



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Planning Committee

7 December 2023



S23/1671

Proposal:	Installation of 16(no) bay vehicle charging station with ancillary seating area and toilet facilities, and associated soft landscaping and infrastructure works (Revised submission of S23/0469)
Location:	Land south of Tinwell Road, Stamford
Applicant	Osprey Charging Network Limited
Agent	Mr S Patel, Strutt & Parker
Application Type:	Full Planning Permission
Reason for Referral to Committee:	Called in by Ward Councillor Richard Cleaver due to unacceptable principle of development.
Key Issues:	Principle of Development Impact on the character and appearance of the area Impact on neighbouring land uses Access and Highways Impacts
Technical Documents:	<ul style="list-style-type: none"> • Planning, Design and Access Statement • Flood Risk Assessment and Drainage Strategy • Preliminary Ecological Appraisal • Noise Impact Assessment • Lighting Specification • Transport Statement

Report Author

Adam Murray – Principal Development Management Planner



01476 406080



Adam.Murray@southkesteven.gov.uk

Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Stamford St John's

Reviewed by:

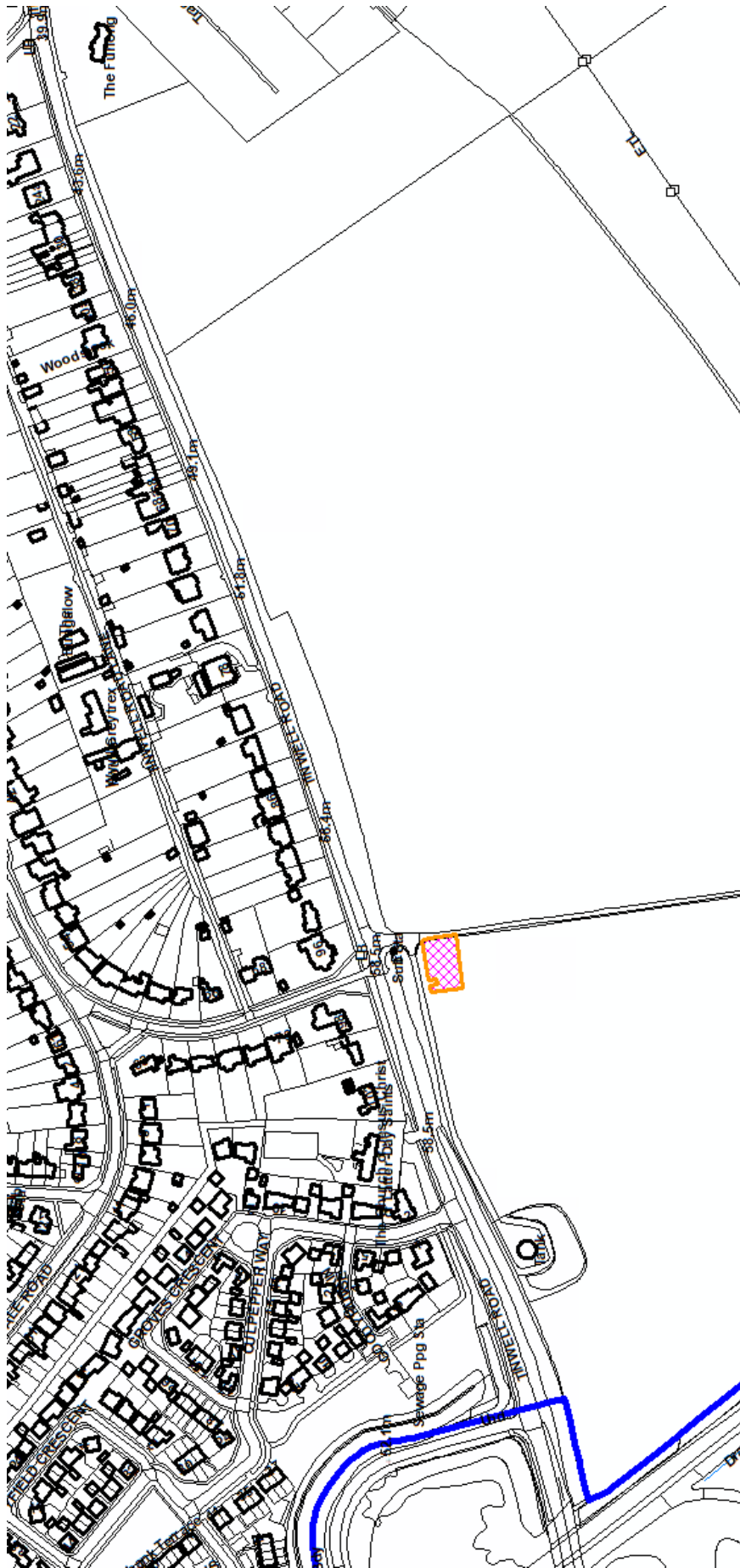
Phil Jordan, Development Management & Enforcement Manager

28 November 2023

Recommendation (s) to the decision maker (s)

To authorise the Assistant Director – Planning to GRANT planning permission, subject to conditions.

S23/1671 – Land south of Tinwell Road, Stamford



Key



Application
Boundary



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. © South Kesteven District Council (2015) - Licence No. 100018662

1 Description of the site

- 1.1 The application site comprises an area of approximately 0.39 hectares (0.96 acres) of broadly rectangular land situated to the south of Tinwell Road, approximately 300 metres to the east of the A1 trunk road, located on the western edge of the main built-up area of Stamford. The site currently comprises part of a wider field of agricultural land, which is used for arable farming.
- 1.2 The site is bound to the east by South View Road, which is an access road situated to the south of Tinwell Road that serves an existing business park and agricultural property to the south of the site. The site is bound immediately to the south and west by the remainder of the wider agricultural field; whilst to the north of the site there is a small area of unmanaged grassland and an access track which provided access to a small plant area utilised by Anglian Water. Beyond the existing access track the site is bound to the north by Tinwell Road, which residential properties fronting Tinwell Road on the opposite side.
- 1.3 The site is bound to the north and east by an existing hedgerow; whilst to the south and west, the application site boundaries are currently undefined.
- 1.4 As referenced above, the site is situated to the south of Tinwell Road and surrounded to the south, east and west by undeveloped agricultural land, which forms part of the open landscape that terminates with the River Welland circa 600 metres to the south. However, there is residential development fronting Tinwell Road to the north of the site, and the surrounding area falls within Character Area CA4 (Casterton Road) of the Stamford Neighbourhood Plan, which identifies the following key characteristic in relation to the existing urban morphology of the area:
 - High quality and historic development along Tinwell Road, with views into agricultural land to the south which define the approach into the character area and Stamford from the west.
 - Individually designed housing results in a varied and textured landscape.
 - Buildings are typically two storeys in height, and preserve a human scale and sense of domesticity across the area.
 - Large areas of recreational open space within the character area.
 - Trees along road verges and within the front and back gardens contribute to the character of the area; and
 - High quality boundary treatments positively contribute to the character of the area.
- 1.5 As alluded to previously, the application site lies to the south of Tinwell Road and forms part of an open landscape terminating with the Welland Valley; this landscape view is designated as a Locally Important Landscape View within the made Stamford Neighbourhood Plan. In addition, the site falls within a designated Minerals Safeguarding Area. The site is not subject to any ecological or heritage designations.
- 1.6 It is acknowledged that the current application is a re-submission of a previous planning application (LPA Ref: S23/0469) for a development of the same nature, which was withdrawn in July 2023 following initial feedback from the formal consultation period. In this respect, the previous application was not formally determined, and there is no other relevant planning application history for the site, which falls to be considered as a material planning consideration.

