

Application Number: 24/11096 Full Planning Permission
Site: LAND AT FORMER FAWLEY POWER STATION, FAWLEY ROAD, FAWLEY SO45 1TW
Development: Temporary mixed use of land for haulage and B8 storage (Retrospective)
Applicant: Fawley Waterside Limited
Agent: Southern Planning Practice
Target Date: 12/03/2025
Case Officer: Ian Rayner
Officer Recommendation: Grant Temporary Permission
Reason for Referral to Committee: Parish Council contrary view

1 SUMMARY OF THE MAIN ISSUES

The key issues are:

- 1) The principle of development, having regard to local plan policy and the recent planning history of the site.
- 2) Transportation and highway impacts.
- 3) Noise and amenity impacts.
- 4) Landscape impacts, including impacts on the adjacent New Forest National Park.
- 5) Ecological impacts, including impacts on nearby designated sites.

2 SITE DESCRIPTION

The application site extends to 1.75 hectares and comprises part of the former Fawley Power Station site. Specifically, the application site relates to an open area of land towards the north-western corner of the former power station site, between Western Road and the former power station's western boundary with the New Forest National Park.

The site is flat and entirely hard surfaced. Access to the site would be via the main access road serving the former power station.

Other parts of the former power station site are currently being used for the storage of wind turbine blades, and also for other storage uses that are the subject of a separate application for temporary planning permission (Ref:24/10861).

3 PROPOSED DEVELOPMENT

The application seeks to use the application site area for haulage and for storage uses falling under Use Class B8. Permission is sought only for a temporary period of time up until 31st December 2025.

Permission is being applied for retrospectively, as the areas in question are already being used for haulage or B8 storage purposes.

There are currently 3 distinct uses taking place on the site, which this application seeks to regularise.

Firstly, the southernmost section of the site is occupied by Earlcoate Construction, who are a local construction company. They are using the site for the storage of construction plant and equipment. The planning statement submitted in support of the application indicates that they generate traffic movements 2-3 times a week, with there being no activity on site at all on some days. Earlcoate Construction have enclosed their storage area with a palisade fence, which does need planning permission, but which does not form part of the current application proposals.

Secondly, the northernmost section of the site is occupied by ICS. They store air conditioning and refrigeration equipment on the site and moved onto the site last year. As with Earlcoate Construction, their use is relatively static, involving 2 to 3 traffic movements a week, with no activity on site at all on some days. When the site was visited in December 2024, their use had spilled out slightly beyond the application site boundary.

Thirdly, the central section of the site is occupied by the haulage company, JHS. The planning statement submitted with the application indicates that they have operated from the site since 2017 (for at least 7 years). They park HGVs and trailers on the land and have placed temporary portacabins on the land that provide ancillary office accommodation and rest room facilities. During the week, most of the vehicles are on the road, transporting goods around the country. Vehicles typically leave the site early on Monday morning and return on Friday, although for logistical reasons, some of the vehicles that operate more locally return to the site during the week. The planning statement submitted with the application indicates that a small number of vehicles have begun working over the weekend, although this is expected to only be a short-term contract.

4 PLANNING HISTORY

Previous proposals relating to wind turbine storage use

- 4.1 2 steel portal framed industrial buildings (Use Class B2); mobile portable cabin; use of land for storage of wind turbine blades (B8); temporary permission sought for 10 years (17/10805) - granted temporary permission 8/9/2017
- 4.2 Variation of Condition 2 of planning permission 17/10805 to allow amended plan numbers entailing the addition of buttresses and associated alterations to the approved blade painting facility building (17/11724) - granted temporary permission 19/2/2018
- 4.3 Leading Edge Protection Building; single-storey portable cabins for welfare facilities and offices (18/10583) - granted temporary permission 30/7/18
- 4.4 EIA Screening Opinions in respect of the above 3 proposals (17/10237), (17/11752), (18/10586) - Opinions given in 2017 and 2018 that EIA not required.
- 4.5 Site 1: Temporary storage of wind turbine blades on site of demolished Fawley Power Station Boiler House; Site 2: Temporary storage of wind turbine blades on the site of the Fawley Power Station Control Room and the

adjoining car park. (23/10050) - granted temporary planning permission
3/5/23

Proposals for the demolition of the Fawley Power Station Buildings

- 4.6 Dismantling and removal of external structures including tanks, ductwork and bunds (18/11048) (Demolition Prior Notification Application) - details not required to be approved 28/8/18
- 4.7 Dismantling, removal and site clearance of buildings (19/10131) (Demolition Prior Notification Application) - details not required to be approved 31/5/19
- 4.8 Dismantling, removal and site clearance of buildings at Fawley Power Station and remediation of the site (19/10138) (Approval under Regulations 73 and 75 of The Conservation of Habitats and Species Regulations 2010) - granted 31/5/19

