development being carried out in accordance with the recommendations outlined in both: Bat Scoping Survey and Bat Friendly Method Statement by EcoLogical Services Ltd.

Highways Section: Concerns raised due to the existing parking falls outside the red line boundary. Recommended a suitably worded condition requiring the submission of a construction management plan prior to work commencing on site.

Drainage Section: No objection subject to suitably worded conditions regarding spring/ground water seepage, water discharge, connection to the public sewerage system and adequate provision for drainage on site.

Welsh Water: No objection subject to suitably worded condition regarding surface water connection to public sewerage system and advisory notes.

Ward members have been notified.

REPRESENTATIONS

The neighbouring properties were consulted on 10.11.2025, 18.12.2025 (submission of amended plans), and 01.07.2026 (submission of amended plans/supporting documents).

A site notice was displayed on 08.10.2025, 17.12.2025 (submission of amended plans), and 01.07.2026 (submission of amended plans/supporting documents).

In response, to date, one representation has been received (via multiple emails), the concerns are as follows:

- Concerns regarding light
- Concerns regarding construction disruption and noise
- Concerns regarding the proposed works potentially adjoining/attaching to the neighbouring property

REPORT

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. This report has been prepared in consideration of the Council's duty and the "sustainable development principle", as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

National Planning Policy:

Future Wales: The National Plan 2040 is the national development framework, setting the direction for development in Wales to 2040. The development plan sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and wellbeing of our communities.

The following policies are of particular relevance to the assessment of this application:

Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking

Policy 6 – Town Centre First

Policy 8 – Flooding

Policy 9 – Resilient Ecological Networks and Green Infrastructure

Policy 12 – Regional Connectivity

[Planning Policy Wales \(Edition 12, February 2024\)](#)

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty. A well-functioning planning system is fundamental for sustainable development and achieving sustainable places

PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. It encourages a wider, sustainable and problem-solving outlook which focuses on integrating and addressing multiple issues rather than on an approach which is fragmented, un-coordinated and deals with issues in isolation. It provides an opportunity to remove any actual or perceived problems in current approaches and stimulate and support innovative and creative ideas as well as high standards of evidence and assessment to underpin the preparation of development plans and strategies and individual proposals. Monitoring and learning from development outcomes so as to drive sustainable improvements in planning practice is also important.

Paragraph 5.3.1: *“The provision of sustainable transport infrastructure is essential in order to build prosperity, tackle the climate emergency, reduce airborne pollution and to*

improve the social, economic, environmental and cultural well-being of Wales. The planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and facilitates and increases the use of active and sustainable transport”.

PPW 12 is supported by a series of more detailed Technical Advice Notes (TANs), of which the following are of relevance: -

- Technical Advice Note (TAN) 11: Noise (1997)
- Technical Advice Note (TAN) 12: Design (2016)
- Technical Advice Note (TAN) 15: Development, Flooding and Coastal Erosion (2025)
- Technical Advice Note (TAN) 18: Transport

Local Planning Policies

The Local Development Plan for the area comprises the Neath Port Talbot Local Development Plan which was adopted in January 2016, and within which the following policies are of relevance:

Strategic Policies:

- | | |
|----------------------|---|
| • Policy SP1 | Climate Change |
| • Policy SP2 | Health |
| • Policy SP3 | Sustainable Communities |
| • Policy SP4 | Infrastructure |
| • Policy SP10 | Open Space |
| • Policy SP15 | Biodiversity and Geodiversity |
| • Policy SP16 | Environmental Protection |
| • Policy SP18 | Renewable and Low Carbon Energy |
| • Policy SP21 | Built Environment and Historic Heritage |

Topic Based Policies:

- | | |
|---------------------|---|
| • Policy SC1 | Settlement limits |
| • Policy I1 | Infrastructure Requirements |
| • Policy EN6 | Important Biodiversity and Geodiversity Sites |
| • Policy EN7 | Important Natural Features |
| • Policy EN8 | Pollution and Land Stability |

- **Policy TR2** Design and Access of New Development
- **Policy BE1** Design

Supplementary Planning Guidance:

The following SPG is of relevance to this application: -

- Parking Standards (October 2016)
- Pollution (October 2016)
- Design (July 2017)
- Biodiversity and Geodiversity (May 2018)

Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) Screening

The application site does not exceed the Schedule 2 threshold for development of this type as outlined within the Environmental Impact Assessment Regulations. As such the application has not been screened in accordance with the requirements of Schedule 3 of the Regulations.

