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GO-EV Project Office  
Unit 9/10  
Porthmellon Enterprise Centre  
St Mary's, TR21 0JY

Lisa Walton, Senior Planning Officer  
(BY E-MAIL)

09/06/2020

Dear Lisa

Re: Planning application P20/022/FUL - Parking Adj to Sub Station, Buzza Road, St Mary's

Following the submission of the above planning application for the installation of a solar canopy and electric vehicle charging points, please find attached revised plans which address concerns raised with the proposed development. Please accept this letter and attached plans as a revision to the original application. The amended plans are:

- Location, Block and Floor plans v2
- Elevations drawings v2

The revised plans aim to cover the following points:

**1. Path to the rear of solar canopy**

The revised plans respond to comments made in relation to the pathway to the rear of the solar canopy. The revised design brings the canopy forward so as not to obstruct the path and leave this free for pedestrian flow.

**2. Reduced size of solar canopy**

The revised plans show a reduction in size of the solar canopy from four parking bays to two. The reduced size of the development aims to address concerns in relation to scale of the development and the proximity to the operation of the nearby fuel station. Further, by placing the solar canopy in the middle of the parking bays, it leaves a full parking space next to the Western Power substation allowing full access. The number of car-share bays is reduced from two to one. This bay will be dedicated to a car-share vehicle which can be rented. The number of general use charging bays is reduced from two to one under the solar canopy. However the single general use charging unit will have two sockets allowing for a second electric vehicle to charge from the bay to the right of the solar canopy. General use chargers will be available for anyone with their own electric vehicle to charge from. The general use charging

bays will not be exclusively reserved for electric vehicles but remain available for other vehicles to use, at least in the short term as electric car use on the islands increases.

### 3. Addressing the concerns raised by Cornwall Fire and Rescue

In response to the advice and comments from Cornwall Fire and Rescue in relation to the proposed installation at Buzza Street, St Mary's in the letter dated 04/05/2020, the GO-EV project would like to make the following points:

The plans have been updated to reduce the size of the solar canopy installation and move the EV charging equipment further away from the filling station. The exact distances and extents of the proposed installation are shown on the block plan in relation to the petrol filling station and consideration has been given to the flammable vapours and hazardous areas associated with a petrol filling station which are also marked up on the same drawing.

Consideration has also been given to the proposed installation in relation to the associated equipment and the location of the charging points, the position of nearest charging point to the petrol station has been revised and this a car share charger and will have a tethered (fixed) cable with a length of 3m.

Please see the marked up drawing 'Location, Block and Floor plans v2' which shows distances of the closest hazardous point to the EV charging equipment and which shows that these two installations can coexist safely.

The installation will conform to the following regulations regarding the installation of EV charging stations at petrol filling stations:

- The charger and vehicle when charging at the full extent of the charging cable must be outside of any hazardous area.
- When calculating the capacity of the supply required the full load of all chargers (if more than one) must be allowed – no diversity may be applied.
- BS 7671 Section 722 requires each charge-point to be individually protected by a 30 mA RCD. Therefore, if more than one charge point is to be supplied RCD protection must be provided to achieve selectivity (time and sensitivity) with the 30mA RCDs.
- If a separate Utility Company supply is provided for the EV charger, the Utility Company supply cable must be routed across or round the filling station forecourt so that it does not pass under any hazardous area.
- A prominent Warning label will be mounted on the supply cubicle to indicate that the charger is fed from a separate supply and is not controlled by the PFS main switch.

As it is acknowledged that the installation is not actually part of the adjacent petrol filling station, the following regulations cannot be met:

- If a separate Utility Company supply is provided for the EV charger, it should have a TT earthing system which must be connected to the filling station TT earthing system.
- Whatever means is adopted to provide the supply to the charger, the supply must be interlocked with the PFS controls so that when the forecourt is closed for any reason, the supply to the charger is also switched off. Where the charging equipment is fed from a supply separate to that serving the filling station (see EN 50174-3), consideration should be given to providing a fibre optic cable link in order to avoid a copper link.
- 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 (see EN 50174-3), consideration should be given to providing a fibre optic cable link in order to avoid a copper link.

The GO-EV project will ensure that the contractor appointed to undertake the works will first carry out:

- A soil and conductivity survey
- An earthing survey
- Confirmation by way of a documented risk assessment (to include material and managed control measures) that the installation will not adversely affect the petrol storage and dispensing at the adjacent petrol filling station.

We would be happy to accept pre-commencement conditions in relation to these points.

The GO-EV project will also ensure that the contractor carries out the installation taking into account the results of the surveys and risk assessments, unless the survey results suggest that the installation site should not progress.

Yours sincerely

Jim Wrigley

GO-EV Project Manager