Proposal for the redevelopment of Fawley Power Station

- 4.9 Land within the New Forest District Council comprising the demolition of ancillary power station buildings and provision of 1,380 new homes, 95,300 square metres of new commercial, civic and employment space (Use Classes A1, A2, A3, A4, B1, B2, B8, C1, C3, D1 and D2), enlargement of the dock and creation of a canal within part of the turbine hall basement, refurbishment of the remainder of the turbine hall basement to create up to 2,100 space car park, surface car parking, a boat stack, public open space, Suitable Alternative Natural Greenspace, primary access road through the site, flood defences/sea wall, raising site level, hard and soft landscaping, associated infrastructure and engineering works (19/10581) (Outline Application with details only of Access) - withdrawn 12/7/24

Related proposals on other parts of the former Power Station site

- 4.10 Temporary use of land for storage and distribution (Use Class B8) (retrospective) (24/10861) - under consideration

5 PLANNING POLICY AND GUIDANCE

National Planning Policy Framework
Planning Practice Guidance

Local Plan 2016-2036 Part One

Policy STR1: Achieving Sustainable Development
Policy STR2: Protection of the countryside, Cranborne Chase Area of Outstanding Natural Beauty and the adjoining New Forest National Park
Policy STR3: The strategy for locating new development
Policy STR4: The settlement hierarchy
Policy STR6: Sustainable economic growth
Policy ENV1: Mitigating the impacts of development on International Nature Conservation sites
Policy ENV3: Design quality and local distinctiveness
Policy ENV4: Landscape character and quality
Policy ECON1: Employment land and development
Policy ECON2: Retention of employment sites and consideration of alternative uses
Policy CCC1: Safe and healthy communities

Policy CCC2: Safe and sustainable travel
Strategic Site 4: The former Fawley Power Station

Local Plan Part Two (2014)

DM1: Heritage and Conservation

DM2: Nature conservation, biodiversity and geodiversity

DM5: Contaminated land

6 PARISH / TOWN COUNCIL COMMENTS

Fawley Parish Council: Recommend refusal -

- We believe that application 24/11096 should not be considered in isolation from application 24/10861; there is a cumulative impact on the environment and community from both applications
- The highway was previously declared unsuitable for increased traffic numbers. Planning application 19/10581, sets out HCC comments and approval of the road and junction improvements in their letter dated 20th June 2020. These improvements were required for development permission. We believe that the traffic numbers using the B3053 and A326 are at the level projected for the previous development 'Fawley Waterside'. The planning conditions for that development included highways improvements (eg cycle routes, pedestrian routes and a pelican crossing to access Fawley Infants School) and none of these have been delivered. All highways improvements have ceased at Hardley roundabout bar the inclusion of an additional lane at the beginning of the B3053.
- The lack of those improvements results in pedestrians and cyclists being forced to use the road between Fawley and Calshot due to the removal of the bus service. This will place further pedestrians and cyclists on the 'unsuitable highways for pedestrians and cyclist' (evidence for this is contained in the Fawley Waterside development considerations and conditions for development 19/10581).
- The residents of Fawley Village are experiencing noise nuisance from the increased HGV traffic with reports to this council of sleep deprivation. The noise report does not consider the impact of the 'feeder traffic' and we feel this is not appropriate and must be included. The noise nuisance is an absolute; there is no argument against it. It is what is being experienced.
- Increased HGV traffic along an unsuitable for pedestrians and cyclists route that is an artery to 3 schools is a grave concern for the council.
- Increasing HGV traffic adjacent to the National Park and through residential areas will increase air quality issues and impact of the environment and setting of the National Park.

7 COUNCILLOR COMMENTS

None

8 CONSULTEE COMMENTS

Highway Authority: No objection subject to a condition that restricts operations of the site to remain unchanged in terms of their form and scale.

