

N01 – New EV Car Charging Provision Technical Note

Site: Winnersh Triangle Plot 1040, Winnersh Business Park
Prepared by: WMC
Approved by: PdeJ
Date: 14 March 2025

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1.0 Introduction

- 1.1 This Technical Note has been prepared on behalf of Winnersh Midco S.A.R.L to accompany a planning application relating to development proposals at Winnersh Triangle Plot 1040, Winnersh Business Park (herein after referred to as 'the site').
- 1.2 The site is located within the northeastern corner of Winnersh Business Park, approximately 1.5 kilometres northwest of Winnersh village centre, and falls within the administrative boundary of Wokingham Borough Council (Unitary Authority).
- 1.3 The site currently comprises of 11 car parking spaces that serve Plot 1040 to the west. The development proposals seek to reconfigure the existing car parking spaces through the installation of four electric vehicle charging stations and provide a total of eight active electric vehicle charging spaces. The electric vehicle charging stations will be accompanied by a new transformer and distribution board to the south of the site.
- 1.4 This Technical Note has been prepared to provide further detail on the proposed electric vehicle charging stations and associated infrastructure within part of the Winnersh Triangle Estate.

2.0 Existing Conditions

- 2.1 The site currently comprises of 11 car parking spaces that serve Plot 1040 to the west. Motion Drawing 2410036-01 included in **Appendix A** demonstrates the site location, and the site location in relation to Winnersh Triangle is included in Figure 2.1.
- 2.2 The existing car parking arrangement is presented on Motion Drawing 2410036-02 which is included in **Appendix B**.

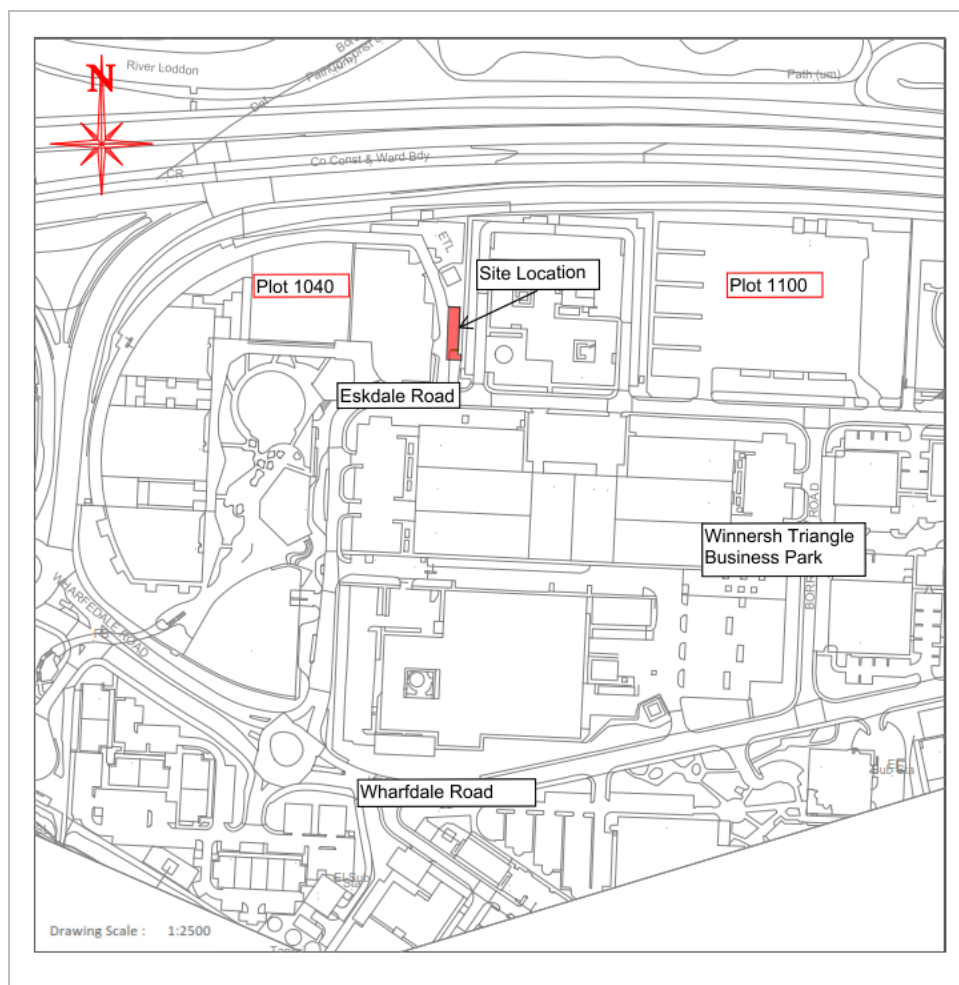


Figure 2.1 – Winnersh Triangle - Site location of proposed EV Charging Points

3.0 Development Proposals

Overview

- 3.1 This section provides further detail on the development proposals having regard to relevant design guidance. The development proposals comprise of the following:

- ▶ Reconfiguration of existing car parking spaces to create electric vehicle charging facility to serve the Winnersh Triangle Business Park; and
- ▶ Provision of a new transformer and distribution board to serve the new electric vehicle charging points.

Proposed Parking

- 3.2 The proposed parking layout is illustrated on Motion Drawing 2410036-05B which is included in **Appendix C**. The drawing demonstrates that the proposed electric vehicle charging stations will be installed within the existing area of hardstanding currently occupied by 11 standard car parking spaces. The proposed arrangement will provide eight car parking spaces with four electric vehicle charger units, each unit providing charging provision for two spaces.

Specifications and Dimensions

- 3.3 The four proposed electric vehicle charging points are to be installed within the existing area of hardstanding (e.g. car parking area) and will measure 600mm in width by 600mm in depth. The installation of the electric vehicle charging stations will be exercised in accordance with the guidance contained within RAW Charging's 'Electric Vehicle Site Preparation Guide' (2022) document included in **Appendix D**.
- 3.4 In addition to the installation of the electric vehicle charging stations, it is proposed that a transformer will be installed to the south of the proposed electric vehicle charging stations. The proposed transformer will be similar in terms of dimensions and appearance to the existing transformer located to the south of the existing car parking spaces, an image of which is provided in Figure 3.1.



Figure 3.1 – Proposed Transformer – Example of appearance/elevation (image from Google Streetview – September 2023)

- 3.5 General details of the proposed transformer are also provided in **Appendix D** to this note. General details of the proposed distribution board are also included in **Appendix D**.
- 3.6 A cable routing plan which demonstrates how the existing transformer will connect to the proposed transformer and the indicative location of soft dig areas for cabling is included in **Appendix E**. The area of soft landscaping disturbed measure approximately 17.6 square metres, which falls below the 25 square metre threshold for Biodiversity Net Gain requirements.

Development Impact on Parking Provision

- 3.7 It is noted that the development proposals will result in the loss of three parking spaces that currently serve Plot 1040 within Winnersh Business Park. It is understood that Plot 1040 is currently served by approximately 110 car parking spaces and the development proposals will reduce this number to approximately 108 parking spaces, which is equivalent to a 2% reduction in car parking capacity. It is therefore reasonable to assume that the net loss of two parking spaces to provide eight parking spaces equipped with electric vehicle charging will not have a detrimental effect on overall parking availability within Plot 1040. Further to this, it is suggested that the installation of electric charging stations is a material upgrade when compared to the existing parking arrangement.

4.0 Summary

- 4.1 This Technical Note has been prepared on behalf of Winnersh Midco S.A.R.L to accompany a planning application relating to development proposals at Winnersh Triangle Plot 1040, Winnersh Business Park.
- 4.2 The site currently comprises of 11 car parking spaces that serve Plot 1040 to the west. The development proposals seek to redevelop the existing car parking spaces through the installation of four electric vehicle charging stations and provide a total of eight active electric vehicle charging spaces. The electric vehicle charging stations will be accompanied by a new transformer and distribution board to the south of the site.
- 4.3 In summary, this Technical Note demonstrates that the existing car parking spaces can be reconfigured to accommodate 8 car parking spaces serviced by four new electric vehicle charging stations in addition to the installation of the proposed transformer and distribution board. This Technical Note also demonstrates that the development proposals will not have an adverse impact on local car parking availability within Winnersh Business Park.
- 4.4 On the basis of the above, it is concluded that there is no reason why the development proposals should be resisted on traffic or transportation grounds.

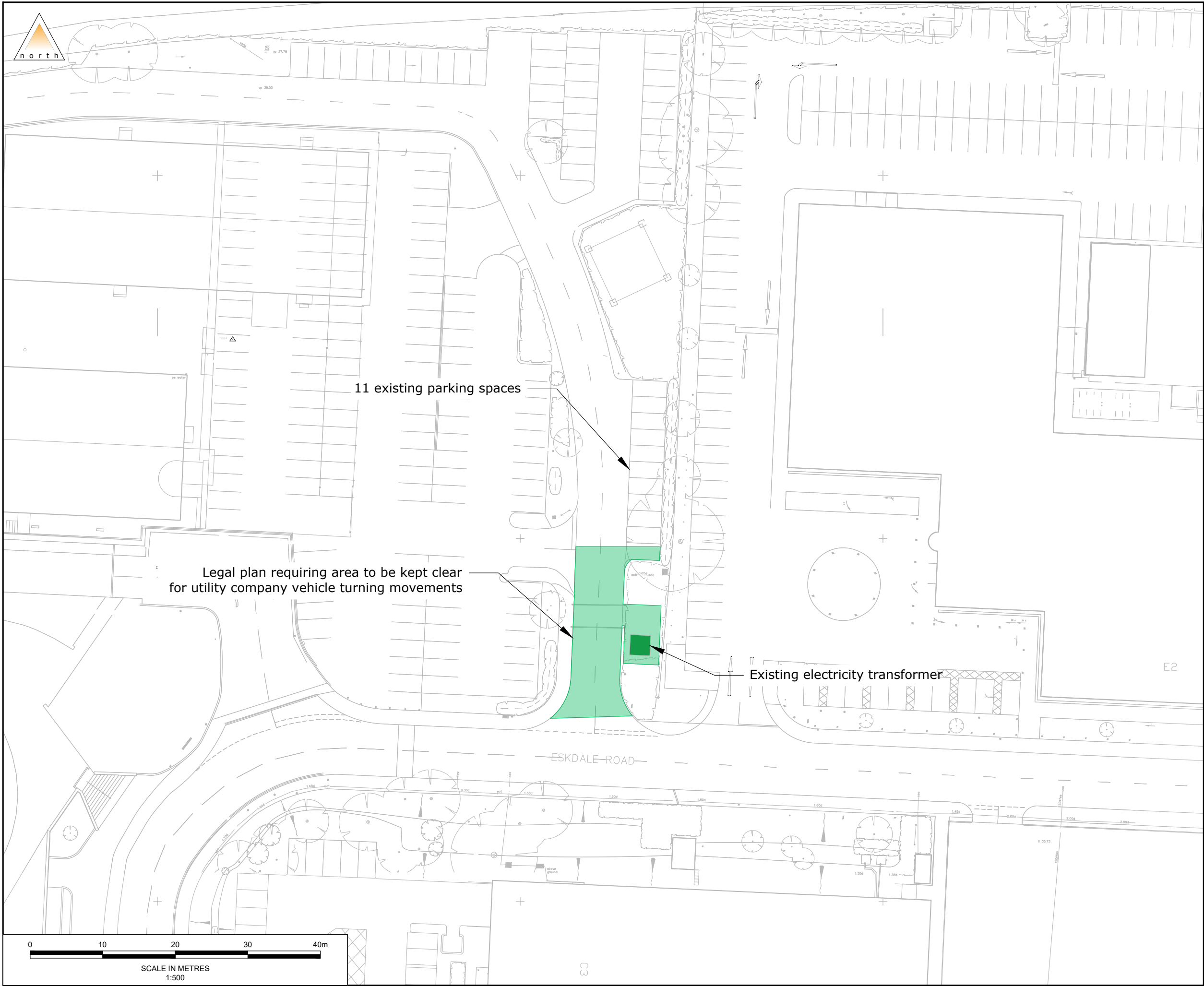
Appendix A

Site Location Plan

Appendix B

Existing Parking Arrangement Plan

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Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.

