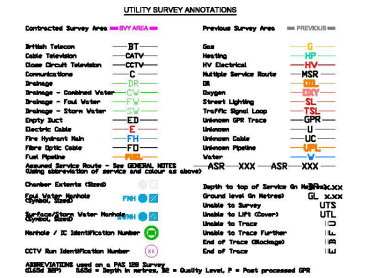
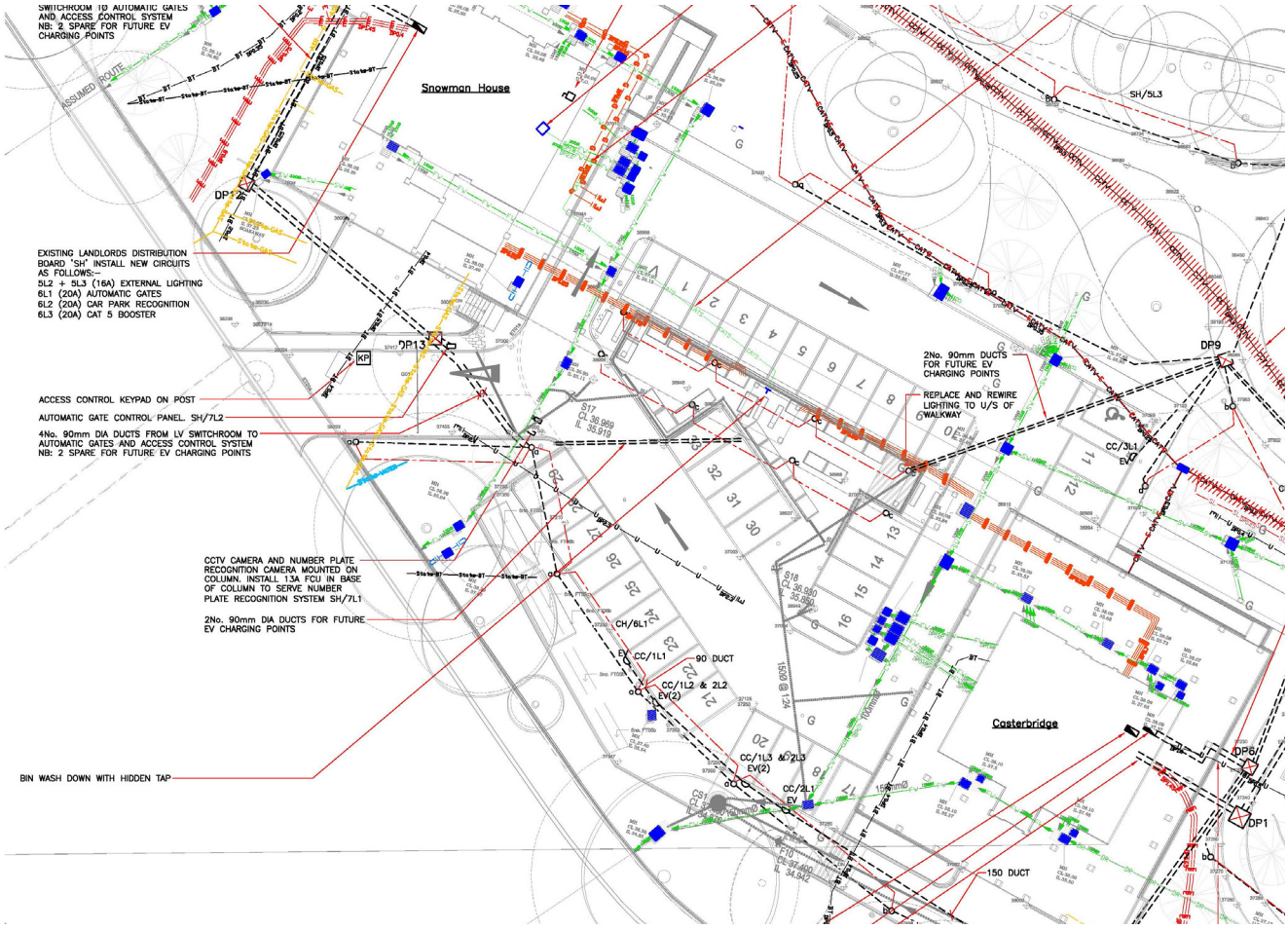
ELECTRIC CHARGING POINTS

Plan below indicates the 20% active electric vehicle charging points being provided as part of the contract. The drawing also indicates the duct provision for the 80% passive electric vehicle charging points.

