

## Company Directive

### STANDARD TECHNIQUE: SD5G/2 (Part 1)

#### Relating to the Connection of Low Carbon Technology (Electric Vehicle Charge Points and Heat Pumps) with a Capacity $\leq 32A$ per phase

##### Policy Summary

This document defines Company policy for processing notifications and applications from customers or installers for the connection of individual or multiple Electric Vehicle Charge Points and/or Heat Pumps each with a rating  $\leq 32A$  per phase onto WPD's low voltage distribution system.

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**Implementation Date:** March 2019

**Approved by**



Policy Manager

**Date:**

28 February 2019

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## **IMPLEMENTATION PLAN**

### **Introduction**

This document details the approach for managing Electric Vehicle (EV) Charge Point and/or Heat Pump (HP) installation notifications and applications for individual or multiple equipment (installed beyond the same point of supply) rated up to 32A per phase onto Western Power Distribution's (WPD's) distribution network.

### **Main Changes**

The document has been amended to include Heat Pumps and the Energy Network Association's combined Electric Vehicle and Heat Pump application and notification process.

### **Impact of Changes**

The application and notification processes and forms have been amended and a new calculator tool has been created to determine the required connection characteristics for combined EV and HP installations.

### **Implementation Actions**

Team Managers shall ensure that appropriate staff are aware of, and follow, the requirements of this document.

### **Implementation Timetable**

This Standard Technique shall be implemented with immediate effect for new or modified connections involving Low Carbon Technology.

## REVISION HISTORY

Document Revision & Review Table		
Date	Comments	Author
March 2019	<ul style="list-style-type: none"> <li>Amended to comply with the new ENA EV &amp; HP simplified Application and Notification process</li> <li>Heat pumps with a rating <math>\leq</math> 32A have been included</li> <li>New impedance calculator tool – clause 7.3</li> </ul>	Seth Treasure
December 2018	<ul style="list-style-type: none"> <li>Secondary supplies for EV charge points located at fuel filling stations have been accepted (clause 12).</li> <li>Requirement for maximum number of EV charge points on high impedance circuits (clause 9).</li> </ul>	Seth Treasure
September 2018	<ul style="list-style-type: none"> <li>ST:NC1AA/1 has been removed and replaced by this document</li> </ul>	Seth Treasure

## 1.0 INTRODUCTION

- 1.1 This Standard Technique describes WPD policy for processing notifications and applications from customers, or their nominated installer, for the installation and connection of individual or multiple Low Carbon Technologies (LCT's – Electric Vehicle Charge Points and Heat Pumps) - (installed beyond the same point of supply) each rated up to 32A per phase to WPD's low voltage distribution system.
- 1.2 This policy will be read in conjunction with Standard Technique: SD5G Part 2 which relates to installations that contain Low Carbon Technologies with a rating > 32A.
- 1.3 WPD will use the information provided by the customer or installer to assess the suitability of the existing network to supply the Low Carbon Technology. Suitability will be based upon the network's susceptibility to voltage fluctuations, flicker and harmonic voltage distortion, as well as ensuring it is kept within the designated thermal and voltage limits.
- 1.4 This Standard Technique should also be read in conjunction with ST:SD5A, ST:SD5C, ST:SD5E, ST:SD5K, ST:SD5O, ST:SD5R, ST:SD6J, ST:TP21E, and ST:NC1P.
- 1.5 The installation of multiple Electric Vehicle charge Points with a point of supply (POS) at high voltage (HV) is outside of the scope of this document. However, the connection requirements for a limited number of EV charge points with a POS at HV are detailed with the Part 2 version of SD5G.

## 2.0 APPLICATION AND NOTIFICATION PROCESS

- 2.1 The IET Code of Practice has been created to assist the installer in ensuring the installation of electric vehicle charging equipment complies with the relevant requirements of BS7671:2008 (as amended) and the Electricity Safety, Quality and Continuity Regulations 2002 (as amended).

- 2.2 The installer of any electric vehicle charging or heat pump infrastructure shall:

- (a) Follow the Notification process for the installation of a single item<sup>(1)</sup> and where there are no identified adequacy or safety concerns with the property's existing service equipment and where the post installation maximum demand is less than 60 amps.

The notification shall be sent by the installer directly to the DNO within one calendar month of installation, using the form found in Appendix E.

or

- (b) Follow the Application process for the installation of multiple items<sup>(1)</sup> or where there is identified adequacy or safety concerns with the property's existing service equipment or where the post installation maximum demand is greater than 60 amps.

Note;

(1) – The notification process is only acceptable for the installation of either one electric vehicle charge point or one heat pump with a rating  $\leq$  32A and where there is no adequacy concerns. The installation of more than one item at the same premises shall always follow the application process.

The Application / Notification form is detailed within Appendix D and can also be found via the [following link](#).

For installations of Low Carbon Technology at multiple locations, the ENA have provided a spreadsheet available via the [following link](#).

### **3.0 CONNECTIONS**

3.1 Connections for Low Carbon Technology shall be designed in accordance with ST: SD5A.

3.2 Connections including Low Carbon Technology shall be designed with a network impedance that meets the requirements of this document at the point of common coupling (PCC).

3.3 Connections including Low Carbon Technology shall not be connected via a service loop. *See clause 10.5.*

3.4 Where a connection supplies more than one LCT, no diversity shall be allowed unless load control is provided and verified by the charge point installer to prevent the service and cut-out from being overloaded.

### **4.0 MINIMUM CUSTOMER INFORMATION**

4.1 The installer shall submit a completed ENA LCT Application / Notification form (Appendix D)

4.2 For installations that include multiple items the installer shall apply to connect and shall submit the following:

- Make, Model and rating of EV Charge Point/s

And where necessary

- The heat pump type register number (relating to the heat pump database), detailing the make and model number.