B	Added Tree Survey	WMC	PdeJ	PdeJ	06/03/2025
A	Added Legal Plan	WMC	PdeJ	PdeJ	06/02/2025
-	First Issue	WMC	PdeJ	PdeJ	16/01/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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Client:

Winnersh Midco S.A.R.L

Project:

Winnersh Triangle 1040 EV Chargers

Title:

Existing Parking Arrangements

Scale: 1:500 (@ A3)

Drawing:

2410036-02

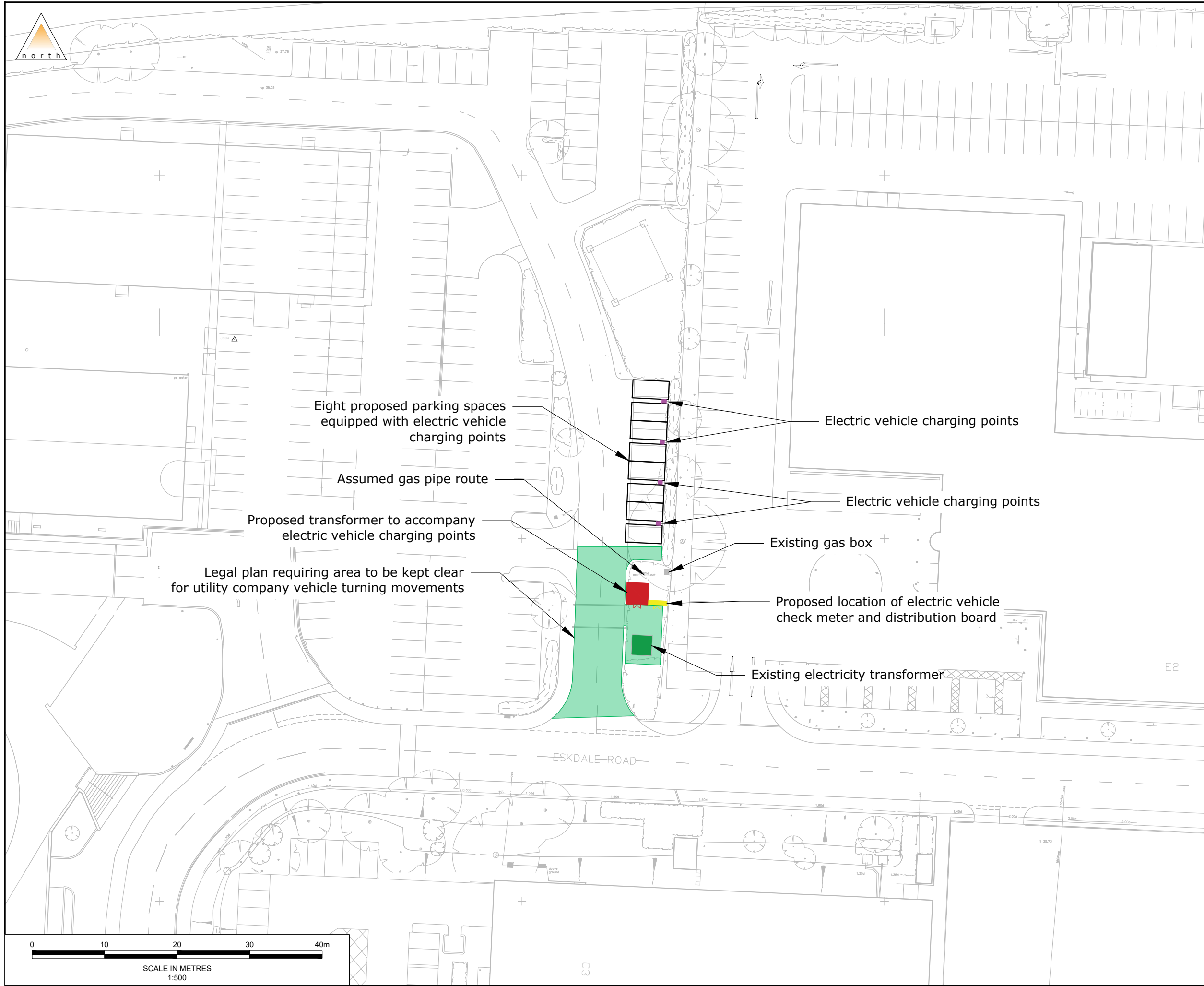
Revision:

B

Appendix C

Proposed Parking Arrangement Plan

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Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.

B	Updated Arrangements	WMC	PdeJ	PdeJ	18/02/2025
A	Updated Topographical Survey	WMC	PdeJ	PdeJ	14/02/2025
-	First Issue	WMC	PdeJ	PdeJ	27/01/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
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motion

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Client:

Winnersh Midco S.A.R.L

Project:

Winnersh Triangle 1040 EV Chargers

Title:

Proposed Parking Arrangement
Option C

Scale: 1:500 (@ A3)

Drawing:

2410036-05

Revision:

B

Appendix D

Electric Vehicle Charging Specification Details

ELECTRIC VEHICLE (EV) SITE PREPARATION GUIDE

CP6000 – Dual Port – Pedestal and Wall Mounted (External)



Whilst RAW Charging offers a full turnkey design and installation service on every project, integrating with contractors in new build and refurbishment developments at a stage that best suits you are key when delivering multiple refurbishment projects.

The following document serves as a guide for how 3rd party contract teams can utilise their own resources in qualifying and preparing a site for RAW Charging's install partners to bolt down and commission charging stations thereafter.

The information will provide the details and requirements of the minimum standards and expectations of work related to EV charger installation services. In addition to the information provided in this document, all installation teams are directed and instructed to review and reference the relevant ChargePoint installations guides and site ready guides that are most relevant for each piece of ChargePoint hardware.

There is a checklist and sign-off at the bottom of this document that needs to be completed and returned to RAW Charging prior to the installation being confirmed. Any failure to suitably complete the site preparation works which leads to our installation partners requiring a re-visit could incur additional costs.

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Please note writing in:

Purple relates specifically to wall-mounted units

Green relates specifically to pedestal-mounted units

Layouts & Positioning

Electric Vehicle Charging Point (EVCP)'s must be positioned in order not to block:

- Existing footpaths
- Access and egress routes
- Emergency escape routes

If situated on an existing footpath, to allow for wheelchairs to pass, there must still be a minimum width of 1500mm from the rear of the EVCP. If this cannot be achieved, exceptional cases may allow a minimum width of 1000mm, but this must be checked with local legislation and the Employer.

As the dual port chargers service (2x) parking/charging bays, they should be positioned at the centre line of the two bays it is servicing.

For example, see the (3x) dual ports chargers below, servicing (6x) parking bays.

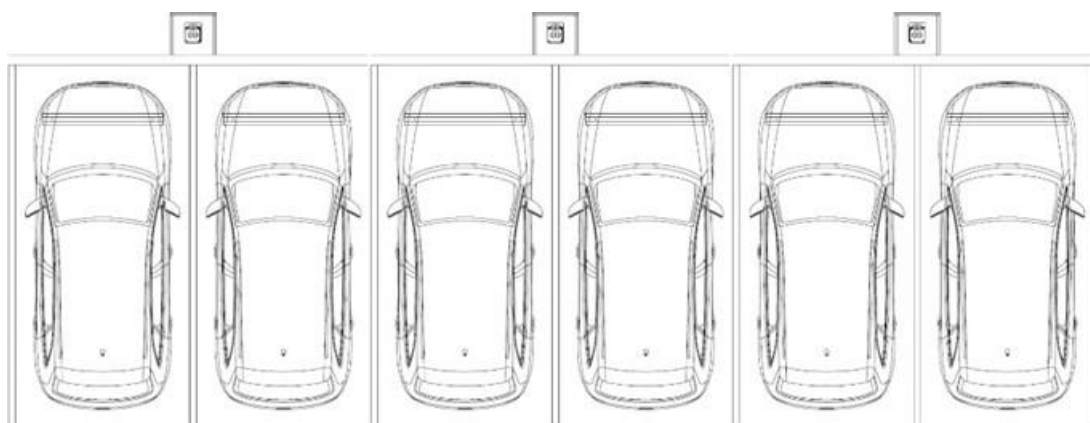


FIGURE 1: INDICATIVE 6 BAY LAYOUT

Electrical requirements

Installation Standards

EV charging points must be installed in accordance with BS7671 18th edition giving particular attention to section 722. In addition to this the following should be adhered to: Institution of Engineering & Technology Code of Practice for Electric Vehicle Charging Equipment Installation, 4th Edition.

Site Connection Size/Rating

To ensure reliability of supply the site connection size and rating of all associated equipment must be confirmed to ensure that the system cannot be overloaded due to the addition of additional EV charging points.

Load Study

A load study must be performed to ensure charging points do not pose a risk to core business supply. In the event that the current loading of the MDB is not known a load study must be carried out giving particular attention to times of peak usage, peak usage will be dependent on the nature of the business and operating hours. Seasonal changes will need to be considered.

Cable Calculations

Calculations must be performed for all new cables and devices to ensure cable selection is adequate, it is not enough to assume that minimum cable size in guidance below is acceptable as length of run and installation methods will vary from site to site

Harmonics & PF correction

The Installer must ensure that the installation meets the requirements of BS EN IEC 61000-6-3 EMC compatibility & BS 7671.

Labelling & Identification

All cables and devices must be labelled in accordance to previously used labelling system on site. In the event that labelling has not been carried out on the installation then a suitable labelling method must be adapted to ensure installation is clearly identified.

Datasheet & Circuit Protection

See the below table, showing the electrical requirements for the various configurations of the CP6000 dual port charger. **Note** - All chargers are 22kW 3-phase capable but will be installed as Circuit-shared and might not be at full capacity.

Three-Phase Electrical Input (3Ø)

Electrical input	Dual port		
	Input current	Input power connection	Minimum service panel breaker
Standard 63A 3Ø Circuit Shared*	3Ø 63A	One 3Ø 63A branch circuit	63A 4 pole
Standard 32A 3Ø	3Ø 32A x 2	Two independent 3Ø 32A branch circuits	32A 4 pole x 2
Standard 32A 3Ø Circuit Shared*	3Ø 32A	One 3Ø 32A branch circuit	32A 4 pole
Power Select 25A 3Ø	3Ø 25A x 2	Two independent 3Ø 25A branch circuits	25A 4 pole x 2
Power Select 25A 3Ø Circuit Shared*	3Ø 25A	One 3Ø 25A branch circuit	25A 4 pole
Power Select 20A 3Ø	3Ø 20A x 2	Two independent 3Ø 20A branch circuits	20A 4 pole x 2
Power Select 20A 3Ø Circuit Shared*	3Ø 20A	One 3Ø 20A branch circuit	20A 4 pole
Power Select 16A 3Ø	3Ø 16A x 2	Two independent 3Ø 16A branch circuits	16A 4 pole x 2
Power Select 16A 3Ø Circuit Shared*	3Ø 16A	One 3Ø 16A branch circuit	16A 4 pole
Power Select 12A 3Ø	3Ø 12A x 2	Two independent 3Ø 12A branch circuits	12A 4 pole x 2

Single Phase Electrical Input (1Ø)

Electrical input	Dual port		
	Input current	Input power connection	Minimum service panel breaker
Standard 63A 1Ø Circuit Shared*	1Ø 63A	One 1Ø 63A branch circuit	63A dual pole
Standard 32A 1Ø	1Ø 32A x 2	Two independent 1Ø 32A branch circuits	32A dual pole x 2
Standard 32A 1Ø Circuit Shared*	1Ø 32A	One 1Ø 32A branch circuit	32A dual pole
Power Select 25A 1Ø	1Ø 25A x 2	Two independent 1Ø 25A branch circuits	25A dual pole x 2
Power Select 25A 1Ø Circuit Shared*	1Ø 25A	One 1Ø 25A branch circuit	25A dual pole
Power Select 20A 1Ø	1Ø 20A x 2	Two independent 1Ø 20A branch circuits	20A dual pole x 2
Power Select 20A 1Ø Circuit Shared*	1Ø 20A	One 1Ø 20A branch circuit	20A dual pole
Power Select 16A 1Ø	1Ø 16A x 2	Two independent 1Ø 16A branch circuits	16A dual pole x 2
Power Select 16A 1Ø Circuit Shared*	1Ø 16A	One 1Ø 16A branch circuit	16A dual pole
Power Select 12A 1Ø	1Ø 12A x 2	Two independent 1Ø 12A branch circuits	12A dual pole x 2

FIGURE 2: CP6000 DUAL PORT CHARGER CONFIGURATIONS

Cabling and Circuit Protection

Cable Size

At minimum 10mm SWA cable per charger shall be used installed. For a Matt:e device a 5 core cable should be used.

Cable calculations must be performed to determine the correct cable to use (considering the voltage drop and grouping factors). The maximum diameter of the cable entering the charger is 16mm.

- At each pedestal-mounted charger, 2m+ cabling must be left protruding from the duct to allow for connection within each charger

Circuit Breakers

A 40Amp MCB should be installed at the distribution board upstream of the 32Amp RCBOs within the charger to be installed.

Ideally, to allow for expansion of chargers in future, install a dedicated 6 Way 3 phase distribution board: 100 to 250Amp depending on the available capacity and site requirements.

Miniature Circuit Breaker's (MCB's) must be Type C curve.

The MCB's must be able to isolate all lives and the neutral within the board, if on a TT system.

Note that the CP6000 range of AC stations are fitted with internal 30mA Type A RCCBs (one per port) in conjunction with internal 6mA DC earth leakage monitoring, removing the need for upstream Type B RCD.

Cable Installation Methods

For all or part of the route there may be a combination of cable routing via voids, ducts, cable trays etc. The selected method(s) of installation and route should be agreed in advance to ensure that it is aesthetically pleasing and is unlikely to cause obstruction in the future. All installation methods must comply with BS7671 & manufacturers recommendations.

Earthing Arrangement

Section 722 of BS7671:2018 gives specific installation requirements for Electric Vehicle chargers, when it comes to earthing, and states that when a charging station is installed outdoors the Protective Multiple Earth (PME) from a TN-C-S supply scheme must **not** be used. Usually, the above regulation results in the need for a localized TT earth spike or a Matt:e O-PEN device to be installed, converting the installation to a TT supply scheme. We strongly recommend a Matt:e device over using a TT earth spike.

Matt:e O-PEN Device

An earth rod is not able to be installed in circumstances due to;

- Surface type (not able to excavate or poor soil resistivity)
- Too close to the building foundations (which could result in the rod picking up the buildings PME)
- Within touching distance of other electrical street furniture (lampposts, ticket machines, etc.)
- Charging units are wall-mounted so connecting to an earth pit is awkward

In these circumstances, a Matt:e O-PEN device must be installed as the earthing system. This needs to be connected to the charger using 5 core SWA cable. Should more than one charger be installed they should ideally be earthed back to a single O-PEN device (up to a maximum of 3 chargers per unit currently). Please refer to Institution of Engineering & Technology Code of Practice for Electric Vehicle Charging Equipment Installation, 4th Edition for further recommendations on the use of O-PEN Device.