The proposed development is not located within a zone of influence for any Special Area of Conservation (SAC), Candidate Special Area of Conservation (CSAC) or Ramsar sites and as such it is considered that an Appropriate Assessment as set down within the Conservation of Habitats and Species Regulations 2017 is not required.

Issues

Having regard to the above, the main issues to consider in this application relate to the principle of development, together with the impact on the visual amenity of the area, the amenities of neighbouring residents, highway safety, flood risk and biodiversity enhancement.

Principle of Development

Policy SC1 (Settlement Limits) sets out that *‘Development within settlement limits that is proportionate in scale and form to the role and function of the settlement as set out in the Settlement Hierarchy will be acceptable in principle.’* The site is located within settlement limits, as defined in the LDP, and Policy SC1 states that sustainable new development that is proportionate in scale and form to the role and function of the

settlement will be acceptable in principle, subject to compliance with all other requirements and policies.

The site has a long an established history as a nursing home and the current site/building is in need of refurbishment. Accordingly, a redevelopment of the site to provide additional bedrooms and communal space is considered to be an appropriate development of the site and acceptable in principle in accordance with LDP Policy SC1.

Impact on Visual Amenity

Policy BE1 requires that developments are expected to demonstrate high quality design; complements and enhances the character and appearance of the site and respects the context of the site. Detailed design guidance relevant to visual amenity is also provided in the Authority's Supplementary Planning Guidance: Design (July 2017).

The proposed development would utilise external materials that reflects the existing character of the existing building. The proposed elevations indicate the use of rendered walls finished to match the existing property, together with natural slate roofing and areas of slate wall cladding, thereby ensuring visual continuity between the existing and proposed elements. A green roof is proposed on the flat-roofed section of the single storey extension, providing both visual and environmental benefits. The extension adopts a modest and subservient form, comprising predominantly single-storey accommodation that sits comfortably alongside the existing building without appearing overly dominant. The regular arrangement of openings, simple detailing and use of matching materials result in a cohesive design that respects the appearance of the host building. Overall, the proposed external finishes and building form are considered to be of an appropriate quality and scale, integrating successfully with the existing development and preserving the character and visual amenity of the site.

It should be noted that the proposed alterations would not be visible from the principal frontage of the property and would instead be largely confined to views from the access lane to the rear. However, given the built-up nature of the surrounding area and its town centre location, the alterations are not considered to be unduly prominent or visually intrusive within the wider street scene. Furthermore, the proposal does not seek to significantly alter the existing external fabric or overall appearance of the building. As such, it is considered that the development would integrate satisfactorily with both the host building and its surroundings and would not have a detrimental impact upon the character and appearance of the building or the surrounding locality. Overall, the proposed external finishes, scale, form and design are considered acceptable from a visual amenity and design perspective.

Impact on Residential Amenity

The proposal utilises part of the existing building footprint; however, the increase in building height to the western side of the site and the addition of a single-storey rear extension to the east have been carefully assessed in terms of their impact on neighbouring residential occupiers. The Council's adopted Supplementary Planning Guidance advises that a minimum separation distance of 21 metres should be maintained between directly opposing habitable room windows. In this instance, the proposed development achieves a separation distance of approximately 17 metres from No. 21 Gnoll Park Road to the east and approximately 15 metres from No. 29 Gnoll Park Road to the west.

Whilst these distances fall below the standard 21 metre requirement, the SPG recognises that reduced separation distances may be acceptable where windows are positioned at an angle to one another, thereby reducing opportunities for direct overlooking. The relationship between the proposed windows and neighbouring properties has therefore been considered against the angular guidance contained within the SPG. In respect of No. 29 Gnoll Park Road, the angle between the facing elevations is approximately 30 degrees by 60 degrees, meaning a separation distance of 5m is required, which has been achieved with a separation distance of 15 metres. The relationship with No. 21 Gnoll Park Road is approximately 20 - 40 degrees (multiple windows along elevation) by 50 – 70 degrees, meaning that a separation distance of 7m is required at the largest, which has been achieved with a separation distance of 17 metres. Given that the separation distances have been achieved, the proposal is not considered to give rise to any material privacy concerns.

Having regard to the separation distances, the angles between the respective buildings, the orientation of the proposed windows and the absence of directly opposing openings, it is considered that the proposal would not result in unacceptable overlooking, loss of privacy, overshadowing or overbearing impacts. Accordingly, the development is not considered to have a detrimental impact upon the residential amenity of neighbouring occupiers.

Furthermore, no windows are proposed within the side elevation facing No. 21 Gnoll Park Road, thereby preventing opportunities for direct overlooking. The proposed workshop/store and bin and cycle storage areas similarly do not afford direct views towards neighbouring residential properties. In addition, the communal central courtyard is enclosed and screened by the existing extension to the west and the proposed

extension to the east, meaning that users of this space would not benefit from direct views into adjoining residential properties.

