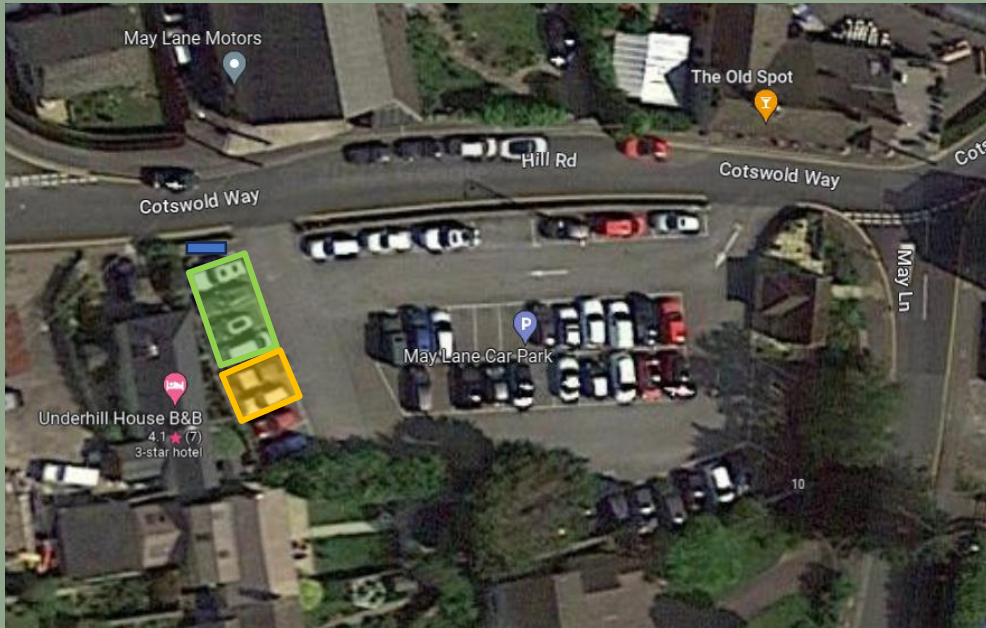


Stroud District Council

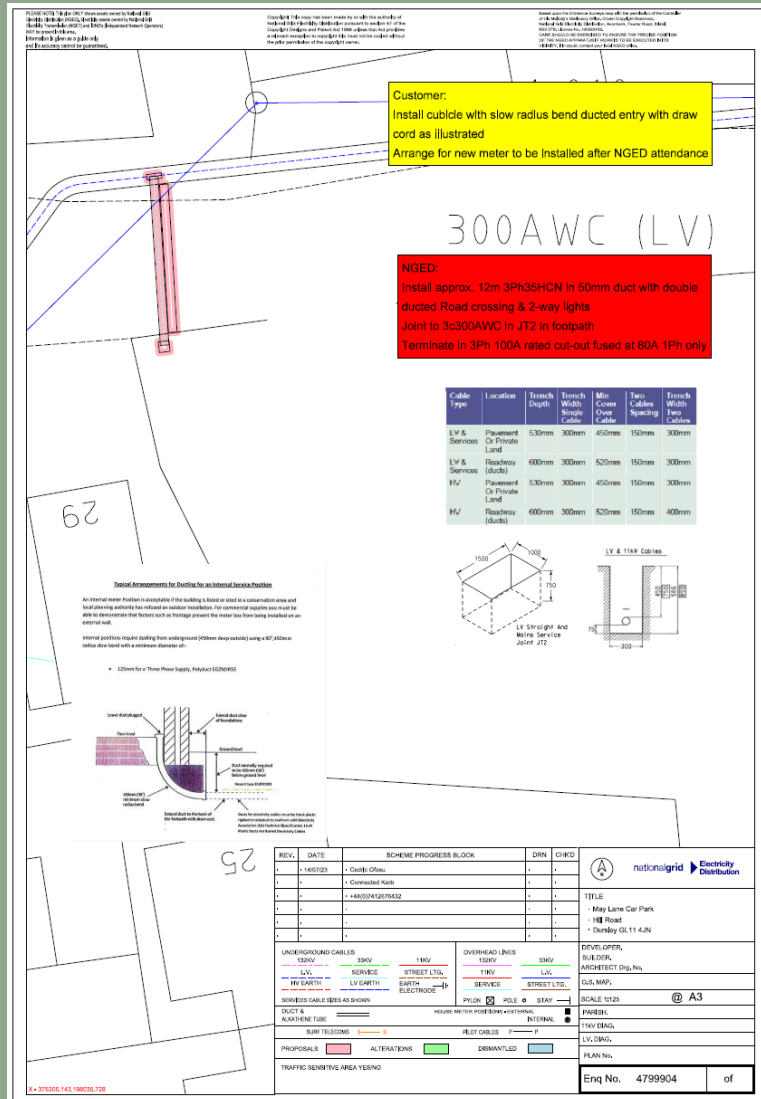
Site selection

May Lane Car Park *

Street: Hill Road	Latitude: 51.680821
Post code: GL11 4JN	Longitude: -2.3584567
Town: Dursley	Number/Type of EVCP: 2x dual 7kw (only two bays marked) + 1x passive node box
Notes: Restriction on extending as they are by the exit. Metal barrier is an obstacle. Bollards can be used instead of wheel stops to protect the EVCPs	



