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8 November 2017

LOCAL PLAN SUBCOMMITTEE

A meeting of the Local Plan Subcommittee will be held in Committee Room 1 (the Pink Room) at the Arun Civic Centre, Maltravers Road, Littlehampton on **Monday 20 November 2017 at 6.00 p.m.** and you are requested to attend.

Members: Councillors Bower (Chairman), Charles (Vice-Chairman), Mrs Bence, Bicknell, Mrs Brown, Chapman, Cooper, Elkins, Mrs Hall, Haymes, Oppler, Mrs Rapnik and Mrs Stainton [+ 1 Conservative vacancy].

AGENDA

1. APOLOGIES FOR ABSENCE
2. DECLARATIONS OF INTEREST

Members and Officers are reminded to make any declaration of personal and/or prejudicial/pecuniary interests that they may have in relation to items on this agenda.

You should declare your interest by stating:

- a) the item you have the interest in
- b) whether it is a personal interest and the nature of the interest
- c) whether it is also a prejudicial/pecuniary interest
- d) if it is a prejudicial/pecuniary interest, whether you will be exercising your right to speak under the normal procedure rules applicable to the Committee

You then need to re-declare your prejudicial/pecuniary interest at the commencement of the item or when the interest becomes apparent.

- 3 MINUTES

To approve as a correct record the Minutes of the meeting held on 30 October 2017 (attached).

4 ITEMS NOT ON THE AGENDA WHICH THE CHAIRMAN OF THE MEETING IS OF THE OPINION SHOULD BE CONSIDERED AS A MATTER OF URGENCY BY REASON OF SPECIAL CIRCUMSTANCES

5 ARUN LOCAL PLAN UPDATE - INSPECTOR'S INTERIM FINDINGS NOTE

The Council has received Interim Findings from the Inspector (IDED42) following the examination hearing sessions. The purpose of his note is twofold: firstly to provide preliminary findings on some key issues discussed, and secondly to provide his views on the further Main Modifications that are likely to make the Local Plan sound.

The Subcommittee is requested to consider and agree the response to the Inspector's Interim Findings Note for submission to the Local Plan Inspector, together with further main modifications.

Please note the Council's proposed response and the further main modifications to the Local Plan will be circulated and made available on the website at www.arun.gov.uk prior to the meeting.

6 BROWNFIELD LAND REGISTER (PART 1)

The production of a Brownfield Land Register is a requirement under the Town & Country Planning (Brownfield Land Register) Regulations, 2017. The Register is to be kept in two parts and is to include all brownfield sites that are suitable for residential development.

The Council has produced the Brownfield Land Register (Part 1) which comprises all brownfield sites that meet the criteria set out in the Brownfield Land Regulations. Once the Brownfield Land Register Part 1 is published, officers will work towards entering appropriate sites on Part 2 of the Register, which will trigger a grant of permission in principle.

Please note that the Brownfield Lander Register Part 1 will be circulated and made available on the website prior to the meeting.

7 ELECTRIC VEHICLE INFRASTRUCTURE STUDY

This report explains the background to and purpose of the Vehicle Technology and Aviation Bill 2016-2017. It looks at what this means for electric vehicle infrastructure in regards to new development in Arun District.

Note: *Indicates report is attached for all Members of the Subcommittee only and the press (excluding exempt items). Reports can be accessed through the Council's website at www.arun.gov.uk

Note: Members are also reminded that if they have any detailed questions, would they please inform the Chairman and/or relevant Lead Officer in advance of the meeting.

Subject to approval at the next Subcommittee meeting

LOCAL PLAN SUBCOMMITTEE

30 October 2017 at 6.00 p.m.

Present : Councillors Bower (Chairman), Charles (Vice-Chairman), Mrs Bence, Bicknell, Mrs Brown, Chapman, Elkins, Haymes and Mrs Stainton.

[Note: Councillor Bicknell was absent from the meeting during consideration of the matters referred to in Minutes 13 to 15.]

Councillors Ambler and Bence were also in attendance at the meeting.

13. Apologies for Absence

Apologies for absence had been received from Councillors Cooper, Mrs Hall and Oppler.

14. Declarations of Interest

The Monitoring Officer has advised Members of interim arrangements to follow when making declarations of interest. They have been advised that for the reasons explained below, they should make their declarations on the same basis as the former Code of Conduct using the descriptions of Personal and Prejudicial Interests.

Reasons

- The Council has adopted the government's example for a new local code of conduct, but new policies and procedures relating to the new local code are yet to be considered and adopted.
- Members have not yet been trained on the provisions of the new local code of conduct.
- The definition of Pecuniary Interests is narrower than the definition of Prejudicial Interests so, by declaring a matter as a Prejudicial Interest, that will cover the requirement to declare a Pecuniary Interest in the same matter.

There were no declarations of interest made.

15. Minutes

The Minutes of the meeting held on 31 August 2017 were approved by the Subcommittee and signed by the Chairman as a correct record.

Subject to approval at the next Subcommittee meeting

16. Arun Local Plan – Action Plan and Main Modifications

The Group Head of Planning introduced this item by paying tribute to the officers for their contribution in representing the Council at the Local Plan Examination held between 18-25 September 2017, which went very well.

During the Examination a number of issues were raised either by the Inspector or those attending the sessions and an Actions Log was maintained to ensure that all the matters were addressed either during the Examination or after it. The additional papers circulated to Members prior to the meeting included the Actions Log, with the Council's responses now included, together with a full schedule of further Main Modifications that amalgamated the Inspector's suggestions pre-examination and those that had subsequently arisen through the Examination. (Members would be taken through the document following the introduction).

Since closing of the Examination, the Inspector had also written to the Council setting out some of his Interim Findings. These were summarised at paragraph 1.9 of the report. The Group Head of Planning was pleased to advise that the Inspector had already concluded that the Council had complied with the Duty to Co-operate and had met the consultation requirements. He also made more comments on specific matters such as strategic gaps, employment allocations, infrastructure and a few of the proposed housing allocations.

Officers had now instructed some additional work on matters such as employment and landscape and were awaiting further comments from the County Council on infrastructure. As some of these matters could potentially result in fairly significant changes to some policies, a special meeting of the Subcommittee had been arranged for 20 November 2017 to agree the Council's response. The meeting previously scheduled for 7 December 2017 had therefore been cancelled.

