Transport &
Infrastructure

For and on behalf of
OPD Energy

Cable Route CMP / CTMP

The Hall Solar Farm, Suffolk

Prepared by
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December 2025

Transport & Infrastructure

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1.0 INTRODUCTION

1.1 The Transportation and Infrastructure team of DLP Consultants (DLP) has been instructed by OPD Energy to produce a Construction Management Plan /Construction Traffic Management plan for the proposed cable route to support planning application DC/25/2109/FUL, for the proposed development of:

> *Construction of solar photovoltaic farm of up to 42MW and associated ancillary infrastructure including; underground cable route, new access tracks, transformers, control room, DNO building, customer building, perimeter fencing with CCTV cameras and access gates, landscaping and associated site works*

1.2 The site is located at Redisham Hall Farm, School Road, Ringsfield, Beccles, Suffolk, NR34 8NY. Suffolk County Council (SCC) is the Highway Authority, and East Suffolk Council the Local Planning authority.

Background

1.3 A Transport Statement & Construction Traffic Management Plan ('TS & CTMP') (Report Reference SF5078PD/R1, dated March 2025) was submitted in support of the planning application for the solar farm.

1.4 A previous Technical Note, reference SF5078(2)PD, dated October 2025, was prepared in response to a 'holding objection' highways response issued by the SCC Growth, Highways and Infrastructure team, on 10 July 2025, reference SCC/CON/2637/25.

1.5 A subsequent response issued by the SCC Growth, Highways and Infrastructure team on 28 October 2025, reference SCC/CON/4215/25, confirmed that a Construction Management Plan / Construction Traffic Management Plan for the cable route would be required to support the application and could not be conditioned as part of a planning consent. This response and requirement is provided at **Appendix A** and outlined below for reference.

> *The cable laying route is a significant factor for the success of this development and is likely to have a significant impact upon the highway, it is therefore not appropriate for it to be condition as a separate CMP/CTMP. SCC as the Local Highways Authority has a duty to assess the extent of the impacts on the highways network and therefore all information should be provided within the application otherwise there is a presumption that these works will be accepted, removing the opportunity for a without prejudice review being conducted.*

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Proposed Cable Route

1.6 The proposed cable route will run from the proposed solar farm on School Road to a point immediately north of Berry Farm on Clarkes Lane, a distance of approximately 2.8 Km. The point of connection at Clarkes Lane is directly into the electricity distribution network via the overhead transmission lines; the cable route. is proposed to be made entirely by a trench construction to house an entirely underground cable.

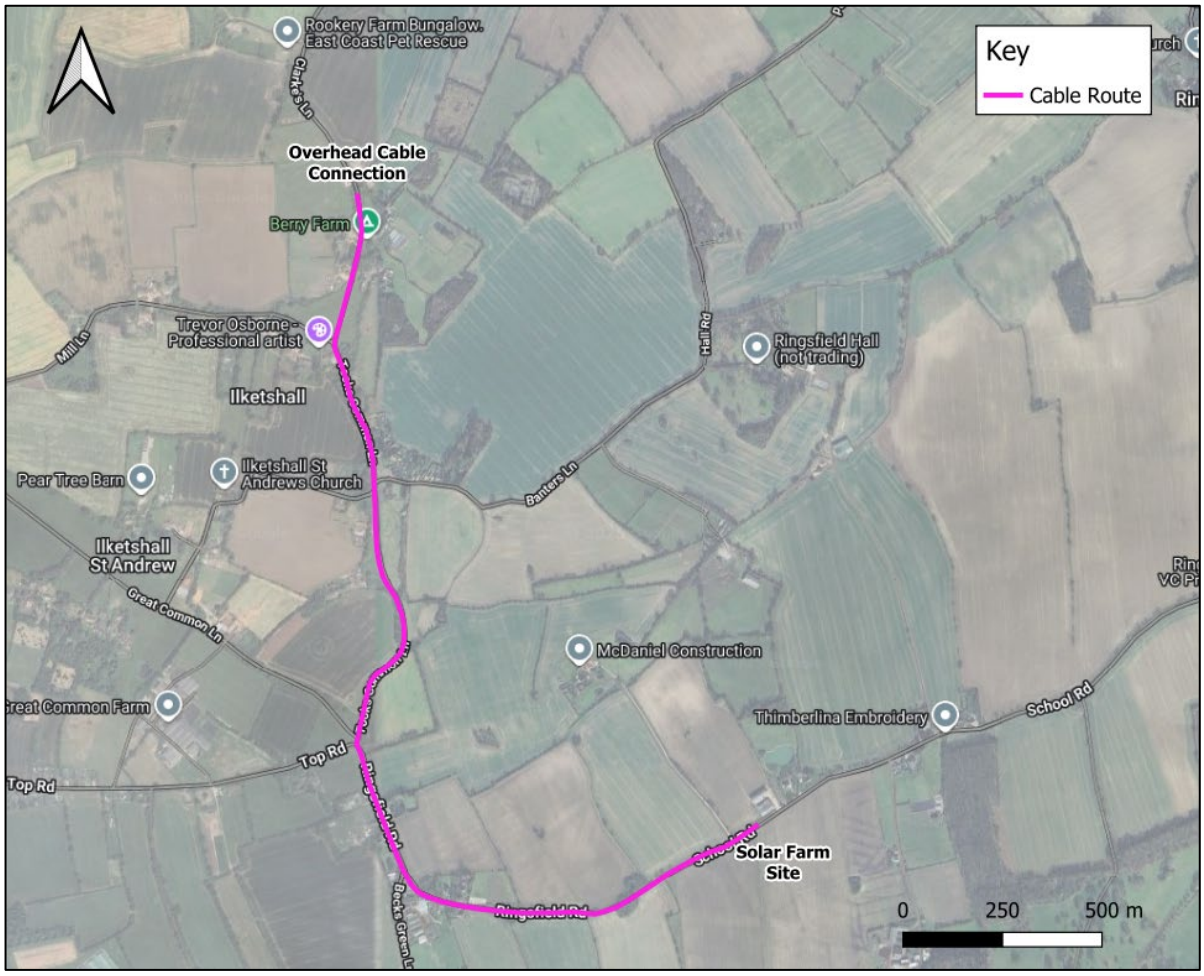

Figure 1 – Proposed Cable Route

1.7 **Figure 1** shows the proposed cable route, illustrating the entire length of the cable run will be within adopted highway, within School Lane / Ringsfield Lane, Tocks Common Lane and Clarkes Lane. The full cable route is provided at **Appendix B**.

Section 50 Licence

1.8 The applicant will secure an appropriate Section 50 licence (New Roads and Street Works Act 1991) with Suffolk County Council SCC, as the Local Highway Authority, in order to carry out works within the adopted highway. There will also be a requirement to close certain roads during construction of the Cable Route and therefore the construction is subject to Temporary Traffic Regulation Orders for road closures.

1.9 Further consideration of the impact of the construction on the adopted highway is outlined in **Section 4** of this CMP.

2.0 CONSTRUCTION METHOD STATEMENT

2.1 The proposed construction of the cable route will proceed from the Hall Solar Photovoltaic site, westward and northward to the electric lines, a cable route length of approximately 2800m, as shown in **Figure 1**.

2.2 The proposed construction methodology is entirely an open trench construction for laying the cables underground; no horizontal directional drilling (HDD) is proposed.

2.3 The project construction will take approximately 15 weeks, with the construction compound required 2 weeks before and 2 weeks following completion. The number of operatives on site at any one time would be 8. The construction compound will be located on the Hall Solar farm site and will double up as the same compound used for the construction of the solar farm.