HCC Rights of Way: No comments specific to application; general advice offered.

Natural England: No objection

New Forest National Park Authority: the District Council will need to consider the potential impacts of this proposal on the New Forest National Park, which is located

in close proximity to the site.

NFDC Environmental Health: No objection subject to condition

Having reviewed the documentation submitted with the proposals, including the Noise Impact Assessment (WSP, September 2024) and Transport Statement (IMA, September 2024), and considered representations from members of the public, there are concerns of HGV traffic noise impacting residents on the Fawley bypass road, particularly between 4am – 7am on Monday mornings.

The hours of operation detailed in the Design and Access Statement, along with the data from Transport Assessment, indicate that the proposed development may be a strong contributor to HGV traffic causing the noise issues raised by residents.

As such, it is recommended a condition is imposed restricting hours of operation to between the hours of 6am - 6pm Mondays to Fridays and between the hours of 7am - 12 noon on Saturdays, with no activity taking place on Sundays.

NFDC Ecologist: No objection

National Grid: No objection provided relevant statutory clearances from National Grid overhead lines are maintained at all times; advise that there are no National Gas assets affected in this area.

9 REPRESENTATIONS RECEIVED

9.1 21 letters of objection from local residents on the following grounds:

- The site should be restored to how the site was used before it was a power station
- The proposal has given rise to additional HGV movements, which causes noise and disturbance to local residents
- Vehicles are travelling to/from the site too early in the day and over too much of the day
- Vehicles are leaving mud on road and causing damage to local roads
- Increased highway dangers and likelihood of accidents
- Increased dangers for cyclists and pedestrians
- Additional traffic congestion
- Concerns about adequacy of noise surveys
- Concerns about dust and vibration from vehicular movements
- Concerns about what will happen after 2025
- Adverse impact on hedgehogs

9.2 1 letter of support from nearby resident.

9.3 1 neutral letter requesting a condition that prevents the storage of damaged electric vehicles.

10 PLANNING ASSESSMENT

Principle of Development

10.1 The application site forms part of an allocated site - where Policy Strategic Site 4 applies.

10.2 Policy Strategic Site 4 seeks a comprehensive redevelopment of the former Fawley Power Station site for a residential-led mixed use scheme and public open space - comprising around 1380 new homes, up to 10,000 square metres of ancillary community, retail, leisure and service uses, some office

uses and a marina within the central and southern parts of the site, and around 10 hectares of business and industrial uses on the northern part of the site. The policy is accompanied by a Concept Masterplan which indicates that the areas affected by this application should be developed either for employment related purposes or as a green buffer of public open space.

10.3 The proposed haulage and B8 storage uses are not considered to be in accordance with the requirements and expectations of Policy Strategic Site 4. Indeed, a permanent haulage or B8 storage use would be clearly contrary to policy and would not be a proposal that could be supported at the current time.

10.4 However, the application does not seek a permanent planning permission. Instead, only a temporary planning permission is sought until the end of December 2025. As such, it needs to be considered whether a relatively short-term temporary planning permission (of less than a year) would be justified in the light of planning policy, the site's recent planning history and the scheme's environmental impacts. On this point, it is of note that Planning Practice Guidance states:

"A temporary planning permission may also be appropriate to enable the temporary use of vacant land or buildings prior to any longer-term proposals coming forward (a 'meanwhile use')."

Planning History

10.5 There are already significant parts of the former Fawley Power Station site that are being used for the storage of wind turbine blades. Different parts of the wider site are subject to different temporary planning permissions. The first temporary planning permission (Ref: 17/10805) was granted in September 2017, permitting the storage of wind turbines on 12.78 hectares of the former power station site for a period of 10 years, expiring on 31st December 2027. Under this temporary planning permission, approval was also given for a couple of temporary buildings, including one where the turbines are painted.

10.6 More recently, in May 2023, temporary planning permission (Ref: 23/10050) was given for a further 6.22 hectares of land at the former Fawley Power Station to be used for the storage of wind turbine blades. Temporary planning permission was granted for most of the application site area until 31st December 2025. However, a shorter temporary planning permission, expiring on 31st December 2024, was granted for part of the storage area closest to the southern boundary of the site. The shorter temporary planning permission here reflected the build out time of the wider Fawley Waterside development that was anticipated at that time (see details below).

