

Environmental Health Consultee Comment on Electrical
Charging Points, Angmering Community Land Trust.

AUGUST 2018

- The Environment Health consultee report recommended that each home should have an EV charge point. The given reasons were: petrol and diesel cars and vans will not be sold beyond 2040, and to mitigate against any potential adverse impact of the development on local air quality.
- The comment follows Policy T SP1 of the Arun Local Plan Adopted July 2018. T SP1 requires growth in the District to 'strengthen Arun's economic base, reduce congestion, work to tackle climate change and promote healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.' The policy asks that proposed designs:
 - i. accommodate the efficient delivery of goods and supplies;
 - ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
 - iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;
 - iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided);
 - v. consider the needs of people with disabilities by all modes of transport.
- Our proposal for Angmering Community Land Trust meets parts i,ii,iii,v of the policy in an exemplary manner, and none of our proposals for these parts have been contested during the application period. The CLT and project team do not feel that part iv, the requirement for facilities for charging electric and hybrid vehicles, is viable for the development of Mayflower Way for community-managed affordable housing. The reasons are given below.

Sustainable Transport at Mayflower Way Statement

- Angmering Community Land Trust's proposed development has direct vehicular and pedestrian access via Mayflower Way, with car parking provision for 24 cars. The arrangement of proposed parking spaces reflects the traditional urban layouts which the development references. It follows that the design has been carefully worked out so as not to appear 'designed by a rule book' whilst judged to comply with the requirements of WSCC Highways. On-street parking has been chosen to create the proposed 'active street' character and to generate an attractive and safe pedestrian mews.
- Our approach to the public realm has been to design an environment which safely accommodates motorist's needs and is inviting to cyclists and pedestrians; encouraging community enjoyment of external space. Secure cycle storage will be provided in two communal cycle stores at the north and south end of the proposed mews. These covered areas will provide 2 cycle spaces for each 2 and 3 bed house and 1 for each 1-bed dwelling. Additional cycle storage will be provided by sheds in each garden.
- The proposed design will ensure Mayflower Way is a fully accessible place for those of all abilities and ages. The landscape surrounding the site has been carefully designed for pedestrians. The proposed parking and landscape layout is inspired by Home Zone standards.
- The fundamental design principles which have informed this development proposal were developed by ACLT, with Arun District Council Planners Officers, and reflect a commitment to the provision of attractive well defined places where people wish to live.

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Viability of EV Charging Points for Angmering Community Land Trust.

- Angmering Community Land trust at Mayflower Way propose to build 12 units which are defined affordable as they will be solely available for rents at affordable/social rent levels for local people, in accordance with the registered scheme for Angmering Community Land Trust, Community Benefit Society Registration No. 7201.
- Angmering Community Land Trust at Mayflower Way will give local people the chance to continue to live and work in the village, even on low salary levels. The aim is to be able to offer the rental of the properties at or around 60% of market rents, equivalent to a social rent rather than just affordable, which is often at the 80% level.
- Despite subsidies provided by the UK Government, electrical vehicles (EVs) currently remain more expensive to purchase than conventional cars. Europe's best-selling electric car is the Nissan Leaf, (a category 1 hybrid vehicle), which costs upwards of £25,000 after grants. The grants currently provided by the UK government range from £2000 for a category 2 hybrid vehicle, to £4500 for a category 1 hybrid vehicle. The monthly finance deal for this vehicle over 4 years, in addition to a £5,000 deposit, is £330 per month. The average insurance premium for an electric vehicle is £1070, which is 45 percent higher than an average quote for a conventional petrol car. This, on top of the initial high costs, has led to 18.5 million motorists in the UK alone claiming they don't have the finances to switch to a 'green car'.
- The reasons that this new policy conflicts with the viability of this scheme include the following:
 1. Vehicle parking layout is disassociated from individual dwellings, meaning charging stations cannot be provided within each demise for each demise;
 2. The purpose of ACLT's proposals is to provide housing at financial levels accessible to local people below affordable rent levels. The affordability of EV technologies for such residents will likely be long out of reach until technologies advance significantly to bring down the capital cost of ownership, including an affordable second-hand vehicle marketplace. The finance costs of ownership being a significant proportion of the social rent levels;
 3. Due to item 1, any implementation of charging stations will require a communal set up, involving:
 - i) ACLT needing a separate landlord's electricity supply of sufficient capacity to supply the communal loads;
 - ii) ACLT needing to operate a communal charging system or enter into a supply contract with a third party to this end to operate and maintain this additional infrastructure;
 - iii) ACLT needing to deal with the maintenance of what, for the above reasons, will be a largely unused facility for any foreseeable future;
 - iv) ACLT will need to deal with the likely draw such communal charging facilities will attract from public EV users, the use of which will displace visitor parking for this development;
 - v) ACLT will incur costs to implement this scheme, which will have to be recovered in service charges to the residents, which increases costs for residents.
 4. The provision of this infrastructure will increase the direct cost of development. This late imposition of a new planning policy has not been factored into ACLT's development viability, and the development's design has not grown up with this policy in place. An increase in development costs, in addition to the other abnormal costs associated with this rural location, increases the requirement for further borrowing, thus reducing affordability.
- Given the above financial viability considerations and practical considerations/limitations, we would ask for relief from the application of this policy on this development.

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[REDACTED]

From: Anita Gardner
Sent: 30 August 2018 09:54
To: Planning.Responses
Subject: FW: FW: From W Anderson. re. Angmering CLT_A/219/17/PL : Land East of Windy Ridge

Please can this be scanned as additional information from the applicant

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Save the environment - think before you print.

From: Will Anderson [REDACTED]
Sent: 23 August 2018 15:15
To: Anita Gardner
Subject: Re: FW: From W Anderson. re. Angmering CLT_A/219/17/PL : Land East of Windy Ridge

Dear Anita,

I have attached below a statement regarding the Environmental Health Officer's consultee comments. Please could you confirm you received this and are clear about ACLT's position? Please could we also discuss progress in light of the most recent EoT which was agreed to the 03-09-2018?

Thank you very much,

Best wishes,

Will Anderson

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[REDACTED]

On Wed, 25 Jul 2018 at 19:33, Anita Gardner <Anita.Gardner@arun.gov.uk> wrote:

Dear Mr Anderson,

Further to our telephone conversation I can advise that there are no outstanding ecology requirements. In addition, I request your agreement to an EOT until 03-09-2018 to allow time for the legal agreement to be progressed and my report to be written.

Regards

Anita Gardner

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From: Will Anderson [REDACTED]
Sent: 25 July 2018 14:31
To: Anita Gardner
Cc: Juan Baeza
Subject: Fwd: From W Anderson. re. Angmering CLT_A/219/17/PL : Land East of Windy Ridge

Dear Anita,

Please could we discuss progress on ACLT's planning application? I am aware that our EoT expires this Friday and that there are several consultee recommendations which I would like to clarify.

Best wishes,

Will Anderson



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