2.4 The primary method for installing the duct and cables will involve a trench excavation exercise by stripping the surfacing then using a V bucket to eliminate the risk of collapse. The surface will be stripped using floor saws ensure a clean line. The trench is excavated to a depth of 1200mm and width of 1025mm.

2.5 A tractor and dump trailer with low ground pressure tyres closely follows the excavator installing dust into the trench then behind this is another tractor with a bespoke trailer unit which lays the ducting. No operatives will be required to enter the trench. A third tractor and dump trailer follow behind to install duct sand to cover the ducting and install marker boards. The surface will be reinstated using approved highway authorities' specification, with type 1 mot stone and foam concrete therefore guaranteeing the quality of the install.

2.1 Adopted highway sections would be excavated to depth by using top cutters to remove tarmac then excavate to depth using excavators, following the same process as above to cover all ducts with dust surround and marker boards reinstate using approved highway authorities' specification, with type 1 mot stone and foam concrete therefore guaranteeing the quality of the install.

2.6 Photographs showing the method of construction are included as **Appendix C**.

2.7 An indicative section showing the cable route within the public highway is included as **Appendix D**.

3.0 CONSTRUCTION COMPOUND

3.1 The Solar Farm Construction Compound will be utilised for the construction of the Cable Route. The compound will consist of the following temporary buildings and provisions during the construction period:

- Site office;
- Toilets;
- Parking area to accommodate workers and visitors;
- Delivery and unloading area(s);
- Storage containers for storage of materials and waste for collection;
- Open storage area for plant and equipment; and
- Security fencing surrounding the compound.

3.2 An area for wheel washing will also be provided within the site as close as feasible to the site access during the construction period. Road sweeping of School Road within the vicinity of the site access may also be undertaken if required.

3.3 A turning area will be provided either within, or close to, the compound.

Access

3.4 The site compound access is as described within the Solar Farm CMP.

3.5 **DLP Drawing Number SF5078PD-001-RevB** (contained at **Appendix E**) shows that the new access junction will be 6m wide. The new access would have a 6m kerb radii on the western side and a 12m kerb radii on the eastern side of the junction with a 1 in 8 entry taper over 24m. **Drawing Number SF5078PD-001-RevB** shows a swept path analysis of a 16.5m articulated lorry entering and exiting the proposed access junction in a forward gear.

3.6 Security fencing will be provided along the boundary of the site compound.

3.7 There will be security access gates at the site access junction that would be setback 18.5m from the highway to prevent vehicles blocking back onto the public highway. **Drawing Number SF5078PD-001-RevB** shows that the access gates will open inwards.

3.8 Following the completion of the solar farm and cable route, the access will remain for usage by operational vehicles (likely to be light vans) typically 1 time per month unless additional maintenance is required.

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Routing to Principal Road Network

3.9 The routing of vehicles associated with the Cable Route will utilise the same routing as the vehicles associated with the construction of the solar farm. This route is replicated below in **Figure 2**.

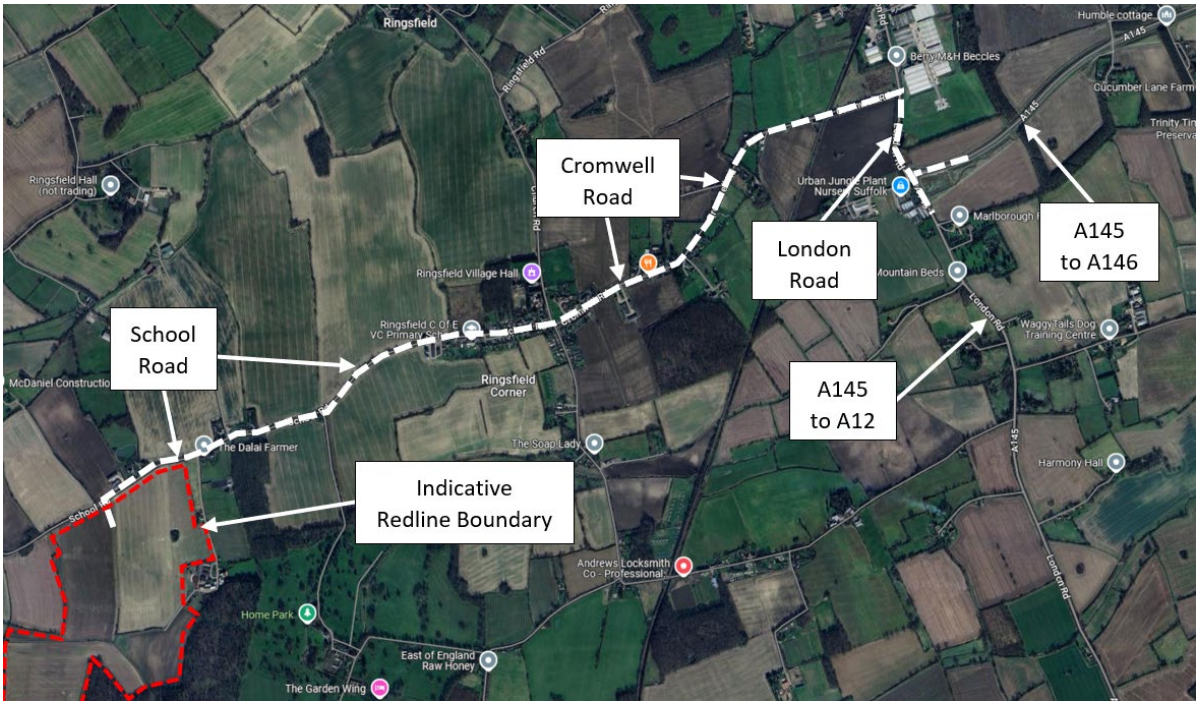

Figure 2 – Construction Traffic Routing

3.10 As shown in **Figure 10**, the A145 can be accessed via an approximately 3.9km route to the east of the site at the London Road / A145 / A145 London Road / Hall Farm Business Park 4-arm roundabout.

3.11 Any vehicles noted and / or observed to not comply will be reported to the Local Liaison Officer (LLO) who will be appointed by the developer (further information on this role provided later in this document).

4.0 CONSTRUCTION IMPACT ON THE PUBLIC HIGHWAY

4.1 The proposed cable route will extend from the Hall Solar Photovoltaic site westwards then north to the existing overhead electrical line to the north of Berry Farm, over a distance of 2.8km, all of which is located within the adopted highway.

4.2 **Figure 3** shows the cable route separated into four different sections, labelled Section 1 through Section 4, each with different traffic management requirements.

