



Parking Management Strategy

Arborfield Parcel O2

**Infinitely
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Utility Feasibility,
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Travel
Plans



Employment &
Skills Plans



Adoption
Coordination

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0	First issue	GM	7 th May 2024	DS
1.0	Amended as per comments from Wokingham Borough Council	GM	6 th October 2024	DS

Terms of Compilation

This report has been compiled based in whole or in part on the information provided by the client and any applicable third parties, as such, GCM Consultancy Services accepts no responsibility for the information or accuracy provided therein.

This report is intended for the confidential, exclusive use and benefit of those companies detailed above. Use of this report or any information contained therein by any third parties, shall be at their sole risk.

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1.0 Introduction

- 1.1 We take great pleasure in providing our parking management strategy for your proposed new development site.
- 1.2 In accordance with the information provided by yourselves, this report provides commentary on parking provision and electric vehicle charging (EVC) provision in accordance with your local planning authorities requirements.
- 1.3 The compilation of this report is based upon the information provided by the client and the planning statements as per the signed S106 Agreement, in accordance with Wokingham Borough Council (WBC) requirements and guidance as detailed within the National Planning Policy Framework (NPPF).
- 1.4 Although every effort has been made to identify all parking strategy requirements for this development, we ask that implementation of these measures are only actioned once the local planning authority has confirmed it is acceptable to do so in accordance with WBC and MDDL Core Strategy Policies.

2.0 Site Details

- 2.1 This parking management strategy has been prepared for and on behalf of Crest Nicholson Chiltern in support of the outline planning approved for land at Arborfield Parcel O2, planning reference number: O/2014/2280.
- 2.2 The S106 states:
"Prior to the first occupation of the development, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces and the monitoring and delivery of additional electric vehicle charging spaces when required."
- 2.2 Land at Arborfield O2 is a new residential development site. Access is provided from Biggs Lane at coordinates: X (easting) 477411, Y (northing) 165702. The site is bound by existing residential development to the north and west, whilst the site benefits from access to areas of open space to the east and south.



2.3 Land at Arborfield parcel O2 comprises 135 residential units, in accordance with the below allocation:

Site: Parcel O2, Arborfield Green

Date: 15th February 2024

Job Number: 3149

To be read in conjunction with Drawing 3149-C-1005-NM-F

	Unit	Type	No. Beds	Size	No. Units	TOTAL SIZE
Private	2BF-1	Flat	2	753 x	3	= 2259
	2BF-2	Flat	2	759 x	3	= 2277
	2BF-3	Flat	2	753 x	3	= 2259
	Redgrave	House	3	922 x	11	= 10142
	Evesham	House	3	933 x	7	= 6531
	Chelmsford	House	3	997 x	12	= 11964
	Seaton	House	3	1043 x	6	= 6258
	Filey	House	3	1127 x	26	= 29302
	Romsey	House	4	1176 x	14	= 16464
	Marlborough	House	4	1347 x	4	= 5388
	Dartford	House	4	1375 x	0	= 0
	Dorking	House	4	1517 x	8	= 12136
	Windsor	House	5	1751 x	11	= 19261
TOTAL PRIVATE:					108	124241 sq.ft
Affordable	2BH-AFF	House	2	767 x	13	= 9971
	3BH-AFF	House	3	914 x	12	= 10968
	4BH-AFF	House	4	1058 x	2	= 2116
TOTAL AFFORDABLE:					27	23055 sq.ft
TOTAL SITE:					135	147296 sq.ft

*Shown in site layout as per plotting metric.