2 Description of the proposal

- 2.1 The current application seeks full planning permission for the installation of a 16(no) bay electric vehicle charging station with ancillary seating area of toilet facilities, and associated soft landscaping and infrastructure works. As referenced above, the current application is a revised submission of S23/0469, which was withdrawn in July 2023 following concerns raised during the statutory consultation period. In this respect, the current application seeks permission for a development of substantially the same nature, with the exception of the inclusion of an area of ancillary seating area and toilet facilities following concerns raised by public representations in respect of potential activities that could occur during use of the vehicle charging facilities.
- 2.2 The current application has been accompanied by a range of technical reports including Flood Risk and Drainage Strategy, Preliminary Ecological Appraisal, Noise Impact Assessment and Transport Statement. The submission pack also consists of the following plans: Proposed Site Layout and Proposed Elevation Plans, which indicate that the development would comprise of the following:
- 2.3 The proposed development would provide 16 (no) ultra-rapid electric vehicle charging points, which would be arranged centrally within the site as part of two terraces of 4 columns. Each charging bay would be situated between 2 (no) parking bays. Access to the site is proposed to be taken via South View Road, which is proposed to be widened to allow for two-way traffic, and an additional dog walking track will be provided adjacent to the road to serve users of the permissive footpath that runs to the south. Within the site, vehicles will operate through a one-way system, circulating clockwise through the site. The substation, power unit and feeder pillar serving the development will be located in the north-west corner of the site and enclosed by close boarded timber fencing. An area of outdoor seating and a toilet block is proposed to be situated along the northern boundary of the site. The proposed charging facilities are to be served by low intensity downlighting positioned on low level lampposts throughout the site.
- 2.4 The proposed charging points will be a maximum of 2.14 in height, and the proposed toilet block is indicated as being 3m in height, 3m in depth and 7m in width and would be a flat roof block of brick construction.
- 2.5 The submitted Site Layout indicates that the existing hedgerow along Tinwell Road, and along South View Road will be retained, with the exception of the proposed access. An additional 10m soft landscape buffer is proposed to be provided along the southern and western boundary of the site.
- 2.6 The submitted details indicate that surface water drainage will be attenuated through permeable paving within the site and conveyed to an infiltration swale situated along the southern boundary of the site. Similarly, surface water from the access road on South View Road will be conveyed to an infiltration trench on the eastern boundary of the site. Foul water generated by the development will be managed via a septic tank.

3 Relevant Site History

<u>Application Ref</u>	<u>Description of Development</u>	<u>Decision</u>
S23/0469	Installation of 16 high powered DC electric vehicle charging points to serve a maximum of 16 (no) vehicles at any one time, including soft landscaping and infrastructure works	Withdrawn 06.07.23

4 Policy Considerations

4.1 **South Kesteven Local Plan 2011-2036 (Adopted January 2020)**

Policy SD1 – The Principles of Sustainable Development in South Kesteven

Policy SP1 – Spatial Strategy

Policy SP2 – Settlement Hierarchy

Policy SP5 – Development in the Open Countryside

Policy EN1 – Landscape Character

Policy EN2 – Protecting Biodiversity and Geodiversity

Policy EN3 – Green Infrastructure

Policy EN4 – Pollution Control

Policy EN5 – Water Environment and Flood Risk Management

Policy DE1 – Promoting Good Quality Design

Policy SB1 – Sustainable Building

Policy ID1 – Infrastructure for Growth

Policy ID2 – Transport and Strategic Transport Infrastructure

4.2 **Stamford Neighbourhood Plan 2016-2036 (Made July 2022)**

Policy 9 – Locally Important Landscape Views

Policy 10 – Character Areas

4.3 **Lincolnshire Minerals and Waste Local Plan: Core Strategy and Development Management Policies (Adopted June 2016)**

Policy M11 – Safeguarding of Minerals Resources

4.4 **Design Guidelines for Rutland and South Kesteven Supplementary Planning Document (Adopted November 2021)**

4.5 **National Planning Policy Framework (NPPF) (Published September 2023)**

Section 2 – Achieving sustainable development.

Section 4 – Decision-making

Section 9 – Promoting sustainable transport.

Section 12 – Achieving well-designed places.

Section 14 – Meeting the challenge of climate change, flooding and coastal change.

Section 15 – Conserving and enhancing the natural environment.

5 Representations Received

5.1 **Heritage Lincolnshire**

- 5.1.1 No objection subject to conditions.
- 5.1.2 The site for the proposed development lies in an area of archaeological interest. Investigations to the north identified an enclosure of Iron Age date and associated ditches, pits and post holes. To the south, the Lincolnshire Historic Environment Record contains records of nearby cropmarks plotted from aerial photographs which may mark the location of buried prehistoric remains, including a possible Bronze Age round barrow, an enclosure and possibly a farmstead. Possible Roman buildings could also be among the cropmarks.
- 5.1.3 Therefore, it is recommended that the Developer should be required to commission a Scheme of Archaeological Work.
- 5.2 **Lincolnshire County Council (Highways & SuDS)**
- 5.2.1 No objections.
- 5.2.2 Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highways Authority and Lead Local Flood Authority) has concluded that the proposed development would not be expected to have an unacceptable impact on highway safety or a severe residual cumulative impact on the local highway network or increase surface water flood risk and, therefore, does not wish to object to this planning application.
- 5.3 **Lincolnshire County Council (Minerals Planning Authority)**
- 5.3.1 No comments received.
- 5.4 **Lincolnshire Wildlife Trust**
- 5.4.1 No comments received.
- 5.5 **Ministry of Defence**
- 5.5.1 No objections.
- 5.6 **Stamford Town Council**
- 5.6.1 Objection
- 5.6.2 Whilst we agree in principle to the concept of charging points in close proximity to the A1, there are other more suitable locations i.e., Exeter Park which has a degree of development already in place. Our concern is that auxiliary development will follow at the proposed location and destroy the unspoilt countryside. Further concerns over the littering and light pollution from this development.
- 5.7 **Stamford Civic Society**
- 5.7.1 Objection
- 5.7.2 Concerns about the potential for additional development after the application.
- 5.7.3 The application will have a negative impact on the character of the area, and there is no clear indication of landscaping to mitigate its impacts.
- 5.7.4 There should be further assessment of the highways impacts.
- 5.8 **SKDC Environmental Protection Team**
- 5.8.1 No objection subject to conditions.

- 5.8.2 It is important that there is no impact on the residential amenity of the properties opposite on Tinwell Road. It is noted that there is a specification for lighting and that lighting is shown on the site layout plan. It is requested that a Lighting Assessment is secured by condition to ensure that there is no negative impact on nearby residential dwellings.

6 Representations as a Result of Publicity

- 6.1 The application has been advertised in accordance with the Council's Statement of Community Involvement and letters of representation have been received from 28 interested parties; of which 4 have indicated support for the development, and the remaining 24 have raised formal objections. The letters of representation have raised the following material planning considerations:

Support

1. Principle of Development – EV charging points are required to meet the UK carbon emissions targets.

Objection

1. Principle of Development – The proposed development does not provide any detailed considered of alternative site(s); the proposed development would result in the loss of agricultural land; the proposed development is not appropriate for this location.
2. Impact on the character and appearance of the area – the proposed scheme would have an adverse impact on long-distance views of Stamford; the proposal would appear an incongruous feature within a predominantly rural landscape; the proposed development would cause unacceptable harm to the character and setting of Stamford.
3. Impact on neighbouring land uses – the proposed development would have an unacceptable impact on nearby residential properties due to lighting and noise.
4. Access and Highways – The proposed development would have an unacceptable impact on highways safety; and also have an unacceptable impact on congestion on Tinwell Road.
5. Pollution Control – Increased air pollution resulting from queuing vehicles.
6. Green Infrastructure – Loss of access to permissive footpath
7. Biodiversity and Ecology – removal of the hedgerow for access would have an adverse impact on local ecological assets.

- 6.2 In addition to the above, it is noted that public representations have also raised concerns about the adequacy of the information contained within the application submission. In this respect, Article 7 of the Town and Country Planning (Development Management Procedure) Order 2015 sets out the national validation requirements for planning applications. The Local Planning Authority does not have an adopted local validation list and, therefore, for the purposes of validating planning applications, it is the national requirements that are applicable. If during the course of the assessment of an application, the Local Planning Authority considers that further information is required to assess the application, then further information would be requested as appropriate. In this case, it is the Case Officer's

assessment that it is possible to make an appropriate determination of the application on the basis of the information provided.

6.3 Furthermore, representations have also been received on the basis that the proposed development scheme would set a precedent for further development within the site and in the surrounding area. In this respect, each planning application would be required to be assessed on its own merits. As such, the Local Planning Authority cannot consider the potential implications in respect of future, hypothetical development proposals as part of the assessment of the current application.

6.4 Finally, representations have also been received on the basis that the application proposals would result in criminal behaviour occurring at the application site. Whilst the Local Planning Authority has duty to consider crime and disorder implications and do all they reasonably can to reduce these problems, such as through high quality design, it is noted that any potential criminal activity on the site would be subject to control outside of the planning process.

7 Evaluation

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise. In this case, the Development Plan comprises of the following documents:

- South Kesteven Local Plan 2011-2036 (Adopted January 2020); and
- Stamford Neighbourhood Plan 2016-2036 (Made July 2022).

7.2 In addition, the Lincolnshire Minerals and Waste Local Plan forms the development plan for the District in relation to minerals planning.

7.3 The Local Planning Authority have also adopted a Design Guidelines Supplementary Planning Document (SPD) (Adopted November 2021) and this document is a material consideration in the determination of planning applications.

7.4 The policies and provisions of the National Planning Policy Framework (NPPF) (“the Framework”) (Published September 2023) are also a relevant material consideration in the determination of planning applications.

