

OFFICER REPORT

Application Number: P2026/0179

Site Address: Land At Port Talbot Steelworks Port Talbot

Proposal: Retention and installation of perimeter fencing, automated vehicular and manual pedestrian gates, traffic signage and Armco barrier.

Applicant: TATA Steel UK Ltd

Agent: Miss Mared Jones

Ward: Margam & Taibach

Application Type: Full Plans

Valid Date: 7th April 2026

Statutory Expiry Date: 1st June 2026

Ext. of Time / PPA date:

Publicity Expiry Date: 4th May 2026

RECOMMENDATION - Approved

DEVELOPMENT PROPOSAL

SITE AND CONTEXT

The application site is located within the operational Port Talbot Steelworks complex, to the north-west of Longlands Lane, Port Talbot. The site comprises part of an existing internal access road and associated operational land which provides access to an existing HGV parking area within the wider steelworks complex.

The surrounding area is characterised by large-scale industrial development and infrastructure associated with the established steelworks operations. The site itself comprises existing hardstanding and gravel surfacing associated with the internal road

network and operational activities of the steelworks. Vegetation and tree cover are present adjacent to parts of the site boundary, particularly along the western and northern edges.

The site lies within an existing employment area identified as Tata Steelworks under Policy EC2/11 of the Neath Port Talbot Local Development Plan.

The application site is isolated from any heritage assets. According to the Natural Resources Wales Flood Map for Planning, the site is not located within a designated flood zone and is not identified as being at risk from fluvial or tidal flooding.

Access to the site is taken via the existing internal steelworks road network from Longlands Lane. The application relates solely to operational security and access control infrastructure within the existing industrial complex.

DESCRIPTION OF DEVELOPMENT

This application seeks full planning permission for the retention and installation of perimeter security infrastructure within the operational Port Talbot Steelworks complex. The proposed development comprises:

- Retention and installation of perimeter fencing;
- Installation of an automated vehicular barrier gate;
- Installation of a manual lockable access gate;
- Installation of four card reader/intercom posts;
- Installation of Armco barriers;
- Installation of traffic signage and associated road markings; and
- Installation of a lighting column and associated electrical equipment.

The development is proposed adjacent to an existing internal access road serving the steelworks and HGV parking area. The security infrastructure is intended to provide controlled vehicular access and improve the security and operational management of the wider steelworks site.

The proposed perimeter fencing would comprise 2.4 metre high V-mesh weld mesh fencing finished in green powder coating (RAL 6005). The fencing would adjoin existing fencing previously approved along Longlands Lane in order to provide continuity in appearance and function. The fencing would utilise steel posts installed within the existing gravel road surface.

The automated vehicular access barrier would operate in conjunction with four dual-height card reader/intercom posts positioned on either side of the access route to facilitate controlled entry and exit arrangements. The barrier would include integrated safety measures including laser sensors, photo-electric safety detection equipment, LED lighting and associated control equipment.

Associated operational infrastructure would also be installed, including priority traffic signage, Armco barriers, a lighting column and electrical cabinets. The submitted close-

up site plan indicates the layout and positioning of the various security and traffic management features adjacent to the internal access road.

The proposal is operational in nature and is intended to enhance site security, regulate vehicle movements and prevent unauthorised access within this part of the operational steelworks complex.

NEGOTIATIONS

The application was not amended.

PLANNING HISTORY

The application site has the following relevant planning history:

Application Reference	Description	Decision
P2024/0205	Retention and construction of perimeter fencing and access gates at Port Talbot Steelworks	26.06.2024
P2021/0775	Erection of new security gate and fencing at Port Talbot Steelworks	26.08.2021

CONSULTATIONS

Consultee	Date	Response
NPT Highways	20.04.2026	No objection
NPT Drainage	20.04.2026	No objection
NPT Ecology	16.04.2026	No objection / comments

REPRESENTATIONS

The application was also advertised in the press on 13.04.2026.

In response, no representations were received.

REPORT

PLANNING POLICY CONTEXT

National Legislation, Planning Policy and Guidance

The Well-being of Future Generations Act (Wales) 2015 (WFGA 2015)

The WFGA 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.

