Planning Condition Statement

Kingsgate Leisure Application 2018/62/93568/W

Condition No 08

Provision of Dedicated EV Charging Points

The development will comprise of approximately 78,500 sq ft of mixed-use retail/ leisure. This represents approximately 28% of the overall gross lettable area.

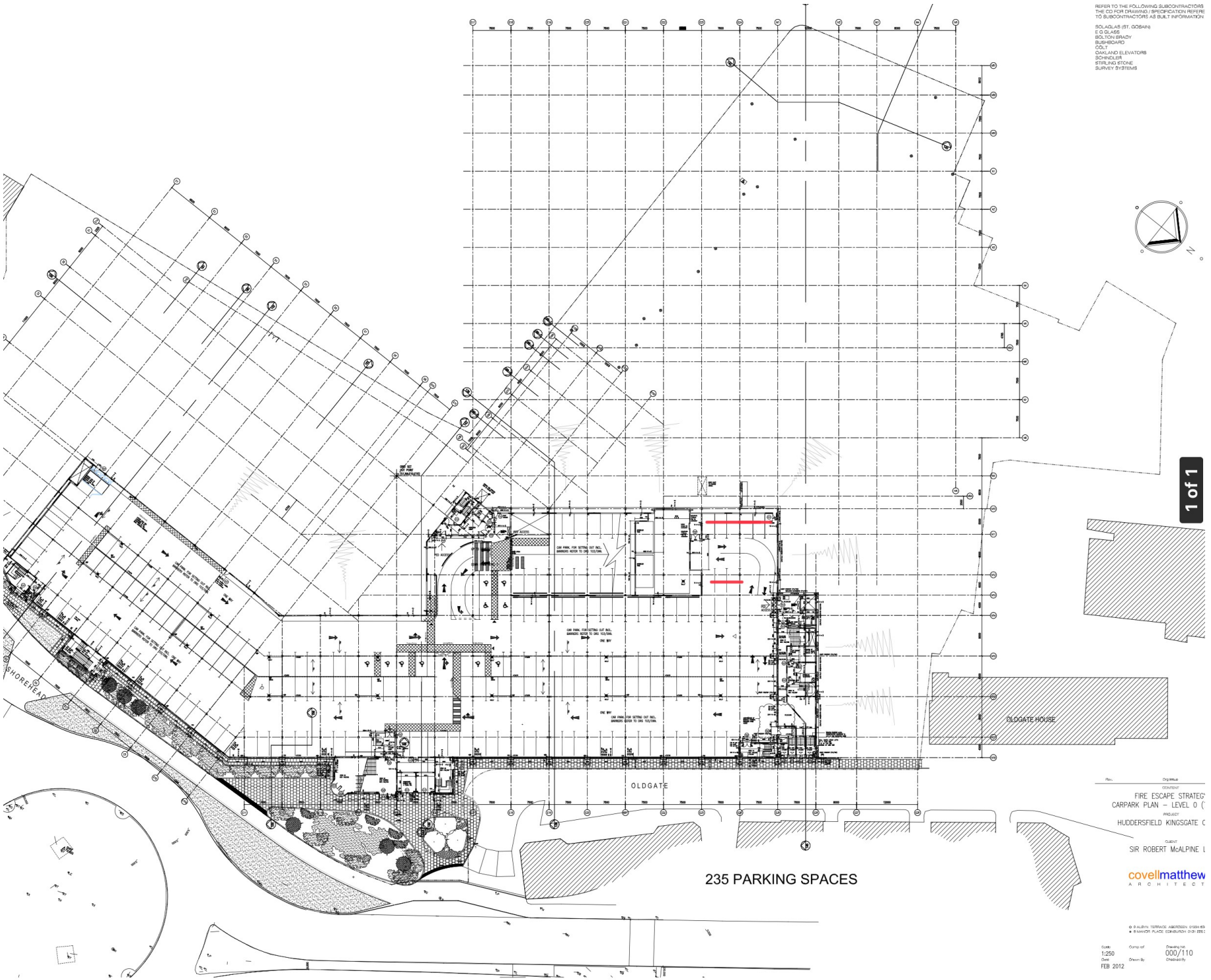
The carpark comprises 630 spaces, therefore 28% x 630 = 176 spaces equivalent for development.

The requirement set out in Planning policy guidelines is for 1 EV point per 20 spaces increasing to 1 EV point per 10 spaces at an agreed trigger point. Therefore, we intend to provide 8 EV charging sockets in the location shown on the attached drawing.

The EV points will be of adequate size to ensure a minimum continuous current of 16a and a maximum demand of 32A.

The charging points will provide Mode 3 charging and a Type 2 socket.

Data sheets for the type of EV charge points are attached.