Or

- Provide technical data regarding Harmonics and Flicker (Power Quality forms J1/J2/J3).

4.3 For information regarding whether an Application or Notification is required, the ENA Process map can be found via the following [Link](#).

4.4 Installers not meeting the minimum information requirements shall be contacted to provide the missing information.

## 5.0 ASSESSMENT PROCEDURE

- 5.1 The Records Team will complete an initial assessment of the information supplied within the notification and, where a LCT demand is less than or equal to 16A single phase and where the overall demand is less than or equal to 60A, will record the relevant information within CROWN.
- 5.2 For any other LCT notifications and for all LCT applications, the Records Team will attach the forms to an unclassified connection enquiry marked **\*\*EV/HP\*\*** and pass to the local teams.
- 5.3 The local Planner will assess the connection;
- When the total after diversity maximum demand of the connection exceeds 60 amps per phase or
  - When the adequacy of the connection is in doubt or
  - When the rating of the LCT is greater than 16 amps
- 5.4 The installation will be accepted if;
- The service conductors, cutout and metering equipment have sufficient thermal capacity and;
  - For the installation of LCT to the connection is not made via a looped service (either via the first cut-out or the subsequent looped cut-outs).
  - The impedance at the point of common coupling satisfies the requirement detailed within Table 2 for an individual EV charge point installation or for multiple installations and for installations including heat pumps the impedance requirement as determined within the appropriate Impedance Calculator (see clause 7.2 & 7.3).
  - For the installation of heat pumps the impedance at the cutout satisfies the requirements of the heat pump flicker calculation as detailed within the heat pump impedance calculator.
- 5.5 Any LCT Notification or Application connecting to a network which fails to meet the design requirements detailed above will require a reinforcement scheme to be designed and a connection offer to be made to the applicant. This may or may not include chargeable costs, depending on the work required. The installer will be required to disconnect the charge point until the required reinforcement has been completed.
- 5.6 All Low Carbon Technology applications will include an assessment of the total number of LCT's connected to the WPD network using the CROWN reporting function as detailed within section 9.
- 5.7 A list of letters for the interaction with installers / customers is provided within <N:\Connections\Guidance & Overview\Low Carbon Technology\EV Letter Templates>

## 6.0 EARTHING ARRANGEMENTS *(Electric Vehicle charge points only)*

6.1 In accordance with The IET Wiring Regulations (Eighteenth Edition) BS 7671 and ST: TP21E, “ A PME earthing facility shall not be used as the means of earthing for the protective conductor contact of a charge point located outdoors or that might reasonably be expected to be used to charge a vehicle located outdoors unless one of the following methods is used” :-

- The charge point forms part of a three phase installation where all of the demand including the charge point/s are balanced over all of the available phases.
- The car charging installation includes an earth electrode of sufficient resistance to ensure that the Rise of Earth Potential (ROEP) will be limited to a maximum of 70 volts during a broken neutral event.
- Protection against electric shock is provided by a device which disconnects the charging point from the live conductors of the supply and from protective earth within 5 s in the event of a broken neutral (*this device is not available at time of publication*).

6.2 In view of the possible future conversion of SNE networks to PME, a SNE Earth Terminal shall not normally be offered for a supply solely for the Charging of Electric Vehicles. A SNE earth terminal may only be provided to a Charging Pillar when it can be guaranteed that there is complete separation of the neutral and earth conductors along the entire length of the circuit (except for at the substation).

6.3 Where a SNE earth terminal is provided on a guaranteed SNE main, the WPD mapping system shall be updated with the following note “Guaranteed SNE Main”.

6.4 TT earthing arrangements shall be utilised by electric vehicle charging pillars that do not meet the PME or SNE requirements specified within clause 6.1 or 6.2.

6.5 The customers buried TT earthing system shall be segregated from any WPD buried earthing systems (including buried LV metalwork and traditional Paper Insulated Lead Covered cables) by the required distance detailed within Table 1:

<b>Connection:</b>	<b>Single Phase or Unbalanced 3 Phase Connection</b>	<b>Balanced Three Phase Connection</b>
Minimum Segregation	3.6m	0.3m

**Table 1 – Segregation requirement between Earthing Zones**

6.6 The electric vehicle charge point (including any bonded metallic objects) shall be segregated (above ground) from metalwork connected to PME or SNE earthing systems by at least 2.5m e.g. metallic street lights and steel frame buildings.

## 7.0 IMPEDANCE REQUIREMENTS FOR LOW CARBON TECHNOLOGY

7.1 Individual connections of electric vehicles shall comply with the requirements of Table 2 detailed below. The values represented are required at the Point of Common Coupling (PCC).

Equipment Rating (A)	Equipment rating (kVA)			Minimum short circuit power (kVA)			Minimum fault current (A)			Maximum source impedance at PCC (ohms)		
	1 phase	split phase	three phase	1 phase	split phase	three phase	1 phase	split phase	three phase	1 phase (1)	split phase (2)	three phase (3)
16	3.680	7.36	11.085	55.200	110.4	166.277	240	240	240	0.958	1.917	0.962
17	3.910	7.82	11.778	58.650	117.3	176.669	255	255	255	0.902	1.804	0.906
18	4.140	8.28	12.471	62.100	124.2	187.061	270	270	270	0.852	1.704	0.855
19	4.370	8.74	13.164	65.550	131.1	197.454	285	285	285	0.807	1.614	0.810
20	4.600	9.20	13.856	69.000	138	207.846	300	300	300	0.767	1.533	0.770
21	4.830	9.66	14.549	72.450	144.9	218.238	315	315	315	0.730	1.460	0.733
22	5.060	10.12	15.242	75.900	151.8	228.631	330	330	330	0.697	1.394	0.700
23	5.290	10.58	15.935	79.350	158.7	239.023	345	345	345	0.667	1.333	0.669
24	5.520	11.04	16.628	82.800	165.6	249.415	360	360	360	0.639	1.278	0.642
25	5.750	11.50	17.321	86.250	172.5	259.808	375	375	375	0.613	1.227	0.616
26	5.980	11.96	18.013	89.700	179.4	270.200	390	390	390	0.590	1.179	0.592
27	6.210	12.42	18.706	93.150	186.3	280.592	405	405	405	0.568	1.136	0.570
28	6.440	12.88	19.399	96.600	193.2	290.984	420	420	420	0.548	1.095	0.550
29	6.670	13.34	20.092	100.050	200.1	301.377	435	435	435	0.529	1.057	0.531
30	6.900	13.80	20.785	103.500	207	311.769	450	450	450	0.511	1.022	0.513
31	7.130	14.26	21.477	106.950	213.9	322.161	465	465	465	0.495	0.989	0.497
32	7.360	14.72	22.170	110.400	220.8	332.554	480	480	480	0.479	0.958	0.481