CHARGING POINT SPECIFICATION DETAILS:
Twin outlet, 3.6kW Pedestal charge point.
The unit will be OCPP and connected to the ChargeOnline back office platform.
Specification details on following pages.



aO	COLUMN MOUNTED SIDE ENTRY LUMINAIRE WITH 22W LED LAMPS AND ASYMMETRICAL OPTIC AS KINGFISHER AURIGA 2.0 RANGE ON 6M COLUMN
bO	AS 'a' BUT TO FOOT PATH
cO	AS 'a' BUT SIDE MOUNTED TO U/S OF WALKWAY
EV	ELECTRIC VEHICLE CHARGING POINT
EV(2)	DUAL ELECTRIC VEHICLE CHARGING POINT



MEP ELECTRICAL DIAGRAM

AUTOCHARGE:EV

EV OPENCHARGE

Type 2, Mode 3 Charging Socket(s)
(GPRS/Ethernet Communication)
3.6kW or 7.2kW

ROLEC EV Charging

MANUFACTURED IN THE UK

OCPP COMPLIANT

Unit shown: AUTOCHARGE:EV
EV OPENCHARGE
2way Socket (Type 2) Charging Pedestal

The AUTOCHARGE:EV OPENCHARGE is a heavy duty, hard wearing EV charging pedestal, specifically designed and manufactured for commercial and public facing environments.

This versatile OCPP compliant pedestal can offer a simple pay-to-charge solution via the EV driver's smartphone and/or RFID card/fob authorisation through any chosen OCPP back office management system.

Available in both 1way or 2way versions, providing Mode 3 fast charging in 3.6kW or 7.2kW speeds, this unit features a built in GPRS antenna and Ethernet connection.

PRODUCT FEATURES

- Mode 3 (IEC 61851-1) fast charging
- Available in 1way / 2way & 3.6kW (16A) / 7.2kW (32A) versions
- Type 2 (IEC 62196) charging socket(s) c/w security hatchlock(s)
- Surface or root mountable
- OCPP 1.6 compliant (Can integrate with any back office)
- Remote firmware updates
- Built-in RFID reader
- Switchgear & components behind lockable door
- Built-in AC overload protection (MCB)
- Built-in AC & DC fault protection (RCD)
- Built-in LED charging status indicator socket halo(s)
- Built-in class 1 **MID** compliant kWh meter(s)
- EV driver Pay-to-Charge smartphone integration
- OLEV Grant Fundable under the Workplace Charging Scheme
- Easy to install & maintain
- IP Rated, UV stabilised, corrosion resistant & fire retardant

Chargepoint Management

Unless otherwise stated at time of order, EV OPENCHARGE units will be automatically programmed to operate via the Rolec VENDELECTRIC back office management system.