In terms of going forward, Members heard that the Council needed to provide a response by the end of October to the modifications that had come about following the Examination and then needed to submit a further response on his interim findings by 22 November. Officers would then have a full schedule of additional Main Modifications that further evidence base work could consider, if necessary. Once that was done, there would be a further round of consultation. The consultation would be undertaken on these further modifications only and would run for a minimum of 6 weeks. By the end of February 2018, the Council would collate any representations submitted through the consultation and in March 2018 the Inspector would publish his final report.

The Group Head of Planning advised that, due to a further meeting now being timetabled for 20 November 2017, recommendations 3, 4 and 5 contained in the report should be more appropriately considered at that meeting. Recommendations 1 and 2 were requested to be determined as follows:-

Subject to approval at the next Subcommittee meeting

(1) Resolve to agree the responses provided within the Actions Log, along with the draft schedule of further Main Modifications for submission to the Local Plan Inspector to review; and

(2) Recommend to Full Council that authority be delegated to the Local Plan Subcommittee to agree the response to the Inspector's interim Findings Note at its meeting on 20 November 2017, including any further Main Modifications that arise as a result.

The Principal Conservation Officer then referred Members to the document that had been circulated prior to the meeting (available on the Council's website) which detailed the Interim Findings of the Inspector and provided an explanatory note on the daily action sheet and the Main Modifications. He advised that not all of the modifications were being presented at this meeting – further modifications would be considered by the Subcommittee once the Inspector's Interim Findings Note had been actioned.

The Chairman then took the Subcommittee through the tables to provide Members with an opportunity to make comment.

A number of comments were made and responded to by officers. With regard to MM49 it was agreed that the additional text should have the words "as appropriate" at the end of that sentence. It would therefore read:-

"There may be circumstances where the public benefit from the proposed development outweighs any proposed harm. In such circumstances, the proposal will need to be justified by the applicant **as appropriate.**"

In turning to the report, under paragraph 1.9, comment was made that the Angmering/Worthing and the Felpham/Bognor Regis gaps should not be removed and were justified.

The Subcommittee then

RESOLVED - That

(1) the responses provided within the Actions Log and as amended at the meeting, along with the draft schedule of further Main Modifications for submission to the Local Plan Inspector to review, be agreed; and

RECOMMEND TO FULL COUNCIL

That authority be delegated to the Local Plan Subcommittee to agree the response to the Inspector's interim Findings Note at its meeting on 20 November 2017, including any further Main Modifications that arise as a result.

Subject to approval at the next Subcommittee meeting

17. Planning for the Right Homes in the Right Places: Consultation Response

The Group Head of Planning advised that on 14 September 2017, the Government published a consultation document entitled; Planning for the right homes in the right places. This set out a number of proposed changes to planning, as summarised in paragraph 1.3 of the report. These followed on from the Housing White Paper in February 2017.

A supplementary document had been circulated to Members prior to the meeting (which had also been uploaded to the Council's website), and this set out the Council's proposed draft response to the consultation for submission to the DCLG (Department of Communities and Local Government).

The Government first mooted the proposal for a standard approach to assessing local housing need in the Housing White Paper. It argued that such an approach would be simpler, quicker and more transparent and would speed up the time taken to prepare Local Plans.

It was felt that standardised assessment models could bring value by reducing uncertainty and increasing data transparency. However, any standardised approach to assessing housing requirements needed to genuinely reflect local conditions, capture the complexities of different housing markets and not set national housing targets on Councils and local communities. The proposed methodology started with 10 years' worth of household projections and then used a multiplier which was greater for less affordable areas.

The Group Head of Planning advised that, for Arun, the proposed standard methodology would mean that the baseline housing requirement would increase by 30 to 1,199 per annum. Other authorities in West Sussex such as Worthing and Horsham would have similar increases but areas such as Brighton, Crawley and Lewes would see a decrease in numbers.

The consultation placed more emphasis on statements of common ground with neighbouring authorities. It was proposed that all local planning authorities should produce a statement of common ground setting out cross-boundary matters, including the housing need for the area, distribution and proposals for meeting any shortfalls and record where agreement had, and had not, been reached. This would provide evidence as to how a local planning authority had met the duty to co-operate with a view to enabling examination of Local Plans to progress more quickly.

The Government was proposing a formula based approach, apportioning housing need figures in local authority areas to neighbourhoods by percentage of population (as a starting point).

The consultation confirmed that it would bring forward regulations at the earliest opportunity to enable local authorities to increase planning

Subject to approval at the next Subcommittee meeting

application fees by 20 per cent, to honour the commitment in the Housing White Paper. Furthermore, views were also being sought on additional criteria that local authorities could be required to meet to allow them to increase fees by a further 20 per cent. The Housing White Paper suggested that this could be applied to those authorities who were delivering the homes their communities needed.

In considering the response tabled, the following comments were made

Question 1(a) – For consistency the answer should read “No”. 3rd paragraph, last sentence, should refer to infrastructure as well as environmental constraints.

Question 8 – need to involve infrastructure providers within the Local Strategic Statement.

Question 18(b) – Not sure response answers the question. It was agreed to amend the response to read “Yes. The proposed criteria are outside the control of the local planning authority. The local planning authority is in control of keeping an up to date Local Plan and ensuring that sufficient planning permissions are granted and these are more appropriate criteria.”

Following consideration, the Subcommittee

RECOMMEND TO FULL COUNCIL

The response to the questions raised through the “Planning for the Right Homes in the Right Places” consultation, subject to the amendments made, be submitted as the Council’s response before 9 November 2017

18. Follow Up to Clarify Position of the Council after the Decision of Local Plan Subcommittee on 6 December 2016

The Group Head of Planning reminded the Subcommittee that in December 2016, it considered a report to increase housing land supply in the short term. One of the resolutions was to invite planning applications on sites identified as ‘deliverable’ within the HELAA. This decision was on the basis that applications were to be submitted ‘until the Local Plan is adopted’.

What that report did not do was make it clear about whether that decision related to submissions made or applications determined up to the point when the Local Plan was adopted. The report on the table clarified that it related to applications submitted up to the point where the Local Plan was adopted and to make it clear that the resolution would remain a consideration to those applications that were undetermined at that time.

In considering the matter, a number of questions were asked, which the Group Head of Planning responded to at the meeting.

The Subcommittee then

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RECOMMEND TO FULL COUNCIL

That the decision taken by Full Council in January 2017 in respect of inviting planning applications on 'deliverable' HELAA sites will relate to applications submitted until the Local Plan is adopted.

