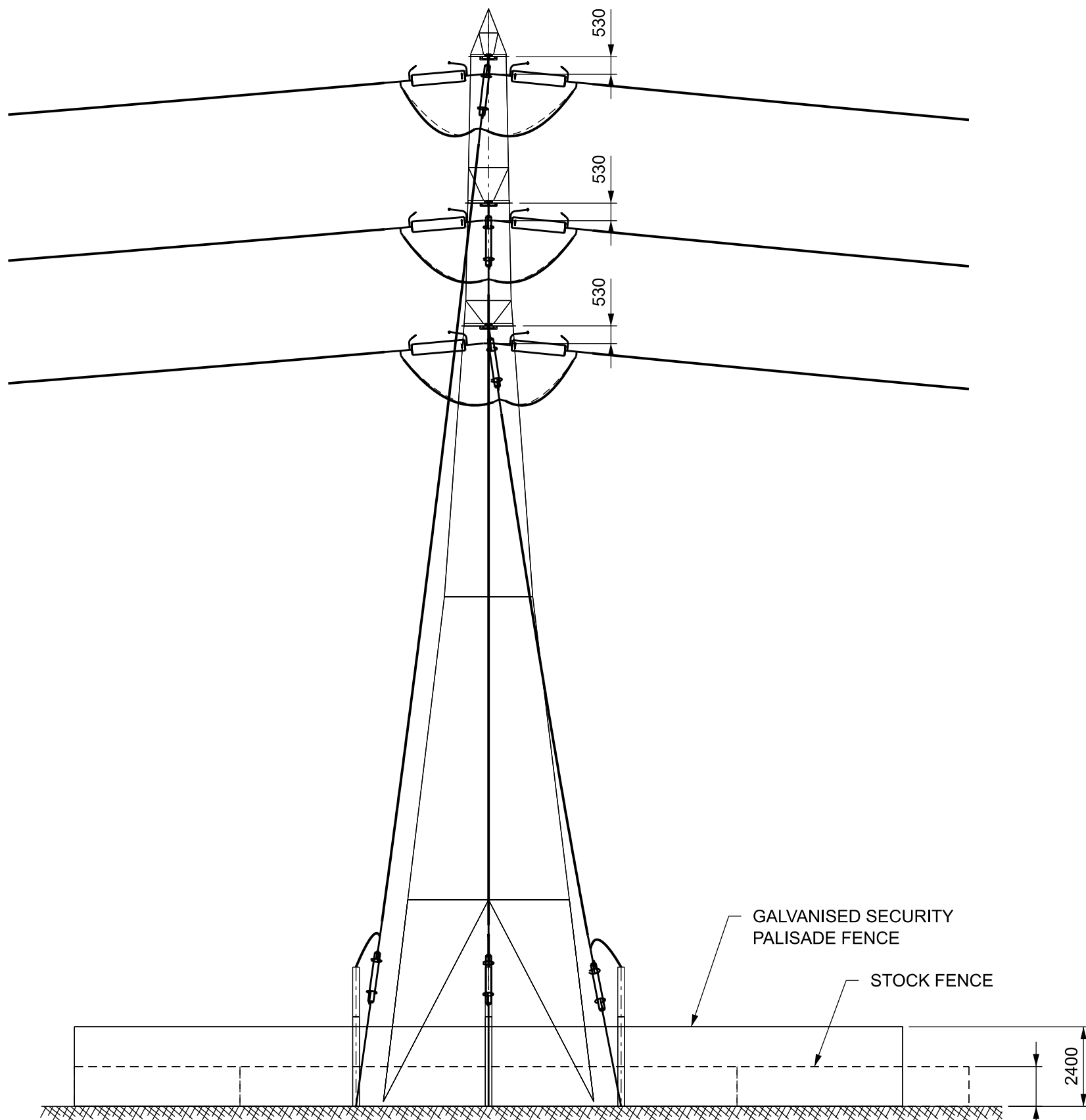
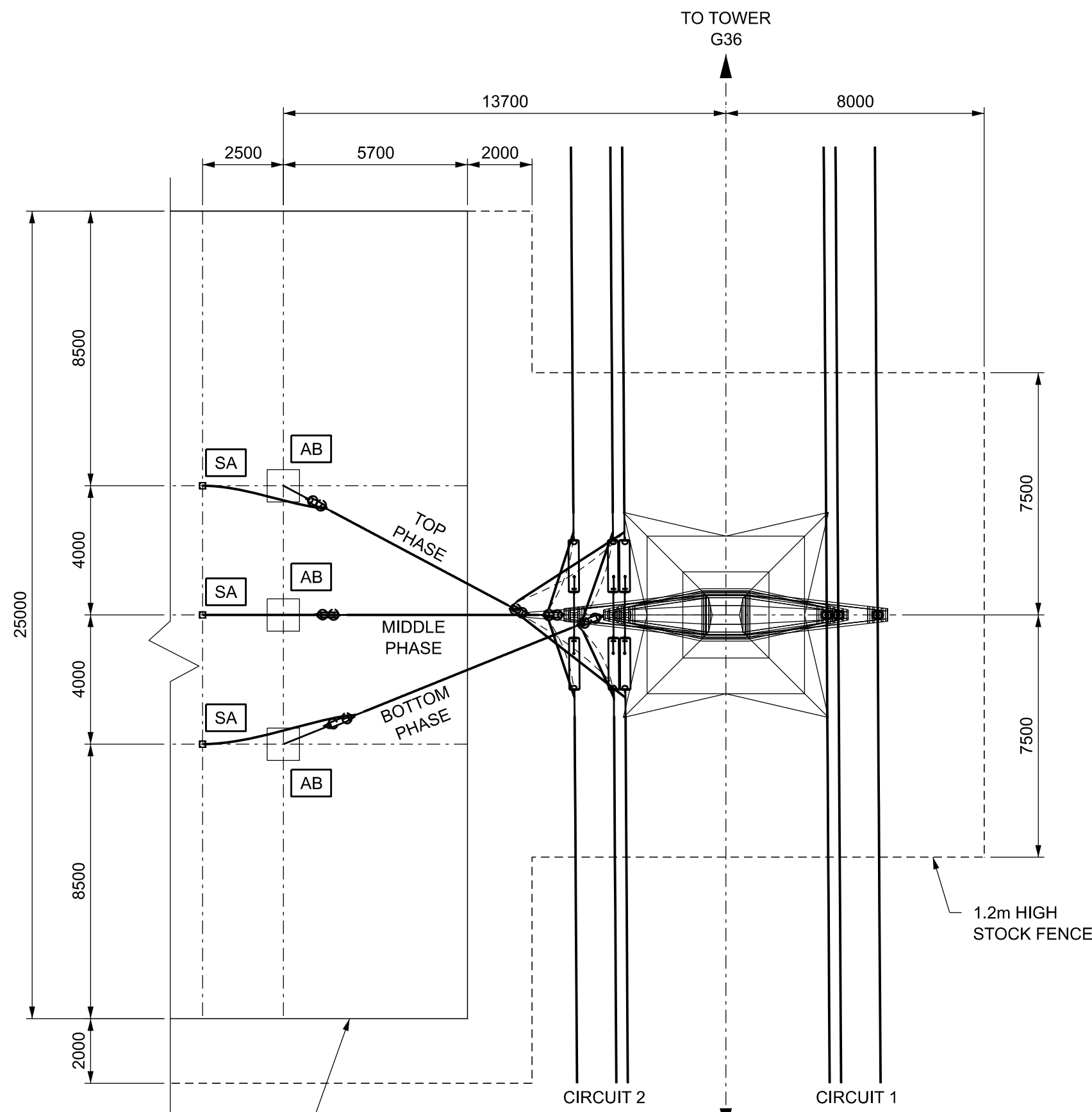


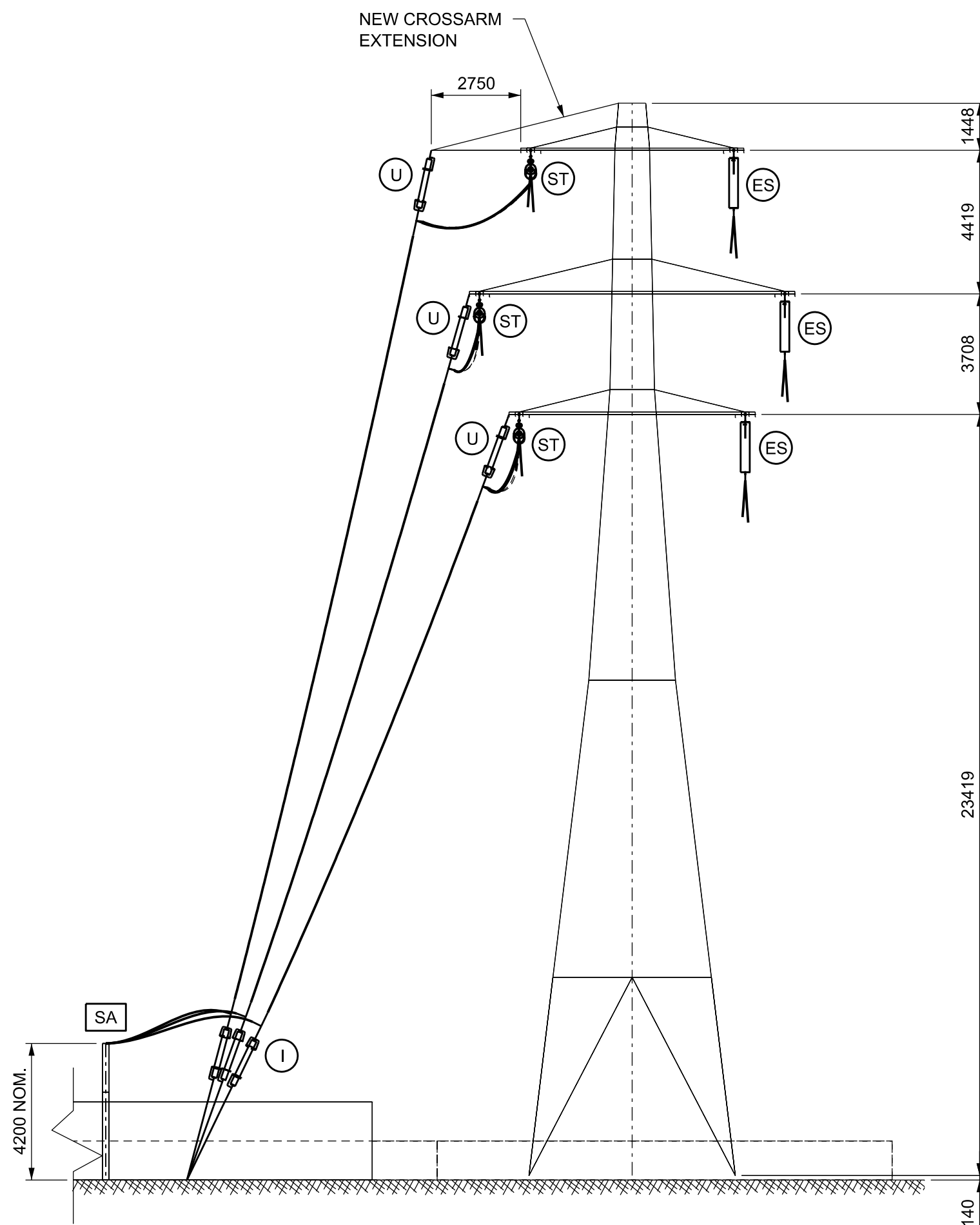
DIMETRIC VIEW
(NOT TO SCALE)



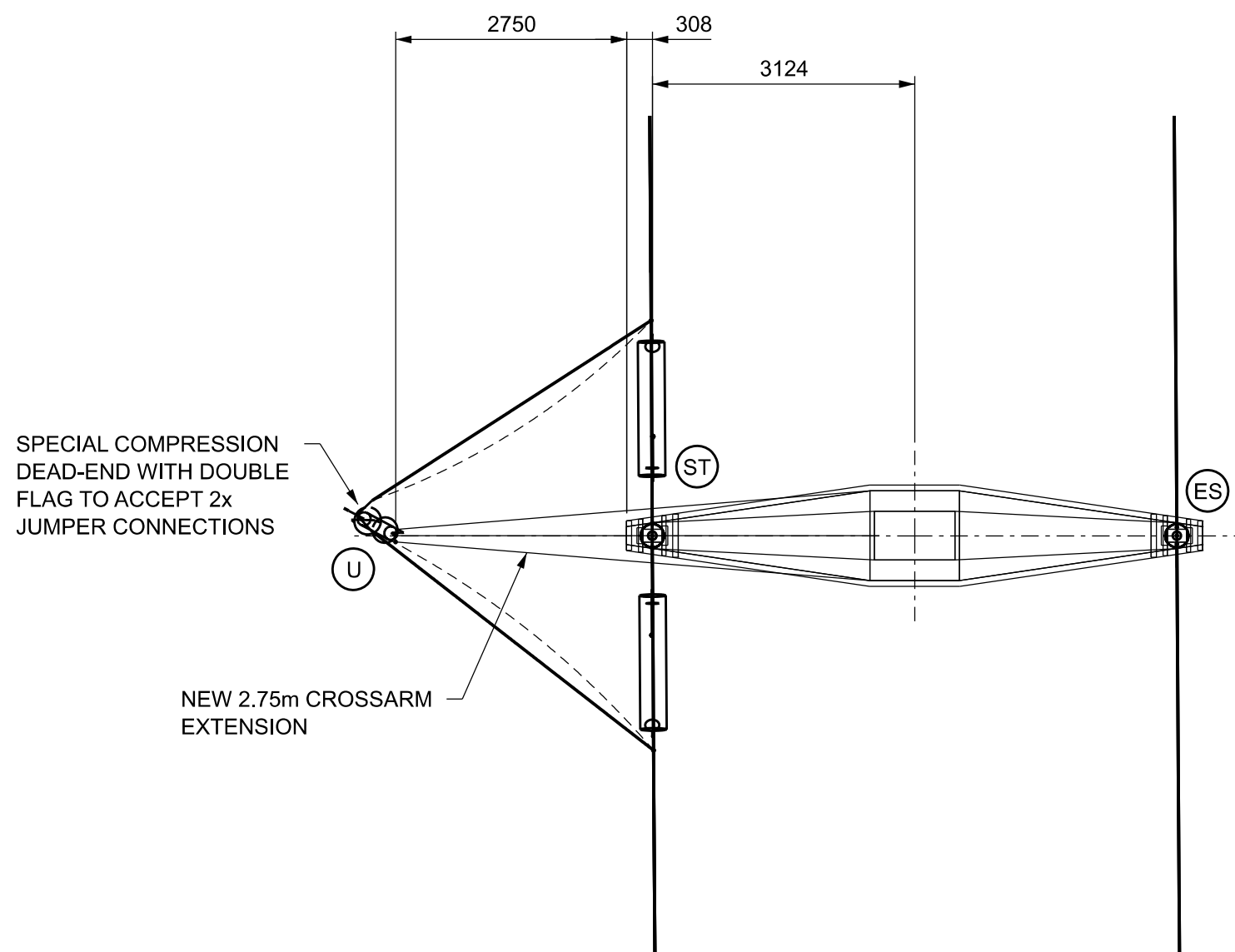