**Table 2 – Minimum Fault level/Maximum Impedance at PCC for R<sub>sce</sub>=15**

Notes; (1) Phase to Neutral impedance  
 (2) Phase to Phase impedance  
 (3) Phase impedance (line impedance)

7.2 Connections for more than one installation of electric vehicle charger shall comply with the impedance requirements detailed by using the 'Impedance Calculator – R<sub>sce</sub> = 15' found via the following [Link](#).

7.3 The power quality data regarding the majority of heat pumps can be found on the ENA Heat Pump Database which is located on the ENA Website or alternatively WPD have collated a similar table which can be found via the [following link](#).

7.4 The impedance requirement for heat pumps or for connections that include heat pumps and electric vehicle charge points with a rating  $\leq$  32A shall comply with the impedance requirements detailed by using the 'Impedance calculator – EV & HP' found via the following [Link](#).

**Note:**

Where the Electric Vehicle Charge Point has an A.C. output the conversion to D.C. is made within the Electric Vehicle itself, therefore the Harmonic Emissions are produced by the vehicle and are subject to the make and model.

It has been determined that where the capacity of the Electric Vehicle Charge Point is rated  $\leq$  32A per phase (A.C.), the installation will be compliant with the technical requirements of BSEN 61000-3-2 and BSEN 61000-3-3 regarding Harmonics and Flicker respectively.



## 8.0 DEMAND REQUIREMENTS FOR LOW CARBON TECHNOLOGIES

- 8.1 When undertaking an assessment of the service and cut out (sole use equipment) for thermal capacity, no diversity factor shall be applied.
- 8.2 When undertaking an assessment of the network capacity (transformers and mains conductors) for thermal capacity, the diversity factor as detailed within Standard Technique: SD5A shall be applied. This is currently set at a 50%.
- 8.3 Customer load management schemes for Low Carbon Technologies will be accepted if the principles of Standard Technique: SD1E (ENA ER G100) are followed.

## 9.0 MAXIMUM NUMBER OF LOW CARBON TECHNOLOGIES PER CIRCUIT

- 9.1 Due to the summation of harmonic currents within the distribution network, there is a finite amount of LCT that can be connected to a low voltage circuit.
- 9.2 Where an existing circuit is found to be non-compliant with the requirements of Table 3, the circuit shall be redesigned to reduce the maximum source impedance of the main (excluding services).
- 9.3 Reinforcement of existing shared use assets (conductors and transformers) due to the compliance of the network with Table 3 shall be at the cost of the company and **Budget Code 12** shall be used. Unless there are reasons to believe that harmonic current are at exceptionally high levels (significant risk of overheating equipment), the EV charge points can remain connected.

Source Impedance of main (ph-n) (Z Max)					
Transformer rating (kVA)	less than 0.144 Ω	0.145 to 0.245 Ω	0.246 to 0.35 Ω	0.351 to 0.479 Ω	greater than 0.479 Ω
Up to 16	1	1	1	1	0
25 to 315	Limited by rating of circuit <sup>(3)</sup>	Limited by rating of circuit <sup>(3)</sup>	6	3	0

	less than 0.144 Ω	0.145 to 0.17 Ω	0.171 to 0.35 Ω	0.351 to 0.479 Ω	greater than 0.479 Ω
500 and above	Limited by rating of circuit <sup>(3)</sup>	20	6	3	0

**Table 3 – Maximum number of Low Carbon Technologies per phase** <sup>(1) (2)</sup>

- Notes;
- (1) Equipment rated  $\leq 32A$  per phase
  - (2) Three phase equipment will count as 1 per phase
  - (3) The maximum number of LCT will be limited by the thermal capacity of the circuit
  - (4) The impedance requirements set out with Standard Technique: SD5R must also be satisfied

- 9.4 The number of Low Carbon Technologies connected to the WPD Distribution network can be found via the CROWN Reporting function for Low Carbon Technology (LCT) but due to notification enquiries being submitted via the Records Team. An automated report will be generated and forwarded to the relevant Distribution Manager to highlight circuits with high levels of LCT.

## **10.0 POWER QUALITY REQUIREMENTS FOR LOW CARBON TECHNOLOGY**

- 10.1 The installation shall comply with the requirements of Energy Network Association Engineering Recommendation G5 regarding Harmonic emissions.
- 10.2 The installation shall comply with the requirements of Energy Network Association Engineering Recommendation P28 regarding Voltage Fluctuations (Flicker).
- 10.3 The installation shall comply with the requirements of Energy Network Association Engineering Recommendation P29 regarding Voltage Unbalance.

**Note:** By following the processes within this document, the installation will be deemed compliant with the above Engineering Recommendations.