19. Recommendation from the West Sussex & Greater Brighton Strategic Planning Board

Arun had been a member of the Strategic Planning Board for a number of years and the Subcommittee was advised by way of this report that the Board had recently met to discuss a way forward for Strategic Planning through the Local Strategic Statement 3. The papers attached to the report set out what had been discussed and the recommendations of the Board.

Following consideration, the Subcommittee

RECOMMEND TO FULL COUNCIL

That the following decision made by the West Sussex & Greater Brighton Strategic Planning Board be approved:-

1. The Board agrees to robustly and creatively explore options for meeting the unmet needs across the Board area, starting by leaving 'no stone unturned' within the respective administrative boundary for the period up to 2030 and for these options to inform Local Plan reviews
2. The Board agrees to prepare a Local Strategic Statement 3 covering the period 2030 to 2050 with an appropriate level of stakeholder participation to ensure that all those with an interest in LSS3 have an opportunity to engage in the development of the strategy
3. The Board agrees to commission work to provide an evidence base for the preparation of a Local Strategic Statement 3 which covers the following,
 - A baseline of current growth proposals and an understanding of any shortfall in housing, employment and infrastructure provision;
 - A common methodology for determining the 'no stone unturned' approach to identifying possible locations to meet any unmet need.
 - The capacity of the Board area to absorb further growth in this period;
 - The likely required level of growth between 2030 and 2050;

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- The strategic options available to deliver additional growth;
- The investment necessary (in infrastructure) to ensure the successful delivery of appropriate growth.

4. The Board agrees to continue with the current governance arrangements and provide Leaders/Chairman and Chief Executives with a quarterly report.

5. The Board supports the appointment of an 'Advisor' to the Board from April 2018 for a three-year period subject to funding being agreed and for a constituent member to be the employing body.

6. The Board agrees to request each full member of the Board to contribute the sum of £15,000 per annum for three years to support the cost of employing the Board's Advisor and to fund the commissioning of technical work unless cost is met by the West Sussex Business Rate Pool.

7. The Board reviews the Terms of Reference to ensure that they remain fit for purpose having regard to the proposed changes.

8. Representative of the Board engage with representative of the Gatwick Diamond Strategic Planning Board to co-ordinate work programmes.

9. The Board agrees the responses to the recommendations to the report prepared by Catriona Riddell Associates as set out in background paper.

20. Local Plan Subcommittee Terms of Reference

The Group Head of Planning presented this report which made some very minor changes to the Terms of Reference for the Subcommittee. Essentially these replaced the specific reference to Local Plan documents with reference to Planning Policy documents. This would broaden the Terms of Reference and would include consideration of documents such as Supplementary Planning Documents in future years.

The Subcommittee

RECOMMEND TO FULL COUNCIL

That the amended Terms of Reference for the Local Plan Subcommittee, attached at appendix 1 to the report, be agreed.

(The meeting concluded at 7.20 pm)

ARUN DISTRICT COUNCIL

LOCAL PLAN SUB-COMMITTEE – 20 NOVEMBER 2017

Subject : Arun Local Plan Update – Inspectors Interim Findings Note

Report by : Julia Dawe, Planning Policy Team Leader

Report date : 03 November, 2017

EXECUTIVE SUMMARY

The Council has received Interim Findings from the Inspector (IDED42) following the examination hearing sessions. The purpose of his note is twofold: firstly to provide preliminary findings on some key issues discussed, and secondly to provide his views on the further Main Modifications that are likely to make the Local Plan sound.

Within the note the Inspector asks a few more questions which requires the Council to prepare further work. Also a handful of further Main Modifications will be needed as a result. The answers as well as these further Main Modifications have been prepared and will be passed to the Inspector.

Once the Inspector has confirmed that all of the proposed additional Main Modifications (MMs) are acceptable, the Council will be required to 'test' these modifications through an addendum to the Sustainability Appraisal (SA). Once this has been completed, the Council will be able to undertake public consultation on these additional modifications.

The results of the consultation will be passed to the Inspector to inform his final assessment of the Plan.

RECOMMENDATION

It is recommended that:

- 1) Local Plan Sub-Committee agree the response to the Inspectors Interim findings note for submission along with further main modifications to the Local Plan Inspector ;
- 2) Following receipt of the Inspectors letter, the Director of Place be authorised to publish the schedule of further proposed Main Modifications and necessary documentation for publication and a 6-week representation period in accordance with the Inspectors guidance;

- 3) Following the representation period, that the representations to these further proposed modifications be submitted to the Planning Inspector;
- 4) That the Director of Place be authorised to produce and submit any supplementary information and documentation to the Planning Inspector as required.

1.0 BACKGROUND

- 1.1 The Local Plan Inspector, Mr Dakeyne, has issued his Interim Findings to the Council following the examination hearing sessions (IDED42). The purpose of the findings is twofold: firstly to provide preliminary findings on some key issues, and secondly to provide his views on the further Main Modifications considered likely to make the Local Plan sound following the examination hearing sessions.
- 1.2 In addition, the note seeks clarification/further information from the Council on a limited number of matters. The Inspector provides brief explanations of his Interim Findings, having regard to the criteria for soundness as part of the interim report.
- 1.3 The Inspector is satisfied that the Council has engaged constructively and complied with the Duty to Cooperate. This confirms that the Council has engaged constructively, actively, and on an ongoing basis with specified bodies on strategic matters. This is an important test to have passed, as failure in this duty cannot be retrospectively rectified.
- 1.4 In addition, the Inspector also considers that the Council has met the requirements in the regulations with respect to consultation (relating to the publication of the modified plan, seeking and considering representations and submitting documents to the Secretary of State).
- 1.5 The following key issues raised within the note include:
 - The Council should consider if the Angmering / Worthing and the Felpham / Bognor Regis gaps are justified;
 - The size of the employment allocation at Angmering (site 7) has been questioned, and a reduced size suggested;
 - The supply from non-strategic housing sites should be reviewed, with a commitment to begin working on the Development Plan Document soon after the adoption of the Local plan;
 - The capacity of the Yapton allocation (SD7) should be amended to state 'at least 500 dwellings';
 - Further information related to the Angmering North Allocation (SD9) has been requested to justify its soundness in terms of landscape impact;
 - The County Council is requested to provide further information related to the provision of education associated with the strategic allocations;
 - The Inspector suggests that the best approach related to Infrastructure provision would be to include within the Local Plan, a commitment to progress a CIL Charging Schedule immediately after the adoption of the LP (assuming that CIL is retained in some form at national level).