Earth Pit & Rod



FIGURE 3: LOCALIZED TT EARTH SPIKE

When installing an earth spike, you must check there are no underlying services below the earthing to facilitate the sinking of the earthing rods.

If installing more than one charger (within the same equipotential zone), they should all be earthed back to a **single** pit.

To allow for an easier and more secure connection, a Star Bar should be installed (horizontally across the pit). See example below.

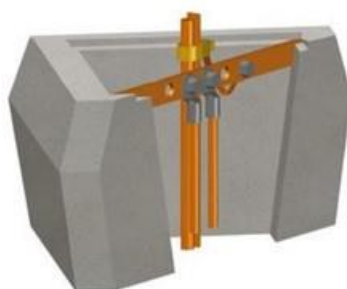


FIGURE 4: EARTHING STAR BAR EXAMPLE

Metering

Where the installation forms part of an existing installation independent metering is required at the core business distribution board and charging distribution board. Metering should be installed in accordance to Metering COP5.

Testing & Commissioning

The Contractor must complete IR & continuity tests on all circuits prior to requesting permission to energise. This includes testing of earth mat where installed.

The Contractor must perform controlled energisation of all circuits ensuring that all settings are implemented as required. In addition to installation test certificate, testing of O-PEN device must be carried out and certificate provided.

Ducting Requirements

Supply Cable Duct:

Continuous twin wall duct to be installed, for the entirety of the cable run underground. Each charger shall have an independent 75mm duct. **Cables are brought up from the independent duct to the charger pedestal.**

The duct is to be laid at a minimum depth of 450mm, except on roadways where a minimum depth of 600mm is required.

Ducting size and layout are dependent on cable calculations (considering voltage drop and grouping factors).

The duct must enter the foundation at the dimensions shown in the 'Concrete Foundations' section.

Electrical warning tape must be laid above the ducting, when backfilling the trench.

Draw cord must be left inside the ducting, to allow to the cable to be pulled into position.

Draw pits must be installed on longer runs or where there is a change of direction to ensure cables can be installed without risk of damage.

Earth Cable Duct - Earth pit

Continuous twin wall duct (50mm diameter) to be installed, for the entirety of the cable run (from the concrete foundation to the earth pit) to cater for the 10mm earth cable.

The duct should protrude from the ground within the hole of the charger mounting bracket.

Foundation Requirements

Dimensions and General Arrangements

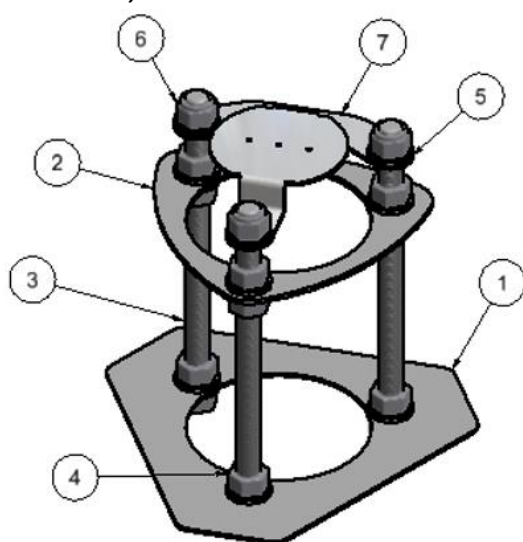
See the below diagrams, showing the default concrete foundation dimensions and arrangement of street furniture. Take note of the placement of bollards and ground mounts for the pedestal of the CP4K units. Should this **not be possible** you must contact RAW Operations to discuss the change.

Concrete Foundations – Minimum Requirements

- Grade C30 concrete must be used for the foundation
- Ensure that the top surface of the foundation is flush to any paving and sits level with surrounding area. Nothing should be protruding.

Mounting Kits

Before pouring the concrete foundation, the Contractor must ensure that it has the 'Pedestal Mounting Kit' (provided to the Contractor by RAW) ready on site. You must order this with sufficient lead time before site construction. This will need to be set into the concrete foundation and is shipped separately. **Please contact RAW if you have not received this.** *Note this is not required for Make Ready units.*

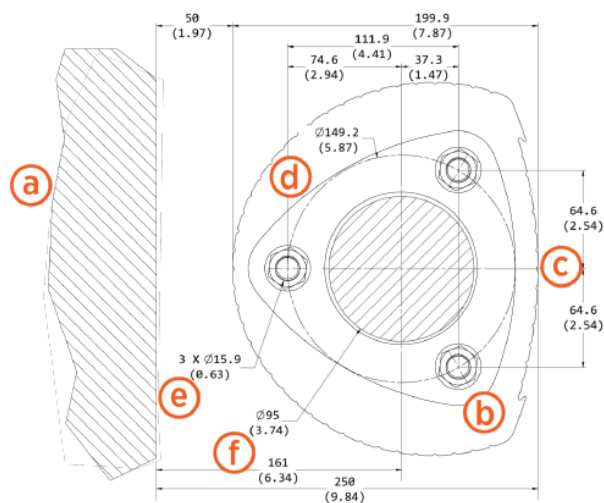


Parts List		
ITEM	QTY	PART NUMBER
1	1	EPM-4Y 1-1 Bottom Plate
2	1	EPM-4Y 1-2 Top Plate
3	3	M16 studding 245mm lg
4	12	M16 nut
5	15	M16 washer
6	3	M16 nyloc
7	1	EPX-2G 1-1 Glanding Plt

FIGURE 6: PEDESTAL MOUNTING KIT PARTS

The Contractor shall fit the mounting kit in accordance with the following instructions:

- Trench and excavate an opening to accommodate the wiring conduit and the concrete mounting pad. Run conduit to each station as needed.
- Build the form and lay rebar for the foundation. The concrete block must measure at least 600mm on all sides. The conduit stub-up needs to measure between 152mm and 590mm above the concrete surface.
- Align the Pedestal Mounting Kit over the conduit stub-ups with the two bolts facing forwards and the third bolt to the rear. Slide the kit over the conduit stub-ups until the top surface of the template is level with the top surface of the concrete when poured. The surface of the concrete must align with the bottom of the upper template.
- Ensure the conduits are plumb. Before pouring concrete, tie the mounting kit to rebar to hold it in place. The mounting kit and conduit must be secured in place to prevent them from rising or floating out of position while the concrete is curing.
- Use a spirit level and ensure level from front to back and side to side. Ensure correct alignment and that the top 60 mm of the bolts remain exposed, as shown in Fig 9. The CP6000 pedestal mounted charging station can now be installed onto the foundation.



Pedestal Mount without Cable Management Kit Template Dimensions

- a. Wall
- b. Pedestal footprint
- c. Front
- d. Bolt circle
- e. Bolt or anchor
- f. Conduit stub-up within this area

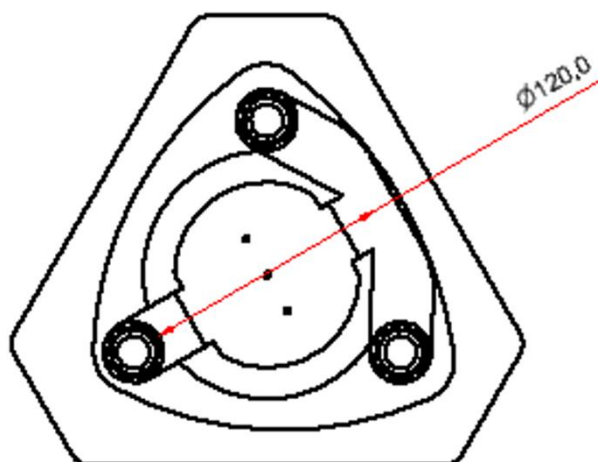
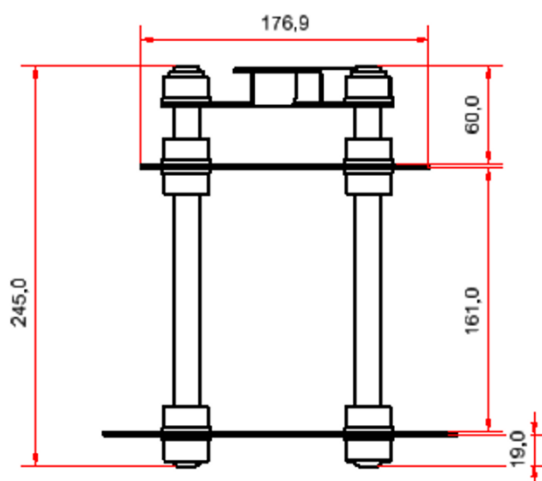
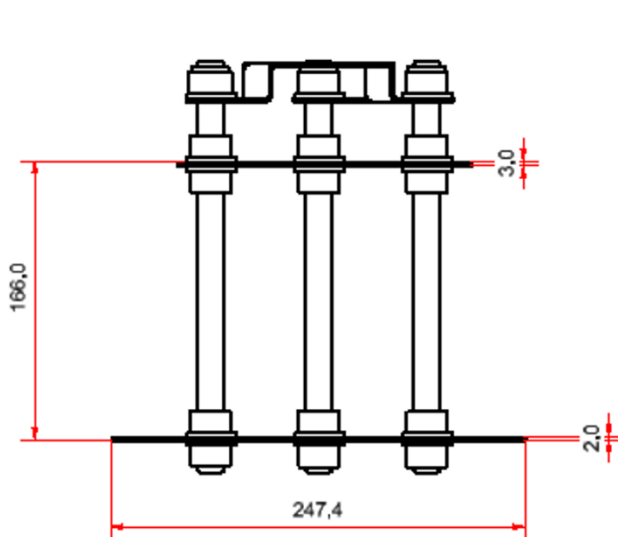


FIGURE 7: PEDESTAL MOUNT TEMPLATE DIMENSIONS

FIGURE 8: PEDESTAL MOUNTING KIT DETAILS

The following should be visible for the installation to occur:

- a) Concrete mounting template
- b) Three bolts set into concrete
- c) Two nuts and three washers on each bolt
- d) Template front
- e) Each bolt extending 60 mm (2 1/3 in) to 100 mm (4 in) above the concrete surface
- f) Conduit stub-up measuring 152 mm (6 in) to 590 mm (2 ft)
- g) g. Approximately 1.5 m (5 ft) of service wiring

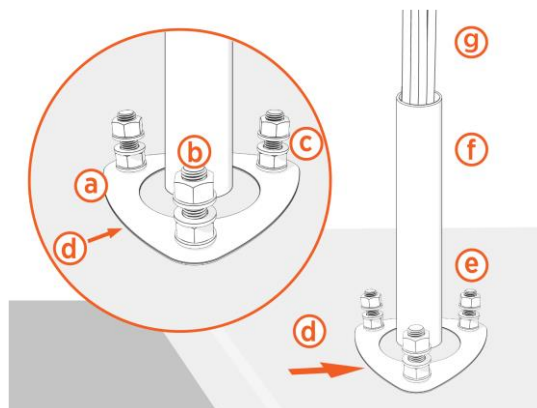
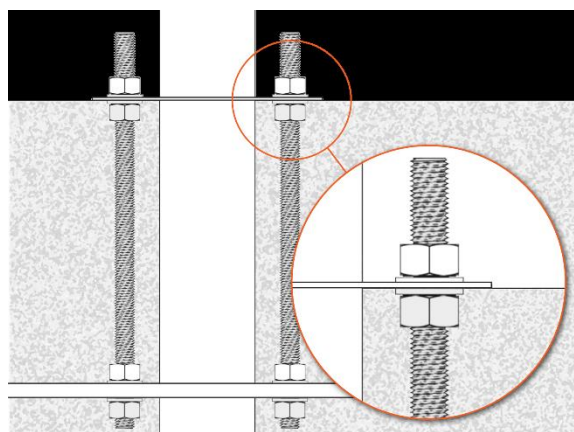


FIGURE 9: SITE PREPARATION HANDOVER

FIGURE 10: CONCRETE ALIGNMENT WITH UPPER TEMPLATE



Service Pits

Depending on the length or route of the cable run (underground), service pits may be required to be installed. This is true for the below situations:

- Any bends or corners in the route, service pit must be installed at these points
- Longer distance runs, service pits must also be installed every 25m – 30m.

The service pits must be a minimum of 600mm x 600mm square.

Vehicle Protection

Equipment installed in public areas and car park sites shall be protected against mechanical damage (impact of medium severity AG2). Protection of the equipment shall be afforded by one or more of the following:

- The position or location shall be selected to avoid damage by any reasonably foreseeable impact

- Local or general mechanical protection shall be provided
- Equipment shall be installed that complies with a minimum degree of protection against external mechanical impact of IK07 in accordance with BS EN 62262.

Two recommended options are protective barriers and wheel stops – see details below.

Note: no protection is required for make-ready units

Protection Barriers

Protection barriers are not provided by RAW Charging unless specified.

2no stainless steel posts are to be set directly into the concrete pad (see dimensions above, in the 'Concrete Foundations' section), to prevent cars from driving in to the EVCP.

Semi Dome Top Posts in Grade 304 stainless steel, with length 1200mm, diameter 114mm and a brushed finish to a 1K standard. 3-6mm Wall thickness.



FIGURE 5: STAINLESS STEEL PROTECTION POSTS

Make-Ready units will have bolted bollards or wheel stops.

Wheel Stops

In some circumstances, wheel stops may be used as crash protection for the EVCP. This may be in addition to the protective bollards, or in their place.

To protect the EVCP from all vehicle models (all of which have various front and rear bumper overhangs), the wheel stop must be placed 1100mm in front of the charger (or protective bollards, if they are in place), as indicated below.

1.8m wheelstops are to be placed centred on the parking bay to cover both wheels. 0.9m wheelstops are to be placed aligned to the side of the parking bay closest to the charging unit.