Future Wales – the National Plan 2040

[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 1** Where Wales will grow.
- 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.

Technical Advice Notes

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

- [TAN 12: design \(31 March 2016\)](#)
- [TAN 18: transport \(31 March 2007\)](#)

Local Planning Policy and Guidance

Overview

The development plan for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 is the [Neath Port Talbot Local Development Plan 2011 - 2026 \(Adopted January 2016\)](#) (hereafter LDP). When considering the grant of planning permission the plan should be considered as a whole, within the LDP the following policies are of particular relevance.

Strategic Policies

- **Policy SP1** Climate Change
- **Policy SP11** Employment Growth
- **Policy SP15** Biodiversity and Geodiversity
- **Policy SP16** Environmental Protection
- **Policy SP19** Waste Management
- **Policy SP20** Transport Network
- **Policy SP21** Built Environment and Historic Heritage

Topic Based Policies

- **Policy SC1** Settlement limits
- **Policy BE1** Design
- **Policy EN8** Pollution and Land Stability
- **Policy TR2** Design and Access of New Development
- **Policy EC2** Existing Employment Areas

Supplementary Planning Guidance

- [Design](#) (July 2017)

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 no screening is required under the regulations.

The proposed development is not located within a zone of influence for any SAC, 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. The nearest site is Kenfig Burrows SAC, however no functional linkage to this site is present from the proposal.

ISSUES

The main issues to consider in the determination of this application are:

- The principle of the development having regard to the site's location within the Port Talbot Steelworks Existing Employment Area;
- The visual impact and design of the proposed fencing, gates and associated infrastructure within the industrial streetscene;
- The impact of the development upon highway safety and vehicular movements within the operational steelworks complex;
- The impact of the proposal upon biodiversity and green infrastructure interests; and
- Whether the proposal would give rise to any unacceptable impacts upon residential amenity or the surrounding area.

PRINCIPLE OF DEVELOPMENT

The application site forms part of the operational Port Talbot Steelworks complex and lies within an Existing Employment Area designated under Policy EC2/11 of the Neath Port Talbot Local Development Plan. The wider steelworks site represents a strategically important industrial and employment location within the County Borough. Policy EC2 of the Neath Port Talbot Local Development Plan seeks to protect Existing Employment Areas and supports development which sustains and supports the function of such employment locations. Policy SC1 is also relevant in respect of the settlement strategy and directing development to appropriate locations.

The proposal relates to the retention and installation of operational security and access management infrastructure including perimeter fencing, automated vehicular barriers, gates, signage and associated access control equipment. The development is directly associated with the ongoing operation, management and security of the established steelworks complex and does not involve the introduction of a new land use. Policy EC2 supports proposals which sustain and support the function of existing employment areas, provided that there would be no unacceptable adverse impacts arising from the development. In this regard, the proposed development is operational in nature and is considered ancillary to and supportive of the continued operation of the wider steelworks site.

The proposal would extend and tie into existing approved security fencing along Longlands Lane and would provide controlled vehicular access arrangements associated with the adjacent HGV parking and operational areas. The development is therefore considered to represent an appropriate form of development within this established industrial context.

Planning Policy Wales recognises that community safety and crime prevention are material planning considerations and advises that planning decisions should seek to create safe and secure environments. The proposed development would enhance site security and assist in preventing unauthorised access within this part of the operational steelworks complex.

Accordingly, the principle of the development is considered acceptable subject to compliance with relevant detailed planning considerations addressed below.

IMPACT ON VISUAL AMENITY

Policy BE1 of the Neath Port Talbot Local Development Plan requires development proposals to demonstrate good design principles and respond appropriately to the character and appearance of the surrounding area. Policy TR2 also requires development to achieve safe and integrated design solutions. The application site is located within the operational Port Talbot Steelworks complex, an area characterised by large-scale industrial buildings, plant, infrastructure, security fencing and associated operational development. In this context, the proposed security infrastructure would appear as a functional and appropriate form of development within the surrounding industrial environment.