3.0 Parking Management Strategy

- 3.1 The NPPF states that parking design is integral to making high quality places for residents to live in and the need to ensure adequate provision of spaces for charging plug-in and other low emission vehicles is also essential.
- 3.2 All dwellings are provided with dedicated parking spaces either on-plot or off-plot, with an allocation of at least two parking spaces per house and one parking space per 2-bedroom apartment. A summary of the sites' parking provision is provided below:
- 2 visitor parking spaces are available adjacent to the apartment block, providing additional off-road parking for the apartments should it be required.
 - A further 27 additional visitor parking spaces are available around the site, providing additional off-road parking should it be required.
 - 45 dwellings benefit from a garage.
 - All 126 houses benefit from at least 2 parking spaces.
 - In total 342 parking spaces are allocated across the site for the 135 residential dwellings.
- 3.2.1 A Master Conveyance Plan for the site is provided within Appendix A for your information.
- 3.2.2 A full breakdown of the sites' parking provision is provided within Appendix B for your information.
- 3.3 In addition to the parking allocation detailed above, EV charging provision is provided by means of the following strategy:
- A Pod Point 7kW domestic EV charging unit will be provided and installed for every plot on this site (135 in total). Each unit will be located adjacent to that units dedicate park space.
 - 126 units with spaces outside/adjacent to that unit will be supplied via that units dedicated electricity supply.
 - The 9 apartments will have Pay as You Go (PAYG) units installed via a feeder pillar located in their communal parking area.

3.3.1 Pod Point has been chosen as the EVC provider for the site:

- Pod Point Limited, Discovery House, 28 – 42 Banner Street, London EC1Y 8QE
- www.pod-point.com

3.3.2 A plan detailing EVC provision by Pod Point for the site is provided within Appendix C for your information.

3.3.3 Data sheets detailing what is to be installed for the site is provided within Appendix D for your information.

3.4 It is proposed that roads that are not deemed private or communal driveways will be adopted by Wokingham Borough Council (WBC). Unadopted private roads and driveways will fall within the ownership of adjacent dwellings as part of their TP1 land ownership or within the management of the estates management company. Visitor parking spaces will be the responsibility of either the estates management company or WBC (in accordance with Appendix A – Master Conveyance Plan) and shall be maintained to adoptable standards.

3.4.1 The S38 Adoptable Highways is shown within Appendix A - Master Conveyance Plan for your information.

3.4.2 The Management Company Estate Areas is shown within Appendix A - Master Conveyance Plan for your information.

4.0 Points of Note

- 4.1 Inconsiderate and illegal parking is not considered to pose a significant risk at this site given the allocation of dedicated parking spaces for each dwelling and the provision of 29 visitor parking spaces. It is not anticipated that a significant number of non-residents would park on the site unless they are a visitor of a resident. Any disputes about inconsiderate parking are therefore likely to be amongst residents only.
- 4.1.1 It is suggested that in the first instance, any incidents of inconsiderate parking are dealt with personally and amicably between the residents themselves. However, should no solution be found, or inconsiderate parking incidents reoccur then the point of escalation would depend on land ownership:
- Should escalation be required on land owned by WBC, incidents can be reported to WBC at parking.services@wokingham.gov.uk
 - Should escalation be required on land owned by the estates management company, then they should be contacted directly.
 - Should escalation be required on private land, such as driveways, then this would be subject to civil law proceedings.
- 4.2 Post construction and up until the adoptable highways are adopted by the WBC, the developer will maintain responsibility for all parking on the adoptable highways.
- 4.3 Although this parking management strategy demonstrates how the site has been designed to provide adequate provision for parking, not only for residents, but those visiting the site and how we will be delivering EVC to every home, it is also important to recognise the efforts that will be made to promote sustainable travel alternatives. A Travel Plan is in place that will provide information on the benefits of sustainable travel and will specifically promote the benefits of car sharing, public transport, cycling and walking.
- 4.3.1 Promotion of sustainable travel and an evolving change in mindset brings with it less reliance on private vehicle travel. Working from home is more commonplace, the provision of high-speed fibre to this site provides the opportunity to embrace shopping on-line and home delivery of goods and services. These innovations all

bring with them less reliance on private vehicle ownership and the significant benefits and cost savings that can be derived from a more sustainable travel mindset.