- 1.6 Officers have reviewed the information provided by the Inspector and have prepared a formal response to each issue raised. Some responses also put forward further Main Modifications to the Local Plan. This information is contained within a table (ADC Response to the Inspectors Interim Note).
- 1.7 Officers have also prepared the further Main Modifications to the Local Plan, with the assistance of external agencies and consultants where necessary.
- 1.8 Once the Council's response and the further Main Modifications have been agreed by the Committee, they will be passed on to the Inspector, along with those Main Modifications agreed at the previous Committee Meeting (31 October, 2017).
- 1.9 Following receipt of these modifications from the Council, the Inspector will then have the opportunity to review them. He is then expected to respond confirming if he considers them acceptable to be taken forward for consultation of them by the end of November.
- 1.10 Once the Inspector has confirmed that the all of the proposed additional Main Modifications are acceptable, the Council will be required to 'test' them through an addendum to the Sustainability Appraisal (SA). Once this has been completed, the Council will be able to consult on these modifications.

Consultation

- 1.11 The intention of this additional period of consultation (referred to above) is to enable the Inspector to understand the views of all interested parties' on these final set of proposed Main Modifications alone before he reaches his final conclusions on the Plan regarding soundness and procedural compliance.
- 1.12 It is stressed that the consultation will only relate to the further Main Modifications and no other element of the Plan, as these have previously been consulted upon. For the sake of clarity, these modifications will include those:
- prepared following the Main Modifications consultation (May 2017);
 - Main Modifications that arose before the examination as a result of the Inspectors initial questions to the Council in August 2017 (ADCED49),
 - that arose as a result of the Matters and Issues statements;
 - that arose as a result of the examination hearings themselves (ADCED72),
 - that arise in response to the Inspectors Interim Findings (IDED42)
- 1.13 The Committee is asked to approve the publication of the schedule of further proposed Main Modifications for public consultation. The consultation period will last a minimum of 6 weeks and commence in December 2017/January 2018.
- 1.14 At the end of the consultation, all of the responses received will be collated, summarised and passed on to the Inspector, for review. Following this, the

Council will be sent a final report from the Inspector setting out his final conclusions on the soundness of the Plan, along with any recommendations.

Adoption

- 1.15 When the Inspectors final report is received by the Council (assuming that it is favorable), a fully revised version of the Local Plan will be prepared incorporating his recommended Main Modifications (and Additional Modifications). It is likely that there will be some further minor adjustments to the Plan (such as formatting and typographical changes) when the final version of the document is prepared prior to adoption. The final version of the Local plan will be presented to this committee with the request that it be recommended to Full Council for adoption.

2.0 RELEVANT DOCUMENTS

- Inspectors Interim Findings (IDED42) – <https://www.arun.gov.uk/download.cfm?doc=docm93jijm4n11343.pdf&ver=11319>
- ADC Response to the Inspectors Interim Note
- Further Main Modifications to the Local Plan

Please note that the Council's proposed response and the further Main Modifications to the Local Plan will be circulated prior to the meeting and will be available on the website.

3.0 BACKGROUND DOCUMENTS

Background documents are located on the Local plan examination web page: <https://www.arun.gov.uk/local-plan-examination>

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ARUN DISTRICT COUNCIL

LOCAL PLAN SUB-COMMITTEE – 20 NOVEMBER 2017

Subject : Brownfield Land Register (Part 1)

Report by : Kathryn Banks, Principal Planning Officer

Report date : 1st November 2017

EXECUTIVE SUMMARY

The production of a Brownfield Land Register is a requirement under the Town & Country Planning (Brownfield Land Register) Regulations, 2017. The Register is to be kept in two parts and is to include all brownfield sites that are suitable for residential development.

The Council has produced the Brownfield Land Register (Part 1) which comprises all brownfield sites that meet the criteria set out in the Brownfield Land Regulations.

The Council has used the Housing and Economic Land Availability Assessment (HELAA) as the starting point. This report to Local Sub Committee sets out the methodology for the Arun District Council Brownfield Land Register (Part 1) and the next steps.

It is important to note that the inclusion of a site on Part 1 of the Register does not mean it will automatically be granted planning permission or permission in principle. It is, however, possible for the Council to enter sites on Part 2 of the Register, which will trigger a grant of permission in principle (PiP).

If a site is considered to be suitable for inclusion in Part 2 there are several steps that the legislation requires to be followed including consultation. This work will be forthcoming and Part 2 of the Brownfield Register will comprise only those sites in Part 1 that the Council has decided that the site would be suitable for a grant of Planning in Principle (PiP) for residential development.

RECOMMENDATION

It is recommended that LPSC recommends to Full Council that it:

- 1) Notes the Brownfield Land Register (Part 1).
- 2) Agree for officers to work towards the production of the Brownfield Land Register (Part 2) including the carrying out of consultation and publicity requirements, as well as other procedures in line with the Brownfield Land Register Regulations 2017.

1.0 BACKGROUND

- 1.1 The Government is seeking to maximise the numbers of new homes built on brownfield land. The Town & Country Planning (Brownfield Land Register) Regulations, 2017 introduced a duty for local planning authorities to prepare, maintain and publish a register of brownfield land within its area and introduced permission in principle (PiP) as a new route to obtaining planning permission for these sites.
- 1.2 The Brownfield Land register for Arun District will be produced in accordance with the Town and Country Planning (Brownfield Land Register) Regulations 2017. These set out the requirements of the Brownfield Land Register and what councils will be expected to produce.
- 1.3 Brownfield Land Registers should include all brownfield sites that are suitable for residential development irrespective of their planning status.
- 1.4 The aim of the Brownfield Land Register is to ensure standardised information and data about brownfield land that is suitable and available for residential development, is made available nationally and is kept up-to-date. The Government envisages that this will improve the quality and consistency of data held by councils, which will provide certainty for developers and communities, encouraging investment in local areas.