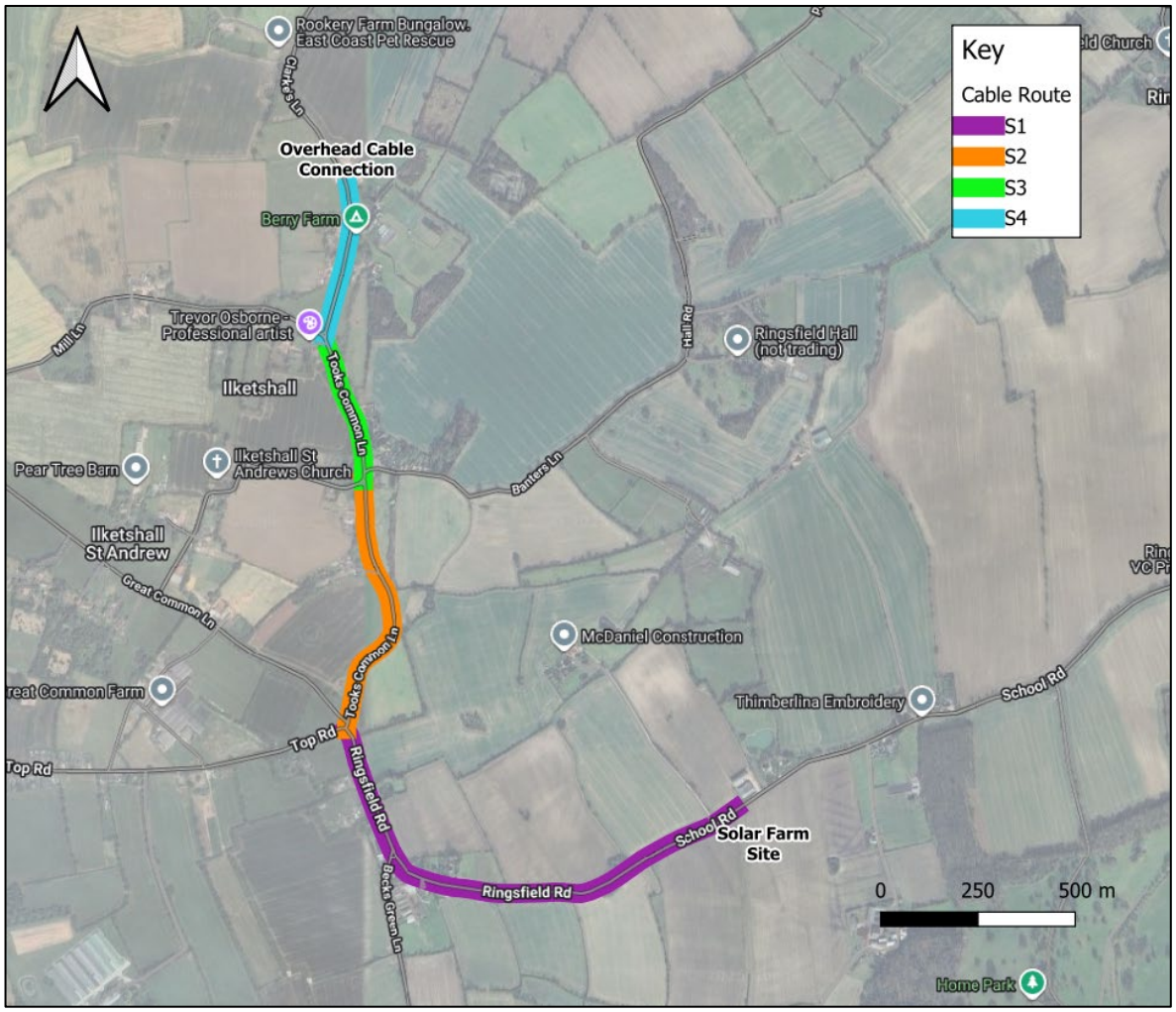

Figure 3 – Cable Routing Sections

4.3 It should be noted that the potential traffic management are subject to detailed discussions with the Local Highway Authority at SCC, noting that the works would be undertaken as part of the Section 50 licence, which is to be secured once this CMP is agreed.

Section 1 – School Road / Ringsfield Road (for a length of approximately 1300m)

4.4 The cable route begins from the northern edge of the development site, adjacent to the site access, heading west along Ringsfield Road, curving north to the Ringsfield Road / Top Road / Tooks Common Lane.

4.5 The cable route will typically be within the verge where possible, or as close to the edge of the carriageway as possible. It is anticipated that School Road / Ringsfield Road has sufficient width to employ a temporary traffic signal shuttle working to maintain a single way operation of the road. The maximum length of the roadworks will be 50m, which would equate to some 26 working days of workings along Section 1.

4.6 Where the roadworks intersects with the Becks Green Lane priority junction, a three way signalised arrangement will be employed, utilising the junction island to ensure continuous operation of the junction.

4.7 Two way signals will be implemented along this section, with adequate inter-green time for cyclists to clear the roadworks. Signage will be erected at the signals stating 'Narrow Lane – DO NOT OVERTAKE CYCLISTS'.

4.8 The section would end with a four way signalised junction at the Ringsfield Road / Top Road / Great Common Lane / Tooks Common Lane junction.

4.9 This operation will be reviewed by the contractor responsible for constructing the trenching and laying the cable at the appropriate stage. If an alternative requirement for traffic management is required then this will be discussed first with SCC and the appropriate highway approvals will be applied for.

Section 2 – Tooks Common Lane (for a length of approximately 695m)

4.10 The cable route from the Ringsfield Road / Top Road / Tooks Common Lane junction will run northwards along Tooks Common Lane.

4.11 Due to the width restrictions along Tooks Common Lane, it is anticipated that the road will need to be closed to construct the trench and lying of the cable with suitable diversions implemented. It is anticipated this section would be undertaken in multiple parts, to the north and south of access points respectively, ensuring constant access to the properties is

provided.

4.12 This first section would begin to the north of the Great Common Lane junction, allowing for diverted traffic to utilise Great Common Lane and School Road through Ilketshall as a diversion route. This diversion route measures 1.4km, in comparison to a 700m original route.

4.13 The road closure would occur for a period of some 14 days, in varying lengths, allowing for continuous access for the properties along Tooks Common Lane.

Section 3 – Tooks Common Lane (for a length of approximately 390m)

4.14 The second section of Tooks Common Lane section begins at the School Road junction, through to the Mill Lane junction to the north.

4.15 Due to the width restrictions along Tooks Common Lane, it is anticipated that the road will need to be closed with suitable diversions implemented. It is anticipated this section would be undertaken in multiple parts, to the north and south of access points respectively, ensuring constant access to the properties is provided.

4.16 Vehicles would be diverted to Mill Lane, via Great Common Lane, connecting to Clarkes Lane at the priority junction.

4.17 The road closure would occur for a period of some 8 days, in varying lengths, allowing for continuous access for the properties along Tooks Common Lane.

Section 4 – Clarkes Lane (for a length of approximately 390m)

4.18 The Clarkes Lane Section begins at the Mill Lane Junction, running north to the overhead electric lines north of Berry Farm .

4.19 Due to the width restrictions along Clarkes Lane, it is anticipated that the road will need to be closed with suitable diversions implemented. It is anticipated this section would be undertaken in multiple parts, to the north and south of access points respectively, ensuring constant access to the properties is provided.

4.20 Vehicles would be diverted to Hall Road, to the east. The diversion signage would be located at the Banters Lane junction, routing to the B1062 to the north.

4.21 The road closure would occur for a period of some 8 days, in varying lengths, allowing for continuous access for the properties along Clarkes Lane.

Summary

4.22 In summary of the above, it is considered that suitable traffic management could be proposed along the length of the Cable Route from the site to the overhead electric lines at Clarkes Lane subject to a Section 50 licence and Temporary Traffic Regulation Orders to close the outlined roads during the period of works.

4.23 A review will be undertaken of the section where road closures are proposed by the contractor to understand how access can be maintained for periods of time when construction works are not taking place. This could be in the form of metal road sheets over the trenches.

4.24 As such, it is considered that there are suitable means to mitigate the potential impact on the local highway network during the construction of the cable.