5.0 Summary

- 5.1 This parking management strategy sets out the way in which parking for this site has been designed and will be managed.
- 5.2 Residents have been provided with a proportional number of parking spaces that will not only meet the demands of their household, but also provides a provision for visitors.
- 5.3 The demands of electric vehicle charging (EVC) are being met for each any every household by Pod Point, so as to future proof the site not only for the residents of today, but for those of the future too.
 - 5.3.1 Pod Point have been commissioned to provide site management for a period of 3 years from the point of commencement on-site. This period of time will cover the build out period of the site and ensure EVC provision has been installed to an acceptable standard and all residents are happy and familiar with apparatus provided and the service offering.
 - 5.3.2 In additional to the above points Pod Point provide a 3 year warranty on all their apparatus.
- 5.4 The Master Conveyance Plan shows the roads that will be adopted by WBC.
- 5.5 The Master Conveyance Plan shows the areas that will be adopted by the Management Company, including visitor parking spaces.
- 5.6 All private driveways will be the responsibility of those specific households; land ownership will be detailed within their TP1 land title documentation.
- 5.7 This strategy will be made available to residents by means of the Travel Plan Coordinator for the site so they may understand the thought that has gone into meeting the needs of parking provision and EVC for the site.

Appendices

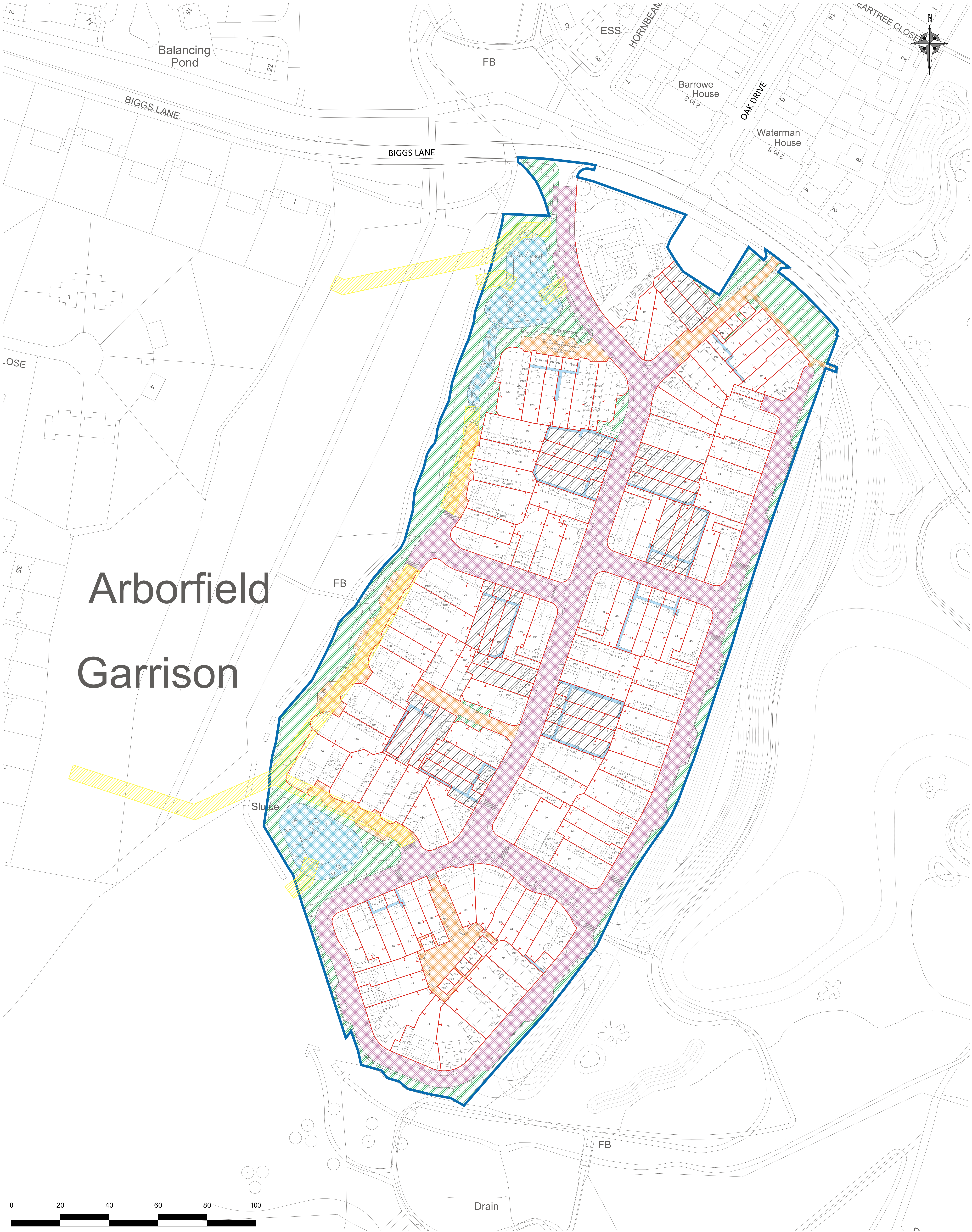
Appendix A: Master Conveyance Plan

Appendix B: Breakdown of Parking Provision by Dwelling

Appendix C: Master Electric Vehicle Charging Plan

Appendix D: Electric Vehicle Charging Data Sheets

Appendix A: Master Conveyance Plan



Arborfield Garrison

- Key
- Site Boundary
 - Plot boundary
 - Area covered under S38 Agreement
 - Shared Access
 - Management Company Soft landscaping