7.5 Principle of Development

7.5.1 It is appreciated that representations received on the application from Stamford Town Council and members of the public have raised objections to the principle of development. In particular, the Town Council have stated that they consider the application site to be an inappropriate location for the development proposal. Similarly, public representations have raised objections on the basis that alternative sites would be more appropriate for the development, and due to the loss of undeveloped agricultural land. On the other hand, public representations have also raised support for the application on the basis that there is a need for additional EV charging points in order to support the transition to low-carbon transport.

7.5.2 In this respect, the proposed development site is located on the western edge of the main built-up area of Stamford, and is also bound to the north by residential development on the opposite side of Tinwell Road. However, the application site is surrounded to the south, east and west by undeveloped agricultural land, and built development is largely situated to the north of Tinwell Road along this entry into Stamford; with the exception of the South View

Business Park to the south of the site. As such, it is Officers' assessment that the proposed development site would be defined as falling within the Open Countryside.

7.5.3 Policy SP5 (Development in the Open Countryside) is the principal spatial policy of the Development Plan in respect of development in such locations. It identifies that development within the Open Countryside will be strictly limited to that which has an essential need to be located outside of the existing built form of a settlement. The policy goes on to identify a series of exceptions, where development in the Countryside would be considered to be acceptable in principle, these include:

- (a) Agriculture, forestry or equine development.
- (b) Rural diversification projects
- (c) Replacement dwellings (on a one-for-one basis); or
- (d) Conversion of buildings, provided that the existing building(s) contribute to the character or appearance of the local area by virtue of their historic, traditional or vernacular form; and
- (e) Are in sound structural condition; and
- (f) Are suitable for conversion without substantial alteration, extension or rebuilding, and that the works to be undertaken do not detract from the character of the building(s) or their setting.

7.5.4 In view of the above, the proposed development scheme would involve the installation of new EV charging infrastructure on land outside of the main built-up area of a settlement defined in Policy SP2 and, therefore, falls to be assessed in the context of Policy SP5. In this case, the proposed development scheme is not identified as one of the forms of development considered to be acceptable within the Open Countryside. However, the list of exceptions is not exhaustive, but in order to comply with Policy SP5, it is necessary to demonstrate that there is an essential need for the scheme to be located in the open countryside.

7.5.5 In relation to above, the application has been accompanied by a Planning, Design and Access Statement (Strutt & Parker) and a Demonstration of Need Statement (Osprey Charging), which provide details of the need for the proposed development to be located at the application site. The submitted statement outlines the following:

- (a) There is an increasing requirement for well-located electric vehicle charging points within the UK. On average, there is one rapid charging point per 18,000 people. In South Kesteven, there is currently one rapid charging site for every 27,500 people. Within Stamford there is one rapid charging point, which is located on the eastern side of the Town.
- (b) Ultra-rapid charging points require a large grid connection. Potential locations within the town centre and along the A1 are not sufficiently close to an available grid connection point to make the scheme viable. The current application site is located close enough to the existing grid connection point to meet these requirements.
- (c) For safety reasons, ultra-rapid charging points cannot be located within 4.25m of anything flammable; and the petrol stations within the surrounding area would not have sufficient space to allow for charging points to be located outside of this buffer zone.

- 7.5.6 In the context of the above, it is appreciated that the proposed use is not specifically identified as one of the forms of development deemed to be acceptable within the Open Countryside and therefore, there is a degree of conflict with Policy SP5. However, it is Officers' assessment that the submitted scheme has demonstrated a need for the proposed use to be located within this location. Whilst Policy SP5 does not explicitly require a sequential approach to development and / or the assessment of alternative locations suitable for the scheme, it is Officers' assessment that the applicant has appropriately demonstrated that alternative sites within the Town Centre and / or along the A1 would not be capable of accommodating the development proposed.
- 7.5.7 Furthermore, whilst the proposed development would involve the development of undeveloped agricultural land, which is currently used for arable farming, the site is not identified as forming best and most versatile agricultural land within the Natural England Provisional Agricultural Land Classification Maps. As such, the application scheme would not conflict with Policy SP1 in respect of the protection of BMV agricultural land.
- 7.5.8 In respect of the proposed use of the site for the installation of EV charging infrastructure, it is appreciated that the Policy SD1 and SB1 of the adopted Local Plan support development proposals which proactively minimise the effects of climate change and the need to take account of future changes in the climate, and how they can support low carbon travel, including the provision of EV charging points.
- 7.5.9 As such, the proposed installation of an EV charging facilities would accord with the principles of the above policies. Similarly, the Government's 2018 Road to Zero Paper states that EVs will be at the forefront of the planned transition to zero emissions transport over the next two decades. The transition to zero emissions transport also requires a charging infrastructure network that is easy to use, affordable, efficient and reliable. Whilst the Government envisages that the majority of EV charging will take place at home, it recognises that a widespread public charging network is also required for drivers who do high mileage, travel long distances, or who do not have access to charging facilities at home or at work.
- 7.5.10 Paragraph 158 of the Framework recognises this in stating that when determining applications for renewable and low carbon development, Local Planning Authorities should not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and should approve the application if its impacts are (or can be made) acceptable.
- 7.5.11 In the context of the provision, the provision of 16 (no) EV charging points as part of the application proposals would make a positive contribution towards meeting the needs for low carbon transport infrastructure. The contribution towards meeting this need is a significant public benefit, which Officers' would attribute substantial weight in the assessment of the application proposals.
- 7.5.12 Whilst accepting there is a degree of conflict with Policy SP5, it is Officers' assessment that the application submission has adequately demonstrated a need for the proposed use to be located on the application site. Furthermore, the provision of electric vehicle charging points would make a positive contribution towards meeting the identified need for low carbon transport infrastructure, and this would be a significant benefit, that Officers' would attribute substantial weight. Consequently, on balance, it is Officers' assessment that the application proposals would accord with the overall principles of the adopted Local Plan, Therefore, the

principle of development is acceptable, subject to material considerations. These matters have been assessed in detail below.

7.6 **Impact on the character and appearance of the area**

7.6.1 As identified, the application site forms part of a Locally Important Landscape View designated within Policy 9 of the made Stamford Neighbourhood Plan. This policy states the following:

- Development proposals should demonstrate how they would be integrated into their immediate setting and conserve, and where practicable, enhance its character and appearance.
- New development proposals should take account of the identified Locally Important Landscape Views and be designed to respect their significance in the wider neighbourhood area.
- Proposed developments that would have an unacceptable impact on the character and appearance of its immediate setting and / or on the integrity of an identified Locally Important Landscape View will not be supported.

7.6.2 In relation to the above, the application site forms part of View 1: Tinwell Road (south). The supporting text contained within the Neighbourhood Plan outlines the following description of this view:

“View south from Tinwell Road towards River Welland across substantial agricultural lands. The spire of All Saints Church appears in long range views beyond the tree line, and this should be protected for futurity.

The built settlement is entirely contained to the north of Tinwell Road. Any development to the south would lead to substantial harm and loss of this character landscape. The protection of these open fields further preserves the long-range views of important landmarks and churches, which define the town”.

7.6.3 In connection with the above, it is noted that representations received on the application have raised objections due to the impact of the development on the character and appearance of the area, particularly in relation to the impacts on the designated landscape view. Representations received from Stamford Civic Society have stated that the proposed development would have a negative impact on the character and that there is insufficient landscaping to mitigate the potential impacts. Similarly, representations from members of the public have suggested that the proposal would have an unacceptable impact on the identified long-distance views and historic setting of Stamford, and would appear as an incongruous feature in an otherwise rural landscape.

7.6.4 With regards to the above, it is appreciated that the application proposals would result in a change in the character and appearance of the area by virtue of the introduction of built form on the application site. However, it is Officers’ assessment that the proposed infrastructure would be seen in the context of the existing infrastructure within the area; for example, the small plant to the west of the site operated by Anglian Water, as well as the existing Business Park situated to the south of the site.

7.6.5 Furthermore, when viewed from the south, the proposed development would be viewed against the backdrop of the existing residential built form situated on the northern side of Tinwell Road. As such, it is Officers’ assessment that the application proposals would not be introducing an incongruous feature into an otherwise undeveloped landscape.