5.0 GENERAL CONSTRUCTION MANAGEMENT MATTERS

5.1 This section outlines the general construction management matters, including hours of work, dust emissions and vibrations,

Hours of Work

5.2 It is anticipated that the following hours of work will be as follows:

- 08:00 to 18:00 on a weekday
- 08:00 to 13:00pm on a Saturday
- There will be no work permitted on a Sunday or Bank Holiday weekend

5.3 The working hours outlined above will be agreed with the Local Planning Department. Special working outside of the agreed hours, when confirmed, will be agreed with the Local Authorities Environmental Health Officer (EHO).

Dust Emissions and Vibration

5.4 All reasonable measures within the guidance document 'The Control of Dust and Emissions during Construction and Demolition will be adopted, where practicable and feasible to do so. This document seeks to reduce the emissions of dust PM10 and PM2.5. The main sources of dust and emissions from the site are likely to arise from the works on the public highway

5.5 To mitigate the effects of such activities the following measures, controls, and monitoring protocols as suggested within the SPG shall be employed. The matter of stakeholder engagement is discussed separately.

- Strict adherence to agreed working hours
- Machinery and any activities which could result in dust being generated should be kept away from any identified receptors and effective and appropriate screening put in place;
- Stockpiles of material shall be sheeted, and any loose material removed from the site, as soon as is practicable;
- Deployment of a road sweeper and/or manual sweeping shall be employed as and when required;
- The site will be monitored at least twice a day. Increased monitoring will take place where dry and/or windy conditions are prevalent.

Noise Emissions

5.6 Noise impact will be minimised by means of the effective application of the measures and controls suggested in BS 5228-1:2009. The underlying principles to control noise are as follows:

- Regular maintenance of plant and equipment
- Type of plant and equipment employed to undertake the varies activities on the site
- Use of temporary barriers
- To mitigate noise from the site the following measures and controls shall be employed:
- The location of the compound should be, where practicable, to be located away from sensitive receptors;
- All movements of vehicles associated with the site shall adhere to the agreed operating hours and any vehicle call up procedures to reduce idle time of vehicles. The use of reverse alarms shall be of a type that provides effective warning to those near the vehicle and not across a wider area than is necessary;
- The use of hoardings has been mentioned previously. This use of hoardings has an equal benefit of limiting noise from the site in the order of 5 -10db(A). These barriers should be in good order with any holes or any gaps created resulting from uneven ground will be filled;
- The use of concrete breakers, whilst unavoidable on occasions, will be kept to an absolute minimum, with only models that are silenced to be used;
- The use of electric powered tools, breakers/cutting and generators instead of diesel or petrol powered alternatives, shall be employed unless the activity concerned can only be performed by the petrol or diesel alternatives. No such equipment shall be left running when not in use;
- Metal casings associated with plant and tools should be acoustically dampened, and;
- All plant will be switched off when not in use, and vehicles will not be permitted to remain idle;

Community Engagement

5.7 It is recognised that a local understanding of the area adds considerable value in managing construction activities and should not be overlooked. A public consultation exercise will be undertaken to help refine the live CMP and align it with the benefit of local input and any emerging issues which are not immediately apparent.

5.8 The developer will appoint a Local Liaison Officer (LLO) whose duties will be to ensure that

the live CMP is conveyed to all local residents and businesses that may be affected by the construction activities particularly the potential for temporary road closures or traffic management. Any changes to the CMP will be clearly communicated in a timely manner.

5.9 The developer will ensure that where there are several other sites close to the site where the accumulation of dust and emissions could on a cumulative basis increase the risk to public health then appropriate management between the sites should be carried out.

5.10 Comments and complaints received during the construction phase will be logged as a matter of course and dealt with effectively. Where in the view of LLO remedial measures to prevent reoccurrence are required then this will be carried out as a matter of urgency and the measure recorded to learn and benefitted from on other projects.

Highway Condition Survey

5.11 A condition and dilapidation survey will be undertaken, in consultation with the local Highway Authority, prior to the commencement of the construction phase. Any damage that could be directly attributed to the developer/applicant of the site will be remedied following completion of the construction phase.

Wheel Washing Facilities

5.12 Wheel washing facilities will be provided to minimise the potential for construction vehicles to transfer mud or other detritus from the site on to the adopted highway network. Should debris from the site be on the public highway, mechanical road sweepers will be employed to clear the highway of mud / debris at the earliest opportunity.

6.0 CONCLUSIONS

6.1 This CMP/CTMP provides information to satisfy the additional information regarding the cable route requested by the SCC Growth, Highways and Infrastructure team on 28 October 2025.

6.2 The measures, controls, and procedures to be adopted in connection with the construction of the site will deliver a high level of control and understanding as to how construction activities will be undertaken and managed.

6.3 This CMP/CTMP sets out requirements to satisfy the determining authorities that a workable and reasonable approach to managing construction activities can be found. The plan allows for an element of refinement as and when new information comes forward particularly in relation to the traffic management of works within the adopted highway, which will require discussion with the Local Highway Authority at SCC and a separate traffic management plan, at the appropriate stage.

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Appendix A Highways Response Note

Our Ref: SCC/CON/4215/25
Date: 28 October 2025
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk

All planning enquiries should be sent to the Local Planning Authority.
Email: planning@eastsuffolk.gov.uk

The Planning Department
East Suffolk Council
Development Management
East Suffolk House
Station Road
Melton
Woodbridge, Suffolk
IP12 1RT

For the attention of: Katie Fowler

Dear Katie Fowler,

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/25/2109/FUL

PROPOSAL: Construction of solar photovoltaic farm of up to 42MW and associated ancillary infrastructure including; underground cable route, new access tracks, transformers, control room, DNO building, customer building, perimeter fencing with CCTV cameras and access gates, landscaping and associated site works

LOCATION: Redisham Hall Farm, School Road, Ringsfield, Beccles, Suffolk NR34 8NY

Referring to the planning application referenced above, notice is hereby given that Suffolk County Council (SCC) in its capacity as the Local Highway Authority recommends the following:

☐ No Objection: SCC has undertaken a detailed assessment of this application and is content with the submission.

☐ No objection subject to conditions: SCC raises no objection subject to the agreement and implementation of planning conditions and/or obligations as set out in this consultation response.

☑ **Deferral: SCC is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this consultation response**
.
☐ Refusal: SCC recommends that the application be refused for the reasons set out in this consultation response

We would like to thank the applicant for responding to the previous Highways response**.**
Further information is required for each of the following:

- Following on from the initial claim that that School Road ranged from 5.6m to 6m it has been shown from the topographical drone survey that the majority of the route falls within 4.1m to

4.8m, well below the minimum 5.5m requirement for passing HGVs. Although School Road is generally a lightly trafficked area it is noted from the survey that 14-16% of existing journeys are HGV movements. This in combination with the uplift in HGVs going to the development site has made it more likely that this will generate an increasing number of delays, reversing of vehicles and derogation of the highway verges. The Highways Authority therefore request a more proactive strategy to be implemented along this section of the Haul Route with the view to creating sufficient passing spaces and where this can't be achieved then further management measures to control the flows of traffic through the introduction of temporary 2-way traffic control. Please provide full details for the mitigation measures and locations.

- Within the Construction Traffic Management Plan (May 2025, para. 7.8) it mentions that the appointed LLO will convey to the residents any temporary parking restrictions. We would like further details of any likely parking restrictions as this doesn't seem to be covered elsewhere within the report.

- The cable laying route is a significant factor for the success of this development and is likely to have a significant impact upon the highway, it is therefore not appropriate for it to be condition as a separate CMP/CTMP. SCC as the Local Highways Authority has a duty to assess the extent of the impacts on the highways network and therefore all information should be provided within the application otherwise there is a presumption that these works will be accepted, removing the opportunity for a without prejudice review being conducted.