2.0 REQUIREMENTS

- 2.1 Brownfield Land Registers must be kept in two parts. It is to be published by 31st December 2017, must comprise all brownfield sites that meet the criteria set out in the Brownfield Land Regulations. Part 2 comprises only those sites in Part 1 that the Local Planning Authority has decided that the land would be suitable for a grant of permission in principle (PiP) for residential development. Permission in principle concerns location, land use and amount of development only.
- 2.2 Annex 2 of the National Planning Policy Framework (NPPF) sets the definition of “previously developed land” and the Planning Policy Guidance (PPG) confirms that in relation to the production of Brownfield Land Registers, LPA’s must use the definition contained within the NPPF. Previously developed land is referred to as brownfield land. Sites must meet this definition to be included within the Brownfield Register.
- 2.3 Brownfield sites included within Part 1 of the Brownfield Land Register are required to meet the following criteria:
 1. **Size:** The site must be 0.25 hectares or larger, or capable of supporting at least 5 dwellings;
 2. **Suitable:** The site is considered suitable for inclusion on the register if the land is allocated in a development plan document (e.g. a Local Plan), has planning permission or PiP for residential development. The

land may also be included on the register if the Local Planning Authority considers it suitable for residential development having considered any adverse impact on the natural environment, the local built environment, including heritage assets in particular, local amenity and any relevant representations received (i.e. from third parties);

3. **Available:** Sites are considered to be available for development if either all the owners of the site, or the developer in control of the land have expressed an intention to develop (or sell, in the case of an owners) the site within the 21 days before the entry date on the register and there is no evidence indicating a change to that intention; or the Local Planning Authority considers that there are no ownership or other legal matters that might prevent residential development taking place, having regard to information publically available on the date of assessment and any relevant representations received.
 4. **Achievable:** Based on publically available information and any relevant representations received, an achievable site is a site which, in the Local Planning Authority's opinion is likely to take place within 15 years of the entry date.
- 2.4 The Brownfield Land Register must be published in the 'open data' format requested by the Government and reviewed at least annually to ensure that sites which no longer meet the criteria for inclusion are removed and new sites are assessed and entered if it is appropriate to do so. It seems prudent to align the publication of this document with future iterations of the Housing & Economic Land Availability Assessment (HELAA), as far as this is practicable.

3.0 METHODOLOGY

- 3.1 Key components of the evidence base for this work are the local authority's Housing & Economic Land Availability Assessment (HELAA) together with planning application data and the Council's Local Plan documentation.
- 3.2 The HELAA database was used as a starting point to identify sites for inclusion in the Brownfield Land Register. The Council has already established a process of identifying sites through the HELAA process and undertook a 'Call for Sites' for both the HELAA and the Brownfield Land Register in April / May 2017 in order to ensure that the most up to date information was available. In addition, it should be noted that there is no legal requirement within the Brownfield Land Register Regulations for Local Planning Authorities to undertake consultation on sites they propose to include within Part 1 of Brownfield Land Registers. It is considered that an additional 'Call for Sites' was not required for the preparation of Part 1.
- 3.3 The HELAA database was interrogated to identify all previously developed land over 0.25ha or considered suitable to accommodate five or more units. If a site has planning permission for 5 or more dwellings then the site has been included even if it is under the threshold of 0.25 ha set in the Brownfield Land Register Regulations.

- 3.4 The Council has then considered the sites against the brownfield land criteria to consider whether the site meets the criteria set out in the Brownfield Land Register Regulations and has included these where they meet the criteria.
- 3.5 In addition to the criteria set out in Regulation 4 which define site suitability, Regulation 14A(7) of the Planning & Compulsory Purchase Act 2004 (as amended by the Housing and Planning Act 2016) also requires that when preparing registers of Land, Local Planning Authorities must also have regard to:
- (a) the development plan (including the 2003 Arun Local Plan, the emerging Arun Local Plan 2011-2031 and 'made' Neighbourhood Development Plans);*
 - (b) national policies and advice (e.g. NPPF, Planning Practice Guidance);*
 - (c) any guidance issued by the Secretary of State.*
- 3.6 Therefore, when considering sites for inclusion in the Brownfield Land Register a 'policy on' approach has been applied. This differs from the HELAA to which a 'policy off' approach has been applied.

4.0 BROWNFIELD LAND REGISTER (PART 1)

- 4.1 The full list of sites included within the Council's Brownfield Land Register 2017 (Part 1) is set out in the Brownfield Land Register (Part 1) report which, prior to the meeting, will be circulated under separate cover and made available on the website. The Council will not be publishing entries in Part 2 of the brownfield Register in 2017, but will review the register in 2018 to consider whether any grant of PiP would be appropriate.
- 4.2 The sites are set out in a table and include sites which do not have planning permission and sites which already have planning permission but have not yet been implemented. All sites are included in the HELAA (August 2017). There are no new sites identified.
- 4.3 Each site within the table includes a justification as to why it has been included in the Brownfield Register (Part 1).
- 4.4 Maps will be available for all sites without planning permission, as location and site information is available through the Council's website for those sites with planning permission.

5.0 BROWNFIELD LAND REGISTER (PART 2)

- 5.1 Where the Council intend to trigger a grant of permission in principle (PiP) for a site to be included in Part 2 of the Register, a consultation period will take place prior to publication of Part 2. During this consultation, the Council will consult all relevant stakeholders and West Sussex County Council and take account of any representations made. This will be undertaken in accordance with the Brownfield Land Register Regulations

- 5.2 It is important to note that any sites with planning permission will be taken through to Part 2 of the Brownfield Land Register and therefore granted permission in principle (PiP). These sites already have planning permission for residential uses so are considered suitable for PiP.
- 5.3 Where sites are granted permission in principle (PiP), it must then be followed by an application for technical detail consent (TDC) to agree the details of the scheme before obtaining full planning permission.
- 5.4 At the current time, the Council has not identified sites which are suitable for permission in principle (PiP) and therefore Part 2 of the register will not contain any sites on 31 December 2017.

6.0 NEXT STEPS AND REVIEW

- 6.1 Once the Brownfield Land Register Part 1 is published, officers will work towards entering appropriate sites on Part 2 of the Brownfield Land Register, which will trigger a grant in permission in principle.
- 6.2 This work will include the carrying out of consultation and publicity requirements as well as other procedures set out in the Brownfield Land Register Regulations 2017. A report will be brought back to Local Plan Sub Committee prior to any sites being entered onto the Brownfield Land Register (Part 2).
- 6.3 The Brownfield Land Register will be kept under review and, as said previously, it seems prudent to align the publication of this document with future iterations of the HELAA, as far as this is practicable. As part of the review the Council will review existing sites, any new land which has been proposed for inclusion on the register, and will also consider whether it may be appropriate to include a site on Part 2 of the register.

7.0 RELEVANT DOCUMENTS

- 7.1 Arun District Council Brownfield Land Register (Part 1). Will be available at <http://www.arun.gov.uk> prior to the meeting.