## **11.0 REINFORCEMENT FOR LCT (ELECTRIC VEHICLE CHARGEPOINTS & HEAT PUMPS rated $\leq 32A$ per phase) <sup>(1)</sup>**

- 11.1 Where it has been determined that the installation of low carbon technology will thermally overload sole use items – transformer, conductors, cut out<sup>(2)</sup>, metering tails or meter<sup>(3)</sup> the item(s) of concern shall be upgraded to a sufficient capacity and due to the item(s) being sole use the customer shall fully fund the required reinforcement works. WPD will however upgrade the fuse element at nil cost (where the cutout has sufficient capacity).
- 11.2 If a sole use item (cut out, service conductor) requires reinforcement works and the shared use main also requires reinforcement works due to thermal constraints. The reinforcement cost of upgrading the shared use main shall be apportioned in accordance with ST: NC1P. The reinforcement costs shall be split across Budget Code 10 and 19.
- 11.3 If the sole use items (cut out or service conductors etc.) do not require reinforcement works but the shared use main does need upgrading. The cost to upgrade the shared use items shall be fully funded by WPD <sup>(4)</sup> (Socialised cost recovered via DUOS charges).
- 11.4 WPD will fully fund any reinforcement works required to reduce the impedance of a point of connection and/or at the point of supply to connect one electric vehicle charge point and one heat pump where both items are rated  $\leq 32A$  and where both items comply with the technical requirements of BSEN 61000-3-2 and BSEN 61000-3-3 for harmonics and flicker respectively. In addition, WPD will only contribute towards the cost of the reinforcement works where the service/cutout is not thermally overloaded. The required impedance at the Point of Common Coupling (PCC) is  $0.336\Omega$  and at the point of supply (POS) it is  $0.47\Omega$ .
- 11.5 The customer will fully fund any required reinforcement works where the equipment does not comply with the technical requirements of BSEN 61000-3-2 and BSEN 61000-3-3 and where the required impedance at the PCC is  $< 0.336\Omega$  and at the POS it is  $< 0.47$ .

- 11.6 Services that have been looped via the incoming terminals of a cutout shall be removed for the installation of Low Carbon Technology. Where a service is looped and deemed inadequate the service will be replaced at WPD's cost and shall be allocated to Budget Code 49 and Engineering Class 77 – Service Replacement. Where a service has been looped by an alternative method, the connection shall be analysed for compliance with thermal and voltage requirements (SD5A and SD5K etc.) and each customer connection shall be individually fused.
- 11.7 WPD will only contribute to required reinforcement costs where the connection is to an existing domestic (profile class 1-2) or small business (profile class 3-4) property with whole current metering.
- 11.8 Where reinforcement works are required for new connections or for properties with a profile class 5-8 with CT metering, any required reinforcement works shall be fully funded by the customer / installer.

*Notes:*

- (1) *Western Power Distribution's policy regarding the charging methodology for the reinforcement of the distribution system is detailed within Standard Technique: NC1P.*
- (2) *Fixed price costings can be utilised for simplistic reinforcement works (cut out changes etc.), the fixed costs can be found via Standard Technique: CS4E.*
- (3) *Where the meter or meter tails of an installation are deemed to be thermally overloaded, the customer's supplier shall be informed. The EV installation will remain disconnected until the supplier has confirmed that reinforcement works have been completed.*

## **12.0 ARRANGEMENTS FOR FUEL FILLING STATIONS**<sup>(1)</sup> *(Electric vehicle charge points only)*

- 12.1 WPD will not provide an earth terminal for a supply direct to a fuel filling station<sup>(2)</sup> or to a secondary<sup>(3)</sup> supply to an electric vehicle charge point<sup>(4)</sup>. The installer shall confirm that the existing fuel filling station connection does not utilise an earth connection from WPD (PME or SNE).

Where a legacy earth connection has been provided (PME or SNE), the WPD earth terminal shall be removed at WPD's cost prior to the energisation of the second supply or energisation of the electric vehicle charge point. Any changes to the customer's earthing system shall be completed by the customer at their expense.

- 12.2 The supplying cable shall not be routed through any noted hazardous areas<sup>(5)</sup> (fuel pumps, fuel storage, fuel filling, fuel vents / manholes).
- 12.3 A prominent warning label<sup>(6)</sup> shall be mounted on the supply cubicle of the EV charge point and cutout position of the fuel filling station to indicate that multiple supplies exist at the premises and the location of the alternate supply.

## Notes:

- (1) The installer shall ensure that Electric Vehicle Charge points comply with the requirements of the IET Code of Practice for Electric Vehicle Charging Equipment Installation (as revised).
- (2) 'Fuel Filling Station' means the forecourt and associated shop at a fuel dispensing installation (e.g. petroleum, diesel or LPG and also includes areas where dangerous/explosive substances are stored (e.g. bulk storage installations). See ST: TP21E for further guidance.
- (3) A supply positioned within a 10m radius of any extraneous metalwork bonded to the earthing system of a fuel filling station that has its own supply shall be deemed to be a secondary supply.
- (4) Where a secondary supply is provided to the electric vehicle charge point the Electric Vehicle Charge Point supply shall have a TT earthing system and shall be bonded to the TT earthing system of the Fuel filling station.
- (5) The customer shall provide WPD with a plan of the site detailing the hazardous zones. A typical hazardous area plan can be found via the following [link](#)
- (6) A typical warning label can be found via the following [link](#)

## 13.0 MULTIPLE CONNECTIONS

13.1 WPD normally provides a single point of connection to each site or premises but in some cases the customer may require more than one connection, for example, where:

- enhanced security is required
- the site is large and fragmented and there is no electrical interconnection between separate parts of the site
- the area for an electric vehicle charge point has been leased to a third party company

13.2 Where EV charge points are proposed, one or more additional points of connection may also be requested to supply the charge points, however multiple connections introduce a number of challenges including:

- a risk of paralleling WPD's connections through the customer's network
- complex earthing / bonding issues
- added complexity (e.g. means of electrically isolating the site under emergency conditions or when work is carried out)

(a) Risk of Paralleling:

It is essential that the multiple connections are not paralleled through the customer's network. If this were to occur this could adversely affect the protection performance and/or cause current to flow through the customer's network. This flow of current could overload cables, switchgear etc. or give rise to unexpected power flow through the metering.