- As acknowledged within the application, sections of School Road coincide with the National Cycle Network (NCN 1). It is the responsibility of the LHA to ensure that the network remain safe for all users therefore in addition to the passing places we request that temporary signage is placed adjacent to the highway, that details are contained within the CTMP and that all staff our regularly briefed about the safety concerns with both cyclists and pedestrians having priority over all motorised vehicles.

- The access gate should be placed a minimum of 18.5m from the highway and open into the development site. The previous figure of 15m should be changed within the CTMP and dimensioned on drawing number SF5078PD-001 so that it may be conditioned at a later point.

Yours sincerely,

Sally Bungard
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

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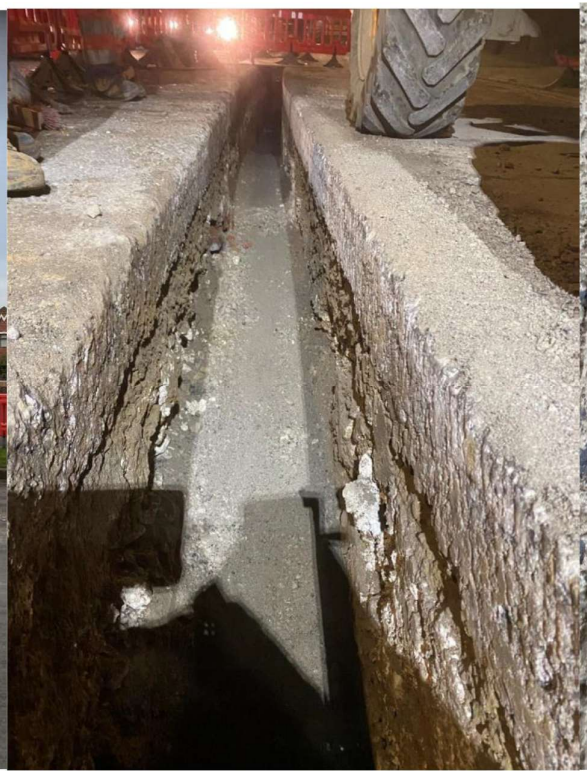
Infrastructure

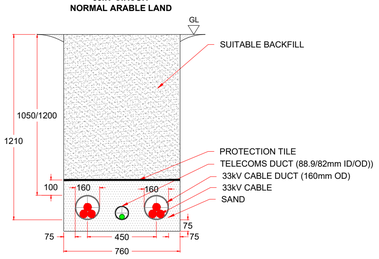
Appendix B Cable Route Plan

Appendix C Construction Methodology Photos



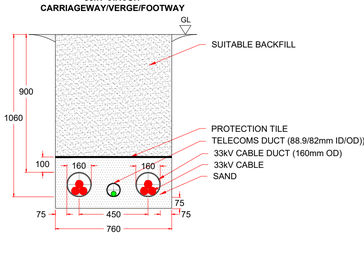
Appendix D Indicative Cable Section Details

SECTION A-A
33kV CIRCUIT
NORMAL ARABLE LAND

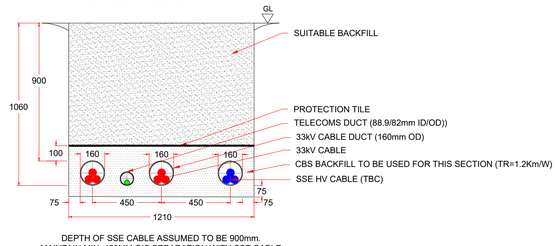


DEPTH TO BE 1200MM FOR DEEP PLOUGHING.

SECTION B-B
33kV CIRCUIT
CARRIAGEWAY/VERGE/FOOTWAY

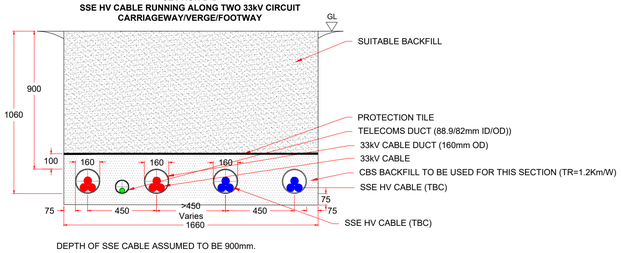


SECTION C-C
SSE HV CABLE RUNNING ALONG 33kV CIRCUIT
CARRIAGEWAY/VERGE/FOOTWAY



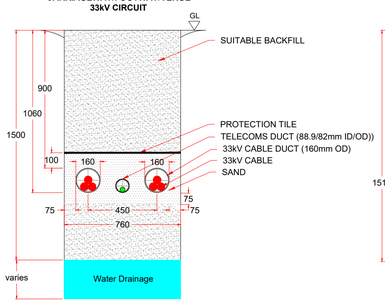
DEPTH OF SSE CABLE ASSUMED TO BE 900mm.
MAINTAIN MIN. 450MM C/C SEPARATION WITH SSE CABLE

SECTION D-D
SSE HV CABLE RUNNING ALONG TWO 33kV CIRCUIT
CARRIAGEWAY/VERGE/FOOTWAY

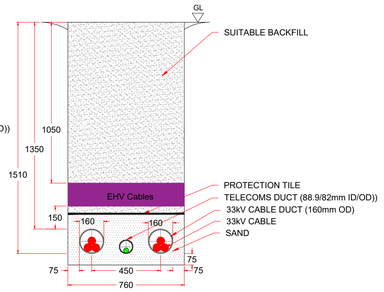


DEPTH OF SSE CABLE ASSUMED TO BE 900mm.
MAINTAIN MIN. 450MM C/C SEPARATION WITH SSE CABLE

TYPICAL SECTION
WATER DRAINAGE CROSSING IN
CARRIAGEWAY/FOOTWAY/VERGE
33kV CIRCUIT

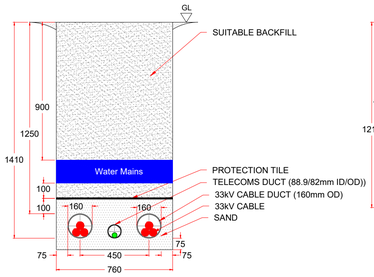


TYPICAL SECTION
EHV CABLES CROSSING
33kV CIRCUIT

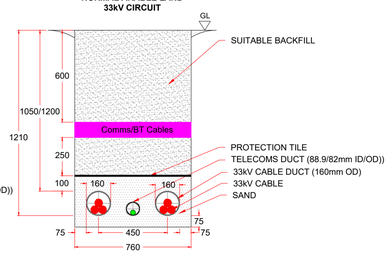


TRENCH SUPPORTS REQUIRED
SUBJECT TO GROUND CONDITIONS.

TYPICAL SECTION
WATER MAIN CROSSING
33kV CIRCUIT

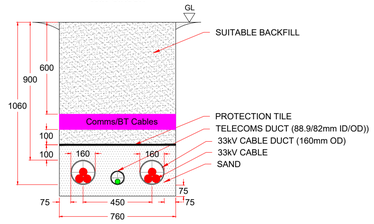


TYPICAL SECTION
COMMS/BT CABLES CROSSING
NORMAL ARABLE LAND
33kV CIRCUIT

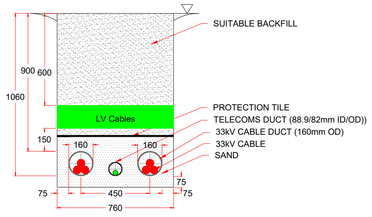


DEPTH TO BE 1200MM FOR DEEP PLOUGHING.