10.7 In May 2019, an outline planning application was submitted for the redevelopment of the power station site with 1380 dwellings and significant new areas of employment / commercial floorspace. A related outline planning application for 120 dwellings and infrastructure was submitted to the New Forest National Park Authority. The applications (collectively relating to a development known as Fawley Waterside) were considered by the respective planning committees in July 2020, and there was a resolution to approve both applications subject to the prior completion of a Section 106 legal agreement. However, the legal agreement was never completed, and both applications were withdrawn in July 2024.

10.8 The withdrawal of the main redevelopment proposals for the site means that there is no realistic prospect of a more permanent, policy compliant development being delivered on the application site within the timeframe of the current application for temporary planning permission - i.e. before 31st December 2025. What will come forward on the former power station site by way of a more permanent development is not currently clear. What is clear, though, is that the proposed temporary use would not be prejudicial to the delivery of a policy compliant or alternative development in the longer term. As such, it is considered to be an acceptable proposal in principle.

Economic and Employment considerations

10.9 The active use of the application site for the proposed storage use supports 3 existing businesses. As an application for temporary planning permission, the proposal will provide short term benefits to the local economy, supporting economic growth and productivity. This would be consistent with the objectives of Policy STR6 of the Local Plan.

Highway safety, access and parking

10.10 The transportation impacts of the proposed development need to be assessed in the light of Paragraph 116 of the NPPF, which indicates that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. Policy ENV3 of the Local Plan, meanwhile, requires development to be laid out in a way that is safe to access.

10.11 The application is accompanied by a detailed Transport Statement, which assesses the combined transportation impacts of this proposal and the separate proposed temporary storage use that is the subject of Planning Application 24/10861.

10.12 In order to understand how much traffic the proposed storage uses are generating, automated traffic count surveys were undertaken during June 2024 on both the access road serving the former power station and on a section of the B3053 close to the north of the site. These surveys found that there were 121 inbound vehicle movements and 138 outbound vehicle movements on the average weekday, of which 10-14% were HGV movements, equating to an average of 31 HGV movements over a whole weekday. Vehicle movements on Saturdays and Sundays were materially less than this. As a proportion of vehicular movements on the adjacent section of the B3053, the former power station site is therefore responsible for about 8% of traffic on a typical weekday (10% of the morning peak hour traffic and 6% of evening peak hour traffic).

10.13 It is important to recognise that only a proportion of traffic movements using the former power station site are associated with the unauthorised uses that are the subject of the current applications for temporary planning permission. The applicant's Transport Statement concludes that the percentage change in traffic flows resulting from the unauthorised uses is low, amounting to not more than 3% in terms of overall traffic volumes. The predicted change in HGV movements is higher in percentage terms, but the actual number of movements remains low overall.

- 10.14 The Transport Statement concludes that the sites which are the subject of the retrospective planning applications do not generate large volumes of trips and will have no material effect on the operation of the network. The Highway Authority have assessed the applicant's Transport Statement, its methodology and conclusions, and are satisfied that the proposed uses do not result in a significant level of change to traffic on adjacent roads. They are satisfied that the proposals, in combination, (based on existing levels of use) do not have a material effect on the operations of the highway. It is not considered there is any reason to disagree with the Highway Authority's conclusions.
- 10.15 The submitted Transport Statement is based on the current storage and haulage use operations, and it should be recognised that an alternative storage user might potentially use the site in a more intensive manner than the existing users. However, given the proposal is seeking only a temporary planning permission until the end of 2025, it is considered reasonable to assess transportation impacts based on the impact of the existing unauthorised uses.
- 10.16 Concerns have been raised that there need to be further road improvements to the A326 / B3053 to offset the transportation impact of the additional traffic generated by this development. It is noted that some junctions to the A326 have been recently improved as a result of funding that has been secured by Hampshire County Council. However, having regard to the comments of the Highway Authority, this proposed development, neither in itself nor in combination with the other application for temporary planning permission, does not generate a level of additional traffic on local roads that impacts harmfully on the safety and capacity of the local highway network. The transportation impact of this proposed temporary use is not in any sense comparable to the transportation impact of the redevelopment proposals that were withdrawn last year and which did require mitigation. Accordingly, there is considered no justification for requiring the development to secure similar or indeed any transportation mitigation measures. Any such mitigation would, moreover, be disproportionate, given the application only seeks temporary planning permission until the end of this year.
- 10.17 It is recognised that the proposed development does not provide any additional infrastructure or facilities for cyclists or pedestrians. Given the nature of the proposed use and the fact that only a short-term temporary planning permission is being sought, the lack of any such provision is considered reasonable and justified.
- 10.18 The Highway Authority have recommended a condition that the use remains unchanged in form in scale from the current situation. Such a condition is not considered to meet relevant tests of precision or enforceability. Ultimately, the intensity of use will be limited by the size of the site and restrictions on operational hours (see below), but anything more than this is not considered to be workable or reasonable. In all probability, because only a short-term temporary permission is being sought and the existing occupants are known entities, it is unlikely that the site would be used in a materially more intensive manner than at present for the duration of the temporary permission that is being sought. Obviously, there would be scope to review this situation if a further application were submitted to extend any temporary planning permission.
- 10.19 Overall, based on the conclusions above and the advice of Paragraph 116 of the NPPF, it is considered that the proposal is consistent with planning