May Lane Car Park



Marybrook Car Park *

Street: Marybrook Street

Latitude: 51.69256663855135

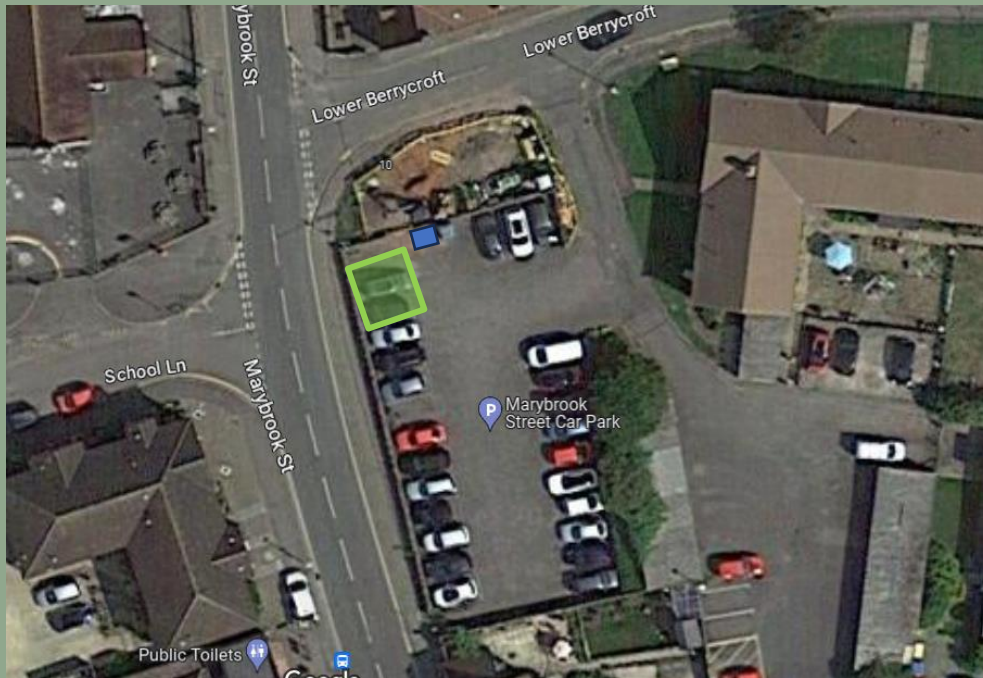
Post code: GL13 9FD

Longitude: -2.459318763823699

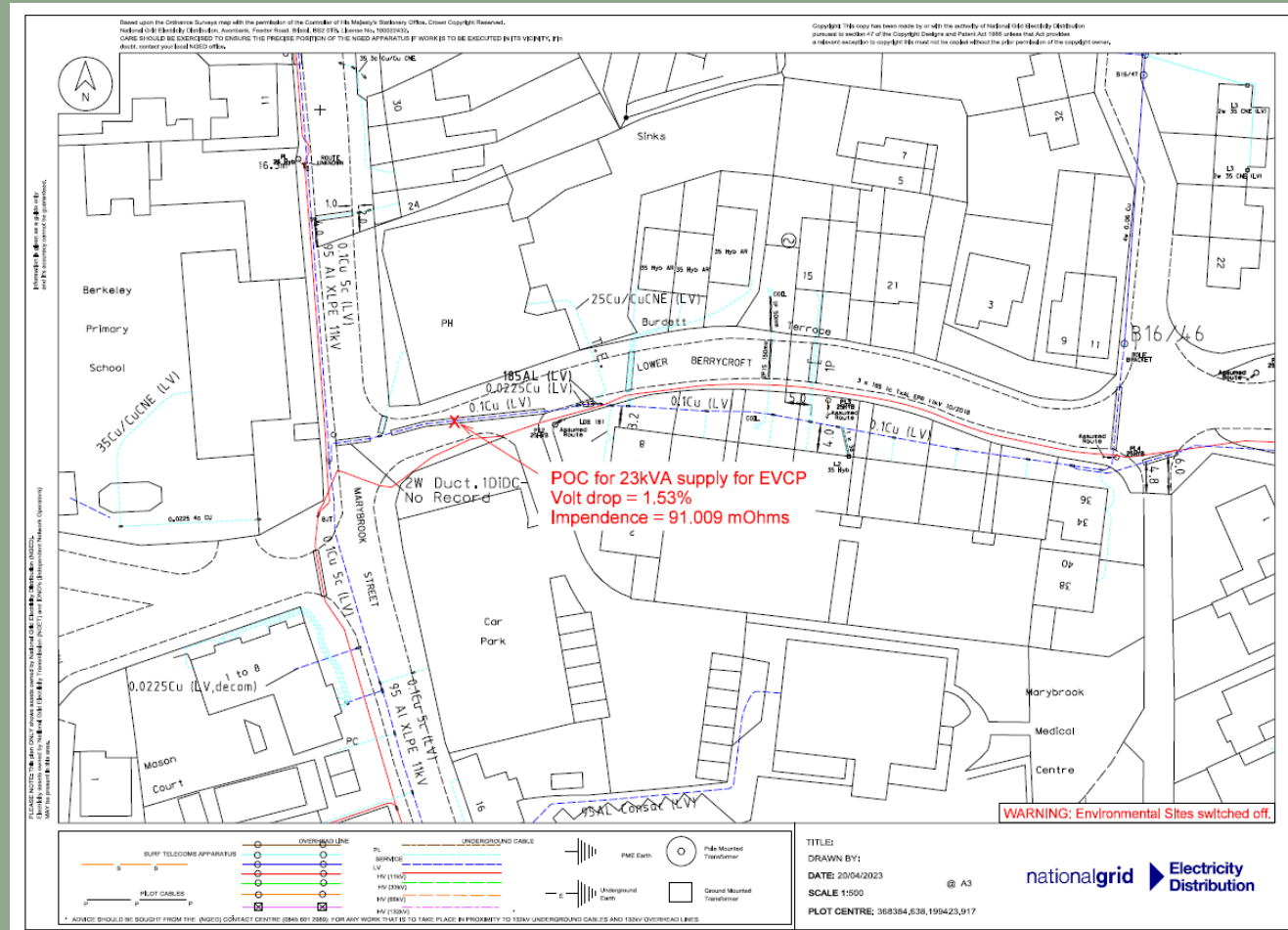
Town: Berkeley

Number/Type of EVCP: 1 x dual 7kw Gecko

Notes: FP located next to clothes container (blue rectangle)