In order to prevent the customer's network from being paralleled the customer shall either:

- Physically segregate the network supplied by each connection so that interconnection is impossible.
- Fit interlocking to prevent paralleling. This interlocking shall either consist of mechanical interlocking (without over-ride facilities) and/or fail-safe electrical (hard wired) interlocking. Where electrical interlocking is provided any mechanical closing facilities must be disabled to prevent it from being bypassed.

Software interlocking provided by programmable logic controllers (PLCs), programmable relays or equivalent are not acceptable.

(b) Complex Earthing / Bonding:

The earthing systems of each connection may be derived from different earth electrodes / earthing systems. This could cause differences in potential between items of equipment, including charge points, connected / bonded to different connections, if adequate precautions are not taken.

Precautions shall include either:

- Ensuring metalwork and items of equipment that are connected / bonded to the earth terminal of different connections are physically segregated from each other to prevent anyone touching both items of equipment at the same time. Where this approach is used any item of equipment that could possibly transfer the potential from one earth zone to another must be removed / isolated (e.g. pipes, wiring, fences, communication cables etc.); or
- Ensure the earthing systems associated with each connection are common (i.e. physically bonded together). Where this approach is taken each connection must utilise the same type of earthing and it is not acceptable to bond different earthing types together. The only exception is that a PME connection may be bonded to a "SNE connection derived from a CNE network" since both options are considered to be a type of TN-C-S. Any such bonding must be rated for the current that is expected to flow through it. For LV installations the bonding shall satisfy the requirements for main equipotential bonding within the IET Wiring Regulations (BS7671).

All connections that are bonded together shall comply with the requirements of Section 6.

Multiple connections provided at different voltages (e.g. one connection provided at 11kV and one at LV) should be avoided, where possible. Where this cannot be avoided precautions shall be taken to prevent earth potential rise caused by faults on the high voltage network from causing danger in the low voltage system. The simplest way of achieving this is to physically segregate the buildings / metalwork / equipment supplied by each connection.

Further guidance on earthing is included in ST: TP21D.

(c) Isolation Requirements:

Where multiple connections are provided, the means of disconnecting and isolating the customer's network will be more complex than normal. Appropriate schematic drawings and labels / notices shall be provided at each connection point that clearly state i) that more than one connection point is provided and ii) describe where the other points of disconnection / isolation are.

**14.0 IDNO NETWORKS**

14.1 The responsibility for the connection of LCT within an IDNO network lies with the IDNO and not with WPD.

14.2 Under the requirements of ENA EREC G88 IDNOs are obliged to provide WPD with technical details of the disturbing load that is connected to, or proposed to be connected to, their network. In this context disturbing load is demand or generation that is outside of the scope of stage 1 of ENA EREC G5, P28 or P29 (i.e. typically equipment rated > 75A per phase).