policies that relate to highway safety.

Noise and amenity impacts

- 10.20 Noise and amenity impacts must be considered in the light of Policy ENV3 of the Local Plan, which requires development to avoid unacceptable effects by reason of noise pollution or other adverse impacts on local character or residential amenity.
- 10.21 The nearest residential properties to the proposed storage and haulage area are about 370 metres away on the site's western side. Visually, there is no line of sight between the proposed storage and haulage uses and any residential dwelling. As such, it is not considered the proposed storage and haulage uses would have any adverse visual impact upon residential amenities. The proposed storage use does generate some noise and so this is potentially a greater concern, albeit that noise on the site itself is remote from residential properties.
- 10.22 The application is supported by a detailed noise assessment report, which has considered noise impacts on the nearest noise sensitive receptors. Based on national guidance, the noise assessment report concludes that noise levels in and around the nearest noise sensitive properties fall within the criteria for acceptable noise levels. Furthermore, the report anticipates that the proposal will not increase typical maximum nighttime noise levels as experienced by the nearest noise sensitive receptors. The Council's Environmental Health Officer has reviewed the submitted noise assessment and is satisfied that it follows appropriate guidance and that its findings are reliable. As such, in terms of operational noise on the site, this would not be significant and would be within established guidelines.
- 10.23 One of the main concerns that has been raised by local residents is that the proposed use has given rise to additional HGV vehicle movements on the wider highway network, including outside of normal daytime working hours, causing noise and disturbance. Insofar as the storage uses being operated by Earcoate Construction and ICS are concerned, their use of the site appears to be low-key and there is no substantive evidence that their activities have been the source of significant noise or disturbance through additional HGV movements. By contrast, there is some evidence that the haulage company JHS have been operating over the past year at times that are more likely to cause disturbance that is impacting upon residential amenities. The Planning Statement submitted with the application indicates that the start time for HGVs operated by JHS can be as early as 4am. The transport statement submitted also clearly shows that there is an elevated number of HGV movements between 4am and 6am on a Monday morning that is emanating from outward movements from the former power station. Thus on Monday 3rd June 2024, there were 17 outbound HGV movements from the site between 4am and 6am. This peak is not anywhere near as pronounced on other days of the week when more of JHS's vehicles are away from the site. As such, it seems clear that much of the early morning (pre 6am) disturbance being experienced by residents is a result of JHS's operational hours - particularly on a Monday.
- 10.24 The noise assessment submitted with the application calculates that increases in traffic flows as a result of the proposed temporary uses will result in changes of noise levels of less than 1dB (when measured at sensitive roadside receptors), which is judged to have a negligible impact. Whilst this figure is not disputed, it clearly does not paint the full picture as evidenced by the preceding paragraph.