 - Management Company Hardstanding
 - S104 Drainage Easement
 - HA Ownership
 - Fence Ownership
 - Attenuation Basin

Appendix B: Breakdown of Parking Provision by Dwelling



GCM
Consultancy Services

Plot No.	Bedrooms No.	Type	Garage Space	Parking Space	Total Parking Space Allocation
1	2	Appartment		1	1
2	2	Appartment		1	1
3	2	Appartment		1	1
4	2	Appartment		1	1
5	2	Appartment		1	1
6	2	Appartment		1	1
7	2	Appartment		1	1
8	2	Appartment		1	1
9	2	Appartment		1	1
10	3	House		2	2
11	3	House	1	2	3
12	4	House		2	2
13	4	House		2	2
14	3	House		2	2
15	3	House		2	2
16	3	House		2	2
17	3	House		2	2
18	3	House		2	2
19	3	House		2	2
20	3	House		2	2
21	3	House	1	1	2
22	3	House	1	1	2
23	4	House	1	2	3
24	4	House	1	2	3
25	5	House	1	2	3
26	3	House		2	2
27	3	House		2	2
28	3	House		2	2
29	3	House		2	2
30	3	House		2	2
31	3	House		2	2
32	3	House		2	2
33	2	House		2	2
34	2	House		2	2
35	2	House		3	3
36	4	House	1	3	4
37	3	House		2	2
38	3	House		2	2
39	3	House		2	2
40	3	House		2	2
41	3	House		2	2
42	3	House		2	2
43	3	House		2	2
44	3	House		2	2
45	3	House		2	2
46	5	House	1	2	3

47	4	House	1	2	3
48	4	House	1	2	3
49	4	House	1	2	3
50	4	House	1	2	3
51	5	House	1	2	3
52	3	House		2	2
53	3	House		2	2
54	3	House		2	2
55	4	House	1	2	3
56	5	House	2	2	4
57	4	House	1	2	3
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59	4	House	1	2	3
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63	3	House		2	2
64	4	House	1	3	4
65	4	House	1	3	4
66	4	House		3	3
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70	3	House		2	2
71	3	House		2	2
72	4	House	1	2	3
73	4	House	1	2	3
74	4	House	1	2	3
75	5	House	1	2	3
76	5	House	1	2	3
77	5	House	1	2	3
78	3	House		2	2
79	3	House		2	2
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84	3	House		2	2
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126	3	House		2	2
127	3	House		2	2
128	3	House		2	2
129	4	House	1	2	3
130	4	House	1	2	3
131	3	House	1	2	3
132	3	House	1	2	3
133	5	House	1	2	3
134	3	House		2	2
135	3	House		2	2
Visitor Parking Spaces				29	29
Total					342