See the VENDELECTRIC sheet Overview for details

OCPP 1.6 Compliant

WCS OLEV Grant Fundable

GPRS / Ethernet Connectivity

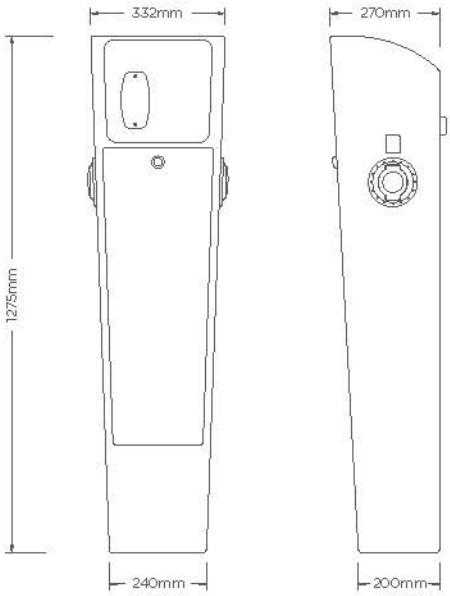
Branding & Colour Options Available

Secure & Durable

IP Rated & UV Stabilised

SPECIFICATIONS

Product Code	OCPP0010	OCPP0011	OCPP0020	OCPP0021
Charging Socket(s)	1x Type 2 (IEC 62196)		2x Type 2 (IEC 62196)	
Rated Output	3.6kW	7.2kW	3.6kW	7.2kW
Rated Current	16A	32A	16A	32A
Charge Protocol	Mode 3			
Input Voltage	230V AC/50Hz (Single Phase)			
AC Overload Protection	1x C20A MCB	1x C40A MCB	2x C20A MCBs	2x C40A MCBs
AC & DC Fault Protection	1x Type B RCD		2x Type B RCDs	
Cable Terminals	3x 50mm			
Communications	GPRS (Recommended signal strength of 14 CSQ or above) RJ45 ethernet connection			
Standby Consumption	Approx 0.3kWh per day			
Certifications & Compliances	EV Charging Compliance – EN 61851-1:2011, BS EN 62196-1:2014, BS EN 62196-2:2017 Wiring Regulations – BS 7671 EMC Compliance – EN 301 489-01 V2.2.0, EN 301 489-03 V2.1.1, EN 301 489-52 V1.1.0, EN 50470-1:2006 (1x Skt) or EN 55032:2012 (2x Skts) Spectrum/Telecom – EN 301 511 V9.0.2, EN 300 330 v2.1.1 RED – 2014/53/EU – EN 62311:2008 Safety Compliance (LVD) – 2014/35/EU Environmental Protection – Enclosure IP54, Socket IP54 (BS EN 60529:1992+A2:2013)			
Dimensions	332mm x 1275mm x 270mm (W x H x D)			
Pedestal Material	Bodywork manufactured in heavy duty 1.5mm steel & applied with 45 – 55 microns of zinc primer			
Pedestal Finish	Corrosive resistant, textured Polyester powder coating			
Operating Temperature	-30°C to +50°C			
Standard Body Colour	Black (Other colours available upon request)			



EV OPENCHARGE

- Smart charging control via mobile phone and/or RFID
- Can integrate with any chosen OCPP back office management system
- Open Charge Point Protocol 1.6 (OCPP 1.6)
- On board GPRS modem with antenna
- Ethernet connection

OPTIONS & ACCESSORIES

- RFID card/fobs
- Load Manager system (electrical distribution management)
- Corporate branding (colours, logo badge, etc.)
- Galvanised steel ground mounting base
- Protection barriers
- Charge point signage
- EV charging cables (Type 1 to Type 2 or Type 2 to Type 2)

OCPP COMPLIANT

Head office contact:
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f: +44 (0) 1205 724876
rolec@rolecserv.co.uk

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@RolecEV
/Rolec-Services
www.rolecserv.com