- 7.6.6 Furthermore, the maximum height of the built form on site would be 3m, which would be the proposed toilet block situated along the northern boundary of the site. The proposed small scale of the application scheme would ensure that views of the proposed development from the north would be filtered by the existing mature hedgerow fronting onto Tinwell Road, which is proposed to be retained. Similarly, the proposed 10m soft landscaping buffer situated to the south and western boundaries of the site, which further screen the development within the long distance views from the south. As such, it is Officers' assessment that the proposed built form would not result in an unacceptable impact on the surrounding character and appearance of the area, and would not unacceptably impact on the integrity of the designated landscape view. Conditions are proposed to require the submission of further details of soft landscaping, including plant species and specifications, as well as the implementation of the soft landscaping. These details will be required prior to any development above foundation level at the application site. This will ensure that the proposed soft landscaping adequately mitigates the visual impact of development.
- 7.6.7 In addition, it is appreciated that the application proposals would entail the provision of low level downlighting to serve users of the proposed development. The proposed lighting is to be situated on low level bollards and would have an output of 2100 lumens. It is Officers' assessment that the proposed lighting specification would be appropriate for the character of the area, and would be similar to any lighting employed as part of the parking for the existing Business Centre to the south of the site, and therefore, would not result in any unacceptable lighting of darkened skies. Nonetheless, conditions are proposed to require the submission of a light spillage plan to ensure that the proposed lighting arrangements would not unacceptably impact on the amenities of neighbouring land users.
- 7.6.8 Taking all of the above into account, it is Officers' assessment that, subject to the imposition of conditions, the application proposals are of an acceptable layout, appearance and scale and would not give rise to any unacceptable adverse impacts on the locally important landscape view, or the character and appearance of the area, when viewed in the context of the existing built form and infrastructure in the streetscene. As such, it is Officers' assessment that the application scheme would accord with Policy DE1 and EN1 of the adopted South Kesteven Local Plan, Policy 9 and Policy 10 of the made Stamford Neighbourhood Plan, the adopted Design Guidelines SPD, and Section 12 of the Framework on these matters.

7.7 **Impact on neighbouring uses**

- 7.7.1 With respect to the impact of the proposed development on the amenity of neighbouring land uses, it is appreciated that public representations received on the application have raised objections on the basis that the proposed development would have an unacceptable impact on residential properties fronting Tinwell Road, as a result of noise and lighting generated by the development. Furthermore, it is also acknowledged that representations have also raised objections to the potential for criminal activity to occur on the application site.
- 7.7.2 In relation to the above, the application has been accompanied by a Noise Impact Assessment (Mott MacDonald) (September 2023), which identifies the following:
- The proposed development has the potential to give rise to permanent noise impacts during the daytime and night-time. The impacts that may arise from the operation of the development are predominantly due to the operation of the substation located at the west of the site boundary, vehicles accessing the site and activities associated

with site users (e.g., car doors opening / closing, people entering and leaving vehicles etc.). The nearest receptor is approximately 50m away from the boundary of the proposed development on the north side of the A6121 Tinwell Road.

- The results of predictions made using an acoustic model indicate that the rating levels due the operation of fixed equipment (charging points and substation) at 41dB(A) during daytime and night-time, which are well below the background sound levels and therefore unlikely that specific sound source will have an adverse or significant adverse impact.
- Predicted noise levels due to car movements and other noise sources associated with the use of the car park area are below the guidance values and / or baseline noise levels.

7.7.3 In respect of the above, the Council's Environmental Protection Officer has been consulted on the application and has raised no concerns in relation to the impacts of noise generated from the site.

7.7.4 Furthermore, in respect of the proposed lighting of the site, as referenced above, the submitted lighting specification indicates that the site would be served by low level downlighting positioned on low level bollards within the site. The Council's Environmental Protection Officer has raised no objections to the principle of the proposed lighting arrangements, subject to the imposition of conditions requiring the submission of further details. As such, it is proposed to impose a condition to require the submission of a light spillage assessment prior to the site being brought into use, with any unacceptable light spillage towards the existing residential properties requiring the submission of an alternative specification of lighting.

7.7.5 In respect of the potential for crime and disorder to occur on the application site and, therefore, adversely affect the amenity of neighbouring residents, it is Officers' assessment that the application proposals have sought to design-out the risk of crime occurring. As referenced above, the proposed development scheme would be served by low level down lighting, and would benefit from natural surveillance from vehicles on Tinwell Road, which is a primary route into Stamford. The site is also bound to the east by a permissive footpath, which would provide further surveillance of activities occurring on the site. As such, it is Officers' assessment that the application proposals would appropriate reduce the potential for crime and disorder to occur.

7.7.6 Taking the above into account, subject to the imposition of conditions, it is Officers' assessment that the application proposals would not give rise to any unacceptable adverse impacts on the amenity of existing residential properties on Tinwell Road, and would not result in an unacceptable impact in respect of crime and disorder. Consequently, the proposals would be in accordance with Policy DE1 of the adopted South Kesteven Local Plan, the Design Guidelines SPD, and Section 12 of the Framework in respect of amenity considerations.

7.8 **Access and Highways Impacts**

7.8.1 It is appreciated that representations received on the application have raised objections on the basis of the impact of the proposed development on highways safety and highways capacity. In particular, it is suggested that the proposed access arrangements are unsafe and that the application scheme would increase the level of congestion on Tinwell Road.

Similarly, Stamford Civic Society have raised objections on the basis that there has not been a suitable assessment of the potential highways impact.

7.8.2 In this respect, the application has been accompanied by a Transport Statement (KMC Transport Planning), which outlines the following:

- The maximum number of electric vehicles that could use the site in any one hour could be up to 48. This assumes a charge time of 20 minutes, each space turning over twice in the hour and efficient arrivals and departures to allow optimum use of spaces. However, this scenario is unlikely to happen due to reliance on vehicles arriving and departing at the same time. It is more likely that spaces would be vacant for a period between charges.
- It is forecast that 32 vehicle trips would arrive to and depart from the site in the AM and PM peak hour, this equates to approximately one trip per minute. This is deemed to be negligible with regards to impact on the local highway network as most trips will not be new trips to the network, and would not be noticeable in the inherent variation in day-to-day traffic flows.

7.8.3 In connection with the above, Lincolnshire County Council (as Local Highways Authority) have been consulted on the application proposals and have confirmed that they have no objections. In reviewing the application, they have confirmed that the application scheme would not result in any unacceptable adverse impacts on highways safety and / or capacity.

7.8.4 Consequently, it is concluded that the application proposals would not give rise to any unacceptable adverse impacts on highways safety and / or capacity on the local and / or strategic highway network. As such, the application proposals are assessed as being in accordance with Policy ID2 of the adopted South Kesteven Local Plan, and Section 9 of the Framework.

7.9 **Flood Risk and Drainage**

7.9.1 In respect of flood risk and drainage matters, it is noted that there have been no representations received on the application on these matters.

7.9.2 Notwithstanding this, the application site is located within Flood Zone 1 of the Flood Map for Planning, and is also identified as being at very low risk of surface water flooding. As such, the site is concluded to present an overall low risk of flooding.

7.9.3 The application has been accompanied by a Flood Risk Assessment and Drainage Strategy (CAR Ltd), which identifies that surface water drainage will be attenuated through permeable paving within the site and conveyed to an infiltration swale situated along the southern boundary of the site. Similarly, surface water from the access road on South View Road will be conveyed to an infiltration trench on the eastern boundary of the site. Foul water generated by the development will be managed via a septic tank.

7.9.4 Lincolnshire County Council (as Lead Local Flood Authority) have been consulted on the application; however, they are not required to provide comments on minor applications and, therefore, they have declined to comment.

7.9.5 Nonetheless, it is Officers' assessment that the application site presents an overall low risk of flooding and the proposed drainage arrangements adopt an appropriate drainage strategy based on SuDS principles, utilising infiltration techniques to attenuate and discharge any flows generated by the development.

7.9.6 In view of the above, it is Officers' assessment that the application proposals would not give rise to any unacceptable risks of flooding and, therefore, would accord with the requirements of Policy EN5 of the adopted Local Plan and Section 14 of the Framework in relation to flood risk and drainage.

7.10 **Green Infrastructure**

7.10.1 As outlined above, it is appreciated that the site is bound to the east by South View Road, which serves the South View Business Park situated to the south of the site, and also provides a permissive footpath providing access to the open countryside beyond. It is noted that permissive paths are not legal rights of way and their access to the public is permitted at the discretion of the landowner.

7.10.2 In connection with the above, it is appreciated that public representations received on the application have raised objections on the basis that the proposed development would have an unacceptable adverse impact on users of the permissive footpath. In particular, it has been stated that the scheme would result in a risk to the safety of users of the footpath.

7.10.3 In this respect, the submitted Proposed Site Plan indicates that the permissive footpath would be realigned and would be situated to the eastern side of South View Road. Lincolnshire County Council (as Local Highways Authority) have been consulted on the application proposals and have not raised any concerns in relation to the impact of the development on pedestrian safety.

7.10.4 As such, it is concluded that the application scheme would be in accordance with Policy EN3 of the adopted South Kesteven Local Plan.

7.11 **Pollution Control**

7.11.1 It is appreciated that the application site is currently used for arable agricultural purposes and, therefore, there is a risk that the site may be subject to ground contamination. However, it is also appreciated that the proposed use of the site for electric charging infrastructure would result in a low risk to end users.

