



East Pye Solar Outline Cable Route Construction Statement

Revision 2

October 2026

Planning Inspectorate Reference: EN0110014

Document Reference: APP/7.21

APFP Regulation 5(2)(q)

Schedule of Changes

Reference	Page	Description of Changes	Reason for Revision
Outline Cable Route Construction Statement Revision 2	Appendix A Indicative Avoidance Areas	Long Stratton Bypass added to figure	Committed to in Full Section 51 response

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1 Introduction

- 1.1.1 East Pye Solar Limited (hereafter referred to as the 'Applicant') has prepared this Outline Cable Route Construction Statement in relation to an application for a Development Consent Order (DCO) for the construction, operation and maintenance, and decommissioning of East Pye Solar (hereafter referred to as the 'Scheme').
- 1.1.2 The Scheme comprises the construction, operation and maintenance, and decommissioning of a Solar photovoltaic (PV) electricity generating station with a total capacity exceeding 100 megawatts (MW) and associated development including a Battery Energy Storage System (BESS), up to three 132kV Project Substations and up to three 400kV Project Substations, Grid Connection Infrastructure and a new National Grid Substation. A description of the Scheme can be found in the **Environmental Statement (ES) Volume 1, Chapter 4 – The Scheme [EN0110014/APP/6.1.4]**.
- 1.1.3 The Scheme would be located within the Order Limits shown on the **Location Plan [EN0110014/APP/2.1]** and **Works Plan [EN0110014/APP/2.3]** submitted as part of the DCO Application and secured by Article 3 of the **draft DCO [EN0110014/APP/3.1]**.
- 1.1.4 The Order Limits contain all elements of the Scheme comprising the Solar PV Arrays, 132kV and 400kV Project Substations, the National Grid Substation, the BESS, Grid Connection Infrastructure, interconnecting cables within the Cable Route Corridor (CRC), Mitigation and Enhancement Areas and Highway Works.
- 1.1.5 This statement relates to the CRC of the Scheme, which in total is approximately 24km in length. The statement sets out an overview of how the CRC is likely to be constructed and key infrastructure features and/or environmental receptors within the CRC that have been committed to as 'Avoidance Areas' (see Section 2.3). Avoidance Areas are locations where trenchless technologies rather than open cut trenches will be used to avoid certain environmental receptors within the CRC.
- 1.1.6 This statement commits to specific receptors within the CRC being an Avoidance Area, although the start and end points of the different construction methods for the CRC will be confirmed at the detailed design stage. A final Crossing Schedule of key infrastructure and environmental features will be provided for each stage of construction and secured via the **Outline Construction Environmental Management Plan (Outline CEMP) [EN0110014/APP/7.1]** as per the **draft DCO [EN0110014/APP/3.1]**.

2 Cable Route Construction Methodology

2.1 Interconnecting Cables and Grid Connection Cables

- 2.1.1 The Order Limits width of the CRC is typically 50m, with the Order Limits narrowing in places to approximately 13m owing to environmental constraints and widening in places up to 405m to allow flexibility for detailed design and temporary construction compounds. As set out in the **Design Principles, Parameters and Commitments [EN0110014/APP/7.18]** for the open cut trenches of the electrical cabling there would be a construction working width of 25m, demarcated by temporary (heras style) fencing, where required. This will be widened in places to accommodate required operations (such as the crossing of watercourses, roads, utilities etc.) and narrowed in others, for example, to minimise impacts on hedgerows, trees and ponds.
- 2.1.2 The CRC would cross a range of existing infrastructure including roads (such as the A140 Norwich Road); Public Rights of Way (PRoW) (such as Hundred Lane); and environmental features, including Fritton Grange Meadows County Wildlife Site and Lower Spring Wood County Wildlife Site, main rivers (River Tas and Hempnall Beck), ordinary watercourses (such as tributaries of the Hempnall Beck), field ditches, tree belts and hedgerows.
- 2.1.3 Mitigation measures, management and monitoring that will be in place to minimise the environmental impacts of the Scheme during construction is set out in the **Outline CEMP [EN0110014/APP/7.1]**.

2.2 Construction Access Points and Internal Haul Routes/Access Tracks

- 2.2.1 During construction, construction access points will be utilised to facilitate access/egress to the CRC. These are set out in the **Outline Construction Traffic Management Plan (Outline CTMP) [EN0110014/APP/7.6]**. Wherever practicable, existing field accesses will be utilised for access between field parcels.
- 2.2.2 There are several proposed internal haul routes to connect Sites 7 and 8 that will be temporary for construction vehicles. The internal haul routes within the CRC will be removed and reinstated back to its original use following the installation of the cables and following the construction of these Sites. Details of these internal haul routes and construction access to the CRC is set out in the **Outline CTMP [EN0110014/APP/7.6]**.

