

Essential maintenance is being carried out to the planning, building control and local land charges database during the week commencing 12 April 2021.

During this time there will be no public or staff access to any records held within this database, and it will not be possible to carry out any of the following tasks via the Arun website:

- Research planning and building control history
- View any planning applications, plans, agreements, tree preservation orders or competent persons data
- Submit building control applications
- Submit planning application comments
- Report any planning compliance issues

The publicity and consultation period for all planning applications that fall over this week will be extended by a further week to ensure no one is disadvantaged.

All other aspects of planning, building control and local land charges will be limited during this week and you are strongly advised to contact the individual departments before 12 April 2021 for specific restrictions during this time.

Amanda Scholes

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Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
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From: Maria Tomalova <Maria.Tomalova@arun.gov.uk>

Sent: 06 April 2021 10:15

To: Planning.Responses <Planning.Responses@arun.gov.uk>

Cc: Joanne Lewis <Joanne.Lewis@arun.gov.uk>

Subject: FW: BN/30/21/DOC 2 Bungalows-Canal Mews-Barnham Condition 8 (EV Charging)

Hi Joanne,

I hope you have enjoyed the Easter break.

Please see above and below the response to your comments to the above application.

Kind regards

Maria

Maria Tomalova
Senior Planning Officer
Directorate of Place

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E: maria.tomalova@arun.gov.uk

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From: Nicholas Lack [REDACTED]
Sent: 06 April 2021 10:10
To: Maria Tomalova <Maria.Tomalova@arun.gov.uk>
Subject: BN/30/21/DOC 2 Bungalows-Canal Mews-Barnham Condition 8 (EV Charging)

Dear Ms Tomalova

Further to the Environmental Health Officer's response on 30-03-21 to the EV charger the applicant proposes suggesting that it is unacceptable and will need to be a 'fast-charging' unit.

I attach highlighted extracts from Arun District Council's guidance dated September 2020. Under paragraph 2.3, footnote 1 on *page 5* it recommends installation of 16A or higher Type 2 charger (**minimum requirement standard 3 pin 13A charger**)

The Wallpod **EV Ready** that is proposed, attached, meets this minimum standard 9in bold above) with the benefit of being able to be upgraded to a faster charge rate in the future giving a more flexible approach to providing the specific requirements of the electric vehicle to be charged when known. This is the principal paragraphs 4.19 & 4.22 on the attached *page 6* of the guidance allude to.

We would therefore request that the proposed charger be re-considered as it meets both the spirit and letter of the guidance.

Kind regards
Nicholas Lack (Planning Agent)
Studio Lack Ltd

From: Nicholas Lack
Sent: 30 March 2021 10:43
To: maria.tomalova@arun.gov.uk <maria.tomalova@arun.gov.uk>
Subject: BN/30/21/DOC 2 Bungalows-Canal Mews-Barnham Condition 8 (EV Charging)

Dear Ms Tomalova

As planning agent, I wish to submit on behalf of the applicant further information to address the consultation response of 26-03-21 from the Environmental Officer addressing a query in relation to the EV charging units under the discharge of condition 8.

Please find attached details of the EV charging unit that the applicant will be installing on each dwelling:
the **Rolec Wallpod-EV Ready** unit.

Kind regards
Nicholas Lack (Planning Agent)
Studio Lack Ltd

2. Guiding Principles of the Approach

2.1 Paragraph 105 of the National Planning Policy Guidance identifies that parking standards should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.2 The NPPF (2019) includes a new paragraph (106) which limits the use of maximum parking standards. It states that they should *“only be set where there is a clear and compelling justification that they are necessary for managing the local road network or for optimizing the density of development in city and town centres”*. This SPD has been prepared to formalise the evidence base used to support the creation of WSCC parking standards. The evidence shows that there is a requirement to set parking standards across West Sussex.

Where reduced parking provision is being proposed to optimise the density of development within Arun’s town centres, robust evidence must be provided to show that the proposed development would comply with the Guiding Principles for Development set out below.

Electric Vehicle Charging

2.3 Arun District Council’s Electric Vehicle Infrastructure Study which was agreed at Full Council on 10th January 2018. Policy QE DM3 of the Arun Local Plan seeks to encourage the use of electric vehicle charging points. For completeness, Section 4 of the ADC Vehicle Infrastructure Study is included below.