7.11.2 The Council's Environmental Protection Team have been consulted on the application proposals and have not raised any concerns in relation to ground conditions. However, it is proposed that a precautionary condition is imposed which requires the development to stop and a remediation scheme prepared in the event that any ground contamination is identified during ground works.

7.11.3 Furthermore, it is appreciated that public representations received on the application have raised objections on the basis that the proposed development would have an unacceptable impact on air pollution, as a result in the increase in the number of vehicles queueing to access the site.

7.11.4 In this regard, it is appreciated that the application scheme proposes the installation of ultra-rapid charging points for electric vehicles and, therefore, users of the site would not be occupied vehicles which would release greenhouse gas emissions. The proposed use of the site is likely to be predominantly from existing trips on the local highway network i.e., vehicles travelling to other end destinations and, therefore, would be unlikely to exacerbate issues of congestion. Nonetheless, Lincolnshire County Council (as Local Highways Authority) have been consulted on the application and have not raised any concerns in relation to the impact of the development on highways capacity. Similarly, the Council's

Environmental Protection Officer has not raised any concerns in relation to air quality impacts.

7.11.5 As such, subject to the imposition of conditions, the proposed development would be in accordance with Policy EN4 of the adopted Local Plan, and Section 15 of the National Planning Policy Framework.

7.12 **Impact on biodiversity, ecology and trees**

7.12.1 It is noted that public representations received on the application have raised objections on the basis that the proposed development would have an unacceptable adverse impact on local ecology. In particular, it has been stated that the proposed removal of areas of hedgerow on the eastern boundary to facilitate access into the site would have an adverse impact on the biodiversity value of the site.

7.12.2 In respect of the above, the application submission has been accompanied by a Preliminary Ecological Impact Assessment (Pioneer Environment), which identifies the following key conclusions:

- *The proposed development for the site involves the creation of an EV charging station and widening a section of the road to permit two way traffic into and out of the site. This will involve hedgerow removal and turning an area of cropland into concrete hardstanding, which will be bordered by native hedgerow.*
- *It is considered that the development will not impact on any designations due to the proposal's scale, nature and distance from such sites.*
- *The existing habitats on site were of low ecological value. The hedgerow on site, which will be partially removed as part of the development, provides nesting and foraging habitat for wildlife. To mitigate losses, the proposed development includes extensive hedgerow planting. This will result in a net increase of the length of hedgerow on site and provide increased opportunities for wildlife.*
- *The hedgerow was identified as "Moderate" quality habitat as it contained multiple native species but had unmanaged areas and several small gaps throughout. The hedgerow would still provide nesting habitat for birds and mammals, as well as flightlines for commuting bats. The hedgerow qualified as a Habitat of Principal Importance under Section 41 of the NERC Act, and its removal should be limited where possible, through the section of hedgerow proposed as part of the development is anticipated to be of equal or greater quality than the existing hedgerow and will result in a net increase in the length of hedgerow.*
- *To achieve biodiversity net gain, the establishment of an area of neutral grassland has been recommended as part of the development, bordering the west and south edges of the charging station. This will provide foraging habitat for wildlife, whilst also serving as a buffer between the arable field and the hedgerow surrounding the charging site.*

7.12.3 In addition, the application has also been accompanied by a Biodiversity Net Gain calculation, which confirms that the proposed development would result in a 22% increase in onsite habitat units, and a 454% increase in hedgerow units.

7.12.4 In view of the above, it is Officers' assessment that, subject to the imposition of a condition requiring compliance with the submitted Ecological Appraisal, that the application proposals would not give rise to any unacceptable impacts on ecology and biodiversity.

7.12.5 Furthermore, the implementation of the identified mitigation measures, coupled with the provision of an appropriate soft landscaping scheme, would ensure that the proposed development result in a significant biodiversity net gain.

7.12.6 As such, subject to the imposition of conditions, the application proposals would accord with Policy EN2 of the Local Plan and Section 15 of the Framework in respect of ecology and biodiversity.

7.13 **Minerals Safeguarding**

7.13.1 As identified above, it is appreciated that the application site is located within a Minerals Safeguarding Area. Policy M11 of the Lincolnshire Minerals and Waste Local Plan requires applications for non-minerals development to be accompanied by a Minerals Resource Assessment.

7.13.2 The current application scheme has not been accompanied by a Minerals Resource Assessment and, therefore, it is accepted that the application proposals do not fulfil the policy obligations of Policy M11.

7.13.3 Notwithstanding the above, it is appreciated that the development scheme is of a minor nature, which is considered to have a negligible impact on the sterilisation of minerals resources and, likewise, in view of the presence of existing residential properties to the north of the site, prior extraction of any minerals resource would be impractical.

7.13.4 Lincolnshire County Council (as Local Minerals Planning Authority) have been consulted on the application but have not provided any comments.

7.13.5 Taking the above into account, whilst the submitted proposals are considered to have a negligible impact on the sterilisation of mineral resources and the presence of nearby residential properties is likely to make any prior extraction impractical, the application has not been accompanied by a Minerals Resource Assessment. As such, there is a conflict with Policy M11 of the Lincolnshire Minerals and Waste Local Plan.

7.14 **Impact on archaeological assets**

7.14.1 Heritage Lincolnshire (as Local Archaeological Advisors) have been consulted on the application proposals and have confirmed that they have no objections, subject to the imposition of conditions requiring the submission of a Written Scheme of Investigation for a programme of archaeological evaluation. These details, and the subsequent completion of the investigation, are proposed to be secured as part of a pre-commencement condition.

7.14.2 Therefore, subject to conditions, the application proposals would accord with Policy EN6 and Section 16 of the Framework in respect of archaeological matters.

8 Crime and Disorder

8.1 It is concluded that the proposals would not result in any significant crime and disorder implications.

9 Human Rights Implications

- 9.1 Article 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation. It is concluded that no relevant Article of the Act will be breached in making this decision.

10 Planning Balance and Conclusions

- 10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.
- 10.2 The application proposals seek full planning permission for the installation of a 16 (no) bay electric vehicle charging station with ancillary seating area and toilet facilities, with associated soft landscaping and infrastructure works on an area of undeveloped, arable agricultural land situated to the south of Tinwell Road, at the western end of the main built-up area of Stamford.
- 10.3 Whilst the application site is located to the edge of the main built-up area of Stamford, the site is bound to the south, east and west by undeveloped agricultural land and, therefore, the application proposals fall to be assessed against Policy SP5 of the adopted Local Plan. This policy identifies that development in such a location is restricted to that which has an essential need to be located outside of the main built-up area of a settlement. Policy SP5 identifies a number of exceptions where development in the Countryside will be considered acceptable in principle. The proposed development does not fall within any of these exceptions and it is not essential for EV charging facilities to be located in the open countryside and therefore there is a degree of conflict with Policy SP5.
- 10.4 Furthermore, the site is also identified as being located within a Minerals Safeguarding Area and the application proposals have not been accompanied by a Minerals Resource Assessment, contrary to the obligations of Policy M11 of the Lincolnshire Minerals and Waste Local Plan.
- 10.5 Notwithstanding the above, it is Officers' assessment that the applicant has appropriately demonstrated the need for the proposed development to be located in this particular location; specifically, as a result of functional constraints relating to access to a high capacity grid connection and adequate space to accommodate a buffer from flammable materials.
- 10.6 In addition, local and national planning policy identifies the need for the provision of the necessary infrastructure required to facilitate the transition to low carbon travel modes, including the provision of a network of EV charging stations. The installation of 16 (no) EV charging stations as part of the application proposals are supported by Policy SD1 and SB1 of the adopted Local Plan, and represents a significant benefit of the application, which Officers' would attribute substantial weight.
- 10.7 In view of the above, it is Officers' assessment that the benefits of supporting the transition to low carbon travel would outweigh the minor conflicts with Local Plan Policy SP5 and Policy M11 of the Minerals and Waste Local Plan. As such, it is Officers' assessment that, on balance, the principle of development on the site is acceptable, subject to material considerations.
- 10.8 In this respect, it is appreciated that the application site forms part of Locally Important Landscape View designated by Policy 9 of the made Stamford Neighbourhood Plan. In this instance, it is Officers' assessment that the scale, layout and landscaping of the proposed

development would ensure that the application scheme does not compromise the integrity of the designated view, and would be seen in the context of the existing built form and infrastructure facilities within the immediate surroundings. Conditions are proposed to require the submission of further details of soft landscaping, which would also ensure that the application scheme appropriately assimilates with the character and appearance of the area.

- 10.9 Furthermore, subject to the imposition of conditions, the application scheme would accord with the adopted development plan in respect of all technical matters.
- 10.10 Taking the above into account, it is Officers' assessment that the application proposals would accord with the adopted Development Plan when taken as a whole, and there are no material considerations of sufficient weight to indicate that planning permission should be withheld, although appropriate conditions are proposed.