CONNECTING LCT TO AN LV NETWORK

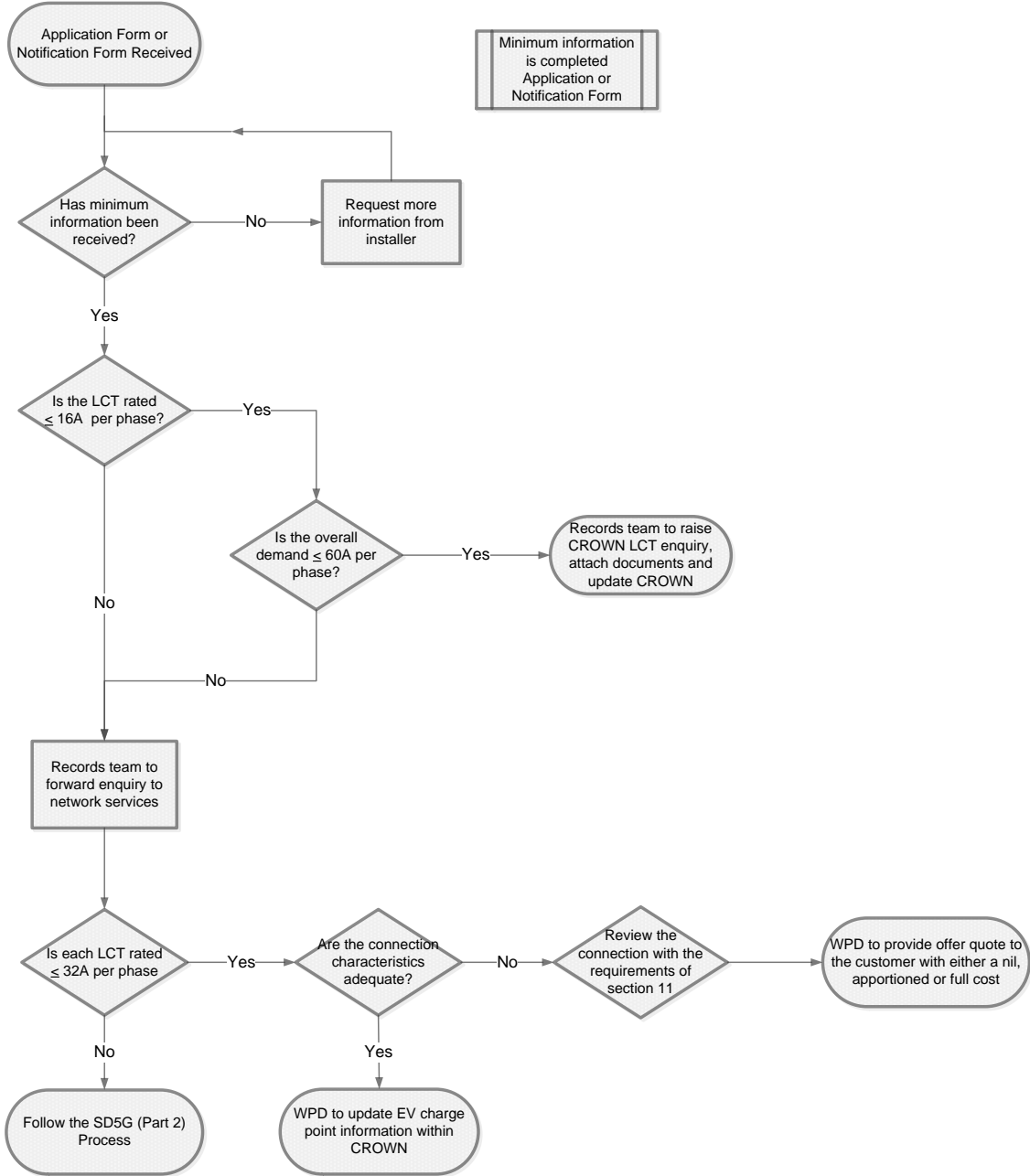


Figure 1 – LCT Connection Process

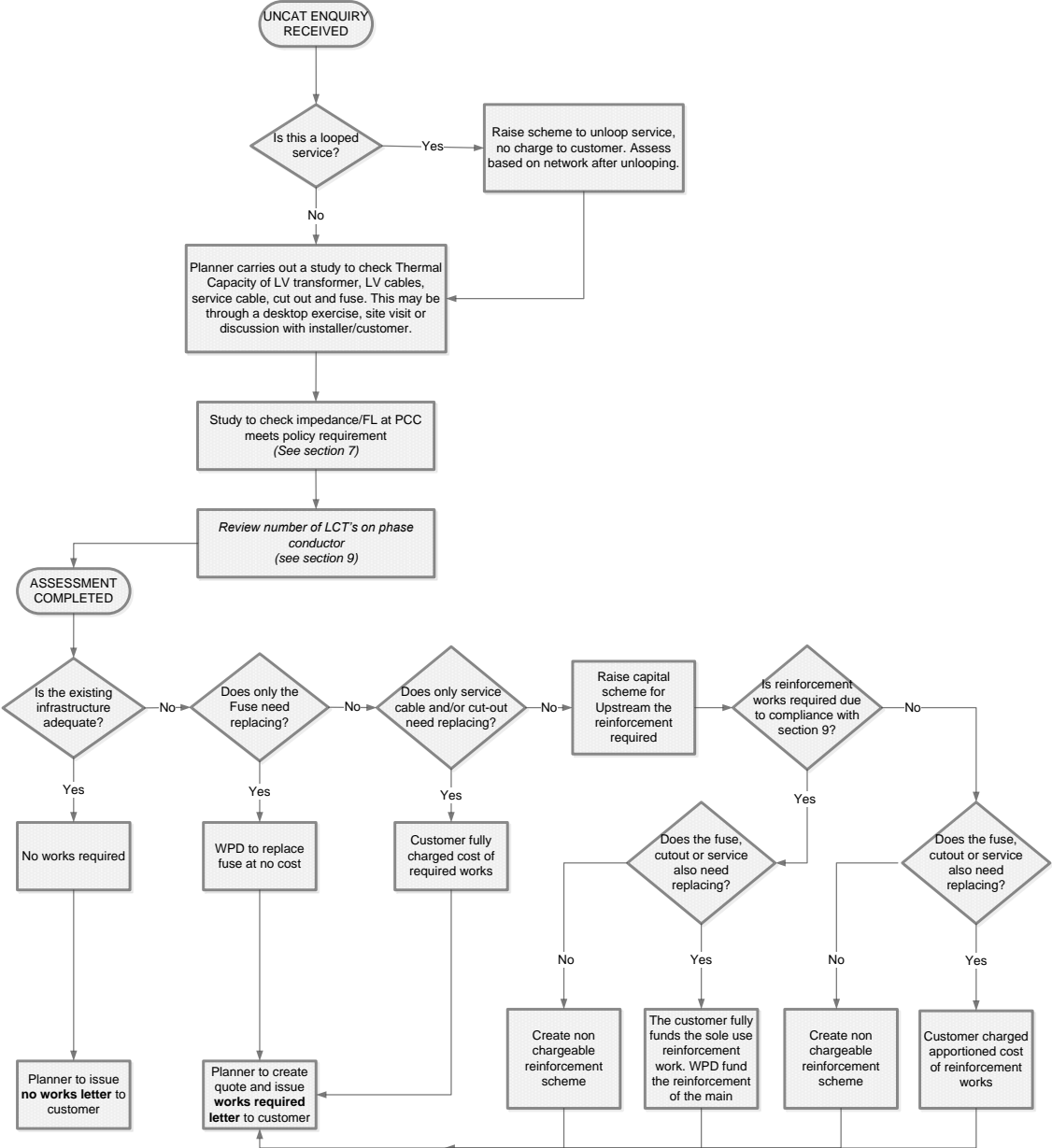


Figure 2 – WPD LCT Charging Methodology



**A.1 RECORDING INFORMATION IN CROWN**

- A.1.1 When an LCT notification form is received by the WPD,NewSupplies, WPD,NewSuppliesMids, or WPD,NewSuppliesWales mailbox, the form shall be checked for minimum information.
- A.1.2 The Records Team will raise a Low Carbon Technology Notification enquiry and attach all documentation to the enquiry.
- A.1.3 For notifications with LCT equipment rated  $\leq 16A$  per phase and where the overall demand is  $\leq 60A$ , the Records team will record the presence of a charge point and its maximum demand (in kW) under the relevant customer MPAN.
- A.1.4 The conversion of demand from Amperes to Power on the LV network shall use 230V 1ph, 460V 2ph and 690V 3ph:

