**From:** Katarzyna Band (LFR) <Katarzyna.Band@lincolnshire.gov.uk>
**Sent:** 18 October 2024 17:22
**To:** _planningadvice
**Subject:** RE: Consultation - H14-0518-24: Morrisons

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Good afternoon,

I apologise for a delay in forwarding our comments.

The following criteria is adhered to in the process:

The current guidance (4th Edition APEA Book) in relation to electric vehicle charging at petrol stations is that applications suitable for use at those for fast charging which currently requires 400 V d.c. connection and power demand in the region of 50Kw for each vehicle.

The installation of the EV charging equipment at filling stations shall comply with the following criteria:

- The charger and vehicle when charging at the full extent of the charging cable must be outside of any hazardous areas
- When calculating capacity of the supply required (whether from the filling station or the separate utility company supply) the full load of all chargers (if more than one) must be allowed – no diversity may be applied
- BS 7671 requires each charge-point to be individually protected by a 30mA RCD. Therefore if more than one charge-point is supplied, RCD protection must be provide to achieve selectivity (time and sensitivity) with the 30 mA RDCs.
- If separate utility company supply is provided for the EV charger :

- the supply cable must be routed across or round the filling station forecourt so that it doesn't pass across any hazardous area and

-it should have a TT earthing system which must be connected to the filling station TT earthing system (it's not acceptable for it to be a separate earthing system)

- a prominent warning label must be mounted on the supply cubicle to indicate that the charger is fed from this separate supply and not controlled by the PFS main switch

- Whatever means is adopted to provide the supply to the charger, the supply must be interlocked with the PFS controls so it is switched off when forecourt is closed for any reason
- The EV charger supply must be controlled by the forecourt emergency switching system. Where the charging equipment is fed from a supply separate to that serving the filling station, consideration should be given to providing a fibre optic link in order to avoid copper link

Please find below further observations in relation to EVSE requirements in accordance with IET code of practice for Electrical Vehicle Charging Installations at Filling Stations:

1. A detailed survey of the site taking into account **hazardous areas**, underground services, the location of all equipment connected to electrical supply, the existing supply earthing system etc. should have been carried out prior installation of the EVSE points to ensure feasibility – could you please confirm that such survey has been carried out?EVSE points should fall outside the hazardous zones.
2. More than one charging points are being installed therefore the full electrical load of all units must be considered – is The EV be set up to power share or independent?
3. Only Mode 3 (AC charging) and Mode 4 (DC charging) EVSE with a tethered charging cable shall be installed in accordance with the afore-mentioned code of practice;
4. Could please confirm a type of earthing system provided
5. An Electrical Installation Certificate for the works as per Blue Book guidance will be required on completion.
6. In addition, the following relevant documentation shall provided to the client/customer on completion of the installation of the EVSE –documentation required under the CDM regs; manufacturers literature for the operation of the EVSE; completed documentation included the checklist signed and dated by the person responsible for the installation (Annex B of the code); the results of any relevant risk assessments.

Please do not hesitate to contact me if you wish to discuss the above further.

Regards

*Kasia*

**Katarzyna Band**
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**From:** planningadvice@sholland.gov.uk <planningadvice@sholland.gov.uk>
**Sent:** 12 September 2024 16:13
**To:** LFR Fire Safety <Fire.Safety@lincolnshire.gov.uk>
**Subject:** Consultation - H14-0518-24: Morrisons

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## PLANNING CONSULTATION

**Reference Number:** **H14-0518-24**

**Type:** **FULL**

Proposal: Removal of existing jet wash bays & proposed extension to existing petrol filling station sales building and the creation of charging zone, erection of EV chargers, erection of canopy, jet wash bays, sub-station enclosure, LV panel, meter cabinet and associated works.

Location: Morrisons Wardentree Lane

Applicant: Motor Fuel Group

The Council have received the above application and would be pleased to receive any observations you may wish to make. You can make comments by clicking on the link below and using the **Enter Comment** button to leave your observations.

Click here to view the application

The deadline for submission of comments is **3rd October 2024** and please be aware that representations submitted in relation to planning applications will be available for public inspection.

If you need any assistance please contact **Maxine Simmons** who is dealing with this application.

**Note:**
If this is a Householder Application, in the event of an appeal against a refusal of planning permission, which is to be dealt with on the basis of representations in writing, any representations

made about this application will be sent to the Secretary of State and there will be no further opportunity for you to comment at appeal stage.