Appendix C: Master Electric Vehicle Charging Plan



Arborfield
Garrison

Pod Point EVCP Key

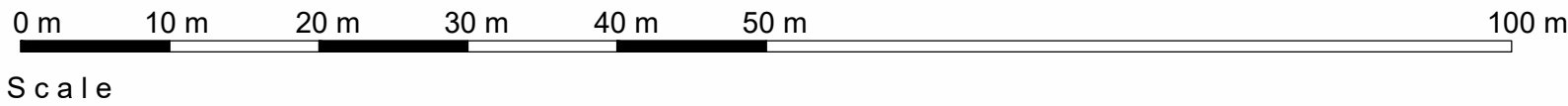
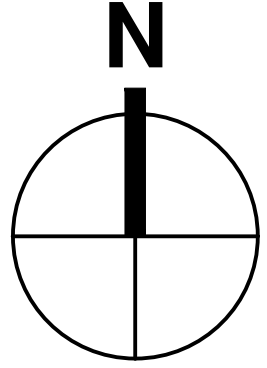
- Solo 7kW (Domestic) Active - Wall Mounted
- Solo 7kW (Domestic) Active - Freestanding Mount
- Solo 7kW (Commercial) Active - Freestanding Mount
- Feeder Pillar - Housing 1no 100A TP&N Supply, Metering Equipment & Cut Out
- Indicative Duct Route from Dwelling Supply to EVCP Location
- Indicative Duct Route from Feeder Pillar to EVCP Location
- Indicative LV feed to feeder pillar from LV network

Pod Point Feeder Pillar Key

FP1 (Feeder Pillar 1) - 1no 100A TP&N (69kVA) Supply - Plots 1-9

NB: All information supplied here is indicative locations. Specific locations to be confirmed on site during installation by the installing party. Annotations supplied are not represented as document revisions.

Updated by: Thea Flindall @ Pod Point. Date: 29/02/2024



Client CREST NICHOLSON CHILTERN		Drawing Title SITE LAYOUT		Project No 3149		Class A		Drawing No 1005		Status NM		Rev F	
Parcel O2, ARBORFIELD GREEN		1:500 @ A0		Revision		Client		Date		By		Check	
				D		29.01.24							
				E		31.01.24							
				F		15.02.24							

Appendix D: Electric Vehicle Charging Data Sheets

Fast Charging Solo 3 - Home Datasheet

This datasheet details the technical specifications for the Solo 3 (Home) a variant of the Solo product family. If you're unsure which model you have, please contact Pod Point directly.

The Solo 3 includes and exceeds all required and “optional” safety features noted in the BS EN 61851-1 standard for electric vehicle charging. The Solo 3 is available in universal socketed or tethered models with either Type 1 or 2 cables. The Solo 3 is available with models offering charging rates of either 3.6kW, 7kW and 22kW - with the 22kW not compatible with Auto Power Balancing feature as standard.

Speed category	Fast charging
Charging rate	3.6, 7 or 22kW
Product family	Solo

- Single vehicle charging
- Wi-Fi enabled
- 3 Year warranty
- Smart Reporting & Pod Point Network enabled



Universal
Socket



Tethered
Type 1 - 4.8m cable or
Type 2 - 7.5m cable

Power and Environmental

Power rating	2.5-22kW - AC
Input voltage range	240~400 VAC (50Hz)
Rated output current	0~30A - AC RMS
IP rating	IP54 enclosure (IP44/54 for plugs and socket)
IK rating	IK10
Operating temperature	-25°C to 50°C
Standby consumption	<2.5W
Materials	Polycarbonate
Protections	6mA DC Leakage, Over current, PME and failed earth protection.

Physical properties

Height Width Depth	330mm 290mm 112 (167mm Socketed)
Weight	Socket - 3.5kg Tethered - 6kg
Charging connectors	1 Type 1 (SAE J1772) 2 Type 2 (IEC 62196-2)
Colour	Black/Grey

Connectivity & Communication

Connectivity	IEEE 802.11bgn Wi-Fi
Feature updates	Yes - Via Wi-Fi
Software updates	Yes - Via Wi-Fi

Socket

Socket type	Mennekes Type 2 (IEC 62196-2) socket with statutory locking mechanism.
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Standards & Compliance

Standards compliance	LVD 2014/35/EU EMCD 2014/30/EU BS EN 61851-1:2019 EN61000-3 and -2 CE Certified BS7671: 2018
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Security

Wi-Fi	WEP, WPA, WPA2 or Open Wi-Fi
Connection security	Secure HTTPS data encryption