Marybrook Car Park

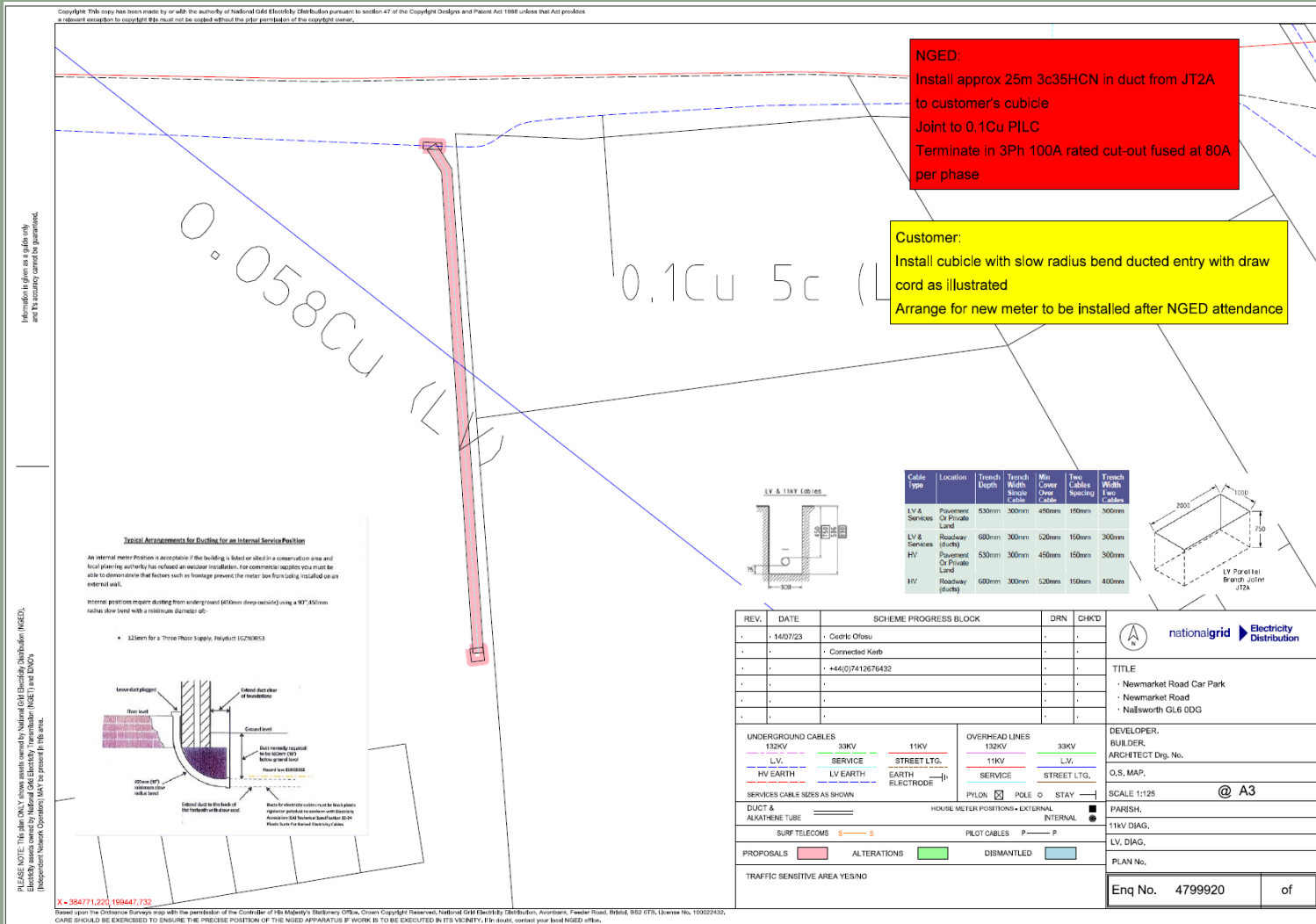


Newmarket Road Car Park

Street: Newmarket Road	Latitude: 51.69382575817938
Post code: GL6 0DG	Longitude: -2.2219580171966546
Town: Nailsworth	Number/Type of EVCP: 2 x dual 7kw Gecko + 1x passive
Notes: Bays located at the top of the car park. Long trenching route from POC. Possible Car Park closure required.	



Newmarket Road Car Park



NGED:
 Install approx 25m 3c35HCN in duct from JT2A to customer's cubicle
 Joint to 0.1Cu PILC
 Terminate in 3Ph 100A rated cut-out fused at 80A per phase

Customer:
 Install cubicle with slow radius bend ducted entry with draw cord as illustrated
 Arrange for new meter to be installed after NGED attendance

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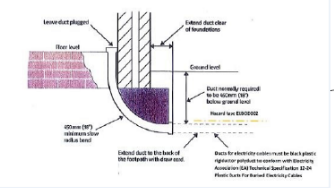
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Typical Arrangements for Ducting for an Internal Service Position

An internal meter position is acceptable if the building is listed or sited in a conservation area and local planning authority has refused an exterior installation. For commercial sites you must be able to demonstrate that factors such as heritage prevent the meter box from being installed on an external wall.