5.0
GARCHEY SYSTEM

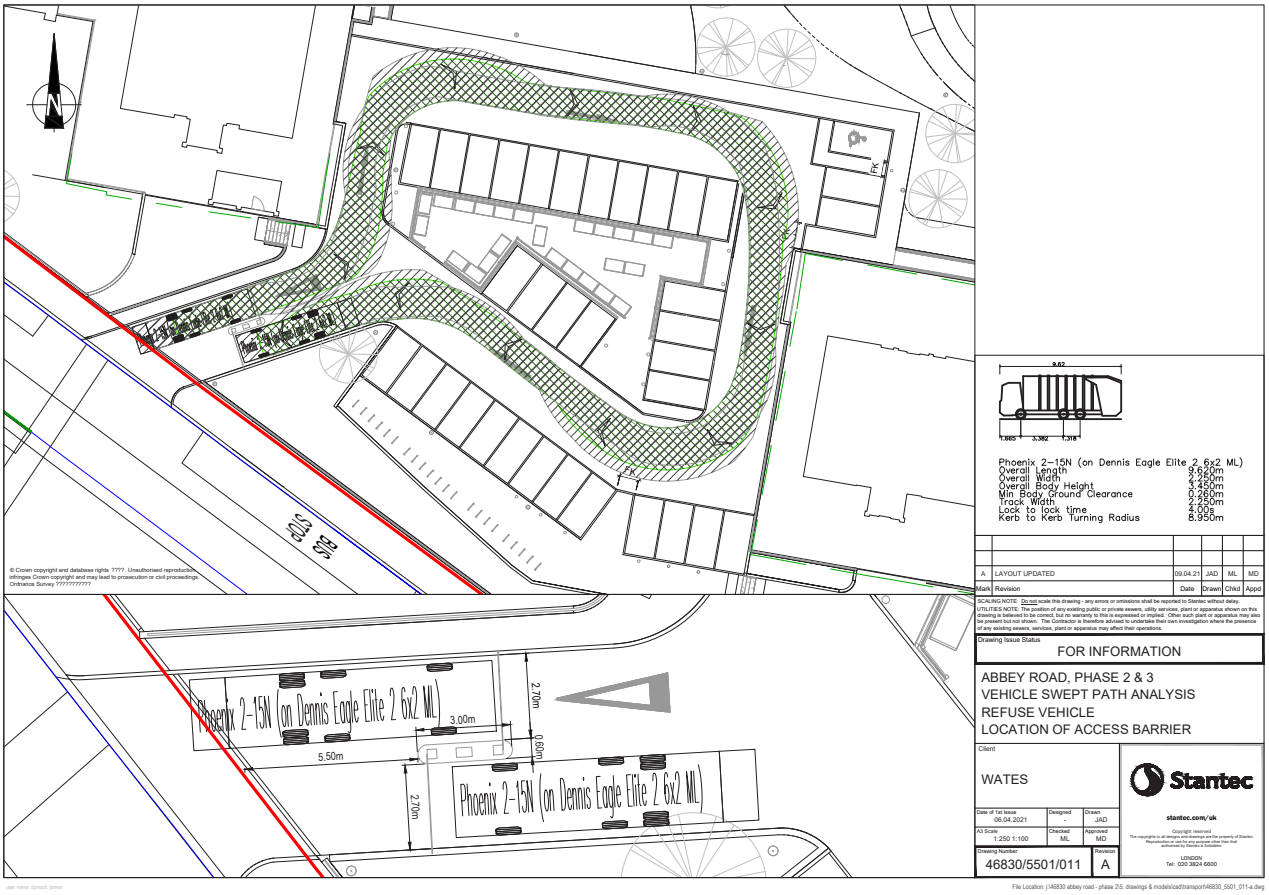
A ‘Garchey’ system is a waste disposal system for multi-storey residential buildings developed in the UK and first used in France during the 1930’s and then in Leeds in the UK in 1935. It was used more widely in the UK during the 1950’s, 1960’s and 1970’s. The system is believed to be from the 1970’s, when the tower blocks were constructed. There are two tanks within the car park - one of each residential block.

The tanks are managed by Veolia with weekly visits using a small vacuum tanker. Wastewater is extracted via vacuum pressure into the Veolia tanker before being discharged via a separate outlet hose to a seperate floor access cover. Based on the drainage survey information, the wastewater then flows from this access through the onsite gravity network before discharging to Thames Water’s public sewer under Abbey Road.