REFER TO THE FOLLOWING SUBCONTRACTORS
THE CO FOR DRAWING / SPECIFICATION REFERE
TO SUBCONTRACTORS AS BUILT INFORMATION

SOLAGLAS (ST. GOBAIN)
E.G.GLASS
BOLTON BRADY
BUSHBOARD
COLT
OAKLAND ELEVATORS
SCHINDLER
STIRLING STONE
SURVEY SYSTEMS

1 of 1

FIRE ESCAPE STRATEG
CARPARK PLAN – LEVEL 0 (

HUDDERSFIELD KINGSGATE C

SIR ROBERT McALPINE L

covellmatthew
ARCHITECT

1:250
FEB 2012
000/110

ENSTO

Chago Pro

EV charging with maximum durability

The intelligent and durable Chago Pro is a future-proof solution designed to deliver reliable EV charging with low costs for any business, in any environment.

Smart solutions put your business first

- Save money with future-proof Smart EV services
- Secure cloud-based remote management of your charging stations
- Easy to combine with your existing apps, loyalty programs, or customer portals

Ideal for any environment

- Powerful single or dual charging
- Low lifecycle costs
- Perfect for retailers, fleets, car parks, and more

Value from elegance and durability

- Stylish Scandinavian design to support your brand
- High-quality industrial components with a robust steel structure
- Fully compliant with European regulations

Enjoy a user-friendly experience

- Plug & Charge for an easy charging experience
- Effortless and secure user identification with RFID, Mobile App, NFC
- Ready for Vehicle-to-Grid

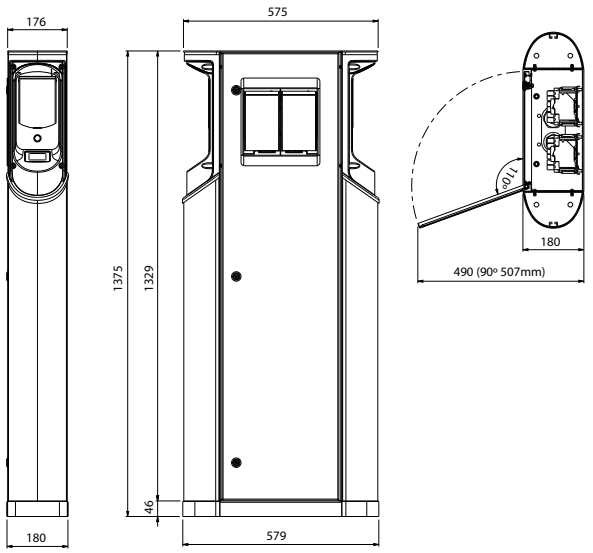
Better life.
With electricity.

ensto.com

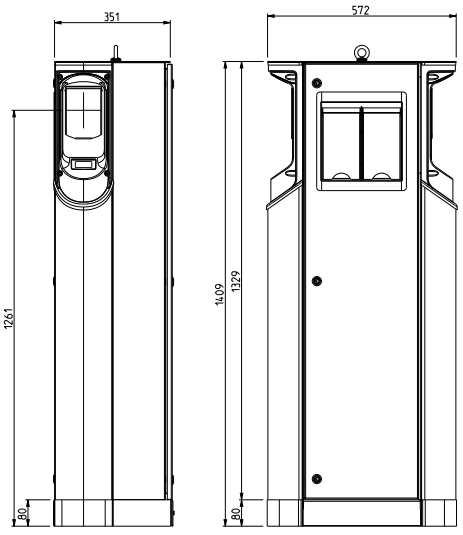
TECHNICAL INFORMATION	
Charger models	EVF 100 (single charging), EVF 200 (dual charging), EVF 300 (dual charging with a grid connection box)
Connection to car	Mode 3 charging (max. 22kW) Option: Domestic socket, Mode 2 charging (max. 3,6 kW)
Charging status indication	3 color LED signal light (green, blue, red)
Charging point access control	Free charging (no authentication required) RFID (ISO/IEC 14443A/B, ISO/IEC 15693)
Communication with backend	2G/3G, Ethernet, OCPP 1.5/1.6
No. of simultaneous users	1 (Chago Pro 100), 2 (Chago Pro 200)
Control options	Standalone/Online 2G/3G, LAN, Wi-Fi OCPP IEC15118 Master/slave functionality Ensto EV Cloud & local load management Power failure lock release for Mode 3 outlet Local Whitelist Free charging mode Energy management from external input Automatic charging current management
Material / color	Painted stainless steel and aluminium Available standard color: RAL9016S (white)
No. of charging points	1-2 mode 3 Type 2
Supply connections	L1, L2, L3, N, PE Cu 2.5 - 50mm^2, Al 6 - 50mm^2
Operating temperature	From -30 to +50 celsius
Humidity	95% (non condensing)
Standard	IEC 61851-1 compatible, EN61439-1, EN61439-3
Energy measurement / charging point	Current sensors
Enclosure class	IP54
Impact resistance class	IK10
Approval, markings	CE, RoHS
Nominal voltage and frequency	230/400 VAC, 50Hz
Nominal charging current	max. 3 × 32A (Mode 3)
Nominal charging power	22kW / Charging point
Nominal supply	230/400VAC, 50Hz
Safety features	MCB (Miniature Circuit Breaker) Residual current protection (RCD) Type A standard, Type B optional
Optional features	Remote monitoring, test, and reset of RCD 6mA DC residual current leakage detection Automatic release of charging cable in case of sudden power outage Overvoltage protection Lockable lid for domestic socket* Prepared for Vehicle-to-Grid (ISO15118) Temperature sensor to ensure safe charging Tilt sensor to detect collision or vandalism Real-time clock securing charging records Dynamic load management Connection to external management systems and applications via Ensto Cloud and RESTful API MID class kWh metering *) Measuring power consumption of domestic sockets requires a MID meter