Solo 3 Home - Model Matrix						
Model	S7-1C-03 (single-phase)	S7-2C-03 (single-phase)	S7-UC-03 (single-phase)	S7-UCB-03 (single-phase)	S22-2C-03 (three-phase)	S22-UC-03 (three-phase)
Connection type	Tethered	Tethered	Universal Socket	Universal Socket	Tethered	Universal Socket
Vehicle connector	SAE J1772 (Type 1)	IEC62196-2 (Type 2)	Any ⁽¹⁾	Any ⁽¹⁾	IEC62196-2 (Type 2)	Any ⁽¹⁾
Cable length	4.8 m	7.5 m	NA ⁽¹⁾	NA ⁽¹⁾	7.5 m	NA ⁽¹⁾
Cable holster supplied	Yes	Yes	No	No	Yes	No
Maximum power rating	30A (~7kW) ⁽²⁾	30A (~7kW) ⁽²⁾	30A (~7kW) ⁽²⁾	30A (~7kW) ⁽²⁾	30A x 3 (~22kW) ⁽²⁾	30A x 3 (~22kW) ⁽²⁾
Auto Power Balancing (Load management)	Yes	Yes	Yes	Yes	No	No
Variant	AX ⁽³⁾ Y ⁽⁴⁾	AX ⁽³⁾ Y ⁽⁴⁾	AX ⁽³⁾ Y ⁽⁴⁾	AX ⁽³⁾ Y ⁽⁴⁾	AX ⁽³⁾ Y ⁽⁴⁾	AX ⁽³⁾ Y ⁽⁴⁾
⁽¹⁾ User provides the suitable charging cable, supplied with the vehicle or purchased separately. ⁽²⁾ Power rating will vary due to vehicles maximum rate of charge and local supply voltage. ⁽³⁾ X will be an alphabetical value (A-J) which denotes different internal hardware variants ⁽⁴⁾ Y will be an alphabetical value (A-D) which denotes different internal hardware configurations						

Pod Point’s hardware and software are engineered in house to meet the requirements of BS EN 61851-1 edition 3 and are tested using accredited independent test facilities. BS EN 61851-1 includes various mandatory test standards that must also be adhered to.

UK and European based manufacturing facilities are used for production, In house customer support teams are locally based providing best in class support.

Universal socket models include a locking mechanism as standard (BS7671:2018 regulation 722.55.101.4)

Installation & Safety

- For full installation details, please see our Solo 3 Home - Install guide [here](#)
- To start training to become a Pod Point Domestic Certified Installer please visit our website [here](#) for more information.
- Our on-board 6mA DC Leakage protection is fully compliant with BS 7671:2018 - regulation 722.531.2.101. This can be used safely in conjunction with a Type A RCD/RCBO, instead of requiring a more costly Type B RCD.
- Certified Pod Point installations include double or four pole RCD protection (Regulation 722.531.2.1.1) fitted at source providing protection for the entire installation, This RCD/RCBO may also fulfill requirements of regulation 722.537
- An Energy Clamp (single-phase only) that protects your home's main fuse from over currents that may result from the additional supply load when charging an EV.
- All Pod Point charging units include the Pod Point PEN Isolation system, which provides complete earthing protection without the need of additional earth rod installation. This is in compliance with BS7671:2018 regulation 722.411.4.1 (v)
- Standard installation costs include the supply cable (up to 15 metres), a mini consumer unit with RCBO, domestic load sensor cable and general sundries (cable cleats, screws etc..)

After sales service

- We will not undertake any repairs for any out-of-warranty failures without first receiving acceptance of our quotation for related costs. Refer to the Solo 3 installation guide for further details of supply requirements. Our Solo 3 is provided with a 3 year product warranty as standard, the terms of which can be found [here](#).

Smart Charging

- Charging may be interrupted or rate-limited for brief periods to facilitate grid management in periods of peak local, regional or national demand. If utilised, Pod Point will manage these limits to mitigate any significant effect on vehicle charging times overall.

Limitations of use

- Pod Point do not authorise the use of charging cable adaptors and "smart" cables due to their impact on safety.*
- Pod Point equipment must only be used with European certified vehicles and cables, (damaged or non approved cables should not be used with any EVSE or vehicles).