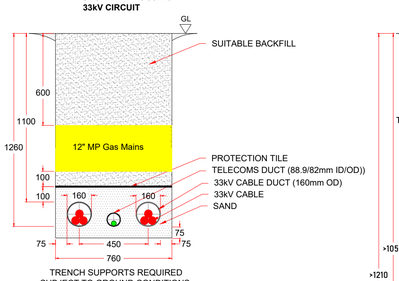
TYPICAL SECTION
COMMS/BT CABLES CROSSING
CARRIAGEWAY/VERGE/FOOTWAY
33kV CIRCUIT



TYPICAL SECTION
LV CABLES CROSSING
33kV CIRCUIT

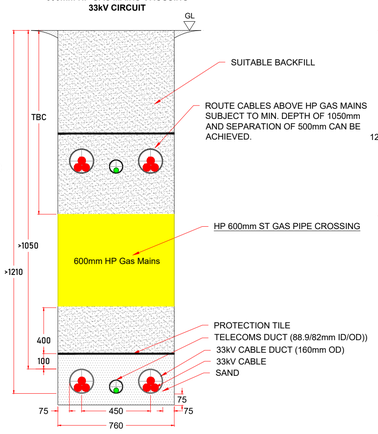


TYPICAL SECTION
12" MP GAS MAIN CROSSING
33kV CIRCUIT



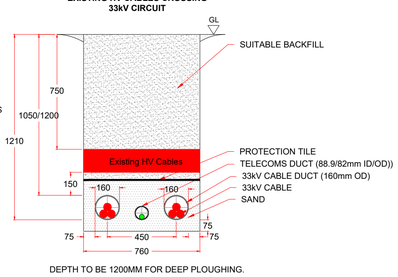
TRENCH SUPPORTS REQUIRED
SUBJECT TO GROUND CONDITIONS.

TYPICAL SECTION
600mm HP GAS MAINS CROSSING
33kV CIRCUIT

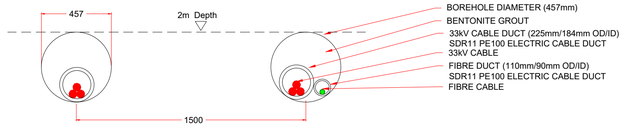


TRENCH SUPPORTS REQUIRED
SUBJECT TO GROUND CONDITIONS.

TYPICAL SECTION
EXISTING HV CABLES CROSSING
33kV CIRCUIT

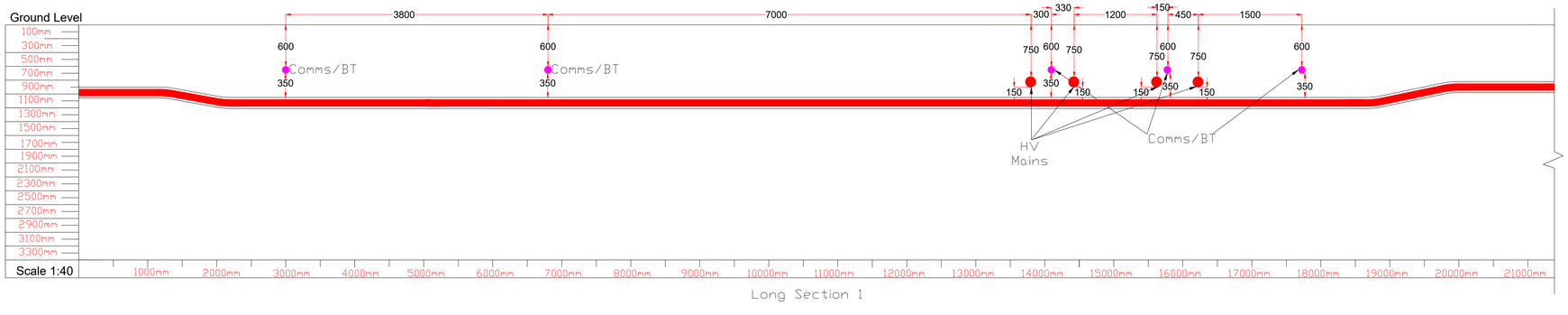


DEPTH TO BE 1200MM FOR DEEP PLOUGHING.



HDD4-6 Cross Section Details

Note: Borehole size and profile TBC by HDD contractor



Long Section 1

Site:

The Fleet project is a 50MVA @0.95PF (47.5 MW) solar project located near at Chosley Farm, Bidden Road, North Warnborough, RG29 1BW.

33kV Cable

The cable from the point of connection to the 33kV DNO Substation will be 2x3x1c 500mm^2 Al XLPE cable. The cable will be ducted throughout its route length. Total length of 1no. circuit is approx. **7.930km.**

Ducts

Cable ducts to be 150mm internal diameter black PVC smooth wall ducts to ENATS 12-24 issue 2 for the EHV cable. All EHV cable will be ducted throughout its length as stated in cross-sections.

Civil Works

ICP will undertake all off-site and on-site excavation and reinstatement. At the point of connection. ICP are to allow sufficient cable to allow NG to pull the cable through and terminate into proposed switchgear.

INSTALLATION NOTES

Pulling Tensions

33kV 3x1c 500mm^2 Al XLPE	1500kg

Bending Radii

33kV 3x1c 300mm^2 Al XLPE	1100mm

Notes

1. All dimensions are in mm unless otherwise stated.
2. Do not scale from this drawing.
3. This drawing to be read in conjunction with all relevant drawings and the specification.
4. All levels and dimensions shall be verified on site prior to commencement of any works. Any discrepancies shall be immediately brought to the attention of the engineer.
5. Temporary works needed where ground conditions dictate.

Revision 03 updates:

1. Long Section added.
2. Cross section D-D added.
3. HDD Sections 1, 2 and 3 removed.

Rev	Date	Description	CHK	APP
03	06/10/2023	LONG SECTION AND CROSS SECTION D-D ADDED	SS	-
02	17/08/2023	HDD SECTIONS ADDED AND NOTES UPDATED	SS	-
01	12/07/2023	MULTIUTILITY CROSS SECTIONS ADDED	SS	-
00	23/06/2023	SCHEME DESIGN	SS	-

Revisions

RJ POWER CONNECTIONS
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Email: info@rjpowergroup.co.uk