The proposed perimeter fencing would comprise 2.4 metre high green powder-coated V-mesh fencing designed to tie into the existing approved fencing along Longlands Lane. The fencing design, materials and colour finish would provide visual continuity with the existing security infrastructure already present within this part of the steelworks complex. The automated barrier gate, manual access gate, card reader posts, Armco barriers, signage and lighting column are similarly operational in appearance and scale and are typical of infrastructure commonly associated with large industrial and employment sites. Whilst visible within the locality – in particular from Longlands Lane - the development would be viewed within the context of the wider steelworks operations and associated infrastructure and would not appear incongruous or visually intrusive.

Given the established industrial character of the site and surrounding area, it is not considered that the proposal would adversely affect the visual amenities or character of the area. The proposal is therefore considered to accord with Policies BE1 and TR2 of the Neath Port Talbot Local Development Plan.

PARKING AND ACCESS REQUIREMENTS AND IMPACT ON HIGHWAY SAFETY

Policy TR2 of the Neath Port Talbot Local Development Plan requires development proposals to ensure safe and efficient access arrangements and to avoid unacceptable impacts upon highway safety and the operation of the highway network. Policy BE1 is also relevant in respect of ensuring safe and functional design. The proposal relates to the retention and installation of security and access control infrastructure within an existing operational access route serving the Port Talbot Steelworks complex and adjacent HGV parking area. The development would not create a new vehicular access onto the public highway and would instead formalise and control vehicle movements within the existing internal road network.

The proposed development includes an automated vehicular barrier gate, associated card reader/intercom posts, traffic signage, Armco barriers and road markings intended to regulate vehicle movements and provide controlled access arrangements. The submitted details demonstrate that the infrastructure has been designed specifically for operational HGV movements associated with the steelworks. The proposal also includes priority traffic signage and associated traffic management measures intended

to facilitate safe movement through the controlled access point. The barrier system incorporates safety equipment including laser sensors and photo-electric detection systems designed to safely manage vehicle access and prevent conflict with users of the access route.

Given that the proposal relates to operational infrastructure within an established industrial complex, and noting that no objections have been raised by NPT highways, it is considered that the development would have an acceptable impact on highway safety.

The proposal is therefore considered to comply with Policies TR2 and BE1 of the Neath Port Talbot Local Development Plan.

BIODIVERSITY / ECOLOGY

Policy SP15 of the Neath Port Talbot Local Development Plan seeks to protect and enhance biodiversity, geodiversity and ecological interests. Development proposals are required to appropriately consider ecological impacts and green infrastructure provision. The application is accompanied by a Green Infrastructure Statement which confirms that the proposal has been designed to minimise impacts upon biodiversity and adjacent habitats.

The development is located within an existing operational industrial site comprising predominantly hardstanding, gravel surfacing and existing access infrastructure. The submitted information confirms that the fence posts would be installed within the existing road surface rather than within adjacent undeveloped land and that the fence line itself would not be buried. This approach minimises disturbance to surrounding vegetation and habitats adjacent to the application site. The Green Infrastructure Statement further confirms that the applicant has worked with a qualified ecologist to ensure that habitats would not be adversely affected by the proposal. The application was referred to the NPT Planning Ecologist, who advised that they had no comments or objections to the proposal. Given the operational and previously developed nature of the site, together with the limited physical extent of the works, it is considered that the proposal would have an acceptable ecological impact.

Taking into account the submitted information and the nature of the site, the proposal is considered to accord with Policy SP15 of the Neath Port Talbot Local Development Plan together with the biodiversity and green infrastructure objectives contained within Planning Policy Wales Edition 12.

Residential Amenity

Policy BE1 of the Neath Port Talbot Local Development Plan requires development proposals to avoid unacceptable impacts upon the amenity of neighbouring occupiers and surrounding land uses. The application site is located within the operational Port Talbot Steelworks complex and is surrounded by industrial development, operational infrastructure and associated access roads. There are no residential properties located

immediately adjacent to the application site, the nearest properties are on Longlands Lane beyond the neighbouring BOC gas plant, with considerable separation distance.