LONGITUDINAL ELEVATION
ON CIRCUIT 2 ONLY



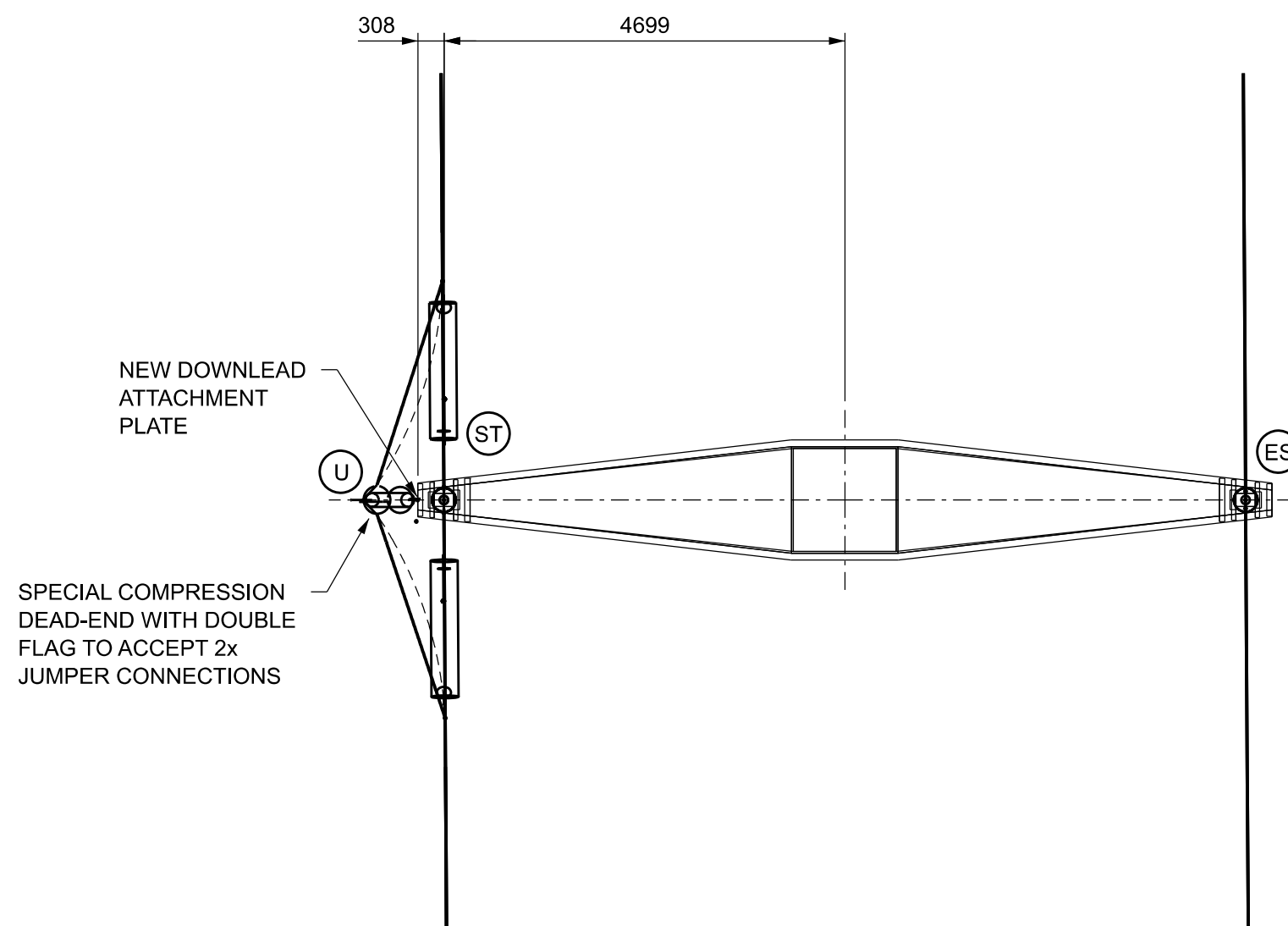
PLAN



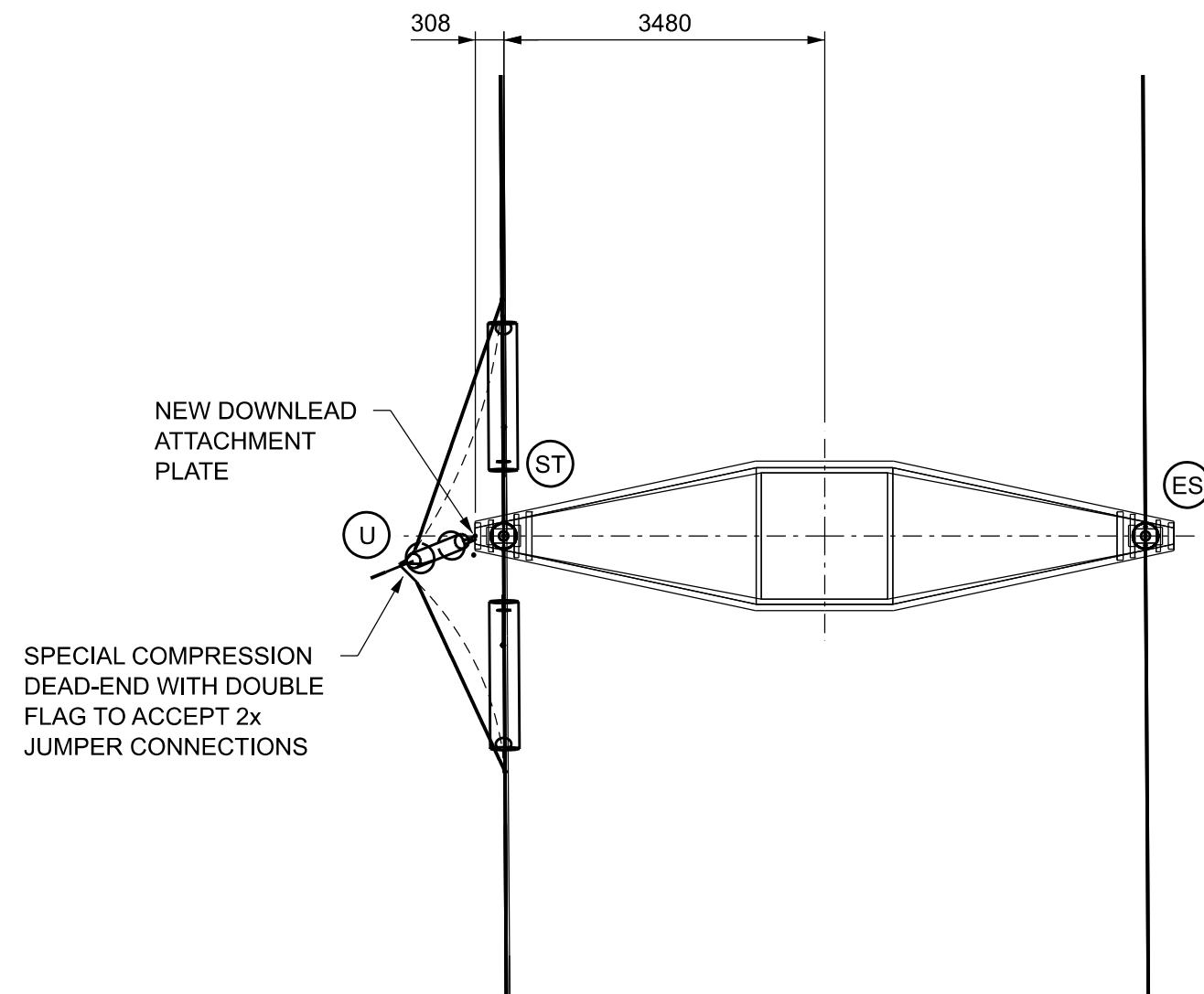
TRANSVERSE ELEVATION



PLAN ON TOP CROSSARMS
(SCALE - 1:75)



PLAN ON MIDDLE CROSSARMS
(SCALE - 1:75)



PLAN ON BOTTOM CROSSARMS
(SCALE - 1:75)

REV	DATE	BY	CHKD	APPD
A	22/11/19	RTM	PCC	JHC
DESCRIPTION				
FIRST ISSUE				
GENERAL NOTES:				
1. ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS NOTED OTHERWISE.				
2. PHASE CONDUCTOR ASSUMED TO BE 1x500mm ² AAAC RUBUS.				
3. L7(c) D TOWER MODEL BASED UPON BALFOUR BEATTY DRAWING A0/PTD/1190/1 (JE35/33006).				
4. EXISTING INSULATOR SET DETAILS BASED UPON SITE PHOTOS OF AS-INSTALLED ARRANGEMENTS.				
5. NEW LOW DUTY COMPOSITE INSULATOR SET DETAILS BASED UPON TYPICAL 132kV UNITS.				
6. NEW SUSPENDED TENSION SET DETAILS BASED UPON LSTC DRAWING S2_LSTC_ISD_006. 530mm DROP DISTANCE SUBJECT TO DETAILED DESIGN CHECKS.				