Having regard to the scale, siting and relationship of the proposed extensions to neighbouring dwellings, it is considered that the development would not give rise to unacceptable levels of overlooking, overshadowing, overbearing impact or loss of privacy. The proposed separation distances exceed the minimum standards set out within the SPG, and it is therefore concluded that the development would not adversely affect the residential amenity enjoyed by the occupiers of neighbouring properties.

Overall, it is considered that the proposal demonstrates an acceptable relationship with surrounding residential properties and would not result in any significant adverse impacts upon residential amenity. It should be noted that the proposed works do not adjoin directly to a neighbouring property. Accordingly, the development is not considered to have a detrimental impact upon the living conditions of neighbouring occupiers and complies with the relevant residential amenity requirements of Policy BE1 of the adopted Local Development plan and associated Supplementary Planning Guidance: Design.

Flood Risk:

The application site is located within a NRW Flood Zone 2 (Surface Water & Small Watercourses).

A Flood Consequences Assessment has been submitted in accordance with TAN15 – *“A Flood Consequences Assessment is required for any development proposal located fully or partly in Surface Water and Small Watercourses - Flood Zones 2 and 3”*. The prime objective of a Flood Consequences Assessment is to develop a full appreciation of the risk and consequences of flooding on the development; and the risk and consequences (i.e. the overall impacts) of the development on flood risk elsewhere.

Natural Resources Wales have been consulted and have no comments to present with regards to this application. A Flood Consequence Assessment (FCA) was submitted by the agent, which was assessed by Local Lead Flood Authority (LLFA). The Lead Local Flood Authority initially had concerns with the submitted FCA, however following the submission of an amended assessment, the LLFA presented no objection.

Given the above, the proposal has been considered to comply with TAN15 and Policy SP1 of the adopted Neath Port Talbot Local Development Plan.

Parking and Access Requirements and Impact on Highway Safety

The Highways Authority have been consulted for this application, and have presented the following comments:

“Parking is included within the ‘Design and Access Statement’, and discusses and additional parking space, however this is not shown on the proposed block plan, or ‘Ground Floor Plan’. It also appears that the parking that is mentioned is outside of the ownership red line, shown on the location plan – this will need to be updated.

I have carried out a site visit and the car parking spaces are not as shown on the ‘Existing Ground Floor Plan’. This should be reviewed and updated to reflect the existing parking arrangement.

With the increase of 5 bedrooms, this should create an additional two parking spaces, as per our SPG Parking Standards.”

The Highway Authority has raised concerns regarding parking provision, noting that the existing and proposed parking arrangements are located outside the application site's red line boundary. Whilst this is acknowledged, it is important to note that the parking areas currently serve the site and form part of the established parking arrangement. Given the physical constraints of the site and the nature of the existing development, it is not possible to provide alternative parking within the application boundary. Furthermore, it should be noted that the Highways Authority are incorrect with referring to 5 bedrooms, when 8 bedrooms are proposed. Nevertheless, the site occupies a highly sustainable location within Neath town centre, where a range of services and facilities are accessible on foot and where there are close links to public transport, including nearby bus and rail services. In addition, a large public multi-storey car park is situated directly opposite the site, and there are further opportunities for on-street and public parking within the surrounding area. Taking these factors into account, it is considered that the proposal would not give rise to an unacceptable impact on highway safety or parking provision, and the sustainable town centre location significantly reduces reliance on private car travel in accordance with Future Wales: The National Plan 2040: *“The Welsh Government’s aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport. The sustainable transport hierarchy in Planning Policy Wales, which prioritises active travel and public transport, is a fundamental Welsh Government principle that underpins Future Wales.”* The justification for this is the overarching desire of planning policy guidance to influence a modal shift from single occupancy car travel towards more sustainable modes such as walking, cycling and public transport. For example, Future Wales – The National Plan 2040 details that *“Planning authorities must act to reduce*

levels of car parking in urban areas, including supporting car-free developments in accessible locations”.

The Highway Authority has recommended the imposition of a pre-commencement condition requiring the submission and approval of a Construction Environmental Management Plan (CEMP). The CEMP would be expected to address matters including construction methods, site drainage arrangements, general site management, measures for the control of nuisances, traffic and delivery management, hours of construction work, and the identification of responsible site personnel. The condition is considered necessary and reasonable given the constrained nature of the site and its location within a densely developed town centre environment. In particular, the site is served by a relatively narrow access to the front and there is therefore a need to ensure that construction traffic, deliveries and contractor parking are appropriately managed in the interests of highway safety and the free flow of traffic. Furthermore, the development is situated in close proximity to neighbouring residential properties, and the submission of a CEMP would ensure that appropriate mitigation measures are implemented to minimise disturbance to surrounding occupiers during the construction phase. Subject to the imposition of this condition, it is considered that the temporary impacts associated with the construction of the development can be adequately managed.