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ARUN DISTRICT COUNCIL

LOCAL PLAN SUB-COMMITTEE – 20 NOVEMBER 2017

Subject : Electric vehicle infrastructure study

Report by : Donna Moles

Report date: 3 November 2017

EXECUTIVE SUMMARY

This report explains the background to and purpose of the Vehicle Technology and Aviation Bill 2016-2017. It looks at what this means for electric vehicle infrastructure in regards to new development in Arun District.

RECOMMENDATIONS

It is recommended that the Local Plan Sub Committee (LPSC) recommends to Full Council that the Arun District Council Vehicle Infrastructure Study is to be an ADC evidence document supporting the Local Plan and subsequently used by officers when determining planning applications

1.0 BACKGROUND

Introduction

- 1.1 The Office for Low Emission Vehicles (OLEV) have set out a UK strategy to ensure that by 2050 nearly every new vehicle purchased in the UK will be an ultra-low emission vehicle. Pure electric and plug-in hybrid vehicles are therefore anticipated to take an increasing share of the new car and van market over the next 40 years.
- 1.2 The Vehicle Technology and Aviation Bill 2016-17 (HC Bill 143) was introduced in the House of Commons on 22 February 2017. The Vehicle Technology and Aviation Bill 2017 seeks introduce a set of transport policies to modernise the transport system for businesses and passengers. The bill seeks to make requirements for:
- automated vehicles (AV)
 - electric vehicle infrastructure
 - air traffic control regulations (NATs)
 - ATOL
 - road vehicle testing

- misuse of lasers
- courses offered as an alternative to driving fixed penalty notices

- 1.3 The use of electric vehicles (EVs) is an important measure in reducing emissions locally and therefore the provision of necessary infrastructure which promote the use of such vehicles is essential. Growth in the uptake of plug-in vehicles is also steadily growing and therefore it is important that new development seeks to encourage continued growth and respond to such change.
- 1.4 The purpose of this report is to highlight the Arun District Council Vehicle Infrastructure Study which explains how ADC plans to address the issue of vehicle charging. This study provides information and advice to officers and developers on how opportunities in both residential and commercial development, for the use of electronic vehicles can be maximised, particularly through the provision of necessary infrastructure in new development such as electric charging points.

Key Issues to Note

- 1.5 Local Authorities need to plan for an increase in demand for electric vehicle recharging infrastructure over the coming years. National and Local Planning policy and development management provide important delivery mechanisms. The National Planning Policy Framework (NPPF) para 35 states that *'developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles'*. The Arun Local Plan includes a Development Management Policy QE DM3 which encourages *'the use of cleaner transport fuels on site, through the inclusion of electric car charging points.'*
- 1.6 Air quality is a material consideration when a development is planned. Local Authorities throughout West Sussex are part of the Sussex Air Quality Partnership to try to ensure a strategic and consistent approach is taken towards dealing with air pollution. The first output of the partnership is a guidance document called *Air quality and emissions mitigation guidance for Sussex (2013)*, which sets out the criteria for when an Air Quality Assessment is required.
- 1.7 West Sussex County Council is currently reviewing their Parking Standards Supplementary Planning Document which is a guidance document. The review will be looking to reflect current policy and bring the Parking Standards guidance note up to date for both residential and commercial properties. As part of the Parking Standards review it will consider the issue of Electric Vehicle charging points and is expected to go to Committee in Dec 2018 or early 2019. As with the current document the SPD will be used by the County and Arun District Council when considering development proposals.

2.0 PLANNING REQUIREMENTS

- 2.1 As an increasing percentage of the country switch to hybrid and electrical vehicles, charging stations are becoming a key consideration for new builds. The provision

of electric charging points is obviously not the only measure that can be taken to help reduce emissions but it is the focus of this study and a requirement of Local Plan Policy QE DM3. In order to promote a greater role for plug-in vehicles the District Council will support development proposals which seek to encourage the use of electric vehicles. To assist understanding on how this could be achieved in new development the table below sets out how infrastructure could be provided in new development.

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 totalling 2% of the total provision.
Other Development (<50 Bays) ²	One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling.
Other Development (>50 Bays) ²	Further dedicated charging bays totalling 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.

Table 1: Recommended approach toward promoting ULEVs within new development proposals.

- 2.2 In general, EV planning requirements entail provision of one or a combination of:
- on-site charging infrastructure
 - local charging infrastructure (i.e. nearby but off-site)
 - a financial contribution towards developing a wider local strategic EV infrastructure

3.0 RECOMMENDATIONS / NEXT STEP

- 3.1 It is recommended that the Local Plan Sub Committee (LPSC) recommends to Full Council that the Arun District Council Vehicle Infrastructure Study is to be an ADC evidence document supporting the Local Plan and subsequently used by officers when determining planning applications.

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

² Dedicated free standing weatherproof chargers

3.2 Once the Arun District Council Vehicle Infrastructure Study is published, officers will use this to inform and support decisions on provision of vehicle infrastructure including charging points for both residential and commercial development. This will be read in conjunction with the WSCC Parking Standards (once published) , the ADC Local Plan Policy QE DM3 and any other relevant policies in the Development Plan.

4.0 **APPENDIX**

Arun District Council Vehicle Infrastructure Study

Background Papers:

- Vehicle Technology and Aviation Bill
- WSCC UK Air Quality Plan Briefing Note (August 2017)

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Arun District Council ELECTRIC VEHICLE INFRASTRUCTURE STUDY

November 2017

Vehicle Technology and Aviation Bill

Government will take
new powers to help
improve electric
vehicle infrastructure



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1. Introduction

- 1.1 This study explains the policy background to and contents and purpose of the *Vehicle Technology and Aviation Bill 2016-2017*. It looks at what this means for new development in Arun District Council and therefore includes national policy as well as the Development Management policy which will be used by Arun District Council to determine planning applications. The policies are applicable to all types of development across the district. This Study has been prepared as an evidence base document to support the Local Plan and in particular the Development Management policy and specifically relates to all types of development that generates road traffic.
- 1.2 As part of this, consideration is given to key design principles and environmental requirements which are set out in a range of planning policies in the Local Plan.
- 1.3 In particular these policies encourage that new development should seek to deliver high standards of sustainable design. Opportunities to minimise the adverse impacts on the environment is a key thread in the Local Plan with all development encouraged to minimise impacts on air quality.
- 1.4 The use of electric vehicles is an important measure in reducing emissions locally and therefore the provision of necessary infrastructure which promote the use of such vehicles is essential. Growth in the uptake of plug-in vehicles is also steadily growing and therefore it is important that new development seeks to encourage continued growth and respond to such change.
- 1.5 This study also provides information and advice to developers on how opportunities for the use of electronic vehicles can be maximised, particularly through the provision of necessary infrastructure in new development such as electric charging points. The study supports the provision of such infrastructure as part of both residential and commercial development.
- 1.6 The Study will be presented to the Local Plan Sub-committee for approval and will then subsequently be used by officers when determining planning applications. Developers should also use this document when developing their systems.

