

LAKESIDE BUSINESS PARK, WESTERN ROAD, PORTSMOUTH CITY OF PORTSMOUTH

INSTALLATION OF SOLAR POWER CANOPY STRUCTURES OVER EXISTING CAR PARK BAYS AND ROOF MOUNTED SOLAR PANELS TO BUILDINGS 1000, 2000, 3000, 4000, AND 5000. RE-CONFIGURATION OF MAIN NORTH CAR PARK TO PROVIDE ADDITIONAL PARKING BAYS.

LINK TO DOCUMENTS:

[22/00487/FUL | INSTALLATION OF SOLAR POWER CANOPY STRUCTURES OVER EXISTING CAR PARK BAYS AND ROOF MOUNTED SOLAR PANELS TO BUILDINGS 1000, 2000, 3000, 4000, AND 5000. RE-CONFIGURATION OF MAIN NORTH CAR PARK TO PROVIDE ADDITIONAL PARKING BAYS. | LAKESIDE BUSINESS PARK WESTERN ROAD PORTSMOUTH CITY OF PORTSMOUTH PO6 3EN](#)

Application Submitted By:

Tetra Tech - Southampton

On behalf of:

Portsmouth City Council Custom Solar

RDD: 11th April 2022

LDD: 5th August 2022

Site Notice displayed 24th July 2022

1 SUMMARY OF MAIN ISSUES

1.1 This application is brought to the Planning Committee for determination as Portsmouth City Council are the landowner, and due to the size of the development/site.

1.2 The main issues for consideration in the determination of the application are as follows:

- The design of the proposal and its impact on the character of the area
- Impact on the amenity of neighbouring residents
- Highways and parking
- Environmental considerations

2. Site and Surroundings

2.1 The application site relates to Lakeside North Harbour, which is situated at Western Road. The Harbour is located on 130 acres of landscaped ground and contains rentable office spaces that are utilised by in excess of 50 individual companies.

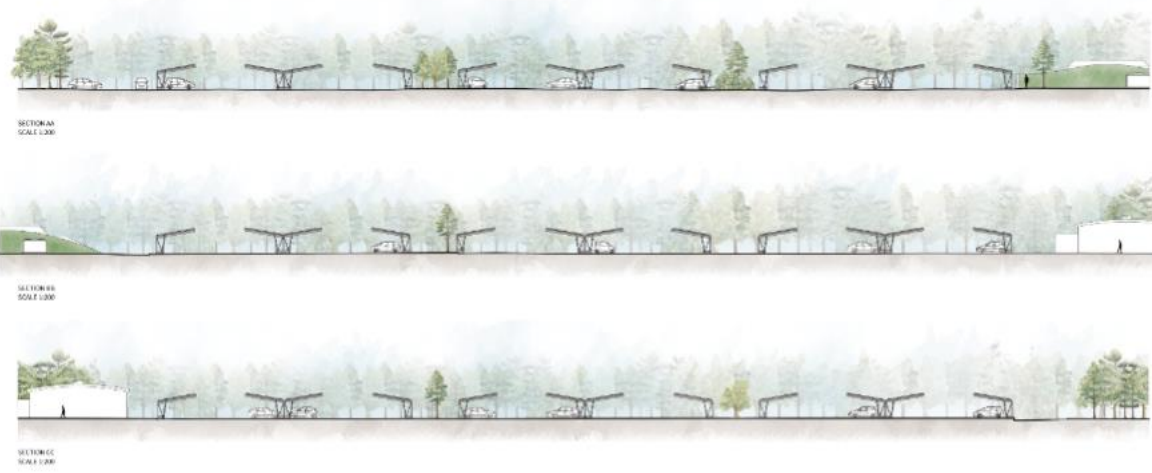
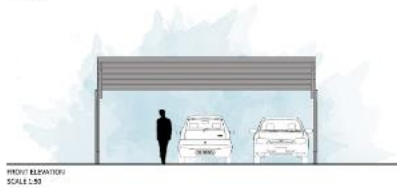
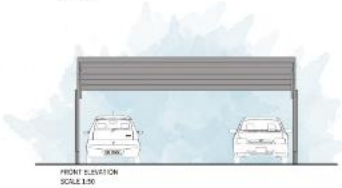
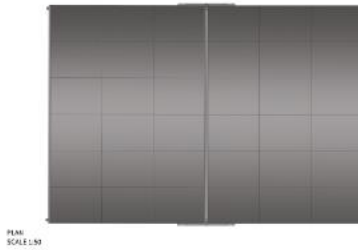
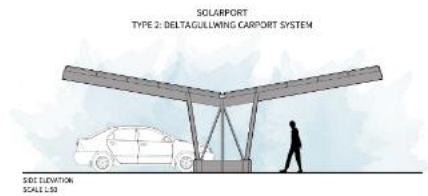
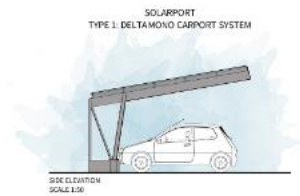
2.2 The site boundaries are formed by existing hedgerows and trees with a lake to the south of the site, on the border with the M27. The site is designated as being 300m from significant nature conservation designations (see later in report) ~~within a SSSI~~ and within Flood Zone 1 (the lowest risk area).