Site: Chosley Farm, Bidden Road, North Warnborough, RG29 1BW

Project: FLEET 33kV

Title: CROSS SECTIONS AND HDD DETAILS

Date:	Drawn:	Designed By:	Checked By:	Approved By:
06/10/2023	OI	OI	SS	-

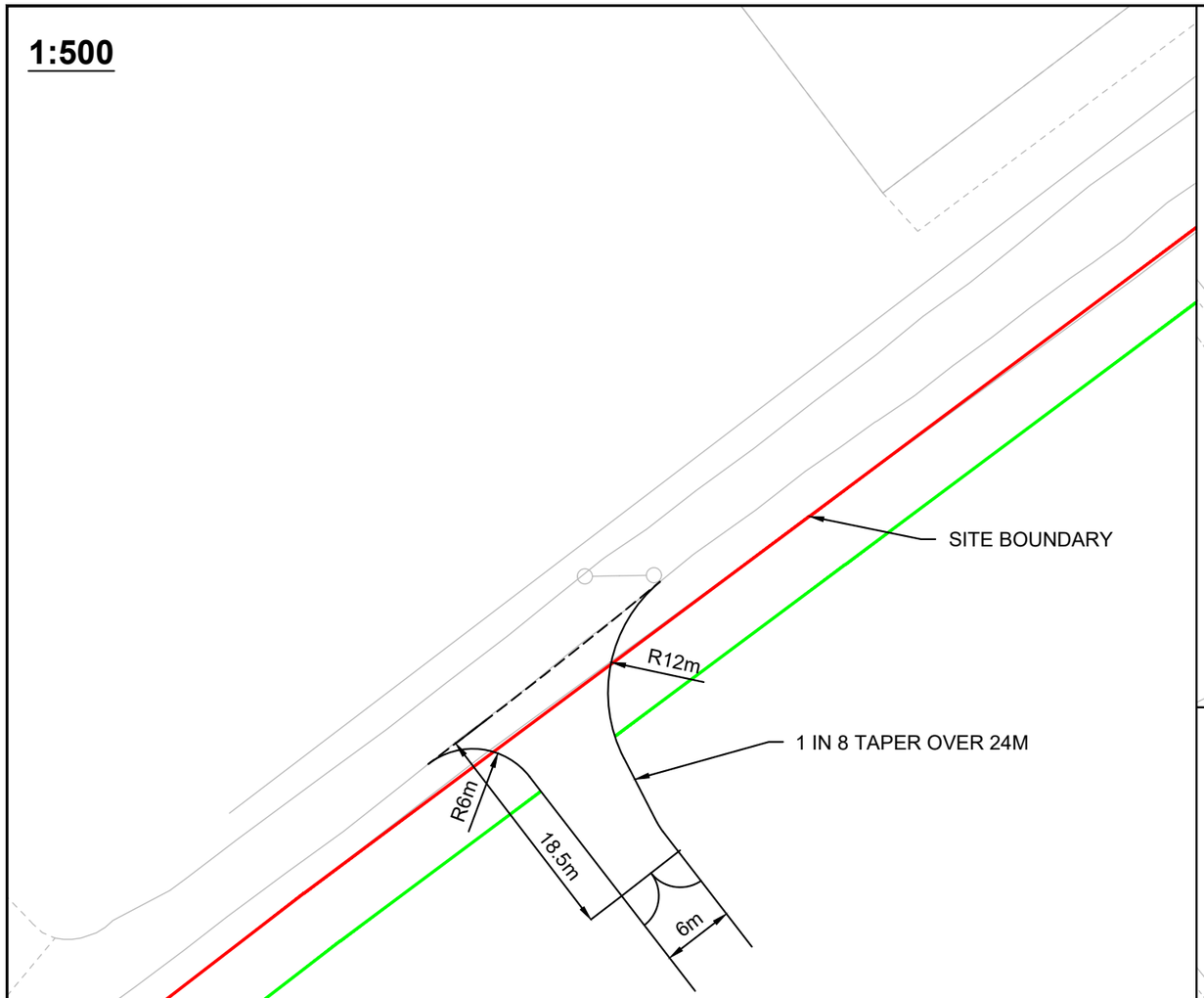
Scale:	Project No:	Project Status:
1:20 @A1	C00051	FOR APPROVAL

Project Code	Originator	Zone/ Volume	Level	Type	Disc	Doc. No
C00051	RJP	XX	XX	DR	EL	0002

Status Code:	Suitability Description:	Revision:
S1	SUITABLE FOR SHARING	03

Appendix E Proposed Construction Access

1:500



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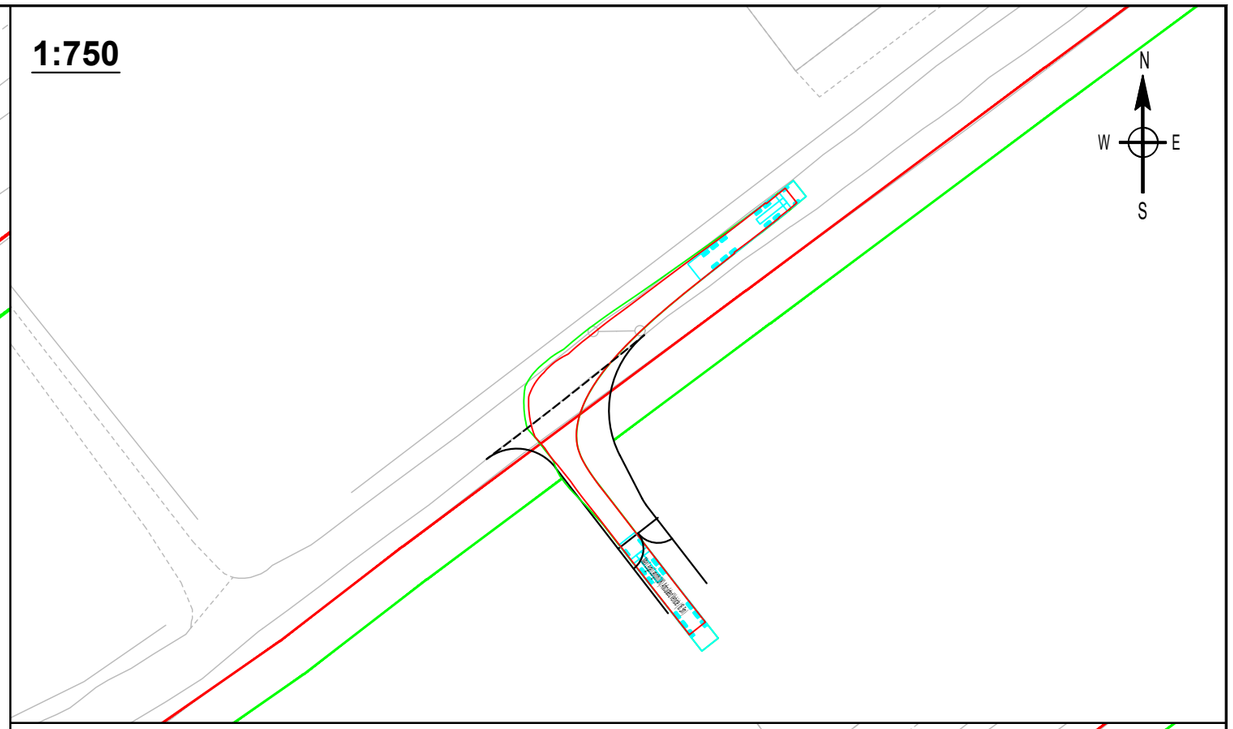