Provision of Parking Bays & Charging Points for Ultra-low emission vehicles (ULEV) in New Development (including Conversions)	
Houses ^[1]	One charging point per house with garage or driveway
Flats (<50 units) ^[2]	One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling.
Flats (>50 units) ²	Further dedicated charging bays totaling 2% of the total provision.
Other Development (<50 Bays)	One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling.
Other Development (>50 Bays)	Further dedicated charging bays totaling 2% of the total provision.
Phasing	Standard provision (as set out above) could be supplemented by the installation of groundwork / passive wiring at the commencement of development in order to enable further installation to match demand.

¹ Recommended installation of 16A or higher Type 2 charger (minimum requirement standard 3 pin 13A charger)

² Dedicated free standing weatherproof chargers

Where a development includes the delivery of parking spaces which are on-street (eg. estate renewal schemes), Electric Vehicle charge points should be delivered to the same standard as those set out.

It is proposed to update the standards within the table above.

- 2.4 The increasing popularity of electric vehicle types has seen the Department for Transport forecast that plug in vehicles will make up between 3% and 7% of all new car sales in 2020. As a result of evidence gathered by WSCC through their review of their draft Parking Standards, it is proposed to adopt the following minimum standards in this SPD.

Table 1 – Electric Vehicle Charging Points Requirements

Year	% Number of EV Spaces
2018	20
2023	30
2028	50
2033	100

West Sussex County Council

Guidance on Parking at New Developments (September 2020)

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Electric Vehicle Charging Overarching Guidance

- 4.18. The changing nature of car sales and usage has seen a rise in the sales of vehicles that require electric plug in charging. Although the sales of Electric Vehicles (EVs) in West Sussex in 2018 was 1,593 (depending on source data), which equates to overall vehicle sales of 1% of the overall vehicle fleet (dependent on source data), this is expected to change over time. Actual sales are expected to remain on the same trajectory as the DfT published in 2008; the increasing popularity of these vehicle types has seen the DfT forecast that plug in vehicles will make up between 3% and 7% of all new car sales in 2020.
- 4.19. In order to respond to changing needs, it is important that developers consider the likely demand for electric charging points within new developments, and how this is likely to change over time. Developers should identify ways to cater for this demand within the design of new developments as part of the overall provision of parking facilities. This could include; for example, a mix of spaces with active charging facilities and passive provision, i.e. ducting to allow facilities to be brought into use at a later stage.
- 4.20. The values in Table 2 include provision of EV spaces at new residential developments. To allow for increased sales in EVs over time and an increasing proportion of the overall vehicle fleet, it is proposed that current base levels of EV car sales in West Sussex be used as an index to base levels of active provision for EVs at new developments as set out in Principle B.
- 4.21. The Government's 'Road to Zero Strategy' sets out an ambition for at least 50% — and as many as 70% — of new car sales to be ultra-low emission by 2030, alongside up to 40% of new vans. Taking a starting percentage of 20% active EV provision and using a linear growth between 2018 and 2030, produces a set of yearly EV provision indexes as set out in Appendix B. These values should be used as a guide to the level of 'active' EV spaces to be provided in the year of construction.
- 4.22. As the demand for electric vehicle charging points is expected to change rapidly over time, any standard for electric vehicle charging points is likely to become quickly out of date. Therefore, there is no specific standard for electric vehicle charging points but developers should consider the Guiding Principles when designing parking provision. This guidance will be subject to review in line with the development of technology and relevant legislation.
- 4.23. Developers should ensure that any EV strategy documents at local authority level have been consulted when applying level of EV spaces, for example, Arun District Council's Vehicle Infrastructure Study, January 2018.

5. Guidance for New Residential Developments

- 5.1. In order to take account of expected future growth in the demand for parking, growth factors have been identified using the Department for Transport's (DfT) National Trip End Model dataset (i.e. TEMPro) for a forecast year of 2033, as this broadly aligns with the end of current local

WALLPOD:EV READY

FREE-TO-USE

13A Socket Mode 2 Charging

(Upgradable to full Mode 3
Fast Charging)

ROLEC

EV Charging

MANUFACTURED IN THE UK



The WALLPOD:EV READY is a low-cost Electric Vehicle (EV/PHEV) charging unit, designed for the new home build.

Planning permissions are increasingly stipulating that new residential home builds must consider and make provision for an electric vehicle charging point. As well as occasional EV charging in Mode 2 format, and doubling up as an outdoor IP65 rated domestic 13A socket, WALLPOD:EV READY is also prepped to be upgraded at any time to a full Mode 3 fast charger.