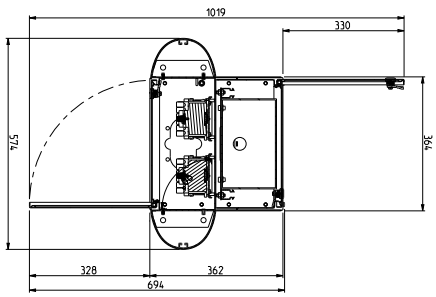
Product dimensions

EVF100, EVF200



EVF300





ENSTO

ensto.com

Ensto is a leading solution provider of smart EV charging infrastructure and services. Our thousands of chargers in operation prove their reliability while contributing to a profitable charging business and a cleaner environment.

Chago Wallbox

EV charging with maximum power

The compact and powerful Chago Wallbox is a future-proof solution designed to deliver reliable EV charging with low costs for any business, in any environment.

Ideal for any environment

- Powerful single or dual charging
- Low lifecycle costs
- Perfect for indoor parking areas, fleets, retailers, and more

Smart solutions put your business first

- Save money with future-proof Smart EV services
- Secure cloud-based remote management of your charging stations
- Easy to combine with your existing apps, loyalty programs, or customer portals

Value from elegance and durability

- Stylish Scandinavian design with ambient lighting
- High-quality industrial components with a robust and compact structure
- Fully compliant with European regulations

Enjoy a user-friendly experience

- Plug & Charge for an easy charging experience
- Effortless and secure user identification with RFID, Mobile App, NFC
- Ready for Vehicle-to-Grid

Better life.
With electricity.

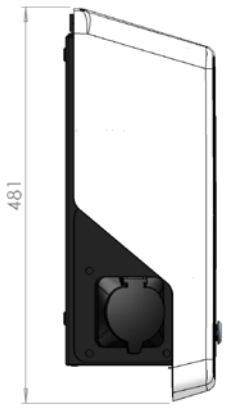
ensto.com

TECHNICAL INFORMATION	
Charger models	EVB 100 (single charging), EVB 200 (dual charging)
Connection to car	Mode 3 charging (max. 22kW)
Charging status indication	3 color LED signal light (green, blue, red)
Charging point access control	Free charging (no authentication required) RFID (ISO/IEC 14443A/B, ISO/IEC 15693)
Communication with backend	2G/3G, Ethernet, OCPP 1.5/1.6
No. of simultaneous users	1 (Chago Wallbox 100), 2 (Chago Wallbox 200)
Control options	Standalone/Online 2G/3G, LAN, Wi-Fi OCPP IEC15118 Master/slave functionality Ensto EV Cloud & local load management Power failure lock release for Mode 3 outlet Local Whitelist Free charging mode Energy management from external input Automatic charging current management
Material / color	Painted stainless steel frame with a white PETG cover
No. of charging points	1-2 mode 3 Type 2
Supply connections	L1, L2, L3, N, PE Cu 2.5 - 50mm^2, Al 6 - 50mm^2
Operating temperature	From -30 to +50 celsius
Humidity	95% (non condensing)
Standard	IEC 61851-1 compatible, EN61439-1, EN61439-3
Energy measurement / charging point	Current sensors
Enclosure class	IP54
Impact resistance class	IK10
Approval, markings	CE, RoHS
Nominal voltage and frequency	230/400 VAC, 50Hz
Nominal charging current	max. 3 × 32A (Mode 3)
Nominal charging power	22kW / Charging point
Nominal supply	230/400VAC, 50Hz
Safety features	MCB (Miniature Circuit Breaker) for controller protection
Optional features	Automatic release of charging cable in case of sudden power outage 6mA DC residual current leakage detection Prepared for Vehicle-to-Grid (ISO15118) Temperature sensor to ensure safe charging Tilt sensor to detect collision or vandalism Real-time clock securing charging records Dynamic load management Connection to external management systems and applications via Ensto Cloud and RESTful API

Chago Wallbox
with a single socket

Chago Wallbox
with dual sockets

Product dimensions



ENSTO

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The Phoenix Works

Installers of energy saving technology

Electric Vehicle Charging Overview

Introduction

We have put this document together to explain the technology, design considerations and standards associated with Electric Vehicle (EV) charging stations.

Contents

1. About us

Incorporated in 2010, Phoenix Renewables Ltd trade as The Phoenix Works. Based in Leeds, West Yorkshire, we offer a range of energy saving technologies and specialise in electric vehicle charging stations and infrastructure.

1.1 The Phoenix Works

The Phoenix Works is a family business built on reputation, quality and customer service. We have our own highly-skilled workforce and have built excellent relationships with industry leading manufacturers. This enables us to offer our customers systems of the highest quality and specification, at a competitive price.