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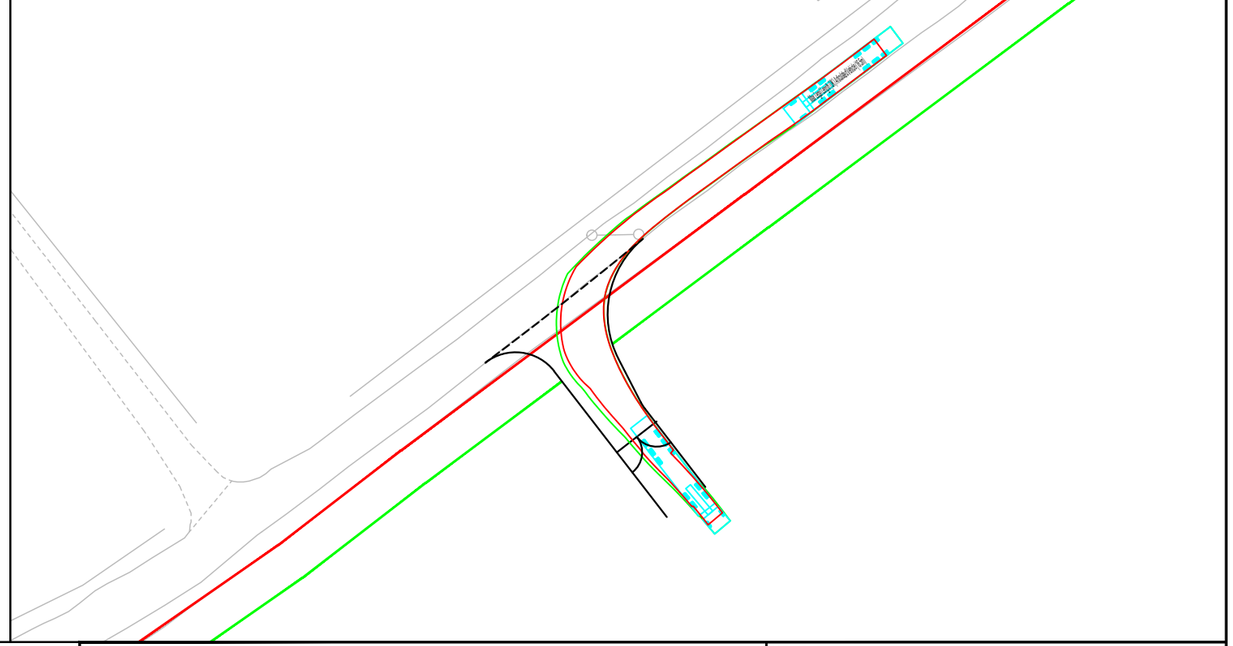
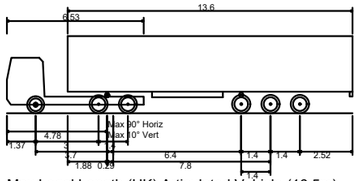


10mm 0 10mm

Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV		DR	CH	AP	DATE
B	ACCESS GATE SET BACK TO 18.5M	SG	KH	DB	01.12.25
A	UPDATED LAYOUT	WL	KH	DB	25.04.25



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

PROJECT
HALL SOLAR FARM, SUFFOLK

CLIENT
OPD ENERGY

DRAWING TITLE
PROPOSED SOLAR FARM ACCESS - DIMENSIONS, VISIBILITY SPLAYS AND SWEPT PATH ANALYSIS
SHEET 1 OF 2

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
WL	KH	DB	19.02.25	AS SHOWN	PLANNING

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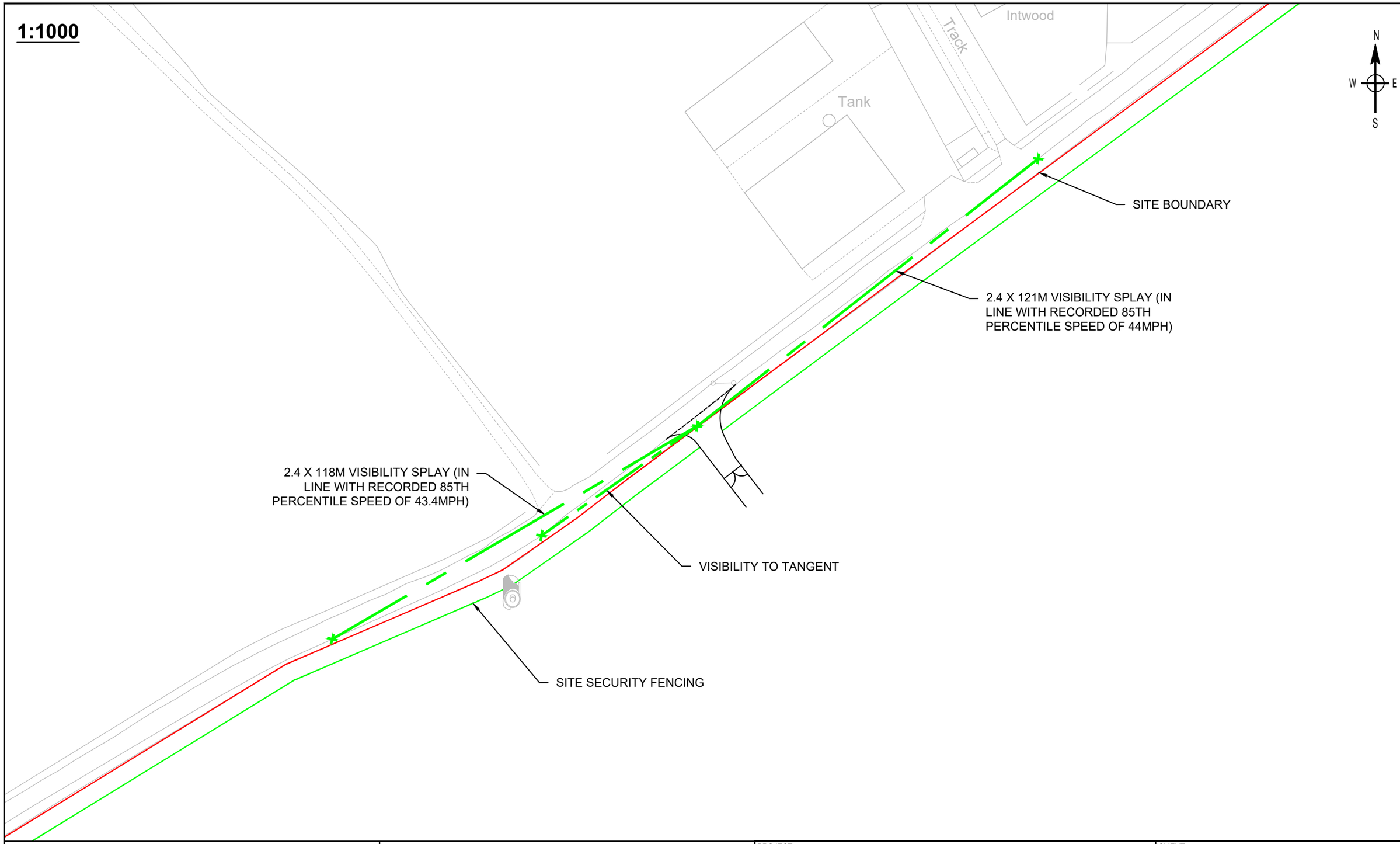
DRAWING NUMBER
SF5078PD-001

REV.
B

CAD FILE NAME : SF5078PD-001

1:1000



-10mm 0 10mm

REV		DR	CH	AP	DATE
B	ACCESS GATE SET BACK TO 18.5M	SG	KH	DB	01.12.25
A	UPDATED LAYOUT	WL	KH	DB	21.03.25

CAD FILE NAME : SF5078PD-001

PROJECT
REDISHAM SOLAR FARM, SUFFOLK

CLIENT
OPD ENERGY

DRAWING TITLE
PROPOSED SOLAR FARM ACCESS - DIMENSIONS, VISIBILITY SPLAYS AND SWEPT PATH ANALYSIS
SHEET 2 OF 2

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
WL	KH	DB	19.02.25	AS SHOWN	PLANNING

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DRAWING NUMBER
SF5078PD-001

REV.
B

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ISEP Institute of Sustainability & Environmental Professionals

URBAN DESIGN GROUP REGISTERED PRACTICE

CIHT Partnerships Network

RTPI Chartered Town Planners

Established in 1991

Employee Owned Trust