2.3 Lakeside North Harbour is accessible from the A27 and is bound by the M275 (west), M27 (south) and A27 Havant-Fareham bypass (north). The site is situated 10km from Solent Airport, 30km from Southampton Airport and 2km from Queen Alexander Hospital.



3. Development Proposal

- 3.1 This application seeks planning permission for the installation of solar power canopy structures over existing car park bays, and roof-mounted solar panels on the rooftops of five existing commercial buildings (1000, 2000, 3000, 4000, and 5000). The proposal would also involve the re-configuration of the main North car park to provide 94 additional parking bays. The additional bays would be created by utilising existing landscaped areas around the site.
- 3.2 The development would involve the installation of 1858 PV (photo-voltaic) panels totalling 840.6 kWp across the rooftop of the Lakeside North Harbour building (which will not be readily visible from ground level) and an additional installation of 11,170 panels totalling 5,026.5 kWp which are to be secured to new car parking canopies which are to form solar carports.
- 3.3 The car park PV systems comprise of PV panels which are to be fixed on single and dual direction flat roof mounting systems, with a panel orientation of 59 degrees from the horizontal. The panels are to be fitted with low-reflectivity glass to ensure maximum carbon saving/renewable energy generation.
- 3.4 There are two types of carport systems both of which are to be affixed to concrete plinths. The Deltamono Carport System and the DeltaGullwing Carport System, both would have a maximum height of 4.5m, with a width of 7.5m and depth of 3.5m. The main body of car parking lies across the northern half of the Lakeside site.



4. Planning History

- 4.1 Various planning applications in the past, including the principal development consent: 08/02342/OUT - Outline application for 69,030sqm of gross external floorspace for Class B1(a) offices and 21,140sqm of other development (all gross external) to include: shops (Class A1) up to 1160sqm, restaurants/cafes (Class A3) up to 680sqm, 150-bedroom hotel and 40-suite aparthotel (Class C1) up to 6500sqm & 3000sqm respectively, private hospital (Class C2) up to 7000sqm and car dealership (mixed use for car display/sales showroom and servicing/repair workshop) up to 2800sqm, with access roads/footways, landscaping and associated plant (the principles of access and layout to be considered) - Conditional Outline Granted

5 POLICY CONTEXT

The relevant policies within would include:

- PCS5 (Lakeside Business Park)
- PCS12 (Flood Risk)
- PCS13 (A Greener Portsmouth)
- PCS17 (Transport)
- PCS23 (Design and Conservation)

Other Guidance

- The National Planning Policy Framework (2021).

6. CONSULTATIONS

6.1 Contaminated Land Team

No objection raised, subject to conditions.

6.2 Ecology

No objection raised, subject to conditions securing the submission of an Ecological Management Plan and Construction Environment Management Plan.

6.3 Regulatory Services

No comments or objections to raise

6.4 Natural England

No objection

6.5 Highways Engineer

No objection raised.

7. REPRESENTATIONS

7.1 None received.

7.2 Application Publicity:

7.3 It has transpired that the necessary Press Notice for this Major-Category application was not published. That has now been arranged and at the time of writing, the notice is expected to expire on 28th October 2022. The application should not be determined until the following working day, Monday 31st October. This matter is addressed in the Resolution at the end of this report.

8. Planning Assessment

The design of the proposal and its impact on the character of the area

8.1 The proposal site known as Lakeside Business Park, is allocated as an office campus providing 69,000 m² of B1a office floorspace being Local Plan Policy PCS5. Policy PCS23 of the Portsmouth Plan requires new development to be well designed and appropriate in terms of scale, layout and appearance in relation to the context in which it is set.

- 8.2 The proposed panels will be installed in two forms of location, Roof top and solar parking canopies. The roof top array PV Solar would be positioned on the roof of the existing office complex. These are to be affixed to the roof using low pitch mounting fixtures, sitting 300mm above the roof surface at its highest point. The rooftop panels will not be readily visible from ground-level.
- 8.3 The Solar Parking Canopies, equating to a total of 11,170 panels fitted to new canopies. The proposed layout of the solar installation would be positioned within the main carpark. The panels are to be fitted with low-reflectivity glass to ensure maximum carbon saving/renewable energy generation, as well as minimising glare from further afield.
- 8.4 The development proposals would be of a functional and generic design which would satisfactorily integrate within the site's immediate and wider context. The proposal is acceptable from a design perspective.