1.2 Service

Customer service is our priority and our customer satisfaction record is testament to this. We deliver all projects in-house with our core team, and in addition, we have established relationships with key partners. By combining resources The Phoenix Works can complete larger projects in a timely, efficient manner, whilst maintaining the high standards by which we are renowned.

1.3 Technology

The Phoenix Works have a comprehensive portfolio of specialist products and excellent working relationships with key manufacturers. Manufacturer trained, with extensive product knowledge, we search the market to provide our clients with products which are technically superior, backed by industry leading warranties. In conjunction with manufacturers, all our systems are designed in-house by our highly motivated team of engineers; we install the right technology first time.

1.4 Accreditations

The Phoenix Works are NICEIC Approved Contactors, NICEIC Domestic Installers (Part P accreditation) and Electro-technical Certification Scheme (ECS) members.

Our installation engineers are all trained to NVQ Level 3 standards on BS7671:2008 the 17th Edition of the Wiring Regulations. Our lead installation engineers are qualified to Level 3 in City & Guilds 2394 Initial Verification and are certified by the NICEIC for Electric Vehicle charging equipment installation.

We take our employee's health and safety very seriously and are members of the Constructors Health and Safety Scheme (CHAS).

2. Charging Modes and Standards

2.1 Charging Modes

The table below provides a summary of the recognised options that are available for charging electric vehicles. They are referred to as “Charging Modes” 1, 2, 3 and 4.

Charging Mode	Electric Vehicle Supply Equipment (EVSE)
Mode 1 (Standard Charge)	• Connection by use of standard single-phase or three-phase socket outlets (e.g. BS 1363, BS EN 60309) • Supply to EV not exceeding 16A per phase and not exceeding 250V AC single-phase or 480V AC three-phase • No control pilot function provided by the equipment. This can affect the safety of the charge to the user and/or vehicle 
Mode 2 (Slow Charge)	• Connection by use of standard single-phase or three-phase socket outlets (e.g. BS 1363, BS EN 60309) • Supply to EV not exceeding 32A per phase and not exceeding 250V AC single-phase or 480V AC three-phase • Control pilot (communication) function provided by an in-cable control box (not via the standard socket-outlet) • RCD protection provided between the plug and EV or as part of the in-cable control box 

Charging Mode	Electric Vehicle Supply Equipment (EVSE) (continued)
Mode 3 (Fast Charge)	• Connection by use of dedicated single-phase or three-phase socket outlets, or via a tethered cable • Supply to EV not exceeding 63A per phase and not exceeding 250V AC single-phase or 480V AC three-phase • Control pilot (communication) function provided by the equipment via the dedicated socket-outlet or tethered cable • RCD protection provided as part of the equipment or supply circuit   
Mode 4 (Rapid Charge)	• Connection by use of a tethered cable • Supply to the EV from the dedicated charging equipment is DC (typically 500V 125A) • Control pilot (communication) function provided by the equipment   

2.2 Charging Durations

Charging Durations				
Charging Mode	**Variant**	**Power Output***	**Example**	**Estimated Charge Time****
Mode 1 (Standard Charge)	13A BS 1363 Socket Single Phase	3.0kW		10-12 hours
Mode 2 (Slow Charge)	16A BS EN 60309 "Commando Socket" Single Phase	3.7kW		6-8 hours
Mode 3 (Fast Charge)	16A Tethered Charging Station Single Phase	3.7kW		6-8 hours
Mode 3 (Fast Charge)	32A Charging Station Single Phase	7.4kW		3-4 hours
Mode 3 (Fast Charge)	32A Charging Station Three Phase	22kW		1-2 hours
Mode 3 (Fast Charge)	63A Charging Station Three Phase	43kW		30 minutes
Mode 4 (Rapid Charge)	500V DC 120A Rapid Charger	50kW		30 minutes***

*Can vary depending on vehicle and grid voltage. **Based on a 24kW battery pack, times can vary due to vehicle charge regulators. ***charge to 80% capacity.

2.3 Charging Standards

Type 1 – J1772

The adopted standard in Japan and the US, Type 1 - J1772 connectors allow single phase charging only, up to 32A (7.4kW). This charging standard incorporates control pilot (communications) functions.

Type 2 – IEC 62196

Generally adopted by European manufacturers, Type 2 IEC 62196 connectors allow both single phase and three phase charging up to 63A (43kW) per phase. This charging standard incorporates control pilot (communications) functions.

JEVS (CHAdeMO)

Generally adopted by Japanese and US manufacturers, CHAdeMO is a connector used on DC Rapid Chargers only and is able to deliver up to 62.5kW of high voltage DC.

CCS Combo

The DC Combo charging standard combines both AC and DC charging in a single connector. Type 1 and Type 2 variants are available which can deliver up to 90kW.