** BS EN 61851-1 forbids the use of in cable adaptors, extensions leads and cables that change the operational state of the EVSE (smart cables).*

Warranty and support

To maintain our 3 year limited warranty, The installation shall be in accordance with Pod Point's guidance, comply with relevant legislation and be installed by a certified electrician.

Any hardware failure should be promptly reported to us [here](#). You must quote the serial number and location of the product with a brief description of the failure.

Our support team will then investigate and attempt to remotely resolve the issue. They may ask you to provide additional information to assist in this.

If the issue cannot be resolved remotely, and the product is within warranty, we will arrange for one of our team to visit. If the issue is a result of any shortcoming in design or manufacture it will be made good free of charge or at our option, exchanged for a replacement product. If we attend site and the fault is not a result of a design or manufacture issue of our product, we will make reasonable attempts to diagnose the issue and propose a resolution which may have an associated fee. A call out fee will be applicable where our product is not at fault.

Limitation of liability

In no event will we accept any liability for any loss, costs or damages consequential of the use and/or misuse of our hardware products, except and only to the extent that this is caused by our negligence.

Fast Charging

Solo 3 - Commercial

Datasheet

Solo 3 - Commercial



This datasheet details the technical specifications for the Solo 3 (Commercial) a variant of the Solo product family. If you're unsure which model you have, please contact your account manager or Pod Point directly.

The Solo 3 includes all the the safety features of previous models and exceeds the BS EN 61851-1 standards for electrical vehicle charging.

Speed category	Fast charging
Charging rate	3.6kW ~ 22kW (single or three-phase)
Product family	Solo



- Single vehicle charging
- Smart Reporting & Pod Point Network enabled
- Wi-Fi or 3/4G enabled
- Pay as you go enabled
- 3-year warranty
- Single and three-phase compatible

Universal Socket

Charger decal may vary
Charging cables can be supplied at an additional cost

Power & environmental properties

Power rating	2.5-22kW - AC
Input voltage range	240-400 VAC (50Hz)
Rated output current	0-30A - AC RMS
IP rating	IP54 enclosure (IP54 socket)
IK Rating	IK10
Operating temperature	-25°C to 50°C
Standby consumption	<2.5W
Materials	Polycarbonate
Protections	6mA DC Leakage, Over current, PME and failed earth protection. Dual safety power contacts

Physical properties

Height Width Depth	330mm 290mm 167mm (unplugged)
Weight	3.5kg
Charging connector	Type 2 IEC 62196-2 locking socket
Colour	Black/Grey

Connectivity & communication

Connectivity	IEEE 802.11bgn Wi-Fi 3/4G Router (option)
Feature and Software updates	Yes - Via Wi-Fi /3/4G data connection

Socket

Socket type	Mennekes Type 2 (IEC 62196-2) socket with statutory locking mechanism
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Standards & compliance

Standards compliance	LVD 2014/35/EU EMCD 2014/30/EU BS EN61851-1:2019 EN61000-3 and -2 CE Certified BS7671: 2018
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Security

Wi-Fi	WEP, WPA, WPA2 or Open Wi-Fi
Connection security	Secure HTTPS data encryption

Model matrix

Model Family	S7-UP-03 (single-phase)		S7-UPB-03 (single-phase)		S22-UP-03 (three-phase)	
	Universal socket ⁽¹⁾	Universal socket ⁽¹⁾	Universal socket ⁽¹⁾	Universal socket ⁽¹⁾	Universal socket ⁽¹⁾	Universal socket ⁽¹⁾
Includes cable holster	No	No	No	No	No	No
Maximum power rating	30A (~7kW) ⁽²⁾	30A (~7kW) ⁽²⁾	30A (~7kW) ⁽²⁾	30A (~7kW) ⁽²⁾	30A x 3 (~22kW) ⁽²⁾	30A x 3 (~22kW) ⁽²⁾
Compatible with Array Charging	Yes	Yes	Yes	Yes	No	No
Variant	AX ⁽⁴⁾ Y ⁽⁵⁾	AX ⁽⁴⁾ Y ⁽⁵⁾	AX ⁽⁴⁾ Y ⁽⁵⁾	AX ⁽⁴⁾ Y ⁽⁵⁾	AX ⁽⁴⁾ Y ⁽⁵⁾	AX ⁽⁴⁾ Y ⁽⁵⁾
4G Wi-Fi Router ⁽³⁾	Wi-Fi only	Yes (+Wi-Fi)	Wi-Fi only	Yes (+Wi-Fi)	Wi-Fi only	Yes (+Wi-Fi)

⁽¹⁾ User provides the suitable charging cable, supplied with the vehicle or purchased separately.