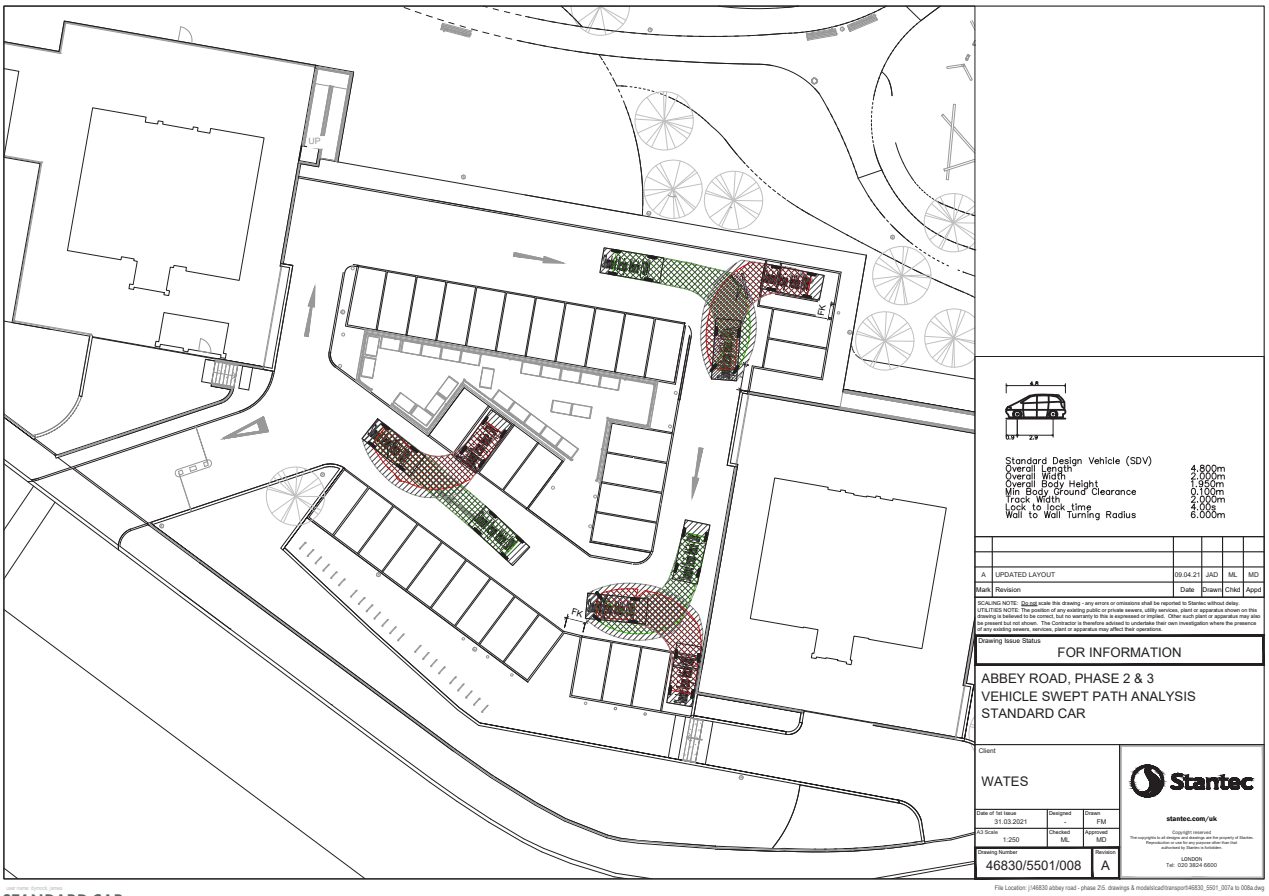
Please refer to Stantec Tracking drawings 46830/5501/005 & 46830/5501/006 for Garchey servicing vehicles on the following pages.