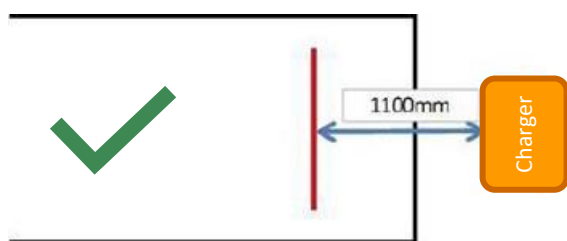


FIGURE 11: WHEEL STOP ARRANGEMENTS (1.8M WHEELSTOPS)

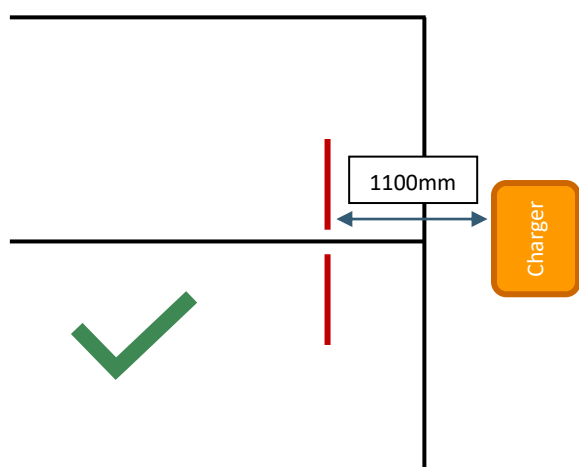


FIGURE 12: WHEEL STOP ARRANGEMENTS (0.9M WHEELSTOPS)

Site Preparation Completion Sign-Off

Please ensure that all the below requirements are completed prior to the installation and provide signature below to confirm before we send our installation partner to site:

Requirement	Completed
The correct cable type has been installed and is of suitable diameter based on cable calculations	
The cable diameter is less than 16mm at the point of entry into the charger	
A suitable cable length has been left available at the foundation (2m protruding from concrete foundation)	
The cable has been suitably capped	
All of the installed electrical system is rated to the correct specification as stated in this guide and to BS7671 18 th edition	
A suitable earthing system has been installed (Matt:e, Earth pit or approved alternative)	
Concrete foundation(s) with suitable ducting and ground mount are installed (level and with a good finish) and are in the correct location	
Suitable charger protection has been installed (Bollards, Wheelstops or suitable alternative)	
The site has a suitable power supply and is able to be energised during the installation and commission	
The electrical system has been correctly and suitably tested	
There will be an electrician/qualified person to energise the chargers whilst our installation partner is on-site for the installation and commission	
Photos of the completed site preparation works have been provided to RAW Charging: - Photo of concrete base with ground mount fixed - Photo of installed protection - Photo of installed earthing system - Photo of electrical infrastructure including supply distribution board	

Name:	Job Title:
Signature:	Date:

GENERAL
ARRANGEMENT OF
1500kVA 11000/415V
TRANSFORMER

Drawn By: T.B. Checked By: J.C. Approved By: J.C.

Job Number:
-

Date:
25/11/2021

FIRST ANGLE

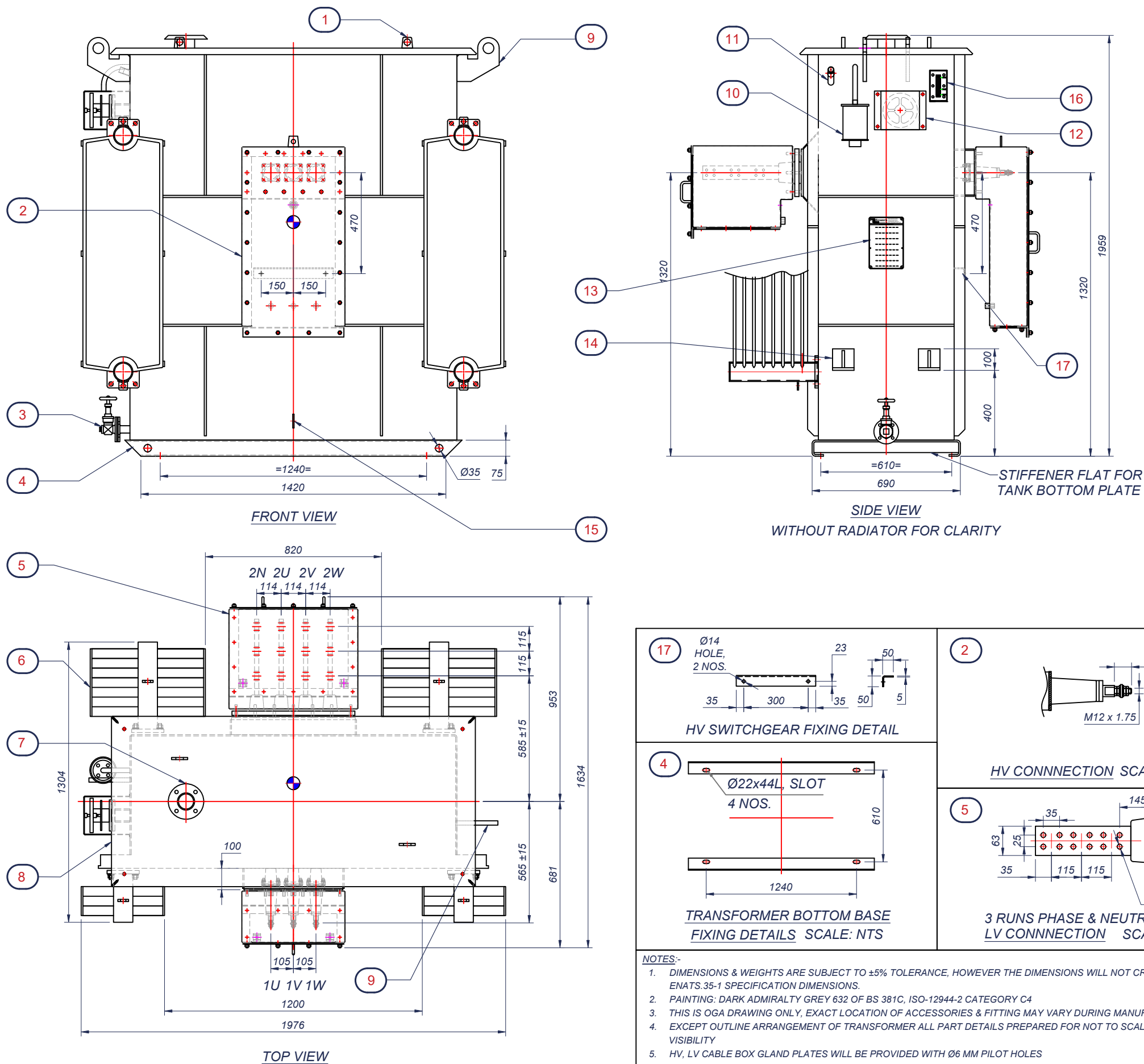
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Rev No: Revision Note: Date: Dmn: App:

Revision: 0

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TOLERANCE UNLESS OTHERWISE STATED
± 0.5mm FOR DIMENSIONS UP TO 250mm:
± 1mm FOR DIMENSIONS UP TO 1000mm:
± 2mm FOR DIMENSIONS OVER 1000mm.



17	HV SWITCHGEAR FIXING DETAIL (50x50x5 THK. MS.ANGLE)
16	PRISMATIC OIL LEVEL INDICATOR
15	EARTHING TERMINAL SUITABLE FOR M12 BOLT (ONE ON EACH SIDE) (SS-316)
14	JACKING PADS
13	RATING AND TERMINAL MARKING PLATE
12	OFF-CIRCUIT TAP SWITCH (MODEL: 12kV 100A, 6 POSITION) WITH ENCLOSED COVER
11	THERMOMETER POCKET SUITABLE FOR 3/4" BSP MALE CONNECTION
10	BREATHER FIXING PIPE WITH 3/4" BSP MALE CONNECTION (BREATHER WILL BE SUPPLY LOOSE)
9	LIFTING LUGS FOR COMPLETE TRANSFORMER
8	BOLTED TYPE TOP COVER
7	LIQUID FILLING PIPE WITH COVER
6	PSR RADIATOR BOLTED TYPE(1100X375X 4FINS) & (1100X520X 8FINS)
5	LV CABLE BOX 4 POLE, 3 CONNECTION/PHASE WITH 1.1KV EPOXY MONOBLOCK BUSHING AS PER BS2562
4	SKID TYPE UNDER BASE ARRANGEMENT (Ø35)
3	DRAIN VALVE WITH PLUG & SAMPLER (MODEL : 25 mm, PN16)
2	HV CABLE BOX ASSEMBLY (3 POLE) WITH BS 2562 12kV, 250A PORCELAIN BUSHINGS (TERMINATION KIT REQUIRED)
1	LIFTING LUGS (ONLY FOR TOP COVER)
No.	DESCRIPTION

BOWERS JOB No.	-
OUTPUT	1500 kVA
VOLTAGE RATIO	11000 / 415
AMPERES	78.73 / 2086.81
PHASES	3
FREQUENCY	50Hz
VECTOR SYMBOL	Dyn11

ESTIMATED WEIGHTS	KG
CORE AND WINDINGS	2750
COOLING LIQUID 1000 LTRS	850
TOTAL WEIGHT	4750

8600004684B_Feeder pillar

*Specification Notes - For the Attention of the Designer/Builder.***GENERAL NOTES:**

- THIS DRAWING IS NOT TO BE SCALED AND NO VARIATION TO THE STATED DIMENSIONS OR MATERIALS SPECIFIED WILL BE PERMITTED WITHOUT PRIOR WRITTEN CONSENT FROM UK POWER NETWORKS.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
- THE EARTHING SYSTEM SHALL BE PROVIDED BY THE DEVELOPER/CONTRACTOR UNLESS STATED OTHERWISE BY UK POWER NETWORKS.
- WHEREVER POSSIBLE THE EARTHING SYSTEM SHOULD BE INSTALLED IN ASSOCIATION WITH THE MAINS SUPPLY CABLES AND EARTHING ELECTRODES ARE CORRECTLY POSITIONED PRIOR TO PLACEMENT OF CONCRETE.

REBAR/MESH REINFORCEMENT

- THE CONNECTION TO THE REINFORCEMENT WITHIN THE PILEY SHALL USE EXOTHERMIC WELDING OR SUITABLE CLAMPS.
- ALL CONNECTIONS TO THE REINFORCEMENT SHALL USE A MINIMUM OF 70mm² STRANDED HARD DRAWN COPPER CABLE OR 25mm x 3mm COPPER TAPE.

EARTH ELECTRODE

- THE EARTH RODS SHALL BE COPPER CLAD WITH APPROPRIATE FITTINGS, DRIVEN TO A MINIMUM DEPTH OF 2.4m.
- THE EARTH ELECTRODE SHALL BE AS FOLLOWS:
 - FOR EARTH FAULT LEVELS UP TO 15kV USE 70mm² BARE STRANDED HARD DRAWN COPPER CABLE OR 25mm x 3mm COPPER TAPE.
 - FOR EARTH FAULT LEVELS UP TO 25kV USE 2 x 70mm² BARE STRANDED HARD DRAWN COPPER CABLE OR 25mm x 3mm COPPER TAPE.
 - FOR EARTH FAULT LEVELS UP TO 15kV USE 2 x 70mm² BARE STRANDED HARD DRAWN COPPER CABLE OR 25mm x 3mm COPPER TAPE.

EARTH RESISTANCE

- THE MAXIMUM RESISTANCE OF THE STAND-ONE EARTHING SYSTEM SHALL BE SPECIFIED BY THE UK POWER NETWORKS DESIGNER.
- WHERE THE EARTHING SYSTEM IS INSTALLED BY A DEVELOPER OR CONTRACTOR CERTIFICATION CONFIRMING THE RESISTANCE OF THE STAND-ONE EARTHING SYSTEM SHALL BE PROVIDED TO UK POWER NETWORKS PRIOR TO EQUIPMENT INSTALLATION.

BONDING

- NOT ALL EQUIPMENT BONDING IS SHOWN ON THE DRAWING. ALL EQUIPMENT SHALL BE BONDED IN ACCORDANCE WITH EES 06-0023.

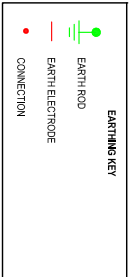
OTHER

- A 6-WAY EARTH BAR SHALL BE PROVIDED IN THE POSITION SHOWN ATTACHED TO THE PILEY AROUND 100mm BELOW TOP OF SLAB.

FURTHER INFORMATION

- REFER TO:
 - EES 06-0014 SECONDARY SUBSTATION EARTHING DESIGN
 - EES 06-0023 SECONDARY DISTRIBUTION NETWORK EARTHING CONSTRUCTION

NOTE: THIS DRAWING ONLY SHOWS THE EARTHING ASSOCIATED WITH THE GROUND WORKS. ADDITIONAL EARTHING MAY BE REQUIRED TO ACHIEVE THE EARTH RESISTANCE VALUE AND TO ENSURE THE SUBSTATION IS SAFE. REFER TO THE RELEVANT EARTHING STANDARD FOR THE COMPLETE EARTHING AND BONDING REQUIREMENTS.