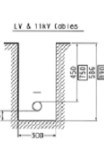
Internal positions require ducting from underground (400mm deep outside) using a 97.450mm radius slow bend with a minimum diameter of:

- 125mm for a Three Phase Supply, Polyduct (G200653)

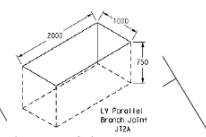


X = 384771.220, 169447.732

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Cable Type	Location	Trench Depth	Trench Width Single Cable	Min Cover Over Cable	Two Cables Spacing	Trench Width Two Cables
LV & Services Or Private Land	Pavement Or Private Land	530mm	300mm	450mm	150mm	300mm
LV & Services	Roadway (ditch)	600mm	300mm	520mm	150mm	300mm
HV	Pavement Or Private Land	530mm	300mm	450mm	150mm	300mm
HV	Roadway (ditch)	600mm	300mm	520mm	150mm	400mm



REV.	DATE	SCHEME PROGRESS BLOCK	DRN	CHK'D
-	14/07/23	Ceonic Ofosu	-	-
-	-	Connected Kerb	-	-
-	-	+44(0)7412676432	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-



TITLE
 • Newmarket Road Car Park
 • Newmarket Road
 • Nailsworth GL6 0DG

UNDERGROUND CABLES			OVERHEAD LINES		
132KV	33KV	11KV	132KV	33KV	
L.V.	SERVICE	STREET LTG.	L.V.	SERVICE	STREET LTG.
HV EARTH	LV EARTH	EARTH ELECTRODE			

DUCT & ALKATHENE TUBE
 SURF TELECOMS S—S
 HOUSE METER POSITIONS - EXTERNAL
 INTERNAL

PROPOSALS ALTERATIONS DISMANTLED

TRAFFIC SENSITIVE AREA YES/NO

DEVELOPER:
 BUILDER:
 ARCHITECT Drg. No.
 O.S. MAP:
 SCALE 1:125 @ A3
 PARISH:
 11KV DIAG.
 LV DIAG.
 PLAN No.

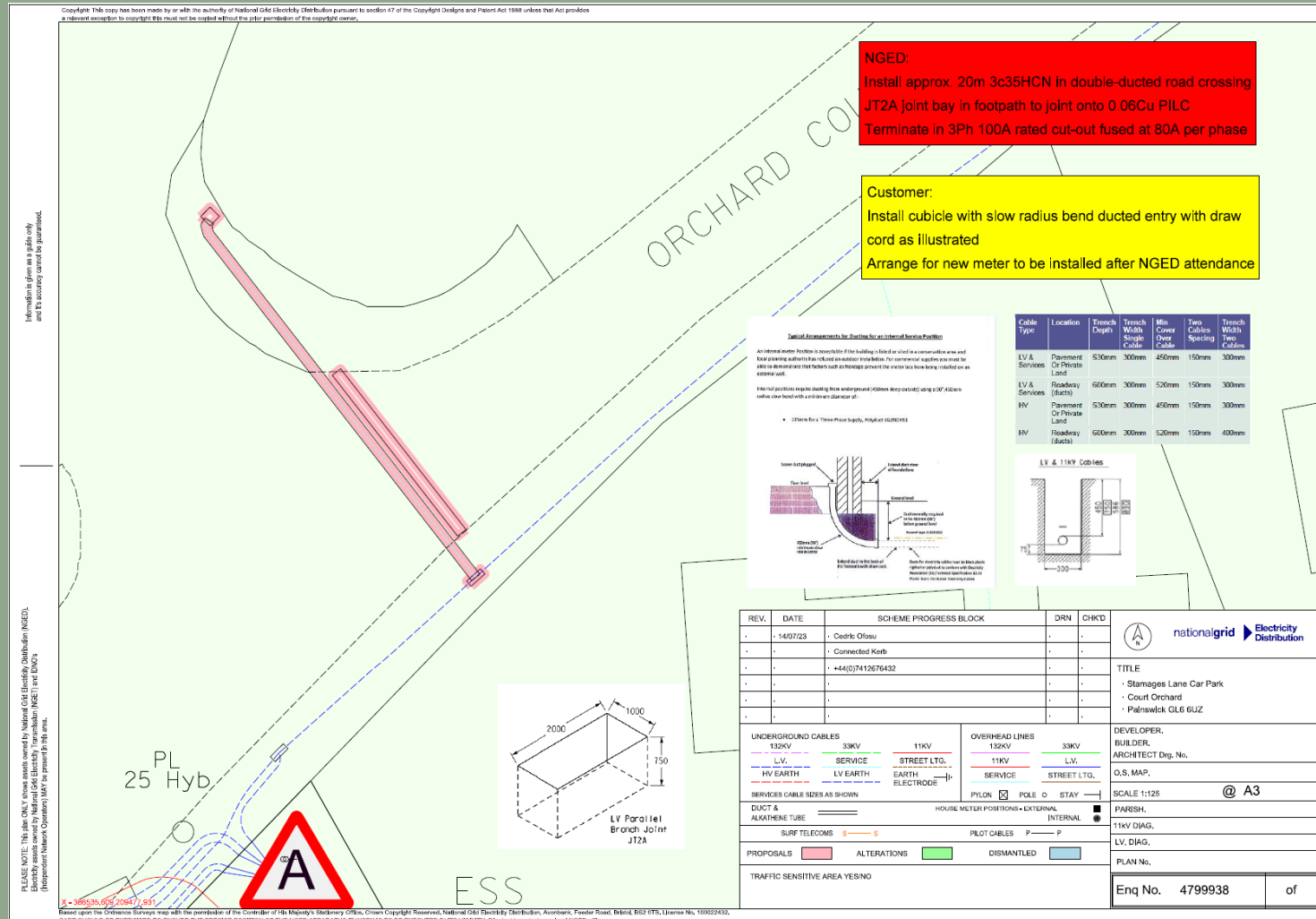
Enq No. 4799920 of

Stamages Lane Car Park

Street: Court Orchard	Latitude: 51.78410368554129
Post code: GL6 6UZ	Longitude: -2.1967407881
Town: Painswick	Number/Type of EVCP: 2 x dual 7kw Gecko + 1 x passive
Notes: Due to metal barrier bays may need to be extended.	