The proposed development comprises operational security infrastructure including fencing, gates, signage, barriers and associated access control equipment. Given the industrial context of the site and the scale and nature of the proposed works, it is considered that the development would give rise to acceptable impacts in terms of visual amenity, overlooking, loss of privacy, overshadowing or overbearing effects. The proposal includes a lighting column associated with the security infrastructure, the scale and nature of the development is such that no significant adverse lighting impacts are anticipated. Furthermore, the proposal would largely serve to formalise and control existing operational access arrangements within the steelworks complex rather than intensify the use of the site.

Accordingly, the proposal is considered to result in acceptable impacts upon residential amenity and is considered to accord with Policies BE1 and TR2 of the Neath Port Talbot Local Development Plan.

SECTION 106 PLANNING OBLIGATIONS

Local Development Plan Policy SP 4 (Infrastructure) states that “Developments will be expected to make efficient use of existing infrastructure and where required make adequate provision for new infrastructure, ensuring that there are no detrimental effects on the area and community. Where necessary, Planning Obligations will be sought to ensure that the effects of developments are fully addressed in order to make the development acceptable”.

Policy I1 (Infrastructure Requirements) then states that “In addition to infrastructure improvements necessary to make a development acceptable in health, safety and amenity terms, additional works or funding may be required to ensure that, where appropriate, the impact of new development is mitigated. These requirements will include consideration of and appropriate provision for: Affordable housing; Open space and recreation facilities; Welsh language infrastructure (in language Sensitive Areas); Community facilities including community hubs; Biodiversity, environmental and conservation interests; Improving access to facilities and services including the provision of walking and cycling routes; Historic and built environment and public realm improvements; Community and public transport; Education and training.

The Community Infrastructure Levy Regulations 2010 came into force on 6th April 2010 in England and Wales. They introduced limitations on the use of planning obligations (Reg. 122 refers). As of 6th April 2010, a planning obligation may only legally constitute a reason for granting planning permission if it is:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In this case, the proposal relates to a planning application for relatively minor access control requirements for an operational steelworks. In view of the type and form of development proposed in this location, having regard to local circumstances and needs arising from the development the proposal does not give rise to any requirements for a planning obligations.

OTHER MATTERS

No third-party representations were received in relation to the application. The application relates to operational security and access management infrastructure within the established Port Talbot Steelworks complex and does not involve any significant operational expansion of the site or change in land use – the above is considered to address all significant material considerations.

CONCLUSION

The decision to recommend planning permission be issued has been taken in accordance with Section 38(6) 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.

The proposed development is operational in nature and would support the continued safe operation, security and management of the wider steelworks site, which forms a strategically important employment area. The proposal is considered appropriate within this established industrial context and would integrate with existing approved security infrastructure along Longlands Lane. The development is not considered to give rise to any unacceptable impacts in respect of visual amenity, highway safety, biodiversity or residential amenity. Furthermore, the proposal would provide enhanced security and controlled access arrangements within the operational steelworks complex in accordance with national planning policy objectives relating to community safety and secure environments.

Having regard to the above, the proposal is considered to accord with Policies BE1, TR2, SP15 and EC2 of the Neath Port Talbot Local Development Plan. It is further considered that the decision complies with Future Wales - the National Plan 2040 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:

- Proposed Site Location Plan (ref. 1018)
- Road Gate Close Up Plan (ref. 1015)
- Fence Elevation (ref. 1006)
- Road Side Gate Plan and Elevations (ref. 1019)
- Card Reader Plan and Elevations (ref. 1016)
- Lighting Column and Road Signage Elevations (ref. 1017)
- Details of Armco Barrier
- Type F Cabinet Plan
- Green Infrastructure Statement

Reason:

In the interests of clarity.

Regulatory Conditions

- 3 The lighting column shall be directed away from adjacent vegetation and ecological features.

Reason:

In the interests of biodiversity and visual amenity.

- 4 The development shall be carried out in accordance with the mitigation and avoidance measures set out within the submitted Green Infrastructure

Statement, including installation of fencing posts within the existing gravel surface and no burial of the fence line.

Reason:

In the interests of biodiversity and green infrastructure.

Case Officer Matthew Griffiths

Telephone No. 01639 686776

Date of Recommendation 21st May 2026