Rev	Description	Revised By	Date
FOR INFORMATION ONLY			

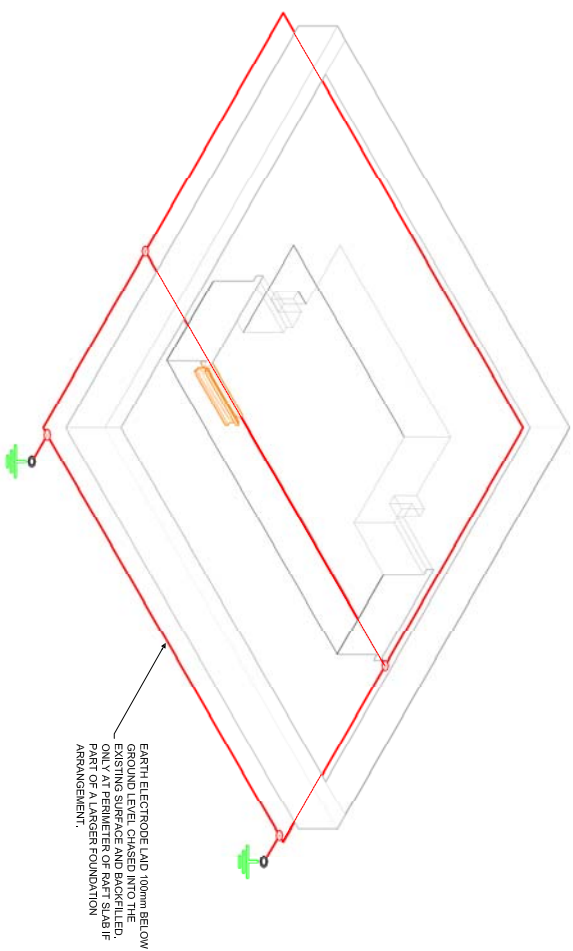


Substation Design Team
Metropolitan Hse, 3 Dukes Lane, Potters Bar, EN6 1AG.

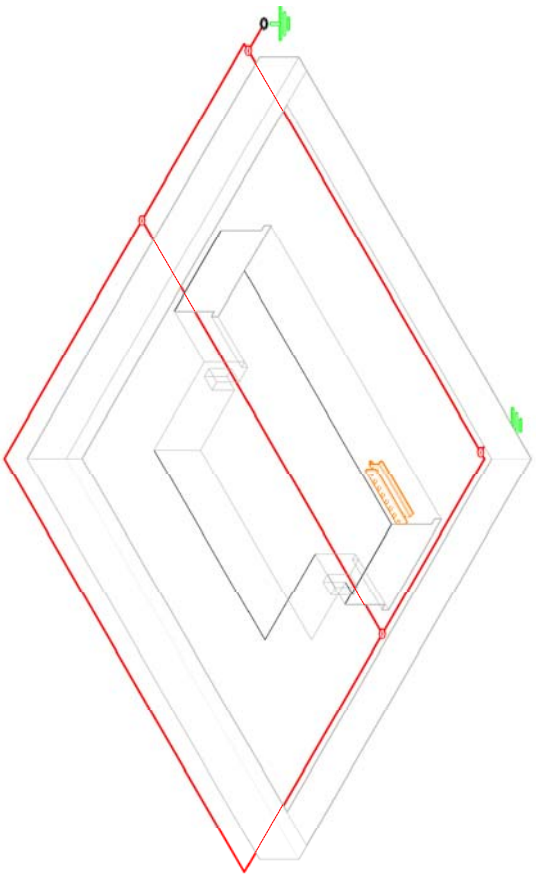
ORP Enclosure Earthing details for:

Temporary Substation Containing 8 Way LV Feeder Pillar.
Sheet 2 of 2

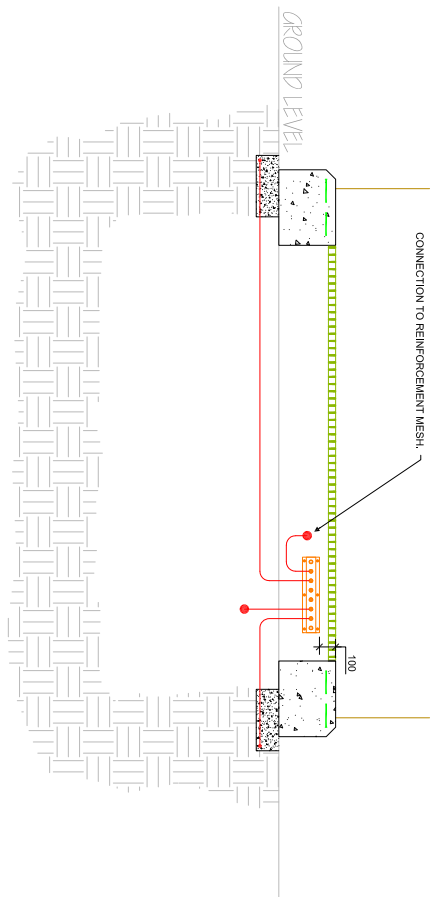
Date Drawn	Scale @ A1
22/11/16	N/A to scale, use dimensions
Drawn By	Building Officer
Geoff Dukes	Geoff Dukes
Project Designer	Zhen Wang
Drawing Number	Rev
8600004684B_Feeder pillar	



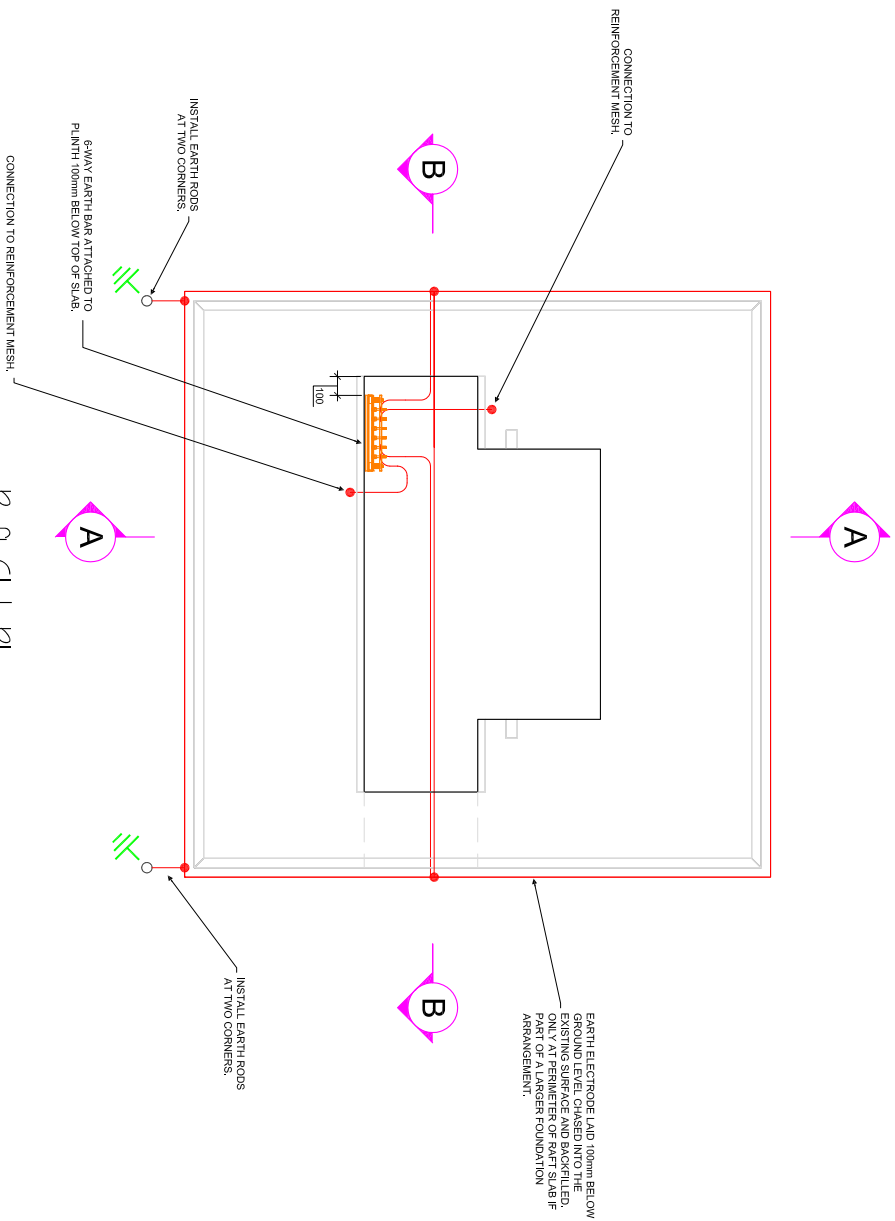
3D View From The Front Showing
Earth Electrodes and Rods



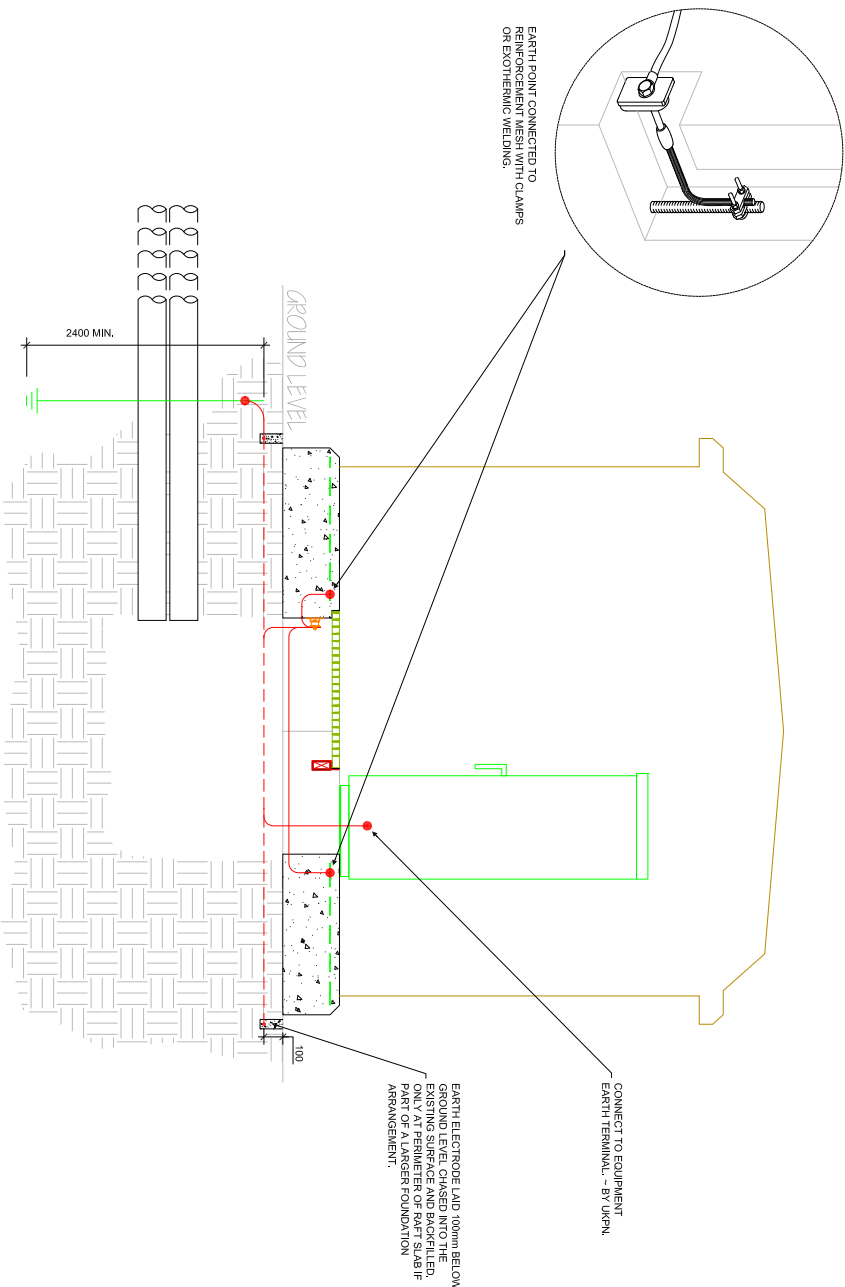
3D View From The Rear Showing Earth
Electrodes, Rods and Earth Bar



Section B~B



Raft Slab Plan



Section A~A

Specification Notes

ALL BUILDERSWORK TO BE PROVIDED BY CLIENTS DEVELOPER / BUILDER UNLESS EXPRESSLY STATED OTHERWISE.

- GENERAL NOTES:**
- THIS DRAWING IS NOT TO BE SCALED AND NO VARIATION TO THE STATED DIMENSIONS OR MATERIALS SPECIFIED WILL BE PERMITTED WITHOUT PRIOR WRITTEN CONSENT FROM UK POWER NETWORKS.
 - ALL DIMENSIONS ARE IN MILLIMETRES.
 - THE RUNNING OF HEATING, GAS, TELECOMS, WATER AND OTHER SERVICES THROUGH OR UNDER THE SUBSTATION AREA WILL BE NOT PERMITTED.
 - THE DEVELOPER WILL BE RESPONSIBLE FOR OBTAINING ALL PLANNING CONSENTS AND APPROVALS BEFORE CONSTRUCTION WORK COMMENCES.