- 10.25 In considering the impact of traffic movements emanating from JHS's haulage use of the site, it is the movements before 6am that have the greatest adverse impact on residential amenities, as these movements cause more obvious sleep disturbance. It is felt to permit the use without any limitation on hours of operation would see continued adverse impacts on residential amenities that would not be acceptable. However, it is also considered that the impact of traffic movements on residential amenities could be acceptably mitigated through a condition seeking to control hours of use. In this case, the Council's Environmental Health Officer has suggested a condition that working hours and use of the site be restricted to 6am to 6pm Monday to Friday, 7am to Noon on Saturday and not at all on Sunday. It is understood that this would tie in more closely with working hours on the adjacent Fawley Quarry (which also generates HGV movements). It is considered that the condition suggested by the Council's environmental health officer strikes an appropriate balance between allowing the existing business to operate efficiently, whilst protecting residential amenities.
- 10.26 It should be noted that planning conditions can only control the use of the site; they cannot control traffic movements on the adjacent public highway network. However, in this case, a condition restricting hours of use should largely stop outbound traffic movements from the site outside of the approved hours of use, thereby addressing potential adverse impacts on residential amenities. Overall, provided that operational hours are restricted to the hours suggested by the Council's environmental health officer, it is considered the development's impact on residential amenities would be acceptable and in accordance with the provisions of Policy ENV3 of the Local Plan. (As any permission would only be temporary, there will also be the opportunity to monitor the effects of a later 6am start on residential amenities, and to review further impacts at the end of this period.)
- 10.27 It is recognised that a condition restricting hours of operation will impact on JHS in particular. The agent for this application has written to say that not being able to start at 4am, particularly on a Monday will have a 'devastating impact on their business' (which employs 40 drivers) and will put them at a disadvantage to their competitors. Ultimately, however, there has to be a balance between supporting business needs and protecting residential amenities. This is generally a quiet part of the district, and given the significant level of concern raised by local residents and the recorded sleep disturbance over the past year, it is considered that allowing operations to commence at 4am would not strike the right balance, whereas allowing a 6am start would be reasonable.

Landscape and visual impact

- 10.28 Policy ENV3 of the Local Plan requires development to be sympathetic to its environment and context, respecting and enhancing local distinctiveness, character and identity; and to avoid unacceptable effects by reason of visual intrusion. Policy ENV4, meanwhile, seeks to successfully integrate new development into the local landscape context.
- 10.29 In this case, the proposed storage area has limited visibility from public viewpoints outside of the application site. The area can be seen from the main entrance to the former power station site, but it is seen as just one small part of a backdrop of industrial and storage activity. The vehicles and items currently being stored on the land are not of any great height (the highest features being a double-stacked container and a double height portacabin).

Given the existing wind turbine storage use on other parts of the former power station, the continued presence of overhead pylons and the massive electricity substation buildings to the east, the proposed storage use has limited landscape impact.

- 10.30 The proposed storage area is adjacent to the former power station's western boundary and therefore lies immediately adjacent to the New Forest National Park. There is an area of mature ancient woodland known as Chambers Copse along this part of the former station's boundary, and this woodland (which has no public access) provides effective screening of the site from wider or more distant viewpoints within the National Park. As such, it is not considered that the proposal is harmful to the special qualities of the New Forest National Park.
- 10.31 It should be recognised that an uncontrolled storage use (in terms of height) would have a potential adverse impact on the special qualities of the National Park. Therefore a condition restricting the height of stored items is deemed appropriate. Were a more permanent application being proposed, it would also be appropriate to consider the provision of additional landscaping to mitigate the development's visual impact. However, due to the short-term temporary nature of the proposed development, it is considered that it would be disproportionate to require additional landscape planting in association with the proposal.

Heritage Impact

- 10.32 The impact of the proposal on the setting of nearby heritage assets is assessed within a Heritage Statement that has been submitted in support of the application. The nearest heritage asset to the application site is Badminton Farm, a Grade II Listed Building that is situated about 370 metres to the west of the application site. Given this significant degree of separation and the lack of any intervisibility between the application site and any heritage assets, the Heritage Statement concludes that there would be no adverse impact on the setting of heritage assets. This conclusion is fully accepted, and the proposal is therefore considered to comply with heritage related provisions in the NPPF, as well as policy DM1 of the Local Plan.