GARCHEY SYSTEM MAINTENANCE

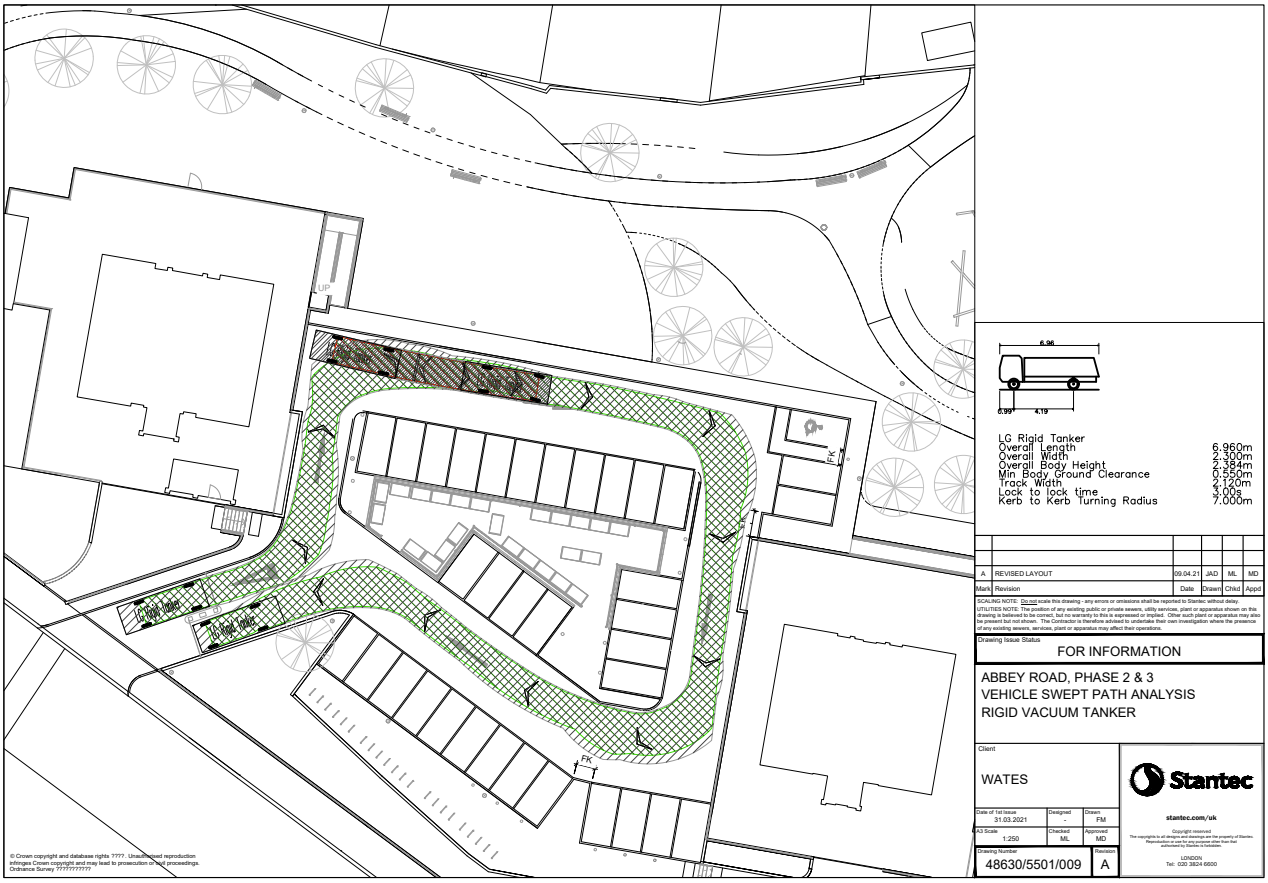
6.0
VEHICLE TRACKING



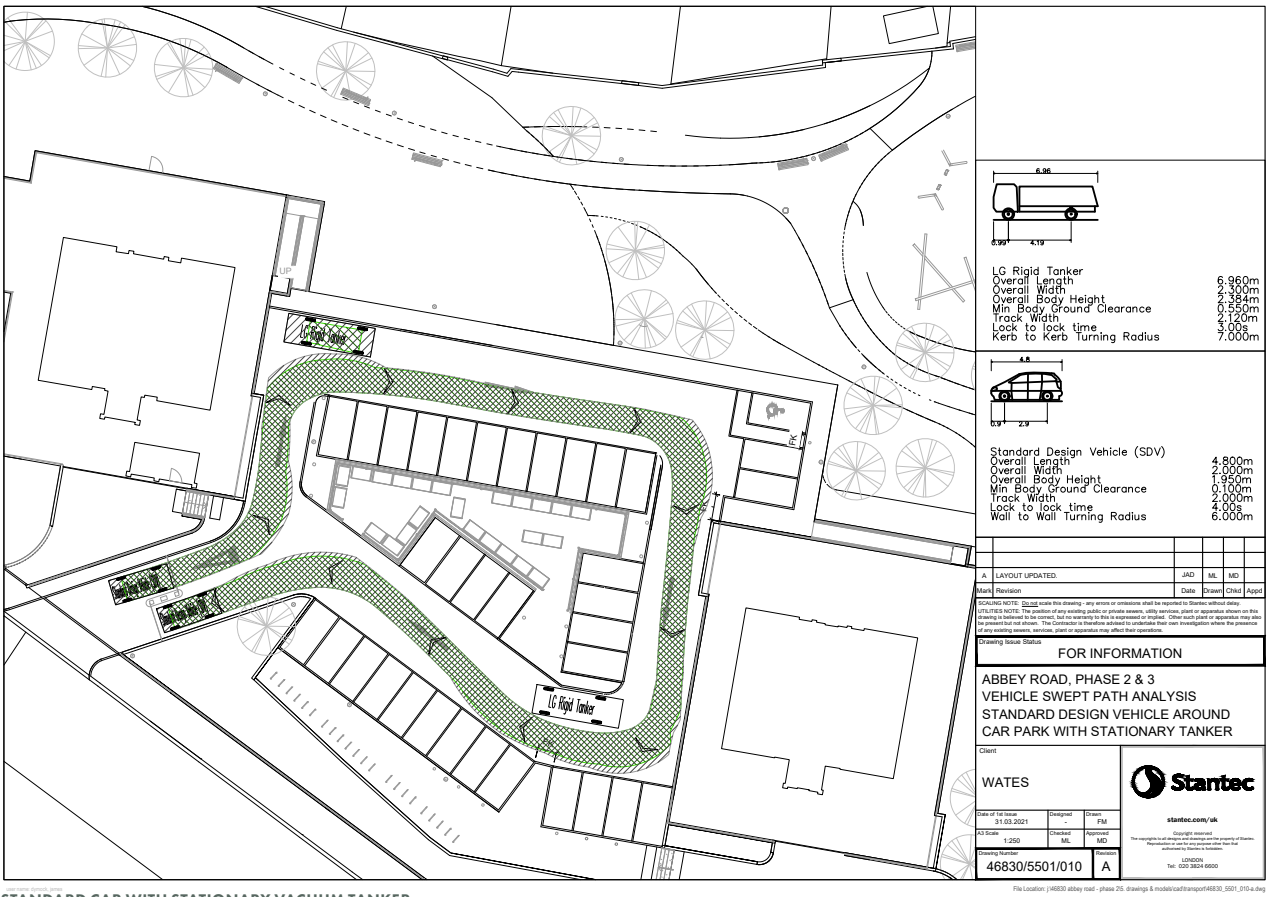
REFUSE VEHICLE



STANDARD CAR



RIGID VACUUM TANKER - GARCHEY MAINTENANCE



STANDARD CAR WITH STATIONARY VACUUM TANKER

7.0
ROUTINE MANAGEMENT AND MAINTENANCE

MANAGEMENT

The spaces will be managed and monitored by the Tenant Management Organisation (TMO) as per the current arrangements for the existing car park. Spaces will be monitored by the ANPR camera. Wrongful use will be issued with PCN enforceable by private contractor.

MANAGEMENT & MAINTENANCE REGIME DETAILS

Service	Frequency
Household Refuse Collection	**Weekly Mondays + Thursdays**
Bulk Area Collection	**Weekly Wednesdays**
Garchey System	**Weekly Mondays**
Car Park Cleaning (Janitor)	**Every Weekday Morning**
Surrounding Planting in Car Park	**Fortnightly**

8.0
ALLOCATION OF CAR SPACE UPON EXPIRY OF LEASE

PARKING LEASE

Periodic reviews of leases are conducted to identify opportunities to repurpose car parking spaces e.g. on termination of a lease

A car parking space is identified as suitable for repurposing

Is the car parking space required as a disabled parking bay?

If the answer is no, the space can be considered for re-purposing.

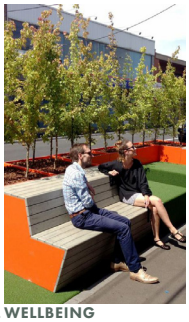
CAR PARK RE-PURPOSING