- SUBSTATION LOCATION.**
- IT IS IMPORTANT THAT THE POSITION AND ORIENTATION OF THE SUBSTATION IS DISCUSSED AND AGREED WITH THE UK POWER NETWORKS BUILDING OFFICER PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORKS ON SITE.
 - SUBSTATIONS SHOULD BE LOCATED ADJACENT TO A PUBLIC HIGHWAY OR REACHED BY A PRIVATE DEDICATED ACCESS WAY WITH FULL CONTROL AND ASSOCIATED LEGAL RIGHTS.
 - 24 HOUR UNIMPEDED UK POWER NETWORKS PERSONNEL ACCESS IS REQUIRED AT ALL TIMES, 365 DAYS OF THE YEAR. ANY DOORS OR GATES ON THE ACCESS ROUTE ARE TO BE LOCKED IN STANDARD UK POWER NETWORKS LOCKING SYSTEM.
 - ACCESS VIA 24HR SECURITY IS UNACCEPTABLE.
 - THE SUBSTATION RAFT SLAB SHALL NOT BE POSITIONED OVER DRAINAGE COVERS OR UTILITY INSPECTION / ACCESS PITS. IF NO OTHER POSITION CAN BE FOUND THEN THESE MUST BE FIRST DIVERTED CLEAR OF THE PROPOSED STRUCTURE.
 - IN THE EVENT OF BUILDERSWORK, (I.E. SCAFFOLDING) AFFECTING THE AGREED PLANT ACCESS ARRANGEMENTS, (NORMAL ACCESS VIA LORRY MOUNTED HAB): THEN THE DEVELOPER IS TO LAISE WITH THE UK POWER NETWORKS FIELD ENGINEER TO AGREE AN ALTERNATIVE METHOD OF ACCESS TO UK POWER NETWORKS SPECIFICATIONS AT THE DEVELOPER'S COST.

- FOUNDATIONS, CONCRETE & REINFORCEMENT.**
- THE STANDARD DESIGN SHOWN IS BASED ON A NET INCREASE OF GROUND PRESSURE AT FORMATION LEVEL NOT EXCEEDING 25kN/m². THIS IS CONSIDERED ADEQUATE FOR NORMAL GROUND CONDITIONS, SHOULD SPECIAL SITE CONDITIONS EXIST SUCH AS MADE UP GROUND OR VARIABLE BEARING PRESSURES THEN THE CLIENT'S STRUCTURAL ENGINEER IS TO DESIGN SUITABLE ALTERNATIVE FOUNDATIONS - ALL ALTERNATIVE PROPOSALS TO BE SUBMITTED TO UK POWER NETWORKS FOR COMMENT / ACCEPTANCE PRIOR TO BUILDING WORKS COMMENCING ON SITE.
 - LOCAL SOFT SPOTS MUST BE EXCAVATED AND BROUGHT UP TO FOUNDATION FORMATION LEVEL WITH A DESIGNATED GENT MIX TO BS 8500-2 WITH A CEMENT COMBINATION TO ENSURE SULPHATE RESISTANCE OR SULPHATE RESISTING PORTLAND CEMENT TO BS 4027.
 - CONCRETE TO BE DESIGNATED RC30/37 MIX WITH 20mm AGGREGATE, TO BS 8500-2 WITH A CEMENT COMBINATION TO ENSURE SULPHATE RESISTANCE OR SULPHATE RESISTING PORTLAND CEMENT TO BS 4027.
 - ALL REINFORCEMENT TO HAVE A MINIMUM COVER OF 50mm AND A NOMINAL COVER OF 75mm.
 - ALL EXTERNAL EDGES ABOVE GROUND LEVEL TO HAVE 50mm x 50mm CHAMFERS.
 - TOP OF ALL CONCRETE WORKS TO BE FINISHED SMOOTH & LEVEL WITHIN 2mm WITH A STEEL TROWEL - IT SHOULD BE NOTED THAT A HIGH STANDARD OF WORKMANSHIP IS REQUIRED.

- GRP ENCLOSURE.**
- UNLESS OTHERWISE STATED, THE STANDARD UK POWER NETWORKS GRP ENCLOSURE WILL BE PROVIDED AND INSTALLED BY UK POWER NETWORKS AS PART OF THE WORKS.
 - THE TOTAL WEIGHT OF STANDARD UK POWER NETWORKS GRP ENCLOSURE IS 580kg.
 - ROOF IS SUPPLIED AS A SINGLE MOULDING INCORPORATING ENCAPSULATED TIMBER, MAX LOAD ON ROOF 2.5kN/m².
 - ROOF IS MOUNTED ON EXPLOSION RELIEF FRAMEWORK WITH MOUNTINGS, ENCAPSULATED AND BONDED INTO THE CORNERS OF THE ENCLOSURE. THE ROOF IS CAPABLE OF RISING 1m AND RETURNING TO THE NORMAL POSITION.
 - DOORS HUNG ON 1½ PAIRS OF STAINLESS STEEL BUTT HINGES.
 - DOORS FITTED WITH DOOR STAYS TO HOLD EACH DOOR OPEN AT 90°.
 - ESPAÑOLETTE LOCKING SYSTEM - SECURED BY UK POWER NETWORKS STANDARD PADLOCK - PROVIDED BY UK POWER NETWORKS.
 - THE THRESHOLD SECTION BELOW THE DOORS IS REMOVABLE TO FACILITATE PLANT MOVEMENT.

- VENTILATION.**
- VIA HIGH AND LOW LEVEL LOUVRED PANELS IN SIDES AND REAR OF GRP ENCLOSURE. LOUVRES MUST NOT BE OBSTRUCTED AT ANY TIME. A MINIMUM CLEAR AREA OF 500mm HARDSTANDING IS REQUIRED AROUND THE GRP ENCLOSURE.

- COLOUR.**
- STANDARD EXTERIOR COLOURS ARE MID BROWN 08-B-25 OR DARK GREEN 14-C-39 TO BS 4800.

- GRATINGS & GRATING SUPPORT.**
- 38mm DEEP MOULDED GRP GRATINGS BY CAPTRAD - OPEN TYPE WITH GRITTED SURFACE, COLOUR GREEN. GRATINGS MUST BE FLUSH WITH TOP OF FOUNDATION AND SECURELY SUPPORTED USING STEEL SUPPORT MEMBER AS SHOWN IN DETAIL A - F.
 - GRATINGS MUST BE SEATED LEVEL WITH NO NOTICEABLE ROCKING.

- ASSEMBLY.**
- THE GRP ENCLOSURE IS USUALLY DELIVERED FULLY ASSEMBLED. AN OPTION FOR A FLAT PACK UNIT IS AVAILABLE - SPECIAL ORDER.

- DUCTS.**
- THE EXACT NUMBER OF DUCTS AND DUCT ENTRY POSITIONS ARE TO BE VERIFIED BY UK POWER NETWORKS TO SUIT THE PROJECT.
 - PERMITTED DUCTS - 125mm INTERNAL DIAMETER TWIN WALLED HIGH DENSITY POLYETHYLENE DUCTING TO ESI 12-24 (BS EN 50086-2-4) LAID FLAT & LEVEL. eg. RIDGIDUCT.

- CABLE ACCESS.**
- GROUNDWORK FOR CABLE ENTRY TO BE FULLY EXCAVATED BY DEVELOPER.

- EARTHING.**
- A DEDICATED EARTHING SYSTEM IS REQUIRED TO BE SUPPLIED, INSTALLED AND TESTED BY DEVELOPER'S SPECIALIST CONTRACTOR. SEE SHEET 2 FOR FULL DETAILS.

- NOTES FOR UK POWER NETWORKS.**
- BACKFILL WITH BUILDERS SAND AROUND CABLES TO FINISH 500mm FROM TOP OF GRATINGS. NOTE THAT GRATINGS ARE DESIGNED FOR PERSONNEL LOADING ONLY.
 - SITE SURVEY TO DETERMINE WHETHER A CRANE IS NEEDED.

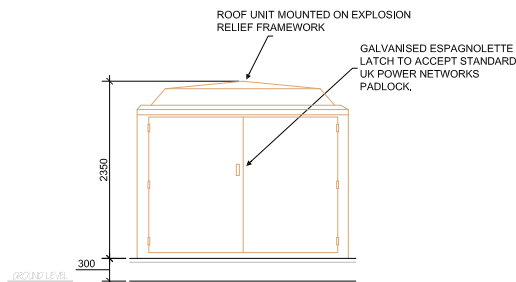
3	Earthing sheet added.	D.Gabbitt	09/12/14
2	Re-drawn and Re-numbered.	D.Gabbitt	06/06/14
1	Generator flap, hab access note.	D.Gabbitt	02/07/12
Rev	Description	Revised By	Date

Issued For Information Only

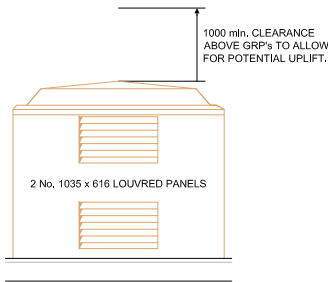


Substation Design Team
Metropolitan Hse, 3 Darkes Lane, Potters Bar, EN6 1AG.

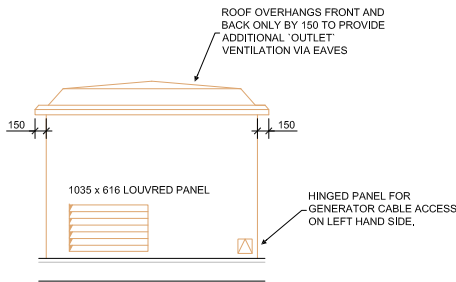
Title	GRP Enclosure for Temporary Substation Package Arrangement.
Sheet 1 of 2	
Date Drawn	25/05/12
Scale @ A1	Not to scale, use dimensions
Drawn By	David Gabbitt
Bulking Officer	N/A
Project Designer	N/A
Drawing Number	
Rev	



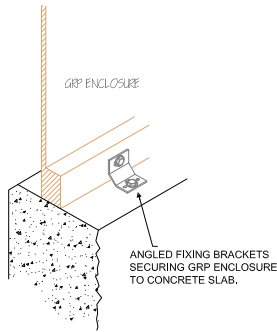
GRP Front Elevation



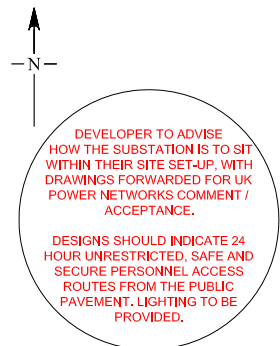
GRP Rear Elevation



GRP Side Elevation

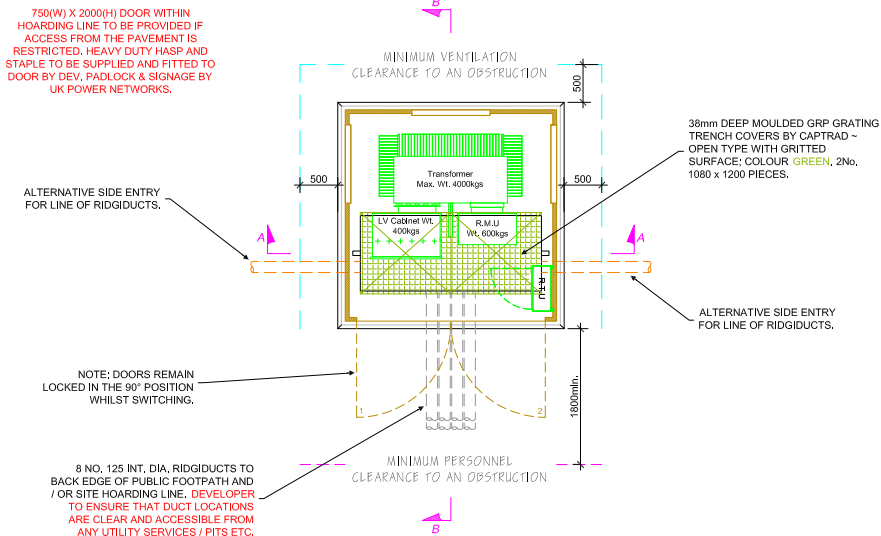


Fixing of Shell to Foundations

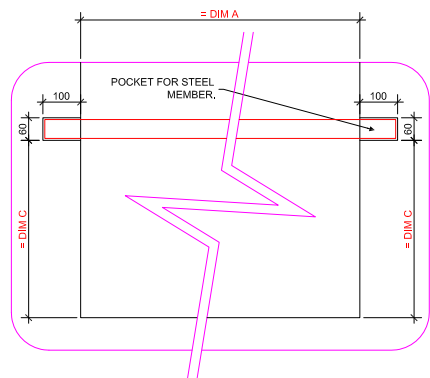


Substation Location Plan

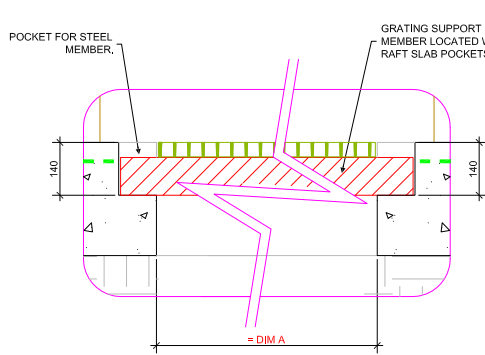
IF THE SITE SPECIFIC CIRCUMSTANCES DICTATE THAT TRAFFIC PROTECTION TO THE SUBSTATION BE CONSIDERED, THEN THE DEVELOPER IS TO PRODUCE A DESIGN SATISFYING LOCAL HIGHWAYS SPECIFICATIONS AND FORWARD PROPOSALS FOR UK POWER NETWORKS COMMENT / ACCEPTANCE PRIOR TO CONSTRUCTION.