Standard	Plug	Socket	Compatible Vehicles
Type 1 – J1772			Chevrolet Volt Citroen C-Zero Fisker Karma Ford C-Max Energi Ford Focus Electric Mia Mia Electric Van Mitsubishi I-Miev Mitsubishi Outlander PHEV Nissan NV200 SE Van Nissan Leaf Peugeot Ion Renault Fluence Renault Kangoo Smiths Edison Van Smiths Newton Tata Indica Vista EV Toyota Prius Vauxhall Ampera

Type 2 – IEC 62196			Audi A3 e-Tron BMW i3 BMW i8 Chevrolet Spark Mercedes B Class E-celi Mercedes SLS EV Mercedes E-Cell Van Porsche Panamera S PHEV Renault Zoe Smart Smart 2 Smart 3 Tesla Volkswagen e-Up Volkswagen e-Golf Volvo V60 PHEV
JEVS (CHAdeMO)			Citroen C-Zero Mitsubishi I-Miev Mitsubishi Outlander PHEV Nissan Leaf Peugeot Ion
CCS Combo			BMW i3 BMW i8

2.4 Communications Protocol

Mode 3 and 4 Electric Vehicle charging standards require communication between the Electric Vehicle and charging station. The communication is needed for battery power monitoring/management, charge rate management and safety.

On connecting an Electric Vehicle to a Mode 3 or 4 charging station, communication takes place between both devices. Charge rate is defined, safety checks are carried out and then a managed charging session is delivered. The communications protocol will end the charging session when required (whether safety or battery derived) and make the charging station safe.

3. Payment Systems

Many publicly accessible charging stations require payment before a charging session is allowed. Payment systems may also be introduced in commercial premises as a method of managing benefit-in-kind tax. There are several methods of taking payment available including a very basic coin/token payment system or an NFC reader. However, the most common method of taking payment from an EV driver at present is through the use of a network membership scheme.

Network membership schemes provide EV drivers with an RFID access card which allows them to access any charging stations which are registered on the network. There is often a cost associated with joining such a scheme and charging sessions are then billed to the EV driver, usually by Direct Debit or deducted from pre-purchased credits.

At present there are several network operators hosting membership schemes, some of which are detailed below:

- Charge-Your-Car www.chargeyourcar.org.uk
- Chargemaster www.chargemasterplc.com/polar_online
- ChargePoint Genie www.chargepointgenie.com
- Ecotricity www.ecotricity.co.uk/for-the-road
- PodPoint www.pod-point.com/
- Franklin Energy www.franklinenergy.co.uk/
- ZeroNet www.zerocarbonworld.org/zero-net
- Source East www.sourceeast.net/
- Source London www.sourcelondon.net/

When planning a journey in an electric vehicle it is worth planning your trip in advance and considering whether membership to a network will be required.

4. Design Considerations

4.1 Cable and Switchgear Selection

For design purposes Electric Vehicle charging stations are to be considered “full load” devices with no diversity factor applied. This means that all cabling and switchgear must be selected and erected on the assumption that the charging station will be drawing a full and constant load.

4.2 Residual Current Protection

Every charging station installation must be protected by an RCD as stated in BS7671:2008 the 17th Edition of the Wiring Regulations:

“Every charging point shall be individually protected by an RCD. The RCD shall disconnect all live conductors, including the Neutral.

The RCD protecting the charging point shall be at least a Type A RCCB (pulse DC detecting). If it is known the DC component of the residual current exceeds 6mA then a Type B RCD (DC detecting) shall be installed.”

Most charging stations are supplied with built-in RCD protection. When installing a charging station with built-in RCD protection, installers need to be aware of existing RCD’s in consumer units/distribution boards and ensure discrimination is considered.

4.3 Earthing and Bonding

If any alteration or addition is being made to an electrical installation, the electrician is required to first check, amongst other things, that the existing earthing and bonding arrangements are adequate. This is because the safety of any new work, however minor, will depend on those earthing and bonding arrangements (as does the safety of your existing installation). Bonding is installed on all incoming services to a building such as water supplies, gas supplies, oil supplies and structural steelwork. No work can be carried out until the adequacy of the earthing and bonding has been confirmed.

4.4 Earthing Electrodes

Depending on the type of earthing system provided to a property and the location of the charging point, an earthing electrode may be required (typically a ‘rod’).

TN-C-S (PME) earthing systems use a combined protective (earth) and neutral conductor in order to return current flow to the star point of a supplier’s transformer. As the neutral and earth conductors are joined, it is possible for current to flow through any metallic objects which are part of the electrical installation, for example; bonded water pipes or gas pipes. As everything in the property is connected, no differences in potential exist which means electric shock is not possible, this is called an equipotential zone. Careful consideration is required when siting an EV charger to avoid exporting an equipotential zone to an area where a difference in potential may be experienced, for example, at the end of a driveway. In this situation, the charging station should be isolated from the suppliers PME earthing system and earthed to an electrode. This ensures no differences in potential are present and reduces the risk of electric shock.

4.5 Maximum Demand Assessment

When considering the installation of EVSE on an existing supply, the IET Code of Practice highlights the installer's responsibility to "Assess the adequacy of the supply capacity for the new electric vehicle load plus any existing load, before installing the charging equipment".