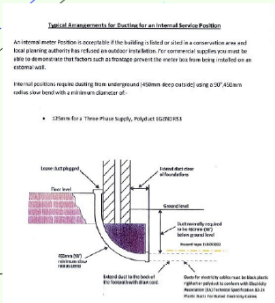


Stamages Lane Car Park

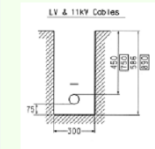


NGED:
 Install approx. 20m 3c35HCN in double-ducted road crossing JT2A joint bay in footpath to joint onto 0.06Cu PILC
 Terminate in 3Ph 100A rated cut-out fused at 80A per phase

Customer:
 Install cubicle with slow radius bend ducted entry with draw cord as illustrated
 Arrange for new meter to be installed after NGED attendance



Cable Type	Location	Trench Depth	Trench Width Single Cable	Min Cover Depth	Two Cables Spacing	Trench Width Two Cables
LV & Services	Pavement Or Private Land	50mm	300mm	45mm	150mm	300mm
LV & Services	Roadway (ducts)	60mm	300mm	50mm	150mm	300mm
LV	Pavement Or Private Land	50mm	300mm	45mm	150mm	300mm
LV	Roadway (ducts)	60mm	300mm	50mm	150mm	400mm



REV.	DATE	SCHEME PROGRESS BLOCK	DRN	CHKD
-	14/07/23	- Cedric Ofozu	-	-
-	-	- Connected Kerb	-	-
-	-	- #44(0)7412676432	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

UNDERGROUND CABLES	OVERHEAD LINES
132KV	132KV
33KV	33KV
LV SERVICE	11KV STREET LTO.
LV EARTH	LV SERVICE
HV EARTH	STREET LTO.
LV EARTH ELECTRODE	

DUCT & ALKATHENE TUBE	HOUSE METER POSITIONS
132KV	EXTERNAL
33KV	INTERNAL
LV SERVICE	
LV EARTH	
HV EARTH	
LV EARTH ELECTRODE	

PROPOSALS	ALTERATIONS	DISMANTLED

TITLE	DEVELOPER	SCALE
Stamages Lane Car Park	ARCHITECT Drg. No.	1:125
Court Orchard		@ A3
Palmswick GL6 6UZ		

PARISH	PLAN No.

Enq No.	of
4799938	

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High Street Car Park

Street: High Street

Latitude: 51.74734827963224

Post code: GL10 2NG

Longitude: -2.282407248770628

Town: Stonehouse

Number/Type of EVCP: 1x dual 7kw Gecko

Notes: POC might be located on private land. Stroud DC investigating. Bays may require extension.



High Street Car Park

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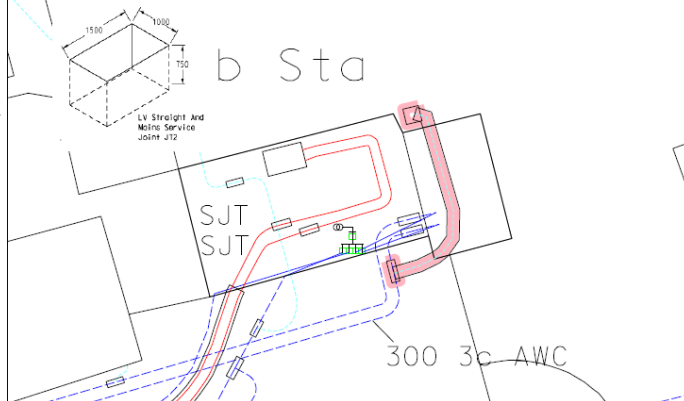
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x = 380575, 359, 205404, 942

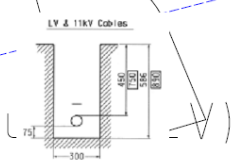
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79/3140 (10818)
STONEHOUSE POLICE STA.

3 x 185 1c XLPE 11kV
Tails 11/2013



Cable Type	Location	Trench Depth	Trench Width Single Cable	Min Cover Over Cable	Two Cables Spacing	Trench Width Two Cables
LV & Services	Pavement Or Private Land	530mm	300mm	450mm	150mm	300mm
LV & Services	Roadway (ducts)	600mm	300mm	520mm	150mm	300mm
HV	Pavement Or Private Land	530mm	300mm	450mm	150mm	300mm
HV	Roadway (ducts)	600mm	300mm	520mm	150mm	400mm



Car

NGED:
Excavate JT2 Joint Bay in Tarmac
Install 50mm Alkathene duct from JT2 to customer's cubicle
Install approx. 8m 3c35HCN
Joint to 3c300AWC
Terminate in 100A 3Ph rated cut-out fused at 80A per phase

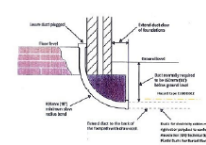
Customer:
Install cubicle with slow radius bend ducted entry with draw cord as illustrated
Arrange for new meter to be installed after NGED attendance

Special Arrangements for Drilling for an Internal Service Position

An internal service position is acceptable if the building is found to be suitable for the proposed use and local planning authority has issued an outdoor installation. For commercial premises you must be able to demonstrate that the work will not affect the structural integrity of the building or its internal walls.