11 Recommendation

- 11.1 To authorise the Assistant Director – Planning to GRANT planning permission subject to the proposed schedule of conditions detailed below.

Schedule of Condition(s)

Time Limit for Commencement

- 1) The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

- 2) The development hereby permitted shall be carried out in accordance with the following list of approved plans:
 - a. Proposed Site Plan (Ref: GS01/Rev 18)
 - b. Proposed Elevation Plan (Received 12 September 2023)
 - c. Proposed Toilet Block Elevation Plan (received 25 September 2023)

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

Before the Development is Commenced

Archaeological Investigation

- 3) Before the development hereby permitted is commenced, a written scheme of archaeological investigation shall have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the archaeological investigations shall be completed in accordance with the approved details.

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN6 of the adopted South Kesteven Local Plan.

Construction Management Plan

- 4) No development, including demolition of buildings hereby approved, shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan and Statement shall include measures to mitigate the adverse impacts during the construction stages of the permitted development and shall include:
 - a. The phasing of the development, including access construction
 - b. The on-site parking of all vehicles of site operatives and visitors
 - c. The on-site loading and unloading of all plant and materials.
 - d. The on-site storage of all plant and materials used in constructing the development.
 - e. Dust suppression measures
 - f. Wheel washing facilities

- g. A strategy stating how surface water runoff on and from the development will be managed during construction, and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during all construction works.

The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

Reason: In the interests of the residential amenity of the neighbouring properties.

During Building Works

Lighting Assessment

- 5) No development above foundation level shall take place until details of a Light Spillage Plan (to include details of the illumination provided by the proposed lighting in relation to the neighbouring land uses), and the design, height and position / angle of the lighting have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of residential amenity and in accordance with Policy DE1 (Promoting Good Quality Design) and Policy EN4 (Pollution Control) of the South Kesteven Local Plan 2011-2036.

Construction Hours

- 6) Construction work on site shall only be carried out between the hours of 0730 and 1800 Monday to Friday, and 0900 to 1300 on Saturdays. Construction work shall not be carried out on Sundays or Public Holidays; unless otherwise agreed in writing by the Local Planning Authority.

The term "construction work" shall include all mobile and fixed plant and machinery, radios and the delivery of materials.

Reason: To minimise noise impacts on the nearby residential dwellings.

Ecological Mitigation

- 7) All works on site shall be carried out in accordance with the recommendations contained within the Preliminary Ecological Appraisal (Pioneer Environment) (PEG375-01B).

Reason: In the interests of best ecological practice and in accordance with Policy EN2 (Promoting Biodiversity and Geodiversity) of the adopted South Kesteven Local Plan 2011-2036.

Hard and Soft Landscaping

- 8) No development above foundation level shall take place until details of all hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. Details shall include:
- a. Planting plans
 - b. Written specifications (including cultivation and other operations associated with plant and grass establishment)
 - c. Schedules of plants (noting species, plant sizes, and proposed numbers / densities, where appropriate)
 - d. Means of enclosure and boundary treatments
 - e. Other vehicle and pedestrian access and circulation areas.
 - f. Minor artefacts and structures (e.g., furniture, refuse or other storage units, signs etc)

Reason: Hard and soft landscaping make an important contribution to the development and its assimilation with its surroundings, and in accordance with Policy DE1 (Promoting Good Quality Design) of the adopted South Kesteven Local Plan 2011-2036.

Previously Unidentified Contamination

- 9) Should the developer, during excavation and construction works of the approved development site, find any area where it is suspected that the land is contaminated, then all works must stop and the Local Planning Authority notified immediately. An investigation and risk assessment must be undertaken and, where remediation is necessary, a remediation scheme must be prepared in accordance with current good practice and legislation, and submitted to and approved in writing by the Local Planning Authority.

Thereafter, the approved remediation scheme shall be implemented in accordance with the approved details.

Following completion of the measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing by the Local Planning Authority prior to the approved development being brought into first use.

Reason: Previous activities associated with the site may have caused, or had the potential to cause, land contamination, and to ensure that any site investigation and remediation will not cause pollution, in the interests of the amenities of future residents and users of the development; and in accordance with Policy EN4 (Pollution Control).

Before the Development is Occupied

Materials Implementation

- 10) Before the development hereby permitted is first brought into use, the external surfaces must have been completed in accordance with the external materials detailed on the approved plans.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Drainage Strategy Implementation

- 11) Before the development hereby permitted is first brought into use, the scheme for the treatment of surface water drainage shall have been completed in accordance with the details set out within the approved Flood Risk Assessment and Drainage Strategy Technical Note (CAR Ltd) (Ref: 4131/Rev A).

The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Hard Landscaping Implementation

- 12) Before any part of the development hereby permitted is brought into use, all hard landscaping works shall have been completed in accordance with the approved details.

Reason: Hard landscaping makes an important contribution to the development and its assimilation with its surroundings, and in accordance with Policy DE1 of the adopted South Kesteven Local Plan.

Access Implementation

- 13) Before any part of the development hereby permitted is first brought into use, the works to widen and upgrade South View Road shall have been carried out in accordance with the details shown on the Proposed Site Plan (Ref: GS01/Rev 18) and shall be retained for the lifetime of the development.

Reason: To ensure a safe and suitable access to the site for all users.

Ongoing

Soft Landscaping Implementation

- 14) Before the end of the first planting / seeding season following the first occupation of the development hereby permitted, all soft landscaping works shall have been carried out in accordance with the approved soft landscaping works.

Reason: Soft landscaping makes an important contribution to the development and its assimilation with its surroundings, and in accordance with Policy DE1 and EN6 of the adopted South Kesteven Local Plan.

Soft Landscaping Protection

- 15) Within a period of five years from the first occupation of the final dwelling / unit of the development hereby permitted, any trees or plants provided as part of the approved soft

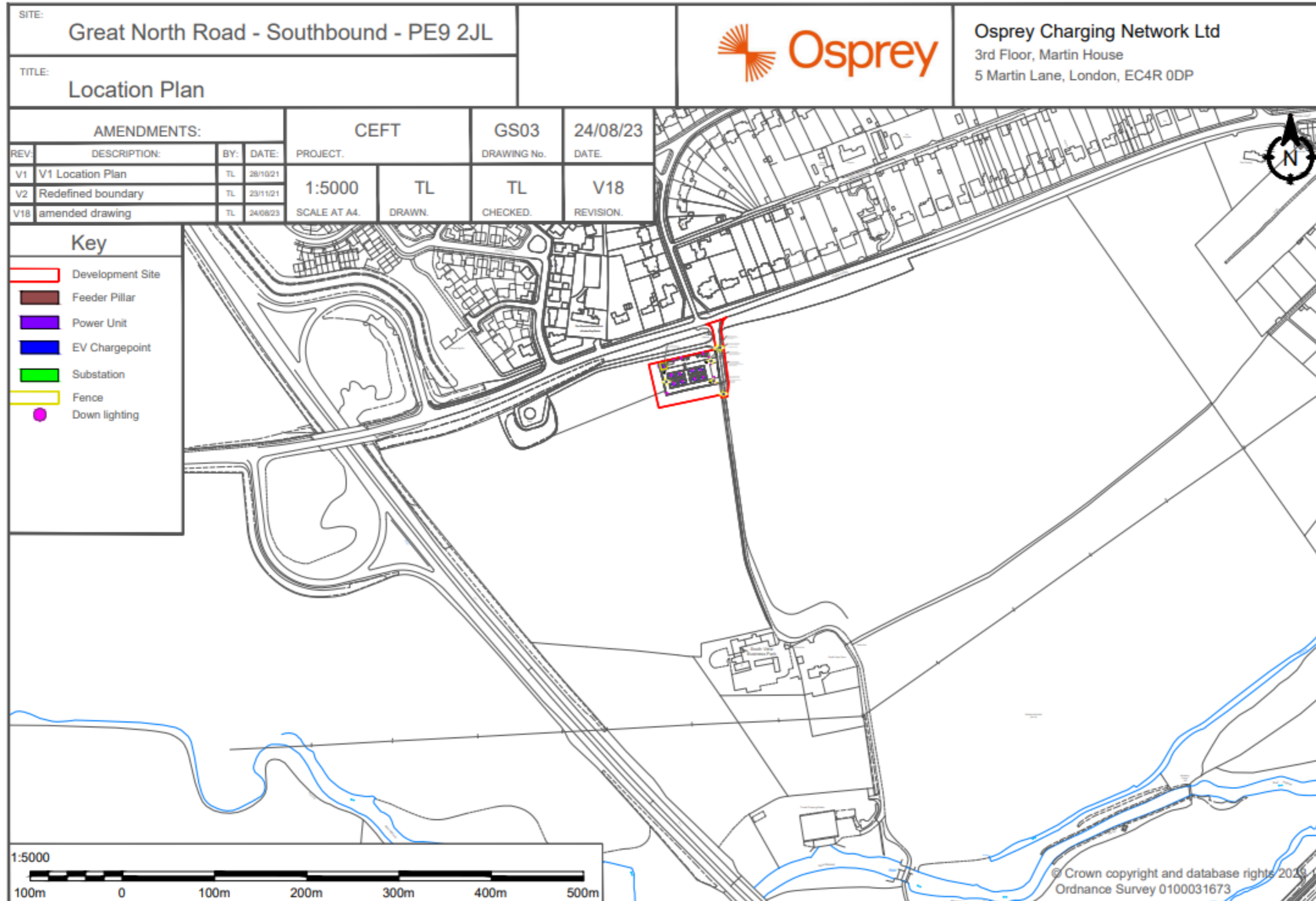
landscaping scheme, that die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced in the first planting season following any such loss with a specimen of the same size and species, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscaping, in accordance with the approved designs and in accordance with Policy DE1 and EN2 of the adopted South Kesteven Local Plan.