Ecology

- 10.33 Policy STR1 of the Local Plan expects all new development to avoid wherever possible (and mitigate where necessary) direct and indirect impacts of development on the New Forest and Solent International Nature Conservation sites.
- 10.34 In this case, this part of the former power station is almost 500 metres away from protected coastal habitats, comprising the Solent and Southampton Water Special Protection Area and Ramar Site, the Solent Maritime Special Area for Conservation, as well as the Hythe to Calshot Marshes Site of Special Scientific Interest. Natural England are satisfied that the proposed use would have no significant adverse impact (or likely significant effects) on these designated sites.
- 10.35 The area of land where storage is proposed is generally of low ecological interest. Chambers Copse to the west of the site is of ecological interest, but the proposed storage and haulage use is able to operate without adversely affecting this area of ancient woodland. It is of note that the Council's ecologist has raised no objection to the application.

Other concerns

- 10.36 The application is accompanied by an air quality assessment. This report concludes that vehicle movements associated with the development fall below relevant criteria. Therefore, the report concludes that the air quality effects of the development will be 'not significant'. The report concludes, moreover, that the proposal complies with national and local policy for air quality. There is considered no reason to disagree with the report's conclusions. As such, the proposal is considered to be consistent with Policy CCC1, which requires that development should not result in pollution or hazards which prejudice the health and safety of communities and their environments.
- 10.37 Concerns have been raised as to what will happen at the end of any temporary planning permission period. Ultimately, this proposal can only be assessed on the basis of what has been applied for. Any future proposal to extend the temporary planning permission period would need to be reviewed and reassessed based on the policies and circumstances at that time.
- 10.38 A representation has been submitted suggesting a condition be imposed that no damaged electric vehicles be stored. Such a condition would not meet relevant tests and so would not be reasonable or appropriate. (The representation also relates more to application 24/10861 than this application.)

11 OTHER MATTERS

N/A

12 CONCLUSION / PLANNING BALANCE

As a permanent use, the proposed B8 Storage and haulage use would be contrary to Policy Strategic Site 4 of the Local Plan and would not be justified.

However, a short-term temporary permission until the end of this year would deliver short-term economic benefits and would in principle be justified pending clarity on the long-term intentions and proposals for the wider power station site. The proposed temporary use would also accord, in principle, with Planning Practice Guidance as set out in Paragraph 10.4 above.

The transportation, environmental and amenity impacts of the proposed use have been carefully considered. The proposed use does generate additional HGV and traffic movements on the local road network, but the level of additional traffic generated is not considered to be of a significance that would be harmful to the safety and capacity of the local highway network or to require mitigation.

It has been identified that early morning use of the site associated with the haulage use has given rise to HGV traffic movements that is impacting on residential amenities. However, provided use of the site does not begin before 6am on weekdays and is further restricted at weekends, then the proposed uses are not considered to result in traffic movements that would have unacceptable amenity impacts, whilst noise on the site itself arising from the proposed use would be within acceptable limits.

The landscape impact of the proposal would be short term and would be acceptable given the existing context, subject to conditions. Ecological impacts would also be acceptable.

As such, based on the fact that permission is only sought until the end of this year, it is considered that the proposal would be in accordance with policies STR1, STR6, ENV3, CCC1 and DM1 of the Local Plan, as well as the NPPF. Accordingly, subject to conditions, it is recommended that temporary planning permission be granted until the end of this year.

13 RECOMMENDATION

Grant Temporary Permission

Proposed Conditions:

1. The use hereby approved shall cease on or before 31st December 2025.

Reason: The application site forms part of a Strategic Site allocation that is expected to be developed in accordance with Policy Strategic Site 4 of the New Forest District Local Plan 2016-2036 Part 1. The proposed development would not be in accordance with this policy. However, it is considered that a temporary permission until the end of 2025 would deliver justified economic benefits in the short-term without prejudicing the delivery of a policy compliant scheme in the medium to long term.

2. The development permitted shall be carried out in accordance with the following approved plans:

1:2500 Location Plan - NFNP-NM-315.02 rev D
1:500 Block Plan - NFNP-NM-315.06

Reason: To ensure satisfactory provision of the development.

3. No activity shall take place on the site in connection with the approved use(s) other than between the hours of 6am to 6pm Monday to Fridays and 7am to 12pm(noon) on Saturday, not including recognised bank and public holidays.