Once a car parking space has been identified as suitable for re-purposing, a number of factors will be considered to establish the most appropriate alternative use. Possible alternative uses are future greening, additions to amenity space and sustainable transport alternatives. The location of the vacant car parking space will be considered and the car parking spaces may be re-allocated so that spaces adjacent to the existing open spaces can be re-purposed first.

Future greening - Hard landscaped parking bays converted to soft landscape opportunities depending on location.

Additions to **amenity and open space** strategy - suitable play equipment and street furniture added.

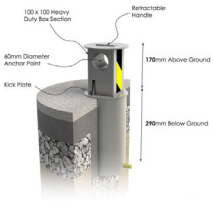
Sustainable transport alternatives - increase number of cycle stand parking in place of car parking spaces with cargo bike parking.



FUTURE GREENING AND CONTRIBUTING TOWARDS SOCIAL WELLBEING

BIKEHANGARS CAN ACCOMMODATE POPULAR TYPES OF CARGO, FAMILY OR ALL-ABILITY CYCLES WITH GROUND ANCHORS PROVIDING SECURE LOCKING POINTS.

RE-PURPOSE CAR PARK - ADDITIONS TO AMENITY OF OPEN SPACE



RETRACTABLE GROUND ANCHORING SYSTEM - SHOULD THE OCCUPIER NOT WISH TO USE THE CAR PARKING SPACE FOR A CAR

SUSTAINABLE TRANSPORT ALTERNATIVES - INCREASE IN CYCLE PARKING

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