Unit shown: WALLPOD:EV READY
13amp Socket (Mode 2) Charging Unit

PRODUCT FEATURES

- Occasional Mode 2 EV charging
- For use with Mode 2 charging cables
- Can be easily upgraded to full IEC 61851-1 Mode 3 EV fast charging (Upgrade kits are available throughout the UK wholesaler network)
- IP65 protected 13A outdoor maintenance socket ideal for home/ garden maintenance, charging mobility scooters, electric bikes, etc.
- Built-in overload and fault current protection (Type A RCBO)
- Easy to install & maintain
- IP65 weather proof
- UV stabilised
- Corrosion resistant
- Fire retardant
- Impact resistant



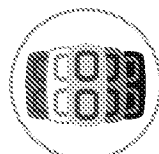
13A Outdoor
Maintenance Socket



For Use With Mode 2
Charging Cables



Upgradable To EV
Mode 3 Fast Charging



Colour Options
Available



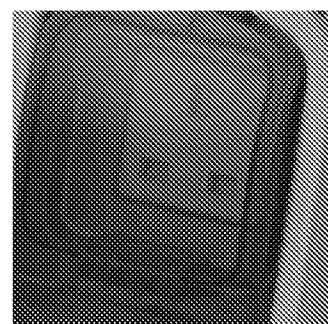
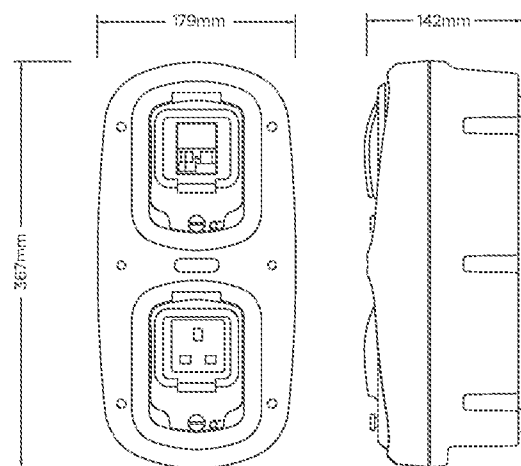
IP65 Weather Proof
& UV Stabilised



Flame
Retardant

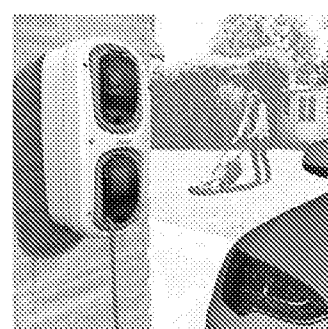
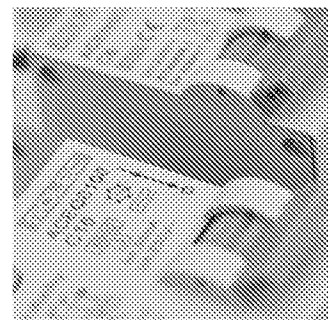
SPECIFICATIONS

Product Code	EVWP0020
Socket	13A domestic outdoor maintenance socket
Rated Output	Up to 2kW
Rated Current	13A
Charge Protocol	Mode 2 (occasional use)
Input Voltage	230V AC/50Hz (Single Phase)
Overload & Fault Current Protection	Built-in 16A 30mA Type A RCBO
Cable Terminals	16mm earth
Certifications & Compliances	EV Charging Compliance – EN 61851-1:2001, EN 61851-21:2002, EN 61851-22:2002 Wiring Regulations – BS 7671 EMC Compliance – EN 61000-6-3:2007, EN 61000-6-2:2005 Safety Compliance (LVD) – 2014/35/EU, EN 62368-1:2014 Environmental Protection – Enclosure IP65, Socket IP65 (BS EN 60529:1992+A2:2013)
CE	
Dimensions	179mm x 367mm x 142mm (W x H x D)
Unit Material	Polycarbonate (303 EP-22)
Operating Temperature	-30°C to +50°C
Standard Base Colour	Warm White (Other colours available upon request)
Standard Pod Colour	Green (Other colours available upon request)



OPTIONS & ACCESSORIES

- ♦ Key switch control charging
- ♦ Lockable door to switchgear
- ♦ Built-in class 1 MID compliant kWh meter
- ♦ Built-in time clock providing charge time management
- ♦ Corporate branding (colours, logo badge, etc.)
- ♦ Portable Mode 2 EV charging cables
(Type 1 Mode 2 to UK 3Pin or Type 2 Mode 2 to UK 3Pin)



The plug pod was specifically designed for use with charge cables which are fitted with a British standard (BS 1363) 3 pin plug. It is not recommended anything other than a British standard compliant plugs should be used. Rolec cannot qualify the use of any OEM international, non-standard or oversize plugs.

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WPEVRD-V05-R1 WallPod EV Ready - Data Sheet