Reason: To safeguard the amenities of nearby residential properties in accordance with Policy CS2 of the Local Plan for the New Forest District outside the National Park (Core Strategy)

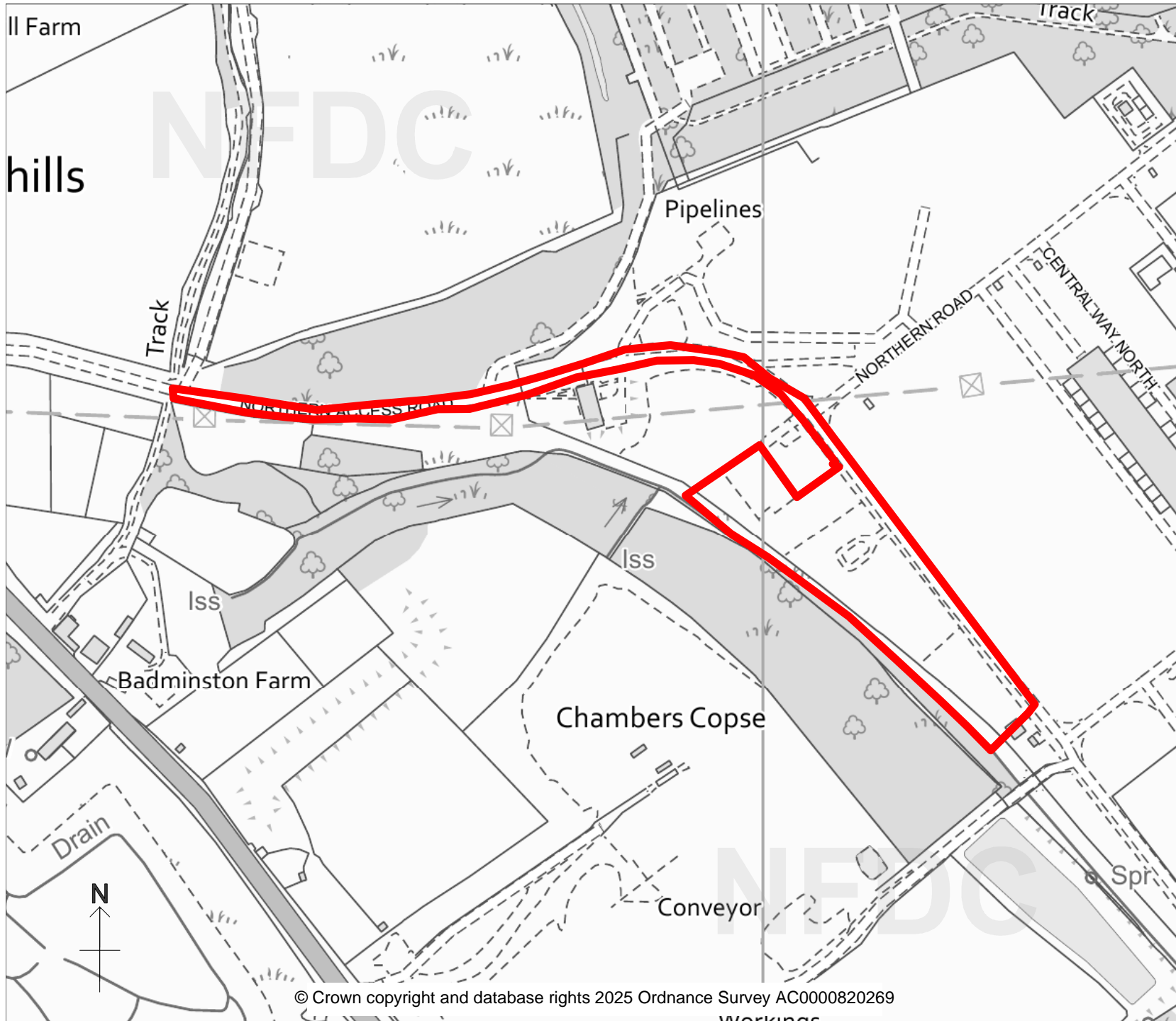
4. Any (shipping) containers or portacabins stored on the land shall be stacked no more than 2 containers / portacabins high, and nothing stored or kept on the land shall exceed 6 metres in height above existing ground levels.

Reason: In the interests of visual amenity and to safeguard the special qualities of the nearby New Forest National Park.

Further Information:

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PLANNING COMMITTEE

February 2025

Land at Former Fawley Power Station
Fawley Road
Fawley
24/11096

Scale 1:3500

N.B. If printing this plan from the internet, it will not be to scale.