Equipment Rating (A)	Equipment rating (kW)		
	1 phase	split phase	three phase
1	0.230	0.46	0.693
2	0.460	0.92	1.386
3	0.690	1.38	2.078
4	0.920	1.84	2.771
5	1.150	2.30	3.464
6	1.380	2.76	4.157
7	1.610	3.22	4.850
8	1.840	3.68	5.543
9	2.070	4.14	6.235
10	2.300	4.60	6.928
11	2.530	5.06	7.621
12	2.760	5.52	8.314
13	2.990	5.98	9.007
14	3.220	6.44	9.699
15	3.450	6.90	10.392
16	3.680	7.36	11.085

- A.1.5 For notifications of LCT rated over 16A per phase and for all applications or new connections, the Records Team will pass the enquiry on to the responsible Planning Team.
- A.1.6 For notifications, the Planner will assess the network and if acceptable, the Planner will record the connected charge point/s in CROWN via a Low Carbon Technology Notification enquiry.
- A.1.7 For cases where a supply upgrade is required, the Planner will raise a quotation and issue to the customer. This will also be required for non-chargeable schemes, where a nil-cost quote will be issued.

## **A.2 MONITORING LOW CARBON TECHNOLOGY LEVELS**

- A.2.1 The Policy Team shall monitor and review the levels of LCT connected on the LV network using the CROWN reporting function and will inform Network Services of Low Carbon Technology hot spots as per ST: SD1D.

# EV & HP Application

## APPENDIX D



### Application Form for the Installation of Low Carbon Technologies

This application form must be completed and sent by the installer to the DNO directly when installing an **Electric Vehicle Charge Point or Heat Pump**. This form should be used for premises with an existing DNO connection. For new DNO connections, this form should be used in addition to a new electricity connection application. To ensure the safety and security of the Electricity Networks, depending on the size, type and location of the installation, you may need to apply for a connection with the DNO **prior to installation** of the device. To determine if you need to apply to the DNO for a connection prior to installation or not, please ensure you read and understand the connection processes for Electric Vehicles and Heat Pumps on the ENA website here: <http://www.energynetworks.org/electricity/futures/electric-vehicles-and-heat-pumps.html>

For help identifying the correct DNO and their contact details please visit:

[http://www.energynetworks.org/assets/files/electricity/futures/Electric%20Vehicles%20and%20Heat%20Pumps/dno\\_info\\_for\\_ev&hp\\_310818.pdf](http://www.energynetworks.org/assets/files/electricity/futures/Electric%20Vehicles%20and%20Heat%20Pumps/dno_info_for_ev&hp_310818.pdf)

Please note that:

- One form must be submitted per device per premises. For multiple devices (including multiple devices under one controller) or multiple properties, please use the multiple installations spreadsheet, also available on the ENA website here: <http://www.energynetworks.org/electricity/futures/electric-vehicles-and-heat-pumps.html>
- An 'adequacy of the supply' assessment is required prior to any Electric Vehicle Charge Point or Heat Pump installation. This requires a load survey to calculate the **new Maximum Demand (MD)**, including the device to be installed.
- The DNO must be contacted **in advance of installation** where there is an identified issue with adequacy or safety concern with the premises existing service equipment, where the new MD is greater than the cut-out rating, where the new MD is >60A (13.8kVA single phase) for residential properties or the devices do not meet the required standards.\* Depending on the size and/or number of devices being connected, the DNO may ask for additional information to be supplied.
- In certain circumstances, for example if the total MD of the premises is ≤60A and adequacy of the connection is known\*, the DNO shall be notified within 28 days of the installation.
- Any reinforcement costs associated with this installation may be recharged to the customer.

Providing that this form is fully and correctly completed, the following timeframes are applicable:

- Properties with **new MD** ≤60A and meeting all other relevant requirements\* - installers can connect their device(s) and shall notify the DNO by filling in this form within 28 days of the installation
- Properties with **new MD** between 60A and 100A inclusive (and not CT metered) - the installer must apply for a connection prior to installation by filling in this form and the DNO will assess the supply capacity within 10 working days
- Properties with **new MD** >100A (and not CT metered) - the installer must apply for a connection prior to installation by filling in this form. Timescales as per the Electricity Distribution Licence, Electricity (Guaranteed Standards of Performance) Regulations 2010: <https://www.ofgem.gov.uk/ofgem-publications/47616/connections-gsop-guidance-sept0809.pdf>. See local DNO connections Guaranteed Standards of Service for specific response timescales in your area.

\* All devices must comply with the process described on the ENA website here: <http://www.energynetworks.org/electricity/futures/electric-vehicles-and-heat-pumps.html>

### Installer Contact Details

Name	
Company	
Address line 1	
Address line 2	
Town	
Postcode	
Contact Number	
Email	