7. DOWNLOADS MODELLED WITH NOMINAL 1.0m MID-POINT SAG.				
8. SEALING END COMPOUND LAYOUT BASED UPON WESTERN POWER SITE LAYOUT PLAN GCS0019-1 Rev 4.				
9. SEALING END COMPOUND GROUND LEVELS SHOWN IS BASED ON HISTORIC LIDAR DATA. NEW SURVEY REQUIRED TO DETERMINE ACTUAL FINISHED GROUND LEVEL.				
10. THIS ARRANGEMENT IS CONCEPTUAL ONLY AND IS SUBJECT TO DETAILED DESIGN, INCLUDING STRUCTURAL AND FULL WIRE CLEARANCE CHECKS. HOWEVER, SUFFICIENT CHECKS HAVE BEEN UNDERTAKEN TO PROVE THE VIABILITY OF THIS SOLUTION (CLEARANCES CHECKED TO THE REQUIREMENTS OF ENATS 43-125).				
11. THIS DRAWING TO BE READ IN CONJUNCTION WITH FEASIBILITY REPORT 20_191040_01.				
<div><div>KEY:</div><div><div><div>ES</div><div>EXISTING SUSPENSION SET</div></div><div><div>ST</div><div>NEW SUSPENDED TENSION SET</div></div><div><div>U</div><div>UPRIGHT LOW DUTY TENSION SET</div></div><div><div>I</div><div>INVERTED LOW DUTY TENSION SET</div></div><div><div>AB</div><div>ANCHOR BLOCK</div></div><div><div>SA</div><div>SURGE ARRESTER</div></div></div></div>				
<div><div><div><div><div><div></div></div></div><div><div><div></div></div></div></div><div>CDM RESIDUAL RISK</div></div><div><div><div><div><div><input type="checkbox"/></div><div>DESIGN BASED HAZARDS ARE ACTIVELY ELIMINATED WHERE PRACTICAL. WHERE HAZARDS ARE NOT ELIMINATED THEY ARE IDENTIFIED BY THIS SYMBOL.</div></div></div><div><div><div><input type="checkbox"/></div><div>HAZARDS / RISKS THAT SHOULD BE CONSIDERED BY A COMPETENT CONTRACTOR ARE NOT IDENTIFIED</div></div></div></div></div></div>				
IF IN DOUBT ASK ENGINEER / DESIGN OFFICE				
<div><div><div><div><div></div></div><div><div></div></div></div><div>VIEW CONVENTION THIRD ANGLE</div></div></div>				
<p>This drawing is the exclusive property of the client the contents of the drawing must be treated as strictly confidential and must not be disclosed to any third party without the clients written consent. Use only for the purpose for which it was loaned. No copying or reproducing, return on request.</p> <p>LS Transmission Consultancy Limited makes no warranties, express or implied, that compliance with this drawing, or any other document issued by LSTC, would in itself be sufficient to ensure safe systems of work or operation. Users are reminded of their own duties under health and safety legislation.</p>				
CLIENT				
<div></div>				
PROJECT				
SEVERN ROAD, SEABANK 132kV CONNECTION TO 'G' ROUTE				
TITLE				
CONCEPT 132kV DOWNLOAD ARRANGEMENT TO ANCHOR BLOCKS FOR SINGLE POINT OF CONNECTION AT TOWER G35 (L7(c) D E6)				
SCALE	1:150 (UNO)	DESIGNED	JHC	
DATE	21/11/19	CHECKED	PCC	
DRAWN	RTM	APPROVED	JHC	
<div><div><div><div><div></div></div><div><div></div></div></div><div>LSTC GROUP</div><div>http://www.lstc.co.uk Tel: 01377 203617</div></div></div>				
ORIGINAL SIZE	DRAWING NUMBER			REV
A1	23_191040_02			A