Impact on the amenity of neighbouring residents

- 8.5 Policy PCS23 of the Portsmouth Plan requires new development to protect the amenity of neighbouring residents. The development proposal, by virtue of their siting, nature, form, height and degree of significant separation from adjoining neighbouring properties, is not considered to adversely impact upon the amenities of any residents by way of loss of light, loss of outlook or overbearing presence.

Highways and parking

- 8.6 The accompanying Planning Statement explains that the development proposal would involve the re-structuring of the existing car park, in order to allow for the provision of additional parking spaces. As the development would not result in a loss of parking spaces, no resultant increase in on street parking levels would occur. Additional parking is being provided by utilising existing small areas of vegetation between bays. Other alternative green spaces are being provided within the site.
- 8.7 The Council's Highways Consultant was consulted on the development proposal and has commented that the structures which support the panels, sited adjacent to the access road, should be set back a minimum of 300mm from the edge of carriageway in order to avoid the risk of collision with passing HGVs.
- 8.8 The Council's Highways Consultant's concluding comments confirmed that, the proposal itself is not likely to generate additional traffic movement beyond the construction period and subject to a condition being imposed, requiring the submission of a Construction Management Plan to be approved by the LPA prior to construction, he did not wish to raise an objection to this proposal.

Environmental considerations

- 8.9 This application is accompanied by an Extended Phase 1 Ecological Assessment, prepared by OMNI. The site is located approximately 300m from the highly designated Portsmouth Harbour Ramsar, Special Protection Area (SPA), Site of Special Scientific Interest (SSSI), and the Solent and Dorset Coast SPA.
- 8.10 The proposals for the site will only impact five of the buildings, car parking areas and tarmac pathways and the habitats immediately adjacent to these. Where present, these are largely grassland, introduced shrub, scattered trees and deciduous woodland.
- 8.11 The area around Lakeside Business Park has been reclaimed from tidal flats leading to potentially unknown ground conditions in the area. The proposals involve groundworks associated with installing the canopy structures. The Council's Contaminated Land Team

were consulted and have requested that conditions requiring a Method Statement and a watching brief informative are imposed in the event of any permission granted.

- 8.12 Natural England were consulted on the development proposal, commenting that the proposed development would have no likely significant effects on the Portsmouth Harbour SPA and Ramsar and has raised no objection to the proposed development.

Human Rights and the Public Sector Equality Duty ("PSED")

- 8.13 The Council is required by the Human Rights Act 1998 to act in a way that is compatible with the European Convention on Human Rights. Virtually all planning applications engage the right to the enjoyment of property and the right to a fair hearing. Indeed, many applications engage the right to respect for private and family life where residential property is affected. Other convention rights may also be engaged. It is important to note that many convention rights are qualified rights, meaning that they are not absolute rights and must be balanced against competing interests as permitted by law. This report seeks such a balance.

- 8.14 Under section 149 of the Equality Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment, or victimisation of persons by reason of their protected characteristics. Further the Council must advance equality of opportunity and foster good relation between those who share a relevant protected characteristic and those who do not. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Having had due regard to the public sector equality duty as it applies to those with protected characteristics in the context of this application, it is not considered that the officer's recommendation would breach the Council's obligations under the Equality Act 2010.

9. Conclusion

- 9.1 The development proposal would be of an appropriate design and scale that would satisfactorily integrate with the character and appearance of the site and wider streetscene context, while providing significant environmental benefits in the form of sustainably-generated electricity. The proposal is considered to accord with Local Plan policies PCS15 and PCS23 as well as the NPPF.

RECOMMENDATION I - That delegated authority be granted to the Assistant Director of Planning & Economic Growth to grant Conditional Permission subject to no adverse material planning objections being received during the Press Notice period.

RECOMMENDATION II - Grant planning permission subject to the conditions set out below:

RECOMMENDATION III - That delegated authority be granted to the Assistant Director of Planning & Economic Growth to add/amend conditions where necessary.

- 1) The development hereby permitted shall be began before the expiration of 3 years from the date of this planning permission.