### Customer Contact Details

Name	
Address line 1	
Address line 2	
Town	
Postcode	
Contact Number	

### Installation Location Address (if different from Customer Address)

Name	
Address line 1	
Address line 2	
Town	
Postcode	
Contact Number	

### Electrical Installation Details

<b>Type of Installation</b> Please note that one technology per form should be used	<input type="checkbox"/> Electric Vehicle Charge Point <input type="checkbox"/> Heat Pump	
<b>MPAN (11 digit MPRN if Northern Ireland)</b> See <a href="http://www.energynetworks.org/electricity/futures/electric-vehicles-and-heat-pumps.html">http://www.energynetworks.org/electricity/futures/electric-vehicles-and-heat-pumps.html</a> for details. If the supply is unmetered, the 'Apply to Connect' process is applicable and the local DNO must be contacted.	-----	
<b>Number of Phases</b>	<input type="checkbox"/> Single Phase <input type="checkbox"/> Split/two Phase <input type="checkbox"/> Three Phase	
<b>Declared Voltage at Connection Point</b>	..... Volts	
<b>Maximum Demand (MD) of premises</b> Including proposed installation, concluded from a Load Survey, as well as any import or load limiting devices.	..... Amps (per phase)	
<b>Does this premises include an import or load limiting device?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Maximum Current Demand the proposed EV/HP can draw</b> Include any associated immersion elements. The maximum simultaneous demand must be stated <sup>†</sup> . Additional equipment/reconfiguration not included in this application is not permitted after installation	..... Amps	<input type="checkbox"/> Single Phase <input type="checkbox"/> Three Phase
<b>Has the DNO been contacted about this installation and confirmed the Premises Supply Capacity?</b> Essential if <u>new</u> MD >60A. Tick one as appropriate	<input type="checkbox"/> Yes – Reference Number / Date, if applicable: ..... ... Supply Capacity: .....A <input type="checkbox"/> No	
<b>Premises Cut-out Rating*</b> If known. See ENA website for guidance.	..... Amps	
<b>Final or Proposed Earthing Arrangements</b> as per BS 7671 and the IET Code of Practice: <a href="https://www.theiet.org/resources/standards/cop-electric.cfm">https://www.theiet.org/resources/standards/cop-electric.cfm</a>	<input type="checkbox"/> TN-C-S (PME) <input type="checkbox"/> TN-S (SNE) <input type="checkbox"/> TT (Direct)	
<b>Is the service looped?</b> Tick one as appropriate	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
<b>Type of installation</b> Tick one as appropriate	<input type="checkbox"/> Domestic <input type="checkbox"/> Non-domestic <input type="checkbox"/> Other - Please detail: ..... ....	

<b>Have you identified any issues with adequacy of the existing supply equipment?</b> Tick one as appropriate	<input type="checkbox"/> Yes - Please detail: ..... .... ..... .... <input type="checkbox"/> No
<b>Date of Installation (if 'connect and notify' applicable)</b>	DD/MM/YYYY

† The installer must ensure no other parallel devices can run simultaneously. If the installation is one controller but multiple devices, please use the multiple installations spreadsheet  
 \* If the cut-out rating is unknown or uncertain, it can be established by raising an enquiry with the DNO. If the supply capacity still cannot be established, the 'Apply to Connect' process must be followed and the aforementioned timeframes are applicable. Please note that one should not open the cut out. Guidance on cut-out ratings is available on the ENA website. If the cut-out rating is unknown, a picture can be provided to the DNO.

### Power Quality Declaration - Heat Pumps Only†

<b>Heat Pump Manufacturer</b>	
<b>Heat Pump Model</b>	
<b>How will the Heat Pump be used?</b> Please tick one of the following options	<input type="checkbox"/> The Heat Pump model stated will provide HEATING ONLY <input type="checkbox"/> The Heat Pump model stated will provide HEATING & COOLING
<b>Does the Heat Pump have a Backup, Boost or Immersion Element installed?</b> If yes, please provide Immersion Element rating	<input type="checkbox"/> Yes - Rating: .....Amps <input type="checkbox"/> No
<b>Is this model in the ENA Heat Pump Type Register Database and is the information in the Database correct?</b> See register <a href="#">here</a> . If yes, please proceed to 'Declaration' section.	<input type="checkbox"/> Yes - Register No: ..... <input type="checkbox"/> No
<b>If no, please fill in the following additional Power Quality details required for non-registered Heat Pump Models</b>	
<b>Datasheet and other Power Quality documentation for the Heat Pump attached to this application?</b> <u>Must be provided.</u> It is the installer's responsibility to ensure all information required to populate the Heat Pump Type Register Database is provided.	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Does the installation meet the Microgeneration Certificate Scheme* Product Requirements?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Harmonics</b> Does the proposed installation comply with the technical requirements of BS EN/IEC 61000-3-2?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Harmonics</b> Does the proposed installation comply with BS EN/IEC 61000-3-12?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Flicker</b> Does the proposed installation comply with the technical requirements of BS EN/IEC 61000-3-3?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Flicker</b> Does the proposed installation comply with BS EN/IEC 61000-3-11?	<input type="checkbox"/> Yes <input type="checkbox"/> No

† Please refer to the Manufacturers Declaration of Conformity, device type test certificate and datasheet. If using the multiple installations spreadsheet, the confirmation of standards compliance should refer to the whole installation, i.e. at the point of common coupling.

\* <https://www.microgenerationcertification.org/mcs-standards/product-standards/heat-pumps/>

### Declaration

I confirm that the information I have given in this form is true to the best of my knowledge for the electrical installation noted above. The customer at the above address has been advised that commissioning of the installation may only take place when the Network Operator has completed any reinforcement works the supply network requires.					
<b>Name</b>		<b>Signed</b>		<b>Date</b>	

## **APPENDIX E**

### **SUPERSEDED DOCUMENTATION**

This document supersedes ST: SD5G/1 (Part 1), dated December 2018 which has now been withdrawn.

## **APPENDIX F**

### **ASSOCIATED DOCUMENTATION**

Electricity Act 1989 (as amended by the Utilities Act 2000), ESQCR 2006, ST: SD5A, ST: SD5K, ST: SD5O, ST: SD6J, ST: TP21E and ST: NC1P.

The Code of Practice for Electric Vehicle Charging Equipment Installation

ENA EREC G5

ENA EREC P28

ENA EREC P29

[Electric Vehicle Charging – RINA Report](#)

## **APPENDIX G**

### **KEY WORDS**

EV, HP, LCT, Notification, Application, Electric Vehicle Charge Point, Heat Pump,