Standard Note(s) to Applicant

- 1) In reaching the decision, the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with Paragraph 38 of the National Planning Policy Framework (September 2023).

Site Location Plan





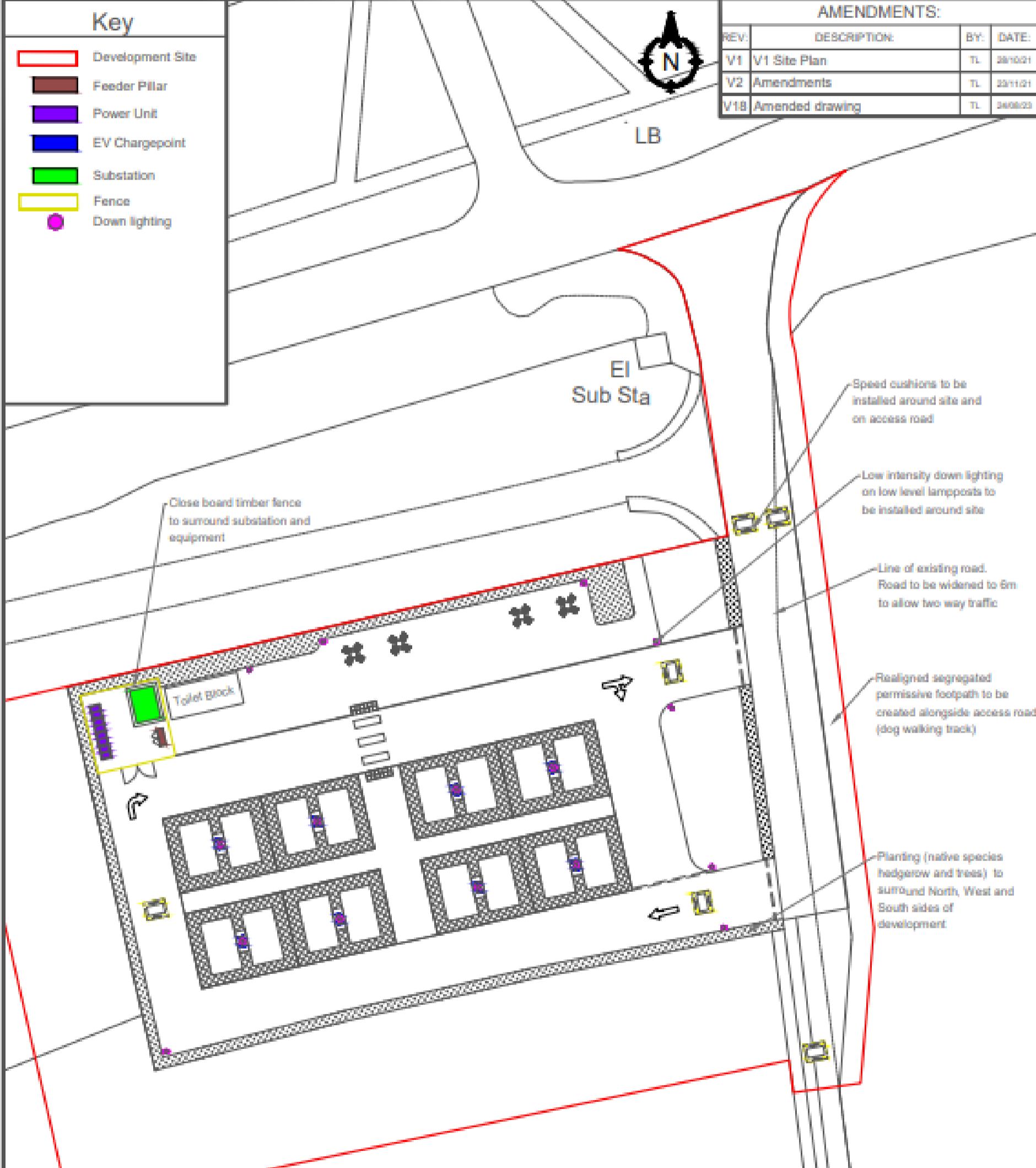
Osprey Charging Network Ltd
 3rd Floor, Martin House
 5 Martin Lane, London, EC4R 0DP

SITE: Great North Road - Southbound - PE9 2JL	PROJECT: CEFT	DRAWING No. GS01	DATE: 24/08/23
	SCALE AT A4: 1:500	DRAWN: TL	CHECKED: TL
TITLE: Site Plan Proposed			REVISION: V18

AMENDMENTS:			
REV:	DESCRIPTION:	BY:	DATE:
V1	V1 Site Plan	TL	28/10/21
V2	Amendments	TL	23/11/21
V18	Amended drawing	TL	24/08/23

Key

- Development Site
- Feeder Pillar
- Power Unit
- EV Chargepoint
- Substation
- Fence
- Down lighting



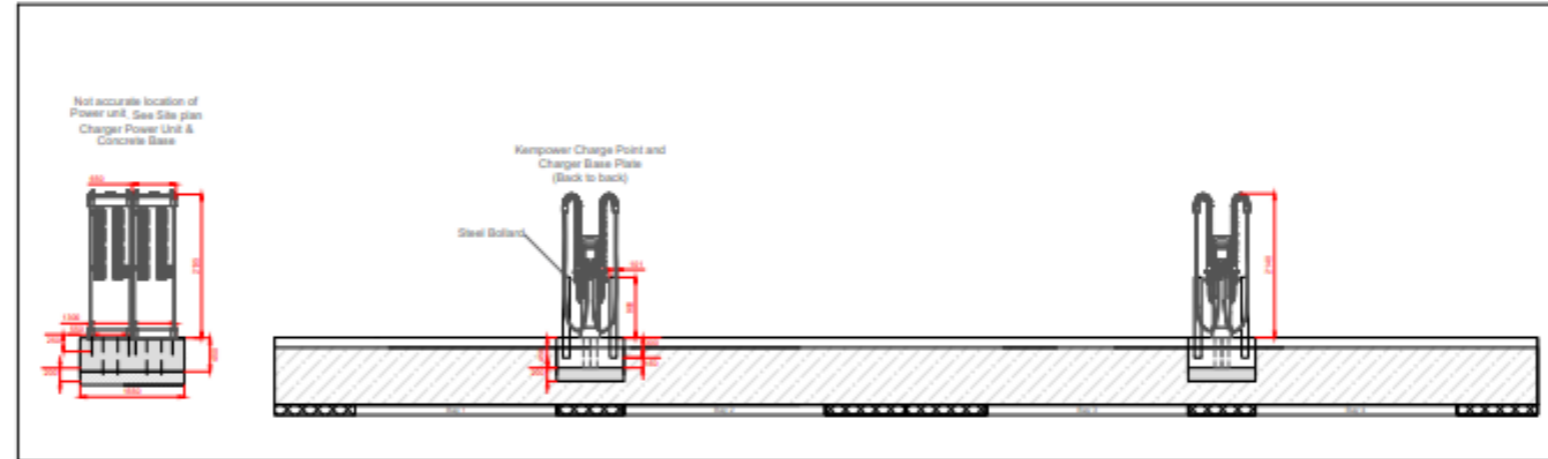
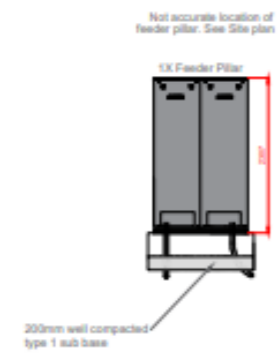
1:500