Internal positions may be drilled from within and 150mm deep vertical cable x 150mm wide hole should be cut through the wall.

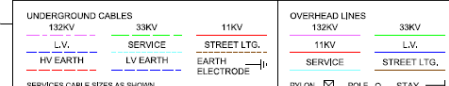
• 150mm for a 100mm cable, depth 150mm (BS2089)



REV.	DATE	SCHEME PROGRESS BLOCK	DRN	CHKD
-	14/07/23	- Cedric Ofosu	-	-
-	-	- Connected Kerb	-	-
-	-	- +44(0)7412676432	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-



TITLE
• High Street Car Park
• High Street
• Stonehouse GL10 2NG



DEVELOPER, BUILDER, ARCHITECT Drg. No.
O.S. MAP.
SCALE 1:125
@ A3

PARISH, 11KV DIAG, LV DIAG,

PLAN No.
Enq No. 4799828 of

London Road Car Park

Street: London Road	Latitude: 51.7424252397819
Post code: GL5 2AJ	Longitude: -2.214842688954932
Town: Stroud	Number/Type of EVCP: 2x dual 7kw Gecko + 1 passive using DNO supply; 1x dual 22kw – power supply from multistorey

Notes: Power supply from multistorey car park next door for dual 22kw EVCP.

100 amp total per phase

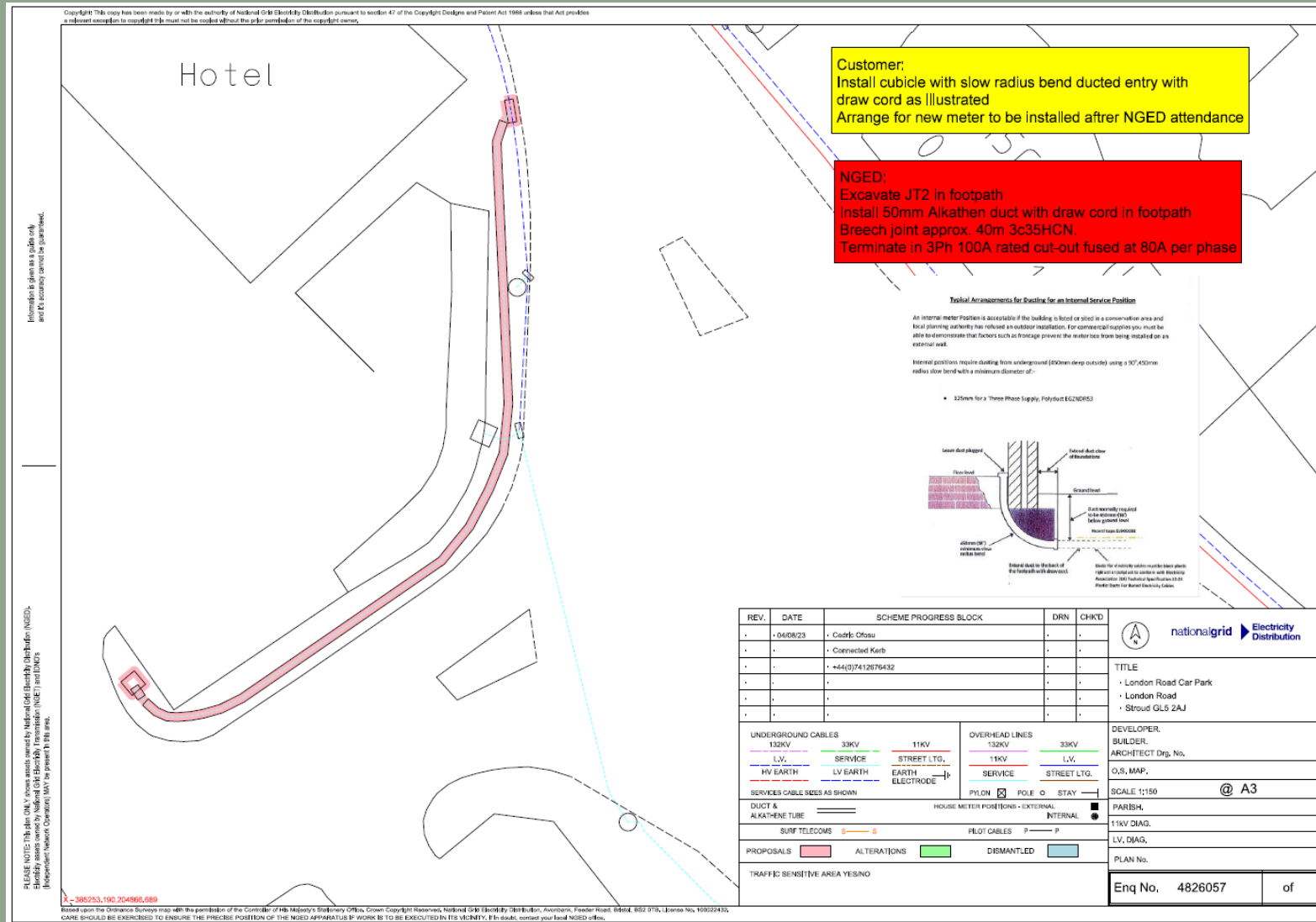
PHASE 1 - 25 AMP AVERAGE

PHASE 2 - 13 AMP AVERAGE

PHASE 3 - 17 AMP AVERAGE



London Road Car Park



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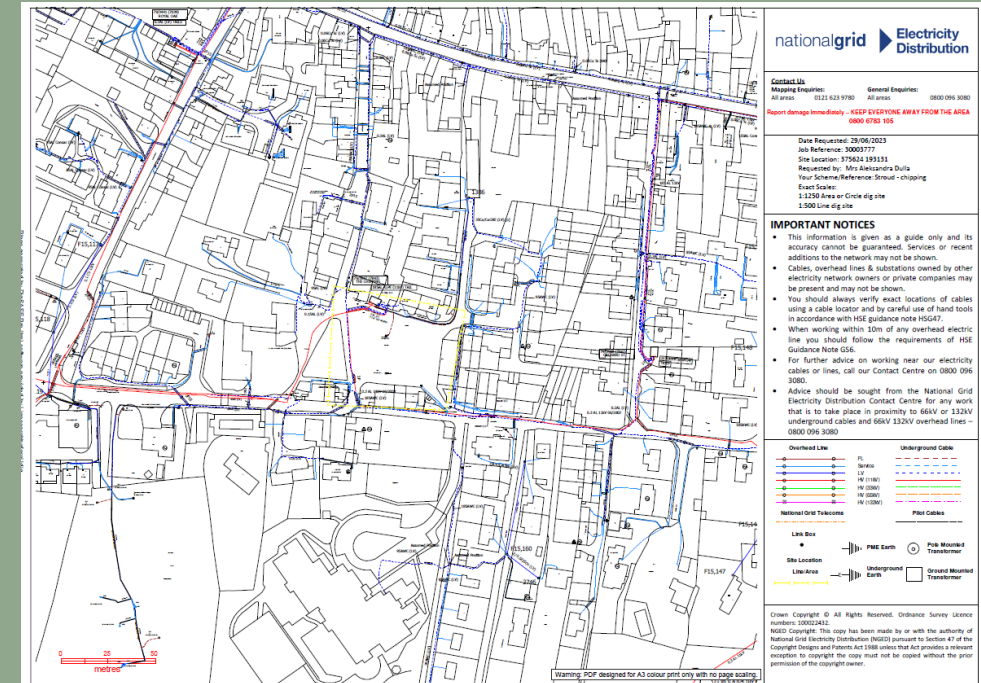
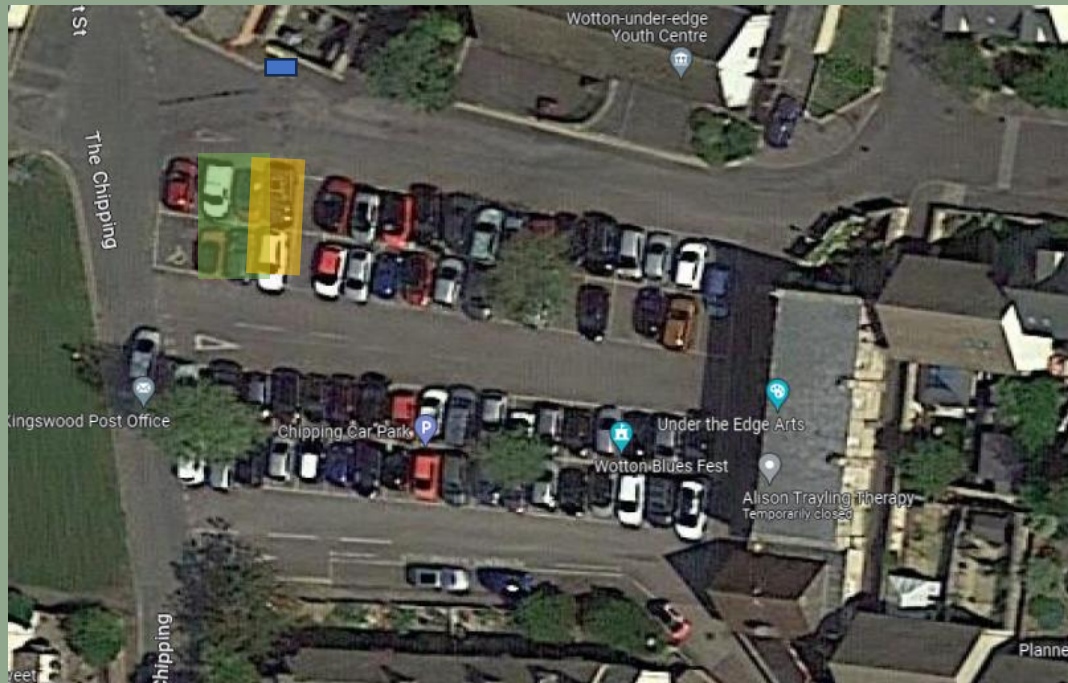
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Chipping Street Car Park * pending review

Street: Chipping Street	Latitude: 51.63667450835871
Post code: GL12 7AD	Longitude: -2.353821260144362
Town: Wotton under Edge	Number/Type of EVCP: 1 x dual 7kw Gecko + 1x passive
Notes: Very small bays. Stroud DC will rearrange bays to accommodate EVCPs. Potentially bays will be positioned horizontal. Protective bollard for EVCP. Feeder pillar located by the substation	