Reason:

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

- 2) Unless agreed in writing by the Local Planning Authority, the permission hereby granted shall be carried out in accordance with the following approved drawing:

PCC 1000 LAKESIDE LAYOUT REV S OS LOCATION PLAN
200 CARPORT TYPES

201 NORTH CAR PARK SITE SECTION
202 SOUTH CAR PARK SITE SECTION
PCC 1000 LAKESIDE LAYOUT REV Q MAIN CAR PARK LAYOUT
PCC 1000 LAKESIDE LAYOUT REV Q NORTH CAR PARK LAYOUT
PCC 1000 LAKESIDE LAYOUT REV Q SOUTH CAR PARK LAYOUT
PCC 1000 LAKESIDE LAYOUT REV Q SOUTH CAR PARK PITCH
PCC 1000 LAKESIDE LAYOUT REV R ROOF IMAGES
PCC 1000 LAKESIDE ROOF MOUNTING REV A
SIDE VIEW - VALKPRO+ L10 EAST-WEST 4300
PCC 1000 LAKESIDE LAYOUT REV T SPACE
204 TYPICAL ROOF PLANS

Reason:

To ensure the development is implemented in accordance with the permission granted.

- 3) No development shall take place on the site until there has been submitted to and approved in writing by the Local Planning Authority a Method Statement (for site contamination) documenting the previous and current land uses of the site and how the scheme shall be implemented without exposure to pollution being caused; all works at the site shall be carried out in accordance with the approved Method Statement, unless otherwise agreed in writing with the Local Planning Authority beforehand.

Reason: To ensure that the risks from land contamination to the future users of the land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with saved Policy DC21 of the Portsmouth City Local Plan (2006).

- 4) Development shall proceed in accordance with the ecological mitigation and enhancement measures detailed within Section 7 of the NVC Survey Report (Biora, August 2022) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect biodiversity in accordance with the Environment Act 2021, Wildlife & Countryside Act 1981 (as amended), the NERC Act 2006, NPPF and with Policy PCS13 of the Portsmouth Plan.

- 5) Prior to the commencement of development activities, a Construction Ecology and Environment Management Plan (CEMP) shall be submitted to and agreed in writing by the local planning authority. This CEMP shall include (but not be restricted to): specifications for construction timing and logistics; pollution prevention measures; measures to control surface water run-off and the emission of dust and noise; and specific measures to avoid or mitigate damage and disturbance to important species and habitats, including Round-headed Leek, calcareous grassland, nesting birds and hedgehogs.

Reason: To protect biodiversity in accordance with the Environment Act 2021, Wildlife & Countryside Act 1981 (as amended), the NERC Act 2006, NPPF and with Policy PCS13 of the Portsmouth Plan.

- 6) Prior to commencement of the development, a detailed Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This should include measures to protect and enhance the calcareous grassland, including areas of Round-headed Leek, and control non-native species and should tie in with the landscape proposals for the site. It should identify clear responsibilities for implementation of each stage of the Plan and be supported by detailed drawings/plans, management aims, objectives and prescriptions and a clear monitoring and review process. Development shall subsequently proceed in accordance with any such approved details.

Reason: to protect biodiversity in accordance with the Environment Act 2021, Wildlife & Countryside Act 1981 (as amended), the NERC Act 2006, NPPF and with Policy PCS13 of the Portsmouth Plan.

- 7) Prior to first use of the proposals hereby permitted, a detailed scheme of biodiversity enhancements to be incorporated into the development shall be submitted for written approval to the Local Planning Authority. Development shall subsequently proceed in accordance with any such approved details. This should include the provision of 10 swift boxes and 4 bat boxes at appropriate locations around the site.

Reason: to protect biodiversity in accordance with the Environment Act 2021, Wildlife & Countryside Act 1981 (as amended), the NERC Act 2006, NPPF and with Policy PCS13 of the Portsmouth Plan.

- 8) No development shall commence on site until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved Construction Traffic Management Plan and shall continue for as long as construction/demolition is taking place at the site.

Reason: To minimise disruption to the operation of the local highway network in the interest of highway safety, and to protect the amenities of neighbouring residents, in accordance with Policies PCS17 and PCS23 of the Portsmouth Plan.

INFORMATIVES

1. The area around Lakeside Business Park has been reclaimed from tidal flats leading to potentially unknown ground conditions in the area. If signs of pollution are found in the soil at any time, the soil be quarantined and the location, type and quantity must be recorded and an Environmental Consultant notified for advice on how to proceed. It will be reported within 14 days to the Local Planning Authority (LPA). The LPA will then consider if the findings have any impact upon the development. An approval from the LPA must be sought prior to implementing any proposed mitigation action.

Signs of pollution include visual (e.g. staining, asbestos fragments, fibrous materials, ash, inclusions of putrescible materials, plastics, or actual remains from an industrial use), odour (e.g. fuel, oil and chemical, sweet or fishy odours), textural (oily), wellbeing (e.g. light headedness and/or nausea, burning of nasal passages and blistering or reddening of skin due to contact with soil) or the soils may be unusual (fume or smoking upon exposure to air) or simply different in character to expected soils.