2. Planning Policy Context

National Policy

- 2.1 The Office for Low Emission Vehicles (OLEV) have set out a UK strategy to ensure that by 2050 nearly every new vehicle purchased in the UK will be an ultra-low emission vehicle. Pure electric and plug-in hybrid vehicles are therefore anticipated to take an increasing share of the new car and van market over the next 40 years.
- 2.2 The National Planning Policy Framework (NPPF) was published by the Government in March 2012 and sets national planning policy for England. In paragraph 35 of the NPPF it states that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people and suggests a number of means for developments to achieve this. In particular paragraph 35 states that *'developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles'*.
- 2.3 Further support is provided under paragraph 124 of the Framework which states that planning policies should sustain compliance with, and contribute towards, EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas.
- 2.4 The Vehicle Technology and Aviation Bill 2016-17 (HC Bill 143) was introduced in the House of Commons on 22 February 2017. The Vehicle Technology and Aviation Bill 2017 introduces a set of transport policies to modernise the transport system for businesses and passengers. The bill makes policies for:
- automated vehicles (AV)
 - electric vehicle infrastructure
 - air traffic control regulations (NATs)
 - ATOL
 - road vehicle testing
 - misuse of lasers
 - courses offered as an alternative to driving fixed penalty notices
- 2.5 Part 2 of the Bill makes provision in relation to charging electric vehicles and this study focuses on Electric vehicle infrastructure. To this end The Bill provides government with the powers to:
- require that data on charge point location and availability is openly available
 - set minimum technical specifications for charge point connectors
 - oblige charge point network operators to allow interoperability between networks
 - mandate provision of electric vehicle infrastructure at motorway service areas and large fuel retailers
 - require that charge points are 'smart' and can interact with the electricity grid

Local Policy and Guidance

2.6 EV charging points are just one of a number of different types of low emission mitigation measures being sort through the planning system. In Arun District Council, this will be through:

- Development and adoption of formal planning policy
- Development and adoption of local planning guidance notes or supporting evidence for the Local Plan
- Changes to parking policy requirements on new developments
- Requirements in travel planning policies

2.7 Local Authorities need to plan for an increase in demand for electric vehicle recharging infrastructure over the coming years. Planning policy and development management provide important delivery mechanisms and the Arun Local Plan includes a Development Management policy to achieve this.

Policy QE DM3

Air pollution

All major development proposals will be required to assess the likely impacts of the development on air quality and mitigate any negative impacts by:

- a. Ensuring the development is located within easy reach of established public transport services;*
- b. Maximising provision for cycling and pedestrian facilities;*
- c. Encouraging the use of cleaner transport fuels on site, through the inclusion of electric car charging points; and*
- d. Contributing towards the improvement of the highway network where the development is predicted to result in increased congestion on the highway network.*

Development proposed nearby any Air Quality Management Area (AQMA) declared within the District within the Plan period, will require an air quality assessment to identify likely impacts of development upon the designated area. Developers will be required to ensure delivery of the actions set out within any Air Quality Action Plan. Industrial development which is regulated by environmental permits (that creates or results in dust, smell, fumes, smoke, heat, radiation, gases, steam or other forms of pollution) must be located in such a position which ensures that the health, safety and amenity of users of the site or surrounding land is not put at risk and the quality of the environment would not be damaged or put at risk.

Developments shall also be consistent with all other Local Plan policies.

2.8 Air quality is a material consideration when a development is planned. Local Authorities throughout West Sussex are part of the Sussex Air Quality Partnership to try and ensure a strategic and consistent approach taken towards dealing with air pollution. The first output of the partnership is a guidance document called *Air quality and emissions mitigation guidance for Sussex (2013)*, which sets out the criteria for when an Air Quality Assessment is required.

2.9 West Sussex County Council (WSCC) is currently reviewing their Parking Standard which is a guidance document. The review will be looking to apply current policy and bringing the Parking Standards guidance note up to date for both residential and commercial properties. WSCC is currently gathering

evidence base information from a number of resources, including on street parking surveys. As part of the Parking Standards review it will consider the issue of Electric Vehicle charging points and is expected to go to WSCC Committee in early 2019. The updated Parking Standards will be issued as a guidance note to aid and support decisions on both residential and commercial parking levels.

2.10 Government has announced that the sale of new petrol and diesel cars and vans will be banned from 2040 to tackle air pollution. The final UK Air Quality Plan for tackling nitrogen dioxide follows a High Court ruling that previous government measures to tackle air pollution would have been illegal. West Sussex County Council therefore issued a briefing note on UK Air Quality Plan in August 2017. **The key findings are outlined in paras 2.10 through to 2.13.**

The key points for Local Authorities are:

- £255m Implementation Fund announced to help local authorities develop plans to tackle emissions and improve air quality, £40m of which will be made available immediately.
- Clean Air Fund (CAF) to be established. Detail on how councils can access this funding and the £100m for low-emission buses announced in the Autumn Statement to follow later in 2017.
- A national framework will set out the steps that local authorities need to take on air quality. Local authorities will be required to set out initial plans March 2018 with final plans due Dec 2018.
- Air quality is generally good in West Sussex compared to the most polluted areas of the country. Government's support plan is targeted at the worst-performing areas and West Sussex is not one of the 29 councils listed in the Plan as being required to take urgent action. However, all areas are expected to take steps to reduce emissions so that air quality limits are achieved.
- Further measures will be brought forward including the BEIS Clean Growth Plan in autumn 2017, a strategy on zero emission transport in Mar 2018 and a wider Clean Air Strategy in 2018.

2.11 Existing Local Authority Air Quality Duties

- The Environment Act 1995 requires District & Borough Councils to monitor air quality and declare Air Quality Management Areas (AQMAs) where pollutants exceed certain thresholds.
- The County Council, as the local transport authority, must work with D&B Councils to address air quality issues. The Clean Air Zone Framework does not suggest any changes to these roles.

