

SCHEDULE 10 – SITE REQUIREMENTS AND TECHNICAL SPECIFICATIONS

1. Siting of EVCPs

Each EVCP that is proposed for installation and operation as part of the Contract shall be installed at locations agreed within the co-developed and jointly agreed, evidence based strategy and delivery plan for the duration of the contract.

Confirmation of the validity and viability of each site is the responsibility of the EVCPO. This should be confirmed as part of the Stage Gate 1 deliverable.

The EVCPO is required to examine each individual site as viable and suitable for the installation of an EVCP and confirm this acceptance by completing the lease documentation to occupy and use the site for the agreed period.

All risks and costs associated with the site after the approval stage, rest with the EVCPO. This includes any repositioning of the charge point equipment or use of alternative parking bays in or adjacent to CCBC nominated location, unless the repositioning is specifically required by Conwy County Borough Council (CCBC).

Should any planned site fail, and the EVCPO is required to move the installation to a new site, please refer to 'Failed Sites' below.

2. Minimum Provision for the Designated Sites Proposed for the Installation and Operation of New EVCPs

Sites designated by CCBC for the installation and operation of EVCPs shall, as a minimum already:

- a. have a paved and adequately drained area which is sufficient to meet vehicle loading requirements and the requirements of **Schedule 11** without requiring pavement or drainage works; and

Be, or be able to be externally illuminated in accordance with the minimum lighting recommendations in the Health and Safety Executive's "Lighting at work, HSG38, Published 1997" so that users of the charge point will be able to move around the area and use the charge point unit in safety and with expediency.

Sites designated by CCBC for the installation and operation of EVCPs may be covered by CCTV. Where this is not available, it will be at the discretion of the EVCPO to install, operate and maintain the equipment to provide coverage should it be required, for example, to deter vandalism.

EVCPOs should be mindful of the need to avoid intrusive visual designs and overspill illumination for charge points within National Parks and are recommended to consult early on these matters with the relevant National Park Authorities

3. Failed Sites

It is recognised that a site may become non-viable at some point in the delivery process. Should this occur CCBC will make arrangements to provide an alternative site which may or may not be close to the failed site and CCBC will explore options with the EVCPO. The EVCPO will re-commence the delivery process at the alternative site as outlined in **Schedule 4**, starting from Stage gate 1.

Any costs incurred due to the failure at a site are at the risk of the EVCPO, except as detailed above.

Where grant funding is identified and a contribution agreed, any reasonable costs incurred due to the failure of a site where the DNO site proves not to be viable, or not at a final cost deemed unacceptable to CCBC, will be reimbursed. This is noted as a project risk, which is mitigated by the requirement that no physical work should be commenced until all the approvals and requirements of Stage gate 2 have been completed and approved by CCBC. A further mitigation is for CCBC to agree with the EVCPO an agreed day rate at the contract start-up meeting.

Should any rectification be required for a failed site or any other reason, by either CCBC or EVCPO, then this should be agreed using agreed procedure.