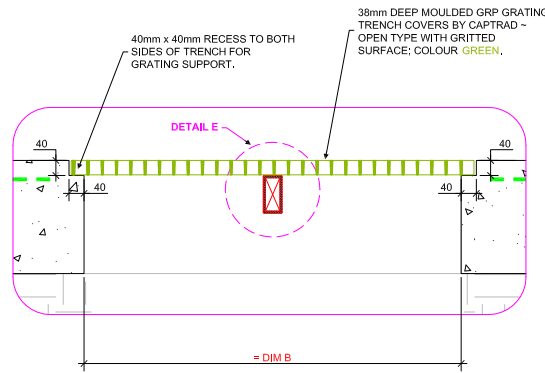
Substation Plan



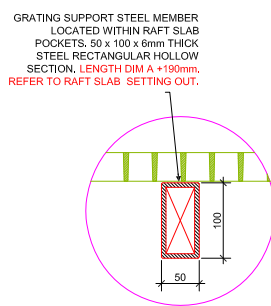
Detail A



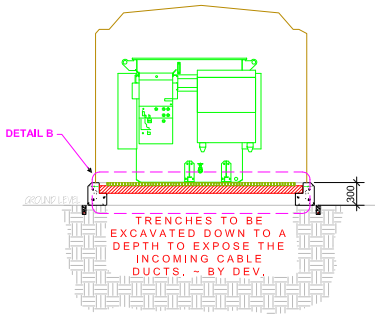
Detail B



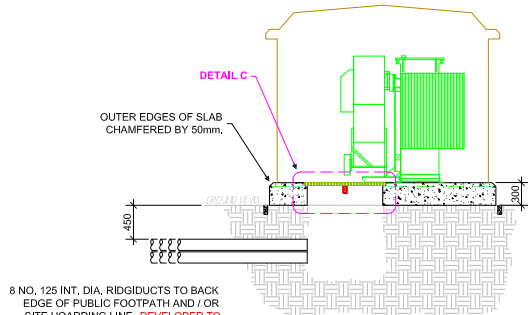
Detail C



Detail E

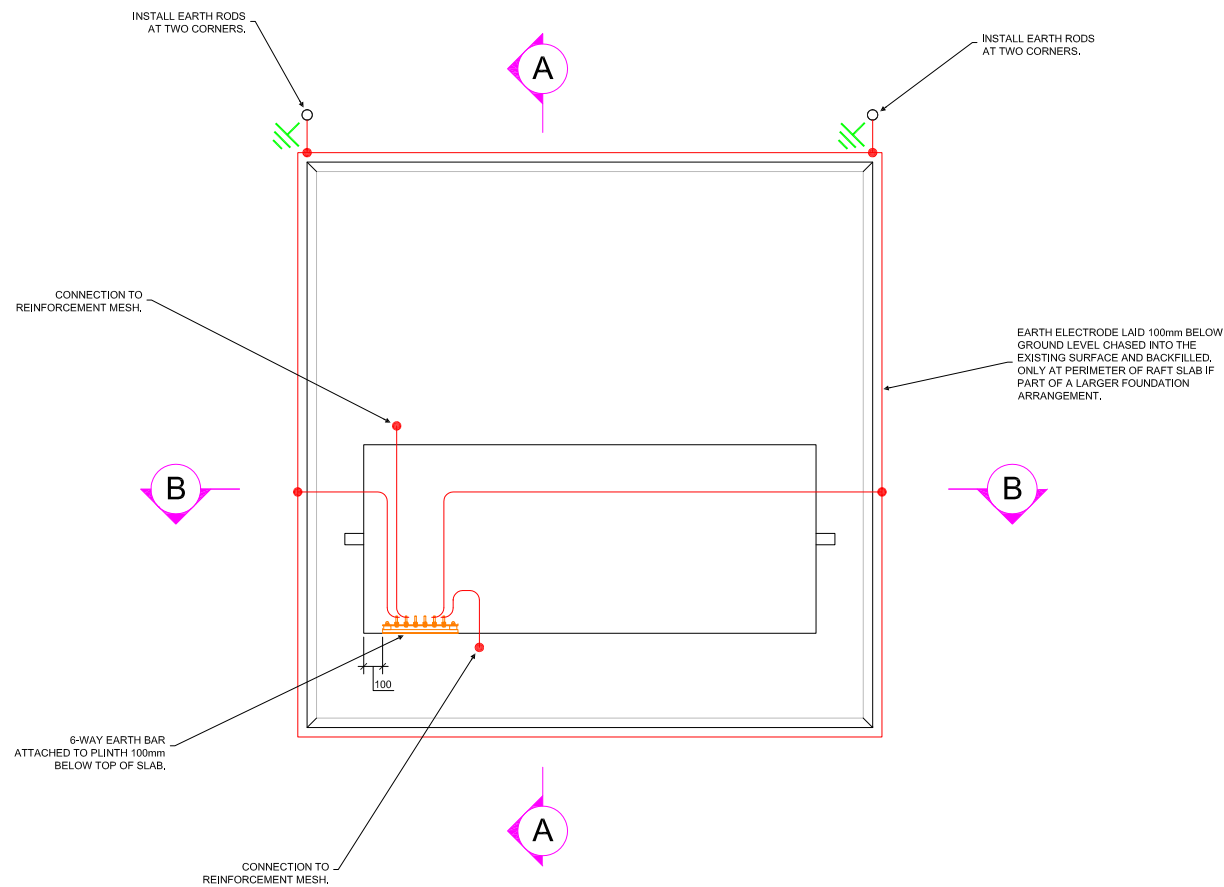


Section A~A

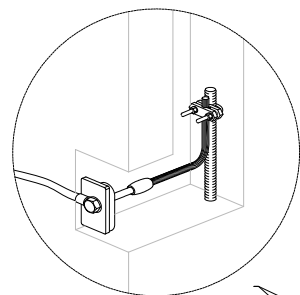


Section B~B

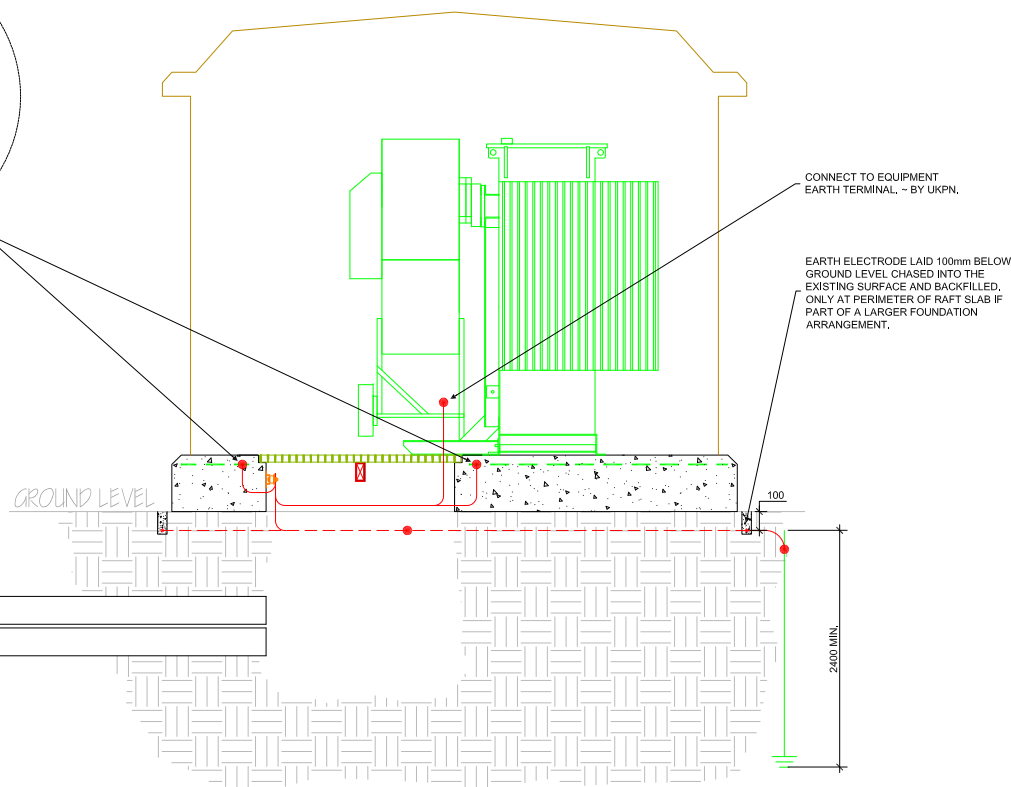
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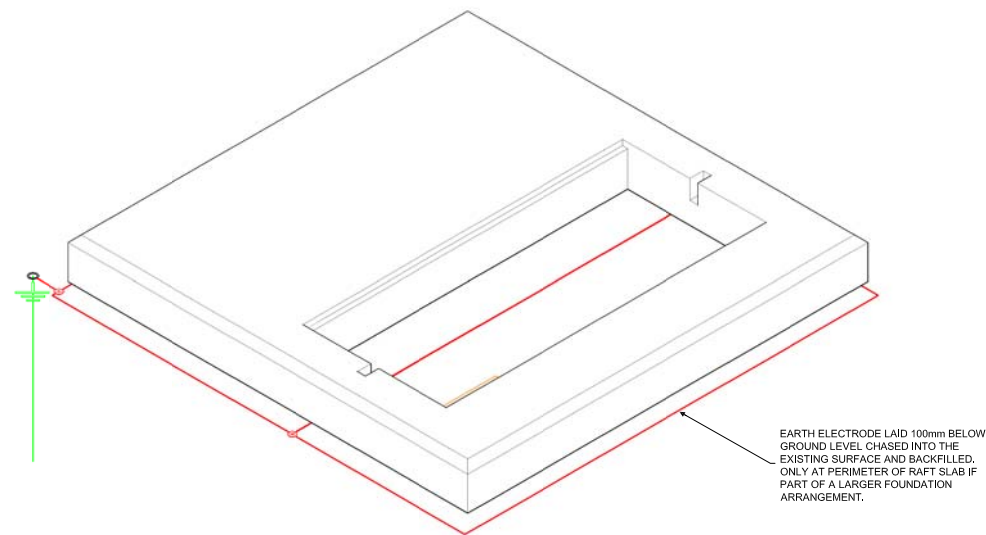
Raft Slab Plan



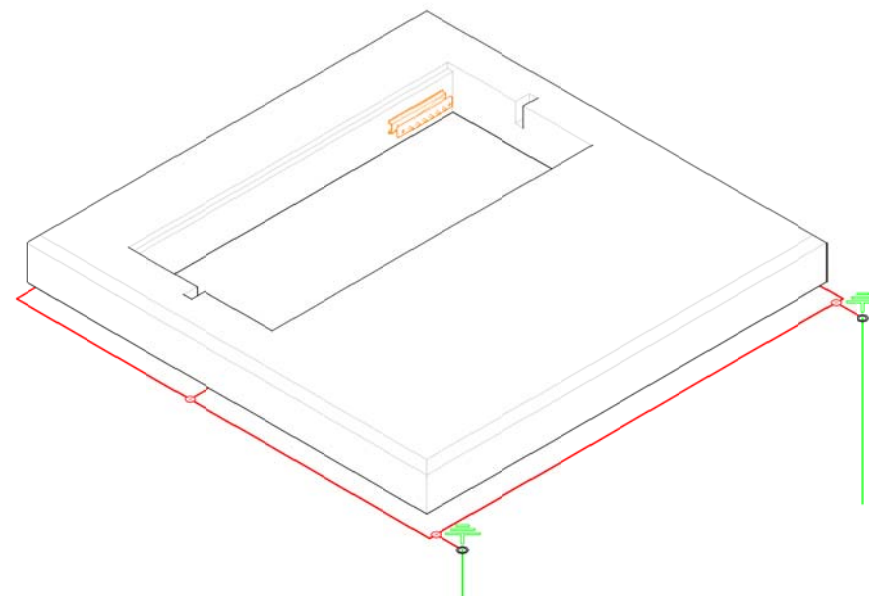
EARTH POINT CONNECTED TO REINFORCEMENT MESH WITH CLAMPS OR EXOTHERMIC WELDING.



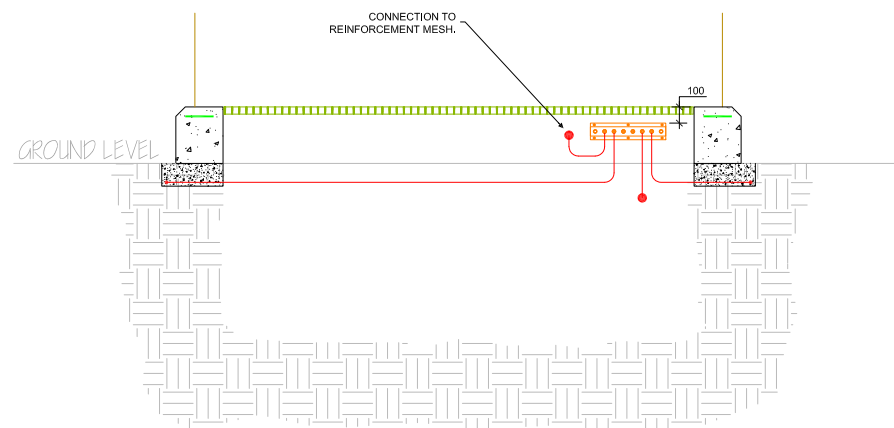
Section A~A



3D View Showing Earth Electrodes and Rods



3D View Showing Earth Electrodes, Rods and Earth Bar



Section B~B

Specification Notes - For the Attention of the Developer/Builder.

- GENERAL NOTES:**
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 - WHEREVER POSSIBLE THE EARTHING SYSTEM SHOULD BE INSTALLED IN ASSOCIATION WITH THE GROUND WORKS TO ENSURE THAT EARTH ELECTRODES ARE CORRECTLY POSITIONED PRIOR TO PLACEMENT OF CONCRETE.

REBAR/MESH REINFORCEMENT

- THE CONNECTION TO THE REINFORCEMENT WITHIN THE PLINTH SHALL USE EXOTHERMIC WELDING OR SUITABLE CLAMPS.
- ALL CONNECTIONS TO THE REINFORCEMENT SHALL USE A MINIMUM OF 70mm² STRANDED HARD DRAWN COPPER CABLE OR 25mm x 3mm COPPER TAPE.