2.12 Requirements for Local Authorities

- West Sussex County Council is not identified in the government's plan as one of the 29 local authorities with persistent exceedances required to take action to achieve statutory NO₂ limits.
- Local plans must be effective, fair, good value and deliver the necessary air quality compliance, and will only be approved by government and thus be considered for financial support (as discussed in para 2.10) if they:
 - a) are likely to cause NO₂ levels to reach legal compliance in the shortest time possible;

- b) have no unintended impact on local residents, businesses and disadvantaged groups;
- c) demonstrate value for money.
- Where a solution has been identified which meets these criteria, the government will require and fund local authorities to deliver it. Measures other than charging zones must be prioritised.
- Local authorities will be expected to consider a wide range of innovative options, for example:
 - a) changing road layouts at congestion and air pollution pinch points;
 - b) encouraging public and private uptake of Ultra Low Emission Vehicles (ULEVs);
 - c) using innovative retrofitting technologies and new fuels;
 - d) encouraging use of public transport

2.13 Additional measures in the Plan

- The sale of new diesel and petrol cars and vans will be banned from 2040.
- Government aims for every car and van to be a zero emission vehicle before 2050, and has committed to invest £600m by 2020 to support this.

3. What are Electric Vehicles and their Benefits?

- 3.1 The Government has stated that by 2050 nearly all cars and vans should be zero emission vehicles (zero carbon dioxide and other harmful tailpipe emissions). Government funding and private investment have already spurred the development of more than 11,000 public charge points, and an initial network of hydrogen refueling stations. Significantly increased provision of infrastructure will be required to support mass market uptake of electric vehicles.
- 3.2 It will also be important that it is simple and straightforward to use. At present, in the early market, there are multiple networks with different offers to consumers. The accessibility and convenience of vehicle charging is frequently raised by consumers as a key concern in choosing an electric vehicle.
- 3.3 Electric vehicle (EV) charging has the potential to avoid network pressures and capitalise on cheaper off peak electricity generation by modulating or delaying charging. The use of 'smart' charge points will help enable these services, and could provide savings to electric vehicle owners and energy bill payers.
- 3.4 EVs are road vehicles containing batteries which are chargeable from mains electricity supply. These comprise either hybrid vehicles or fully electric vehicles, typically including cars, vans and bikes.
- 3.5 Fully electric vehicles have a range of approximately 60-200 miles, fully charged. EVs with greater range retail at a higher price. Popular brands such as the Nissan Leaf have a range of 125 miles.
- 3.6 Hybrid vehicle batteries generally have a range of 30-50 miles in addition to the traditional petrol engine. The maximum range of EVs continues to increase with technological improvements.
- 3.7 EVs are more cost efficient for owners over the lifetime of a vehicle and reduce carbon emissions by approximately 30% compared to traditional fossil fuel cars. EV owners are eligible to receive grants, tax deductions and private sponsoring.

Electric Vehicle Charging Point (EVCP) Infrastructure

3.8 Requirements of Active and / or passive EVCPs:

- Active charging points are fully wired and connected, ready to use, points at parking spaces.
- Passive provision requires the necessary underlying infrastructure (eg capacity in the connection to the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces) to enable simple installation and activation of a charge point at a future date.
- Sites providing passive EVCPs need a sufficient electricity supply to cope with future demand.

- EVCPs can be provided publicly on-street or privately off-street, for home use for example. Duration to fully charge vehicles from EVCPs varies;
 - **Standard charge: 6-8hrs**
(Cheapest & usually used as a domestic private charger)
 - **Fast charge: 2-3hrs**
(‘mid-range’ retail price & frequently used as public charging points)
 - **Rapid charge: 30mins-2hrs**
(premium chargers & sometimes supplied as public chargers or for private developers e.g. at offices or supermarkets)
- An accessible electricity supply must be located in close proximity to an EVCP.
- Specifications for connector types typically comprise a Type 2 IEC62196-2 connector for active EVCPs to connect to the EV.
- The Charger connects to the mains supply with a 3-pin plug.
- Site audits should be undertaken to determine the feasibility of providing an EVCP at new developments.

4. Planning requirements

4.1 Arun District Council is committed to supporting measures that will reduce emissions from vehicles. It is also a measure specifically supported by the Arun Local Plan.

4.2 As an increasing percentage of the country switch to hybrid and electrical vehicles, charging stations are becoming a key consideration for new builds. The provision of electric charging points is obviously not the only measure that can be taken to help reduce emissions but it is the focus of this study and a requirement of Local Plan Policy QE DM3. In order to promote a greater role for plug-in vehicles the District Council will support development proposals which seek to encourage the use of electric vehicles. To assist understanding on how this could be achieved in new development the table below sets out how infrastructure should be provided in new development in Arun.

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 totalling 2% of the total provision.
Other Development (<50 Bays) ²	One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling.
Other Development (>50 Bays) ²	Further dedicated charging bays totalling 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.

Table 1: Recommended approach toward promoting ULEVs within new development proposals.

4.3 It should be noted that where charging facilities are shared (for example through the development of flats) that any provision of infrastructure should also include arrangements for the future operation and maintenance of the facility.

4.4 In general, EV planning requirements will entail provision of one or a combination of:

- on-site charging infrastructure
- local charging infrastructure (i.e. nearby but off-site)
- a financial contribution towards developing a wider local strategic EV infrastructure

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

² Dedicated free standing weatherproof chargers

5. Delivering, implementing and managing charging points

- 5.1 Once the Arun District Council Vehicle Infrastructure Study is published (following approval by Full Council), officers will use this evidence document which supports the Local Plan to aid and support decisions on provision of vehicle infrastructure including charging points for both residential and commercial development. This will be read in conjunction with the WSCC Parking review guide (once published), the ADC Local Plan Policy QE DM3 and any other relevant policies in the Development Plan.
- 5.2 Where a development includes the delivery of parking spaces which are on-street (eg estate renewal schemes), EV charge points should be delivered to the same standard as those set out. In this case, a developer contribution through a section 106 agreement towards the delivery of spaces on street may be necessary, as it is likely that a bay would require a Traffic Regulation Order. For private developments the onus for the activation of passive charging points rests on the individual or company who manages or operates the car park.
- 5.3 These provisions apply to all spaces within a development and the delivery of charging points should not exclude parking spaces for Blue Badge holders. Monitoring of the uptake of EV charging points should take place through the travel plan or car parking management plan. For those developments with a travel plan, the level of use of the active charging points should form part of the monitoring. An action should be to activate the passive charge points once the demand exceeds the supply of active infrastructure. Where the development does not have a travel plan, this should form part of a separate site management strategy.