An 'adequacy of the supply' assessment, highlighted in the IET Code of Practice, is required prior to any EVSE installation. This requires a load survey to calculate the maximum demand including the new electric vehicle charging equipment at the property.

The Phoenix Works offer clients the option of carrying out the maximum demand survey remotely by use of a monitoring device. The information provided by the monitoring device allows us to assess the maximum demand of the property and ascertain whether the installation of EVSE is feasible within the existing supply limits.

Where an electricity supply is found to be unsuitable for EVSE installation it is possible to contact the local Distribution Network Operator (DNO) and request an increase in capacity.

The implications of installing EVSE on an electricity supply with high demand could result in overloading and the potential for fire.

5. Referees

With over 2500 Electric Vehicle charging stations installed to date, The Phoenix Works have extensive experience with a wide variety of manufacturers and models of Electric Vehicle charging station. Please find some project specific referees below:

5.1 City of York Council

The Phoenix Works have successfully managed, designed and installed several Electric Vehicle charging projects for City of York Council. The projects have many challenges including significant civil works, DNO applications and management of grid infrastructure upgrades. In 2015, The Phoenix Works were appointed to manage, design and install an Electric Vehicle rapid charging project in York City Centre. The project was partially funded by the Office of Low Emission Vehicles (OLEV) who set a strict completion date. The project had many challenges including significant civil works, site management and electrical design. In order to complete this project in the timescale dictated, The Phoenix Works installed seven 50kW rapid charging stations in 6-days; this included civil and electrical works.

Referee Details			
Company Name	City of York Council		
Address	Hazel Court Eco Depot James Street York YO10 3DS	**Nature of Contract**	Multiple electric vehicle charging station installations

5.2 Zero Carbon World

The Phoenix Works are approved contractors for the Zero Carbon World charity and have worked closely together to install over 100 Electric Vehicle charging stations for a wide variety of commercial customers including Best Western Hotels, Marriott Hotels, Hilton Hotels, many guest houses, large independent hoteliers, churches and restaurants across the UK.

Referee Details			
Company Name	Zero Carbon World Ltd		
Address	30 Gay Street Bath BA1 2PA	**Nature of Contract**	Multiple electric vehicle charging station installations

5.3 Leeds City Council

In 2014 The Phoenix Works successfully tendered for the installation of 8 Electric Vehicle charging outlets at a new Park and Ride in Leeds, West Yorkshire. The project had to be completed to a strict deadline and to the highest standards. Design, installation and management were all carried out in-house by The Phoenix Works.

Referee Details			
Company Name	Leeds City Council		
Address	Highways and Transportation Ring Road Middleton Leeds LS10 4AX	**Nature of Contract**	Multiple electric vehicle charging station installations

5.4 Charge Point Services – Domestic Installations

Working in an on-going partnership with Charge Point Services and utilising the OLEV grant scheme, The Phoenix Works install domestic electric vehicle charging stations on a nationwide basis.

Referee Details			
Company Name	Charge Point Services		
Address	3 Bunhill Row London EC1Y 8YX	**Nature of Contract**	Multiple electric vehicle charging station installations

5.5 Cumbria County Council

In 2016 The Phoenix Works partnered with APT Controls for the installation of 14 Electric Vehicle charging outlets at multiple locations throughout Cumbria. The project had to be completed to a strict deadline and to the highest standards. Design, installation and management were all carried out in-house by The Phoenix Works. Every site required a new electricity supply installing; The Phoenix Works managed the liaison and logistics of these works.