© Crown copyright and database rights 2023
 Ordnance Survey 0100031673

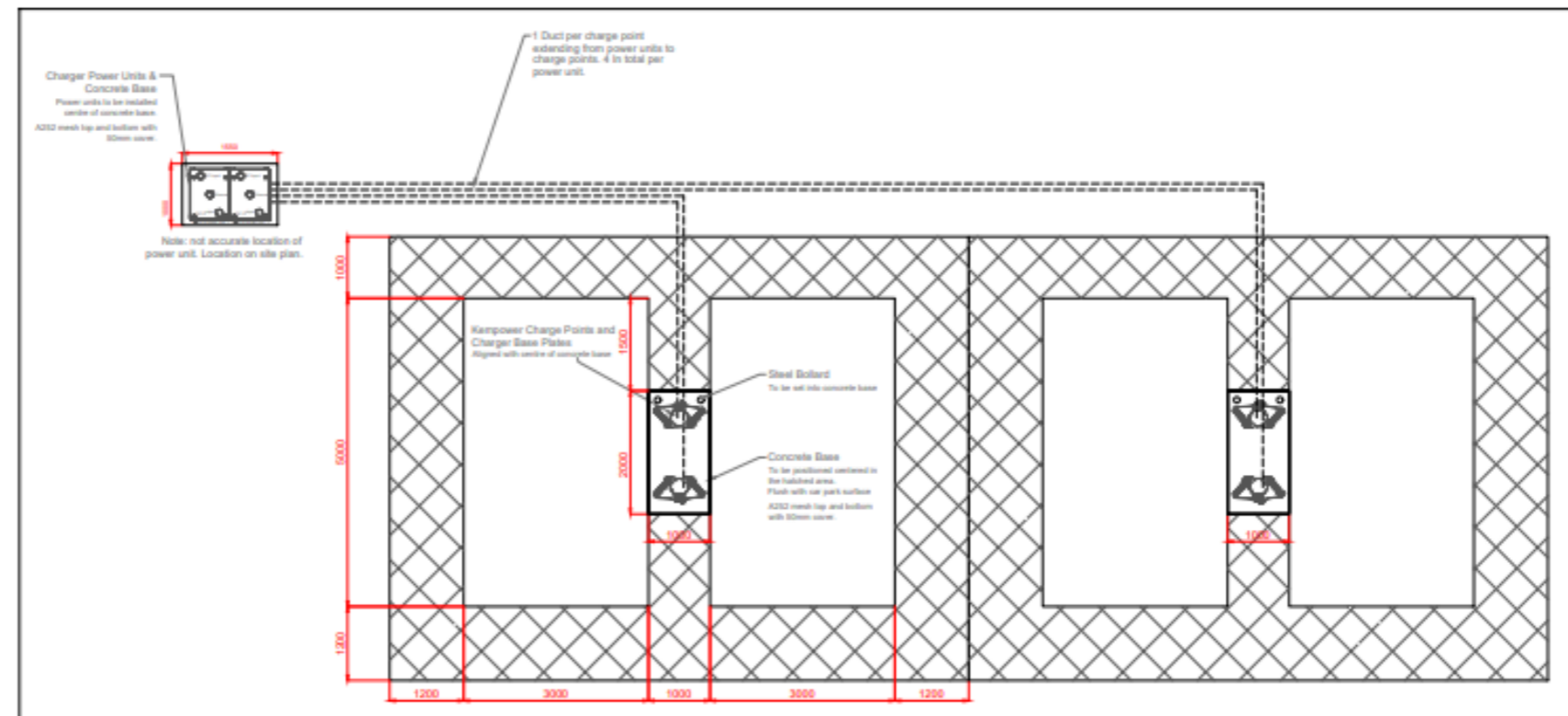
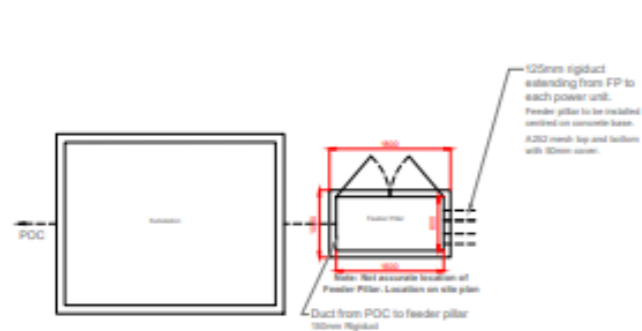
Proposed Elevations Plan(s)

<p>TITLE:</p> <h2 style="margin: 0;">Stamford Hub</h2>		<p>Osprey Charging Ltd 3rd Floor, Martin House, 5 Martin Lane, London, EC4R 0DP</p>
<p>1:100 SCALE AT A3.</p>		<p>TL DRAWN.</p>
<p>V1 REVISION.</p>		<p>23/02/23 DATE.</p>

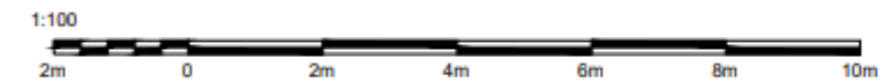
Charger layout (4 required)



Front View (1:150)



Charger layout (4 required)

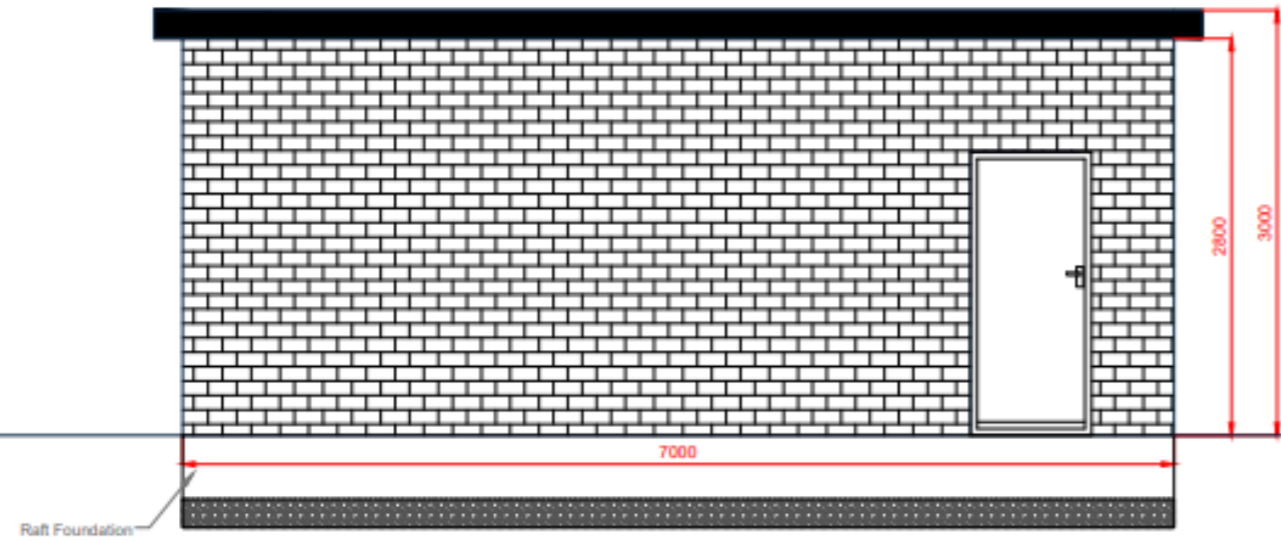


Top View (1:150)

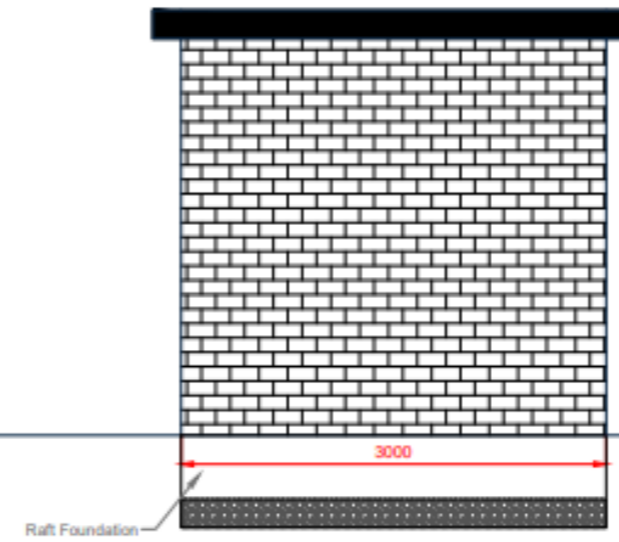
Notes:

Brick construction with raft foundation

Front View



Side View



Osprey Charging Network Ltd
3rd Floor, Martin House, 5 Martin Lane,
London, EC4R 0DP
T: 0800 058 8400
www.ospreycharging.co.uk

Toilet Block
Detail view



1:50