EARTH ELECTRODE

- THE EARTH RODS SHALL BE COPPER CLAD WITH APPROPRIATE FITTINGS, DRIVEN TO A MINIMUM DEPTH OF 2.4m.
- THE EARTH ELECTRODE SHALL BE AS FOLLOWS:
 - FOR EARTH FAULT LEVELS UP TO 8kA USE 70mm² BARE STRANDED HARD DRAWN COPPER CABLE OR 25mm x 3mm COPPER TAPE.
 - FOR EARTH FAULT LEVELS UP TO 12kA USE 120mm² BARE STRANDED HARD DRAWN COPPER CABLE OR 25mm x 4mm COPPER TAPE.
 - FOR EARTH FAULT LEVELS UP TO 15kA USE 2 x 70mm² BARE STRANDED HARD DRAWN COPPER CABLE OR 25mm x 6mm COPPER TAPE.

EARTH RESISTANCE

- THE MAXIMUM RESISTANCE OF THE STANDALONE EARTHING SYSTEM SHALL BE SPECIFIED BY THE UK POWER NETWORKS DESIGNER.
- WHERE THE EARTHING SYSTEM IS INSTALLED BY A DEVELOPER OR CONTRACTOR CERTIFICATION CONFIRMING THE RESISTANCE OF THE STANDALONE EARTHING SYSTEM SHALL BE PROVIDED TO UK POWER NETWORKS PRIOR TO EQUIPMENT INSTALLATION.

BONDING

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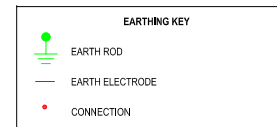
OTHER

- A 6-WAY EARTH BAR SHALL BE PROVIDED IN THE POSITION SHOWN ATTACHED TO THE PLINTH AROUND 100mm BELOW TOP OF SLAB.

FURTHER INFORMATION

- REFER TO:
 - EDS 06-0014 SECONDARY SUBSTATION EARTHING DESIGN
 - EDS 06-0023 SECONDARY DISTRIBUTION NETWORK EARTHING CONSTRUCTION

NOTE: THIS DRAWING ONLY SHOWS THE EARTHING ASSOCIATED WITH THE GROUND WORKS. ADDITIONAL EARTHING MAY BE REQUIRED TO ACHIEVE THE EARTH RESISTANCE VALUE AND TO ENSURE THE SUBSTATION IS SAFE. REFER TO THE RELEVANT EARTHING STANDARD FOR THE COMPLETE EARTHING AND BONDING REQUIREMENTS.



3	Earthing sheet added.	D.Gabbittass	09/12/14
2	Re-drawn and Re-numbered.	D.Gabbittass	06/06/14
1	Generator flap, info access note.	D.Gabbittass	02/07/12
Rev	Description	Revised By	Date

Issued For Information Only



Substation Design Team
Metropolitan Hse, 3 Darkes Lane, Potters Bar, EN6 1AG.

Title
GRP Enclosure Earthing details for:
Temporary Substation Package Arrangement.
Sheet 2 of 2

Date Drawn 25/05/12	Scale @ A1 Not to scale, use dimensions
Drawn By David Gabbittass	Project Designer N/A
Building Officer N/A	

GRP Enclosure



Model: NX85

Description

Our NX85 GRP Enclosure is compliant with BS (British Standards) and DNO (Distribution Network Operators) in the UK.

Double Opening Doors provide access to weatherproof storage for electrical equipment and various other items of industrial equipment. The cabinet doors have a three-point cylinder lock fitted and durable hinges, which help prevent the cabinet from damage and attempts at tampering and energy theft. The GRP cabinet doors are also fitted with a metal ring for the optional/additional security of a padlock (padlock not supplied).

These surface mounted GRP cabinet enclosures are suitable for the protection of many different types of electrical and industrial equipment. They are commonly used by Gas, Water and Electricity providers, local authorities and the mechanical services industry, plus many others. IP54 compliant and made with Class 2 Fire Resistant Resin (30 Minute Resistance).

Our GRP housings are manufactured from the highest quality thick GRP materials to withstand the rigours of the harshest weather conditions and are IP54 compliant.

The internal finish is a durable GRP in white with a 18mm plywood back wall to fix equipment. The GRP flooring is solid and strong for surface mounting and is made out of thick insulating, fire resistant and self extinguishing composite GRP (Glass Reinforced Plastic).

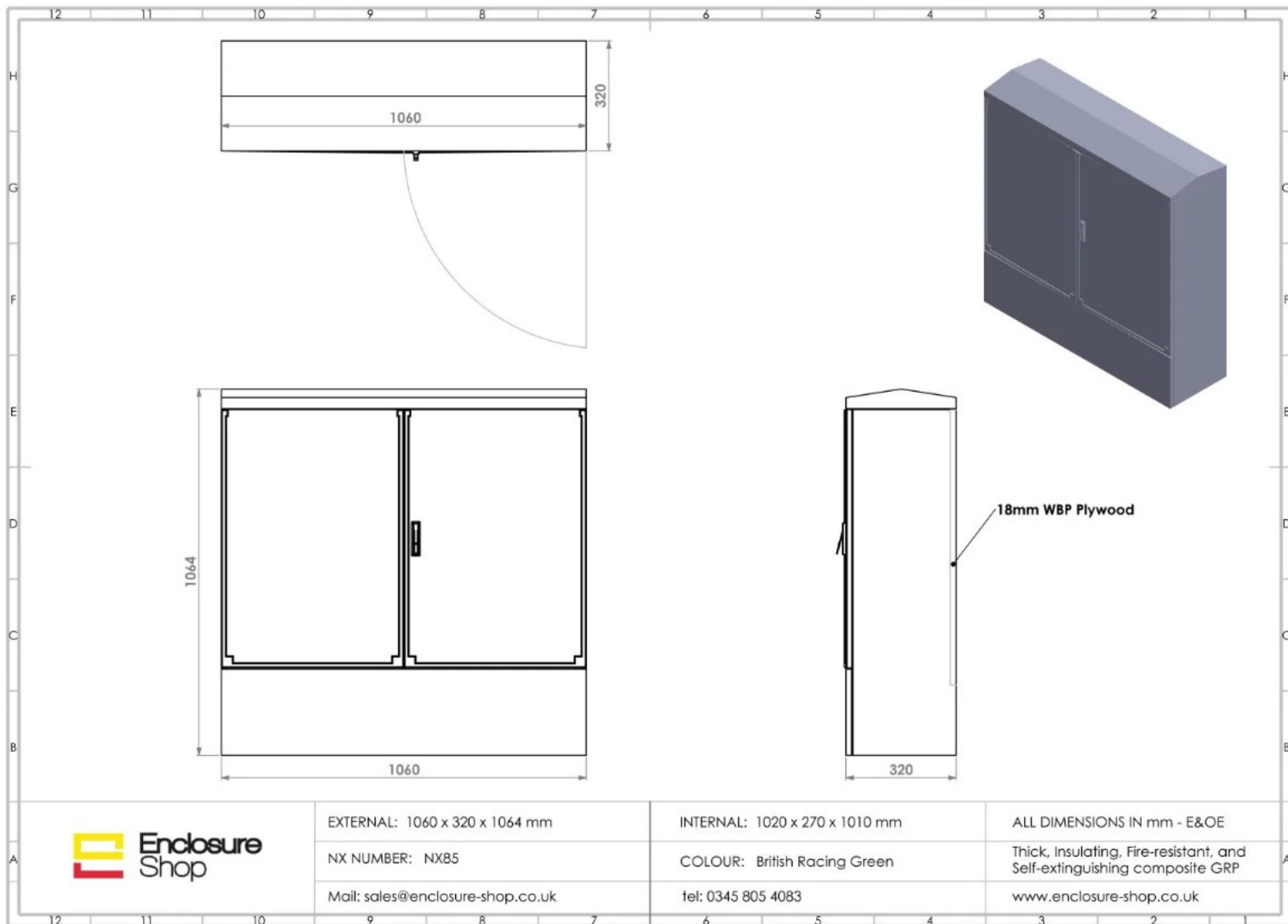
Specification:

- ✓ Double doors (removable)
- ✓ Bottom panel (removable for access)
- ✓ Three-point cylinder lock with keys
- ✓ Built in metal ring to install a padlock (padlock not supplied)
- ✓ Durable hinges
- ✓ External finish (British Racing Green) - Smooth semi-gloss GRP
- ✓ Internal finish - durable white GRP
- ✓ 18mm treated plywood backboard for fixing equipment
- ✓ Full GRP base
- ✓ Dust/Water prevention seals (IP54 compliant)
- ✓ Made with Class 2 fire resistant resin (30 minute resistance)

Model: NX85

GRP Enclosure IP rating 54
Complies with BS 8567 : 2012 specification
Fire retardant BS476, Part 7, 1997, Class 2
BS EN 60 439-1
BS EN 60 439-3
BS EN 60 439-5
BS EN 50 298
DIN 43 629-1
DIN 43 629-2
DIN 43 629-3

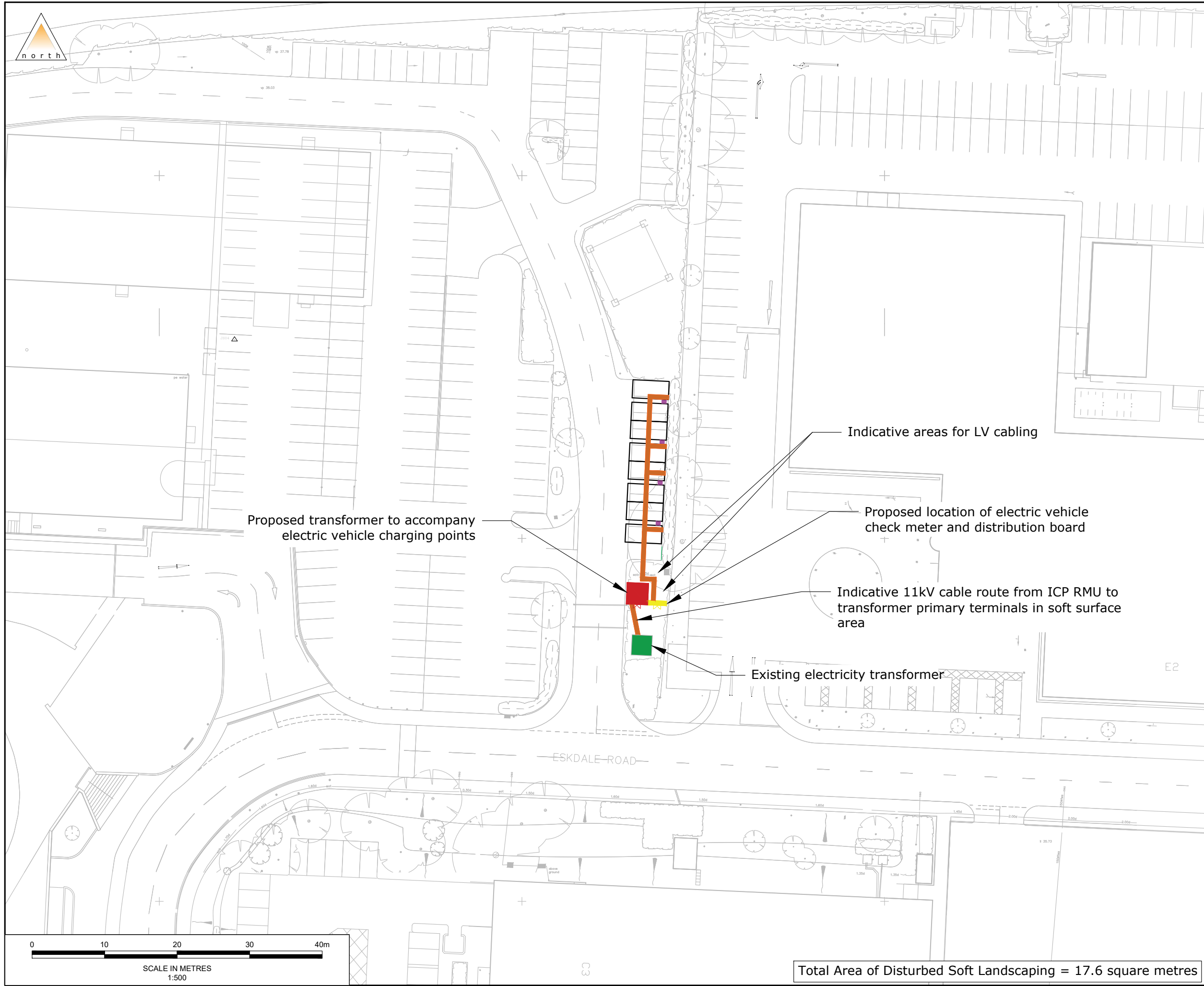
Dimensions	Width x Depth x Height (mm)
External	1060 x 320 x 1064
Internal Clearances	1020 x 270 x 1010
Mounting Backboard	1010 x 18 x 740
Door Configuration	Double
Lock Type	Cylinder
Weight	45kg approx.



Appendix E

Cable Routing Plan

C:\Users\williammcaney\Motion\Staff\Site - Fw114 2410036\Drawings\2410036-06A_7C.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.

C	Updated Arrangements	WMC	PdeJ	PdeJ	13/03/2025
B	Updated Arrangements	WMC	PdeJ	PdeJ	13/03/2025
A	Re-Issue	WMC	PdeJ	PdeJ	10/03/2025
-	First Issue	WMC	PdeJ	PdeJ	07/03/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Winnersh Midco S.A.R.L

Project:
Winnersh Triangle 1040 EV Chargers

Title:
Cable Routing Plan

Scale: 1:500 (@ A3)

Drawing:
2410036-07

Revision:
C