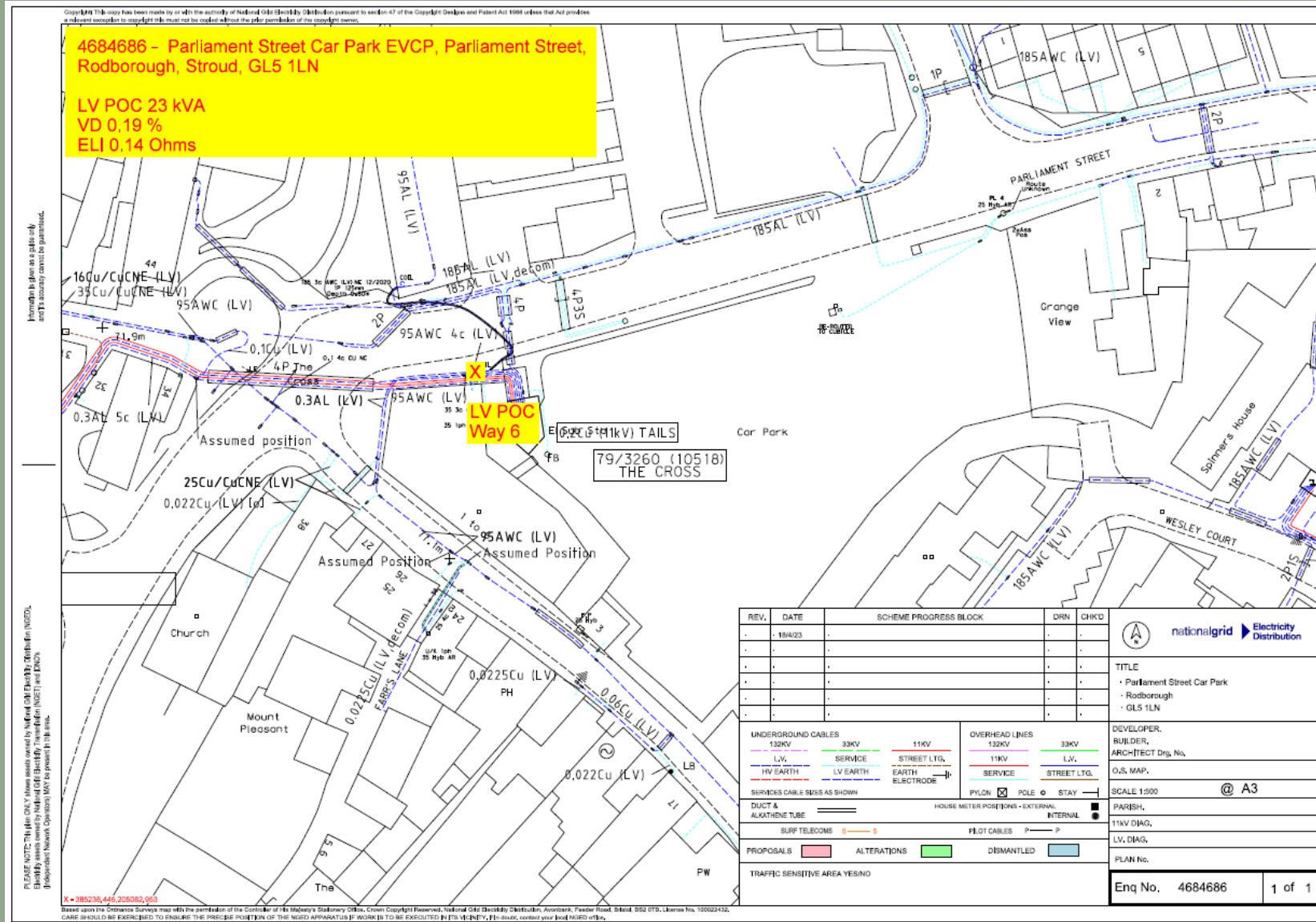


Parliament Street Car Park *rejected

Street: Parliament Street	Latitude: 51.7451334349978
Post code: GL5 1LN	Longitude: -2.2134778018884838
Town: Stroud	Number/Type of EVCP: 1 x dual 7kw Gecko
Notes: Single Phase 100Amp supply, 35kVa	



Parliament Street Car Park *rejected



Further Operational Notes:

- Berkeley, Marybrook Street Car Park – The line capacity at the connection point is limited and therefore there is no scope to increase the number of chargers, or to futureproof potential demand, by reserving supply capacity.
- Dursley, May Lane Car Park – Rather than install one 22kw dual charger, we are planning to install two 7kw dual chargers, with further future proofed capacity should demand increase. There is no viability to use the supply from the toilet block on site.
- Nailsworth, Newmarket Road Car Park – As per Dursley, rather than install one 22kw dual charger, we are planning to install two 7kw dual chargers, with further future proofed capacity should demand increase.
- Painswick, Stamages Lane Car Park – As per Dursley and Nailsworth, rather than install one 22kw dual charger, we are planning to install two 7kw dual chargers, with further future proofed capacity should demand increase. We're aware of requests from within the community for charging, so expect some early demand. Again there is no viability to use the power supply from the toilets.
- Stonehouse, High Street Car Park – The connection point is close to an electricity sub station, adjacent to the car park. However, it is complicated by the ownership of the land where connection is indicated. Currently we believe this to be private, which will require potential licences to be sought before commencement. A further complication is the access to the medical centre by vehicle and the ongoing discussions to adjust the parking regulations in line with higher use.
- Stroud, London Road (Surface) Car Park – London Road CP to become a charging hub, utilising the available capacity from the supply to the multistorey car park to power a faster 22kw charger. This is to be located just outside the entrance to the multistorey car park. At the entrance, we plan to utilise the DNO connection for a further x4 charging bays, with future proofed capacity built in.
- Stroud, Parliament Street Car Park – the available connection points are significantly below the level of the car park, which would require substantial civil engineering works to introduce charge points. On this basis, Parliament Street Car Park has been withdrawn from the phase 1 roll out plan.
- Wotton under Edge, The Chipping Car Park – spaces at this car park are tight and identifying a suitable location to site the feeder pillar and chargepoint column has been challenging. The live plan is to reconfigure the layout slightly, whilst ensuring the EV bays are located within a long stay section of the car park. However consideration is also being given to Potters Pond Car Park and the new Symm Lane Car Park, as referred to in the report.