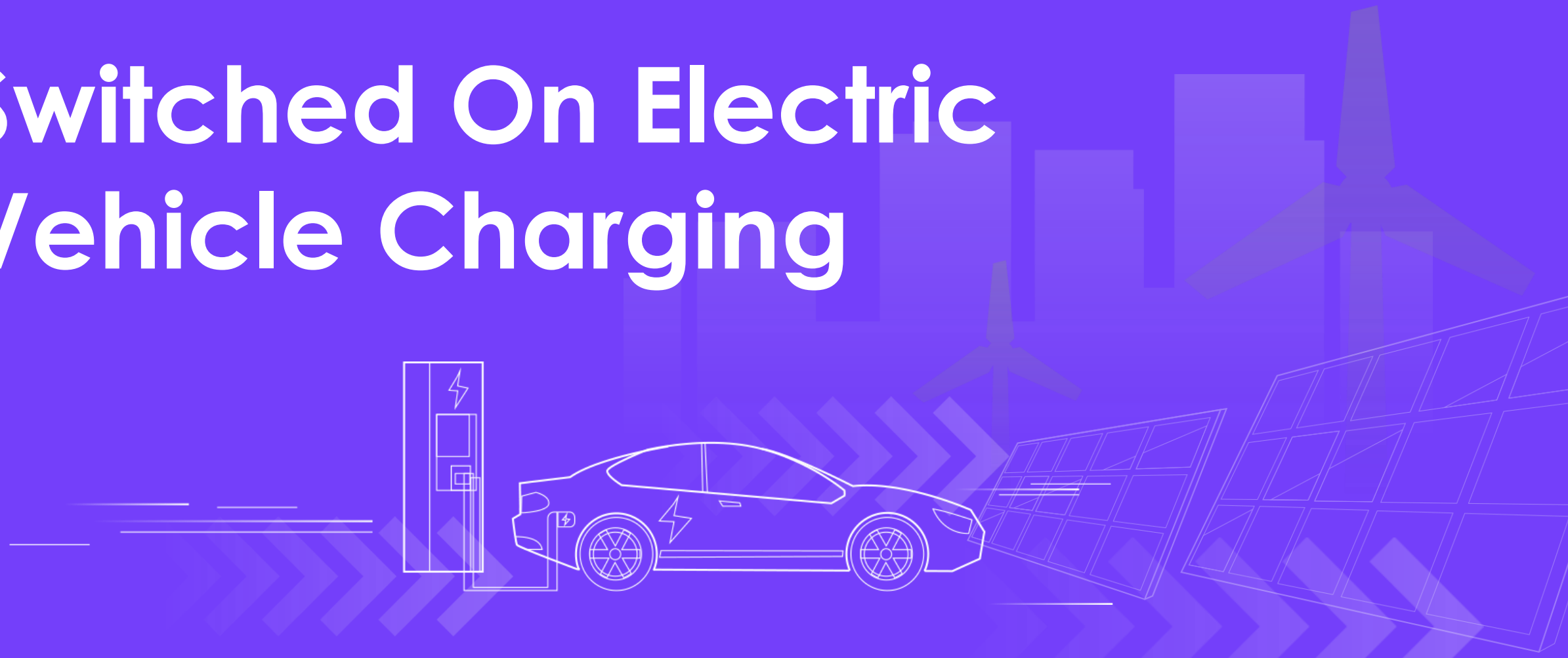
Referee Details			
Company Name	APT Controls Ltd		
Address	The Power House Headstone Ln Harrow HA3 6NY	**Nature of Contract**	Multiple electric vehicle charging station installations

The Phoenix Works

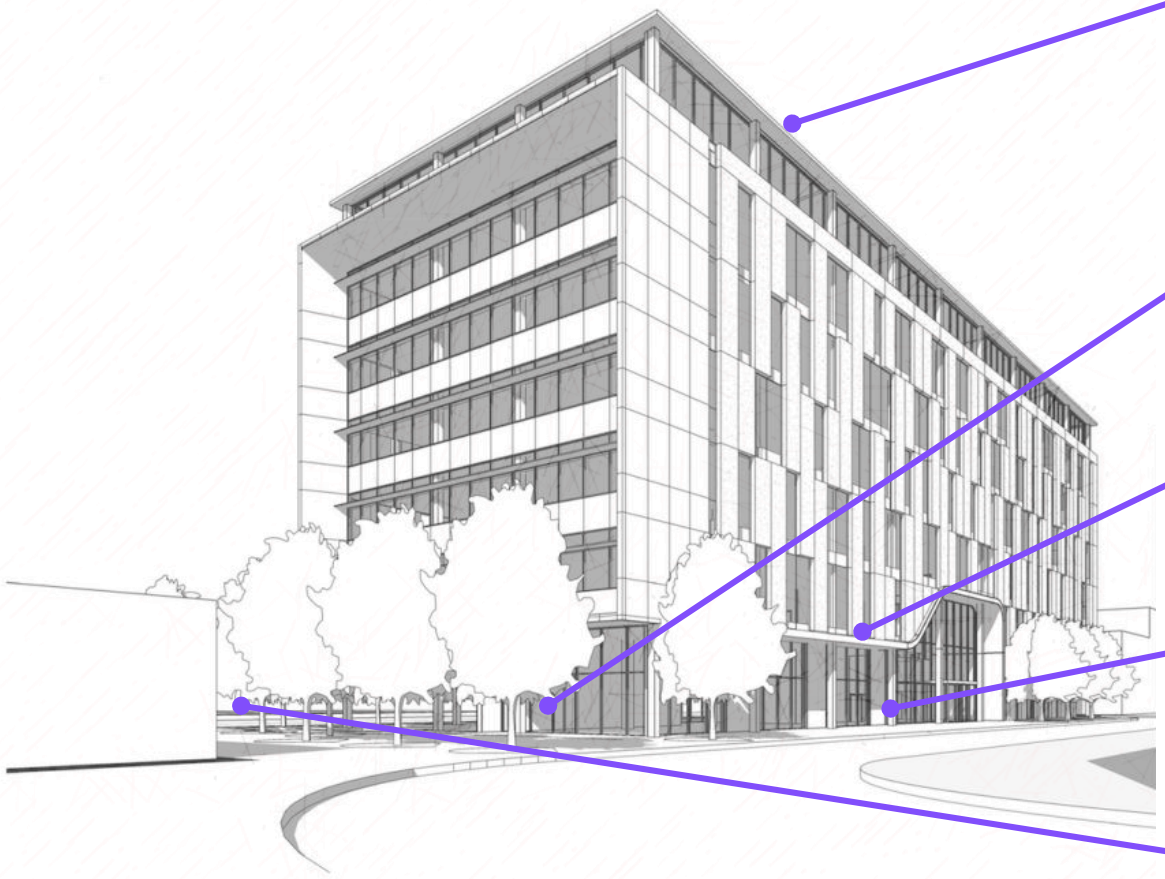
Tel: 0113 8155 366
Email: info@thephoenixworks.com
Web: www.thephoenixworks.com
Unit 59-62R – Springfield Commercial Centre, Bagley Lane, Farsley, Leeds. LS28 5LY

tonik

Switched On Electric Vehicle Charging



Creating long-term partnerships with Tonik Integrated Solutions



Solar Panels
Generate 100% renewable electricity for your business – reduce your energy costs and carbon emissions