⁽²⁾ Power rating will vary due to vehicle's maximum rate of charge and local supply voltage.

⁽³⁾ Wi-Fi only units may communicate with 4G enabled units if in close proximity.

⁽⁴⁾ X will be an alphabetical value (A-Z) which denotes different internal hardware variants

⁽⁵⁾ Y will be an alphabetical value (A-Z) which denotes different internal hardware configurations

Installation advice & safety

- For full installation details, please see the relevant install guide on our [website](#).
- Certified Pod Point installations include RCD protection fitted at source, providing full guaranteed protection for the entire installation.
- Pod Point can provide a full turn-key service for the installation and commissioning of the chargepoint.
- The Solo 3 is designed for internal or external fitment.
- An Energy Clamp option is available for single-phase units that protects the site's main fuse from overcurrents that may result from the additional supply load when charging an EV.
- Our integrated 6mA DC Leakage protection is fully compliant with BS 7671:2018. This can be used safely in conjunction with a double or four pole Type A RCD/RCBO instead of requiring a more costly Type B RCD.
- The Solo 3 (Commercial) employ dual redundant safety power contacts, genuine Mennekes sockets with a safety locking feature and overcurrent protection for the user's connected charging cable.

Benefits

The Solo 3 (Commercial) is compatible with PAYG (pay as you go) software functionality via the Pod Point App and are individually identifiable with two 4 letter names (XXXX-XXXX). The Pod Point App provides usage data for both home and commercial points.

The Solo 3 (Commercial) can be used with Pod Point's Array Charging load management system, allowing more charging points than the supply would normally allow. Please refer to the array datasheet on our [technical documents webpage](#) for more information.

UK and European based manufacturing facilities are used for production and in-house customer support teams are locally based, providing best in class support for its users.

After sales service

- We will not undertake any repairs for any out-of-warranty failures without first receiving acceptance of our quotation for related costs. Refer to the Solo Charger - Commercial installation guide for further details of supply requirements. Our Support team can be contacted by email aftersalessupport@pod-point.com.

Smart Charging

- Our hardware is designed to operate in coordination with grid demands. In periods of peak local, regional or national demand, charging may be interrupted or rate-limited for brief periods to facilitate grid management. Pod Point will manage these limits to mitigate any significant effects on vehicle charging overall.

Limitations of use

- Pod Point do not authorise the use of charging cable adaptors and "smart" cables due to their impact on safety.* Our chargers must only be used with European certified vehicles and cables (damaged or non-approved cables should not be used with any EVSE or vehicles).

**BS EN61851-1 forbids the use of in cable adaptors and cables that change the operational state of the EVSE (smart cables).*

Warranty and support

To maintain our warranty, the installation shall be in accordance with Pod Point's guidance, comply with relevant legislation and be installed by a certified electrician.

Any hardware failure should be promptly reported to us, ideally by visit our **contact-us** page. You must quote the serial number and location of the product with a brief description of the failure.

Our support team will then investigate and attempt to remotely resolve the issue. They may ask you to provide additional information to assist in this.

If the issue cannot be resolved remotely, and the product is within warranty, we will arrange for one of our team to visit. If the issue is a result of any shortcoming in design or manufacture it will be made good free of charge or, at our option, exchanged for a replacement product. If we attend the site and the fault is not a result of a design or manufacture issue of our product, we will make reasonable attempts to diagnose the issue and propose a resolution which may have an associated fee. A call out fee will be applicable where our product is not at fault.

Limitation of liability

In no event will we accept any liability for any loss, costs or damages consequential of the use and/or misuse of our hardware products, except and only to the extent that this is caused by our negligence.

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