



KEY



NOTES

1. MOUNTED EV CHARGING POINT TO BE A PROPOUNT MODE 3, 32 AMP CHARGING POINT.

2. WHERE EXTERNALLY MOUNTED, SUITABLE FIXING SHOULD BE IN ACCORDANCE WITH MANUFACTURERS' GUIDELINES TO MOUNT MOUNTING POINT WITH ALL CABLE ROUTES SUITABLY PROTECTED EXPOSURE AND DAMAGE. PRODUCT SHOULD BE PROTECTED FROM MIS-USE AND VANDALS.

3. WHERE THE EXTERNAL CHARGING POINT IS LOCATED WITHIN A GINNEL, THIS SHOULD BE LOCATED TO AVOID METER BOXES. WHERE TWO CHARGING POINTS ARE REQUIRED WITHIN THE SAME GINNEL, THESE SHOULD BE STAGGERED SO AS NOT TO REDUCE THE WIDTH OF THE GINNEL.

4. A GINNEL SELECTED SHOULD BE PROTECTED BY AN RSB30 SHOULD BE PROVIDED FROM THE MAIN DISTRIBUTION BOARD, TO A SUITABLY ENCLOSED TERMINATION POINT WITH A GARAGE, OR AN ACCESSIBLE ENCLOSED TERMINATION POINT FOR FUTURE CONNECTION TO AN EXTERNAL CHARGE POINT.

5. THE ELECTRICAL CIRCUIT SHALL COMPLY WITH THE ELECTRICAL REQUIREMENTS OF BS6133:2004 AS WELL AS CONFORM TO THE IET CODE OF PRACTICE ON ELECTRIC VEHICLE CHARGING EQUIPMENT INSTALLATION 2012 (BS7183-44:PART 1-2) AND ALL OTHER APPROPRIATE REGULATIONS AND CODES.

6. IF INSTALLED IN A GARAGE ALL CONDUCTIVE SURFACES SHOULD BE PROTECTED BY SUPERCONDUCTIVE PROTECTIVE EQUIPMENT. WORKING FOR VEHICLE CONNECTING POINTS INSTALLED SUCH THAT THE VEHICLE CAN ONLY BE CHARGED WITHIN THE BUILDING, E.G. IN A GARAGE WITH A NONDEPENDENT TETHERED LEAD. THE FINE GATH MAY BE USED FOR EXTERNAL INSTALLATIONS. THE RISK ASSESSMENT OUTLINED IN THE IET CODE OF PRACTICE MUST BE ADOPTED, AND MAY REQUIRE AN ADDITIONAL EARTH STAKE OR MAT FOR THE EV CHARGING CIRCUIT. THIS SHOULD BE INSTALLED AS PART OF THE IET RECIPE INSTALLATION.



REV	DATE	BY	DESCRIPTION	APPROVED
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PROJECT:	BRADFORD ROAD HUDDERSFIELD
TITLE:	PROPOSED EV CHARGING PLAN

SCALE @ A1:	1:1000	DESIGNED BY:	RE	APPROVED:	CTP	DATE:	08.04.24
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