Given the sustainable location of the application site within Neath Town Centre, and its proximity to public transport and public car parks, the proposed development as a whole is not considered to unacceptably impact upon highway and pedestrian safety and is therefore considered to accord with Policy TR2 of the Local Development Plan.

Welsh Water (Dwr Cymru):

Welsh Water have been consulted as part of this planning application and have presented no objection subject to a suitably worded condition regarding surface water run off entering the public sewerage system. Additionally, an advisory note recommended by Welsh Water will be attached to the decision notice.

Biodiversity / Ecology

As identified above, Policies EN6 and EN7 of the Local Development Plan will be of relevance insofar as there is a need to ensure any impacts on biodiversity/ natural features are appropriately assessed and, where applicable, mitigated.

Planning Policy Wales (PPW) 12 sets out that;

The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes.

A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15 of PPW 12) has been applied.

Planning Policy Wales (PPW) 12 sets out that “planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity”. This policy and subsequent policies in Chapter 6 of PPW 12 respond to the Section 6 Duty of the Environment (Wales) Act 2016.

Following the changes to Chapter 6 of PPW12, all planning applications are required to submit a Green Infrastructure Statement to support the application.

A GIS has been submitted as part of the application and proposes the following:

- Installation of a green roof to the new rear extension, providing additional habitat and contributing to sustainable drainage
- Transplanting of the existing shrub into the new courtyard to retain continuity with the site’s established landscape character.
- New planters and landscaped green areas within the courtyard, designed with native species to encourage pollinators.
- Provision of bird and bat boxes to the rear elevation of the extension to create nesting and roosting opportunities.
- Improved green connectivity across the site through shrub planting, green roof and accessible landscaped areas for residents.

A suitably worded condition will be attached to the Decision Notice to ensure the above mentioned measures are installed in a timely manner.

Moreover, a bat survey was submitted as a supporting documents, which has been assessed by the Local Authority Biodiversity Team, who presented no objection subject to the development being carried out in accordance with the recommendations outlined in both: Bat Scoping Survey and Bat Friendly Method Statement by EcoLogical Services Ltd.

Section 106 Planning Obligations

In view of the type and form of development proposed in this location, having regard to local circumstances and needs arising from the development, no planning obligations are considered necessary to make the development acceptable in planning terms and to meet the policy and legislative tests for planning obligations.

CONCLUSION

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on the amenities of neighbouring residents, visual amenity of the area or highway and pedestrian safety. Accordingly, the proposed development is in accordance with Policies BE1 (Design), EN8 (Pollution and Land Stability), and TR2 (Design and Access of New Development) of the Neath Port Talbot Local Development Plan.

It is further considered that the decision complies with Future Wales - the National Plan 2040, specifically Policies 2 (Shaping Urban Growth and Regeneration - Strategic Placemaking), 8 (Flooding) & 9 (Resilient Ecological Networks and Green Infrastructure), and the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the well-being of Future Generations (Wales) Act 2015.

RECOMMENDATION

Approved

Subject to the following conditions/reasons, which have been imposed for the reasons stated:-

Time Limit Conditions

- 1 The development shall begin no later than five years from the date of this decision.

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

List of Approved Plans

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

2589 Planning Statement - re Dwr Cymru Welsh Water received 21/07/2026;
DC0249_Surface_Network_Outputs received 20/07/2026;
2589 26-0624 DAH Planning Rev03 received 24/06/2026;
Green Infrastructure Statement-Gnoll Nursing Home. REV3 received 24/06/2026;
DC0249_01_01_Rev_A received 24/06/2026;
DC0249_01_02_Rev_A received 24/06/2026;
2589-2002-03_Proposed Block Plan received 24/06/2026;
2589-2101-05_Proposed Floor Plans received 24/06/2026;
2589-2102-02_Proposed Roof Plan received 24/06/2026;
2589-2202-03_Proposed Elevations received 24/06/2026;
2589-2101-04_Proposed Floor Plans received 27/04/2026;
Flood Consequences Assessment Neath received 23/04/2026;
2589-0160A-02_Site Location Plan received 14/04/2026;
2589-0106-02_Existing Block Plan received 14/04/2026;
2589-0107-02_Existing Ground Floor received 14/04/2026;
2589-0202-02_Existing Elevations received 14/04/2026;
Topographical Survey at Gnoll Nursing Home received 05/01/2026;
Bat Friendly Method Statement, The Gnoll Nursing Home, Neath, Serenity Homes Limited, V1.0 received 17/12/2025;
Scoping Survey, The Gnoll Nursing Home, Neath, Serenity Homes Limited, V1.0 received 17/12/2025;
2589-0108-01_Existing First Floor received 01/09/2025;
2589-0109-01_Existing Roof Plan received 01/09/2025.