Battery Storage
Store up excess solar to use later in the day and/or free up network capacity for future growth (e.g. EV charging)

Residential Energy Supply Offers
Renewable tariffs for your customers/employees along with on renewable technologies for homes (solar, battery, EV charging)

EV Charging
Quality enabling works, hardware, and installation coupled with modular services to support business needs – supporting the electrification of transport and associated cost savings

Business Energy Supply [From 2020]
100% renewable electricity and gas that is 10% green / 90% offset; Range of flexible contracts based on business needs

Tonik has significant experience installing integrated energy solutions – including over 4,000 EV chargers across UK homes and businesses

5 questions to help you find the right partner

tonik

1. Are they experts or just providers?
2. Have they proved that I can rely on them?
3. How do they make their money in this sale?
4. How vested are they in my ongoing success?
5. Will my end users be happy?

Our Aim is to help enable your destination transition to sustainable energy easy

EV Demand Factors

- 36 million EV's predicted on UK roads by 2040
- 0-3% BIK on EV company cars by 2023
- Road to Zero Govt. strategy by 2030
- D.O.T charge point proposal from 2025

EV Destination Benefits

- Addressing increasing demand from the public
- Increased footfall and in-store spend
- Revenue stream opportunity if charging is paid for
- CSR reporting benefits and improved brand perception

Tonik EV removes risk in your decision to install EV charging infrastructure – going electric needn't be a cost, but a huge opportunity

When it comes to EV charging –

Reliability is everything

Choosing an EV charging package that meets your needs

tonik

Payable upfront or Tonik-financed

Payable upfront or Tonik-financed

Monthly recurring fee

Our Aim: To help make your transition to sustainable energy easy

Tonik EV: Charger Portfolio

Portfolio features:

- Best in-class equipment
- Up to 22kW Charging (up to 90 miles of range added per hour)
- Dual or single sockets
- Wall, post or ground mounted
- RFID Detection
- Sleek design
- Load Management available
- 3 year warranty
- RCD Protection

Ensto Wallbox

Ensto Chago Pro

Etrel Inch

Starting Prices:

Upfront
£2,000
per socket

Funded
£1
per socket per day*

**Assumes a 5 year contract*

Tonik EV: Service Modules

Back-Office Connectivity

- ✔ Set tariffs to get charging revenues or set to free vend
- ✔ Visualisation of your chargers usage, status and reporting
- ✔ Drivers locate and access chargers via Tonik EV app/fob

£5
per socket per month

24/7 Customer Support

- ✔ 24/7, 365 day driver support helpline, with remote diagnostics and management
- ✔ Clear instructional signage

£10
per socket per month

Proactive Maintenance

- ✔ Proactive maintenance and servicing
- ✔ Annual health inspection

£15
per socket per month

Take all 3 modules and we'll promise a **100% uptime guarantee** for all your chargers.
If a charger is down, you don't pay.

We're a 5* Which? Trusted Trader for renewable technology installations – **solar panels, batteries, and EV chargers**. We're award-winning on the energy side of things too, including **service** gongs from REA, StartUps UK, and Moneyfacts.

Our offices are located across **Birmingham** (where our corporate, business, and customer service teams sit) and **Leeds** (where our renewable technology experts and installations team operate).

We supply 100% **renewable electricity** (from wind and solar farms) and gas which is **10% green** and **90% carbon offset** to 100k homes across the UK. We'll soon be supplying businesses too.

We're a team of driven, **industry experts** – with our leadership made up of former energy consultants, a Big Six board member, technology specialists, and from our strategic investment partner, Mitsui & Co.

Our customers say **Excellent** ★★★★★

9.1 out of 10 based on **3,824 reviews** ★ Trustpilot

Our Partner credentials

tonik

Best Western Hotels & Resorts

EDF ENERGY

Uber

Santander

TESLA

NHS

UNIVERSITY OF LEEDS

Royal Mail

CITY OF YORK COUNCIL

"

I'm responsible for the largest electric vehicle fleet in the UK; our charging infrastructure is **business critical**. Time was taken to **understand my business** and design an **intelligent solution** to meet our requirements

Sam Clarke
Gnewt Cargo Founder (a Menzies Company)

"

The benefits of low-carbon vehicles in partnership with Tonik and their approach to **quality and service** is exactly what's needed for businesses and local authorities looking to support electric mobility.

Alexander Sims
Formula E Driver for BMW i Andretti Motorsport & Our Brand Ambassador