Reason:
In the interests of clarity.

Pre-Commencement Conditions

- 3 No development shall commence (including any site clearance), until a Demolition & Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Environmental Management Plan shall be in accordance with the requirements of British Standard BS5228-1:2009 - "Code of practice for noise and vibration control on construction and open sites". The approved Statement shall be adhered to throughout the demolition and construction phases. The Statement shall provide for:
- a. Construction methods: details of the extent and phasing of development; details for the storage and management of plant and materials used in constructing the development
 - b. Drainage: Details of drainage measures during construction phases to ensure that the drainage of any adjoining land, and land downstream is not interrupted or otherwise adversely affected by the development.
 - c. General Site Management: details of the construction programme including timetable; details of site clearance; details for erection and maintenance of security hoarding including decorative displays and facilities for public viewing.
 - d. Control of Nuisances: Wheel washing facilities and measures to control light spill.
 - e. Traffic Management: details of site deliveries including routes of vehicles, plus delivery and construction times, taking into account the proximity of residential dwellings and school opposite, there shall be no deliveries in excess of 3.5 tonnes shall access or leave the site via any route during the hours of 8am to 9.30am and 2.30pm to 4pm during school term times; details for the loading and unloading of plant and materials; details for the parking of vehicles of site operatives and visitors; scheme for the erection of temporary/semi-temporary signage warning drivers of the presence of children and speed restrictions; Measures to prevent stacking of vehicles onto the public highway; The frequency and size of vehicles used to transport the waste material arising from the demolition works;
 - f. Hours of working on site, including specified hours for deliveries; details of restrictions to be applied during construction and demolition works (including timing, duration and frequency of works) to prevent noise or nuisance amenity issues to surrounding properties.

g. Responsible Persons: details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details, the CEMP must also be signed by the responsible person.

Regulatory Conditions

- 4 Adequate provision shall be made for the drainage of the site, to ensure that the drainage of any adjoining land is not interrupted or otherwise adversely effected by the development during the life time of construction.
Reason: In the interest of highway and pedestrian safety, the environment, and the amenity of residents, and to ensure accordance with Policies BE1, EN8 and TR2 of the adopted Neath Port Talbot Local Development Plan.
- 5 No surface water or land drainage run-off shall be allowed to connect, either directly or indirectly, to the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.
- 6 Unless otherwise agreed in writing by the Local Planning Authority, foul water and surface water discharges shall be drained separately from the site.
Reason: In the interest of highway and pedestrian safety, the environment, and the amenity of residents, and to ensure accordance with Policies BE1, EN8 and TR2 of the adopted Neath Port Talbot Local Development Plan.
- 7 Should any springs or ground water seepage be encountered the on site works in that area shall cease until a scheme for collection and disposal of the water has been submitted to and approved in writing by the Local Planning Authority. No ground water shall ever be discharged into the proposed drainage scheme.
Reason: In the interest of highway and pedestrian safety, the environment, and the amenity of residents, and to ensure accordance with Policies BE1, EN8 and TR2 of the adopted Neath Port Talbot Local Development Plan.
- 8 The approved scheme of ecological enhancement measures indicated within the document 'Green Infrastructure Statement-Gnoll Nursing Home. REV3' shall be implemented and completed prior to the first beneficial use of the development hereby approved and retained thereafter for the lifetime of the development.

Reason:

In the interests of Biodiversity and to provide a net benefit to Biodiversity in accordance with Policy 9 of Future Wales and so as to accord with Policy SP15 of the adopted Neath Port Talbot Local Development Plan.

- 9 The development shall be carried out in accordance with the recommendations outlined in both: Bat Scoping Survey and Bat Friendly Method Statement by EcoLogical Services Ltd.

Reason:

In the interests of Biodiversity and to provide a net benefit to Biodiversity in accordance with Policy 9 of Future Wales and so as to accord with Policy SP15 of the adopted Neath Port Talbot Local Development Plan.

Case Officer

[REDACTED]

Telephone No.

[REDACTED]

Date of Recommendation 19th August 2026