- 2.2.3 There will also be vehicles transporting equipment along the CRC for the cable installation and for the launch and reception pits within the CRC. Where practicable, these temporary internal haul routes will be designed to avoid impacts on watercourses. Where this is not practicable, temporary construction access ramps would be used for these crossings. This will take one of the following forms, which are listed in order of least to most impact and are likely to be appropriate, respectively, for the most to least sensitive features:
- Temporary construction access ramps that do not interfere with the channel (banksides, bed or water column);
 - Temporary construction access ramps with in-stream supports or pre-cast structures with natural bed; or
 - Temporary construction access ramps with closed culverts with artificial invert.
- 2.2.4 The type of crossing selected for the temporary construction access ramps will be determined at detailed design in consultation with the relevant local authority, which is secured through the **Outline CEMP [EN0110014/APP/7.1]**. These haul routes will be removed following installation of the cables and the land fully reinstated back to its original use.

2.3 Cable Route Avoidance Areas

- 2.3.1 The details of the cable route, including the start and end points of the different construction methods (being open cut trench and trenchless technologies) for the CRC will be confirmed at the detailed design stage, as secured through the **Outline CEMP [EN0110014/APP/7.1]**.
- 2.3.2 For the purposes of the DCO Application, there is a commitment to Avoidance Areas of certain environmental receptors, whereby open cut trenches and launch and reception pits associated with trenchless techniques, such as Horizontal Directional Drilling (HDD) will be located outside of the Avoidance Areas to minimise impacts. The Avoidance Areas of the associated environmental receptor is set out in **Table 2.1** and **Appendix A** and secured through the **Outline CEMP [EN0110014/APP/7.1]**.

2.4 Cable Route Construction Methods

- 2.4.1 A framework for the management of construction vehicles and environmental mitigation measures relevant to construction activities, which includes for the works associated with the CRC, are set out in the respective management plans submitted with the DCO Application:
- **Outline CEMP [EN0110014/APP/7.1];**
 - **Outline CTMP [EN0110014/APP/7.6];**

- **Outline Public Rights of Way and Permissive Paths Management Plan (PRoWPPMP) [EN0110014/APP/7.8]; and**
- **Outline Soil Resource and Management Plan [EN0110014/APP/7.9].**

2.4.2 Where the construction activities of the CRC (cabling and internal haul route) are in proximity to veteran trees (for example CRC6 and CRC11) and the associated Root Protection Areas (RPA), works will be undertaken in accordance with the management measures set out in the **Outline CEMP [EN0110014/APP/7.1]** to avoid impacts on the veteran trees. Specifically, in relation to the veteran tree in CRC11, the working width of the CRC next to the veteran tree will be no greater than 10m to avoid the RPA of the tree.

Open Cut Trench Crossings

- 2.4.3 For the open cut trenches within the CRC, the Scheme allows for necessary spatial flexibility in the routing of the Grid Connection Cables and Interconnecting Cables, together with the temporary construction compounds.
- 2.4.4 As set out in **Design Principles, Parameters and Commitments [EN0110014/APP/7.18]** for the open cut trenches of the electrical cabling there would be a construction working width of 25m, demarcated by temporary (heras style) fencing, where required. This will be widened in places to accommodate required operations (such as the crossing of watercourses, roads, utilities etc or for trenchless crossing locations) and narrowed in others, for example, to minimise impacts on hedgerows, trees and ponds. The construction working width will include internal haul routes along which vehicles and plant will be located as well as areas for temporary storage of excavated spoil, temporary construction laydown areas and temporary drainage.
- 2.4.5 As set out in the **Design Principles, Parameters and Commitments [EN0110014/APP/7.18]** for the open cut cable trenches in the CRC, the trenches would be up to a maximum of 7m wide (except at joint bays or approach to trenchless crossing sections). This includes separation distances where multiple cables are running in parallel. Open cut trenches would be up to 2m in depth or up to 2m below existing buried utilities or apparatus. Where land is unconstrained by an obstacle and returned to agricultural use, the cable depth would be a minimum of 1.2m below ground level. An illustrative cross section of typical 400kV and 132kV/33kV cable open cut trenches are shown in **Appendix B** and **Appendix C**, respectively.

Trenchless Crossing

Trenchless Crossing Techniques

- 2.4.6 Where the need for trenchless crossings has been identified at an environmental receptor (the Avoidance Area), feasibility studies will be carried out at the detailed design stage to identify the appropriate trenchless technology. Trenchless technologies may include tunnelling, HDD, Pipe Jacking and Horizontal Auger Boring. An illustrative cross section of typical 400kV and a 132kV/33kV trenchless crossings for an HDD is shown in **Appendix B** and **Appendix C**, respectively.
- 2.4.7 Individual trenchless bores (for both 132kV and 400kV cables) would have a maximum diameter of 1m and be at a maximum depth of 12m below ground level, dependent on ground conditions and/or Asset Owner requirements. Where trenchless crossings are beneath main rivers (Hempnall Beck and River Tas), the cable depth would be a minimum of 5m below the surveyed riverbed.
- 2.4.8 Much of the preparation for trenchless technology will be undertaken within normal working hours, however, continuous working (typically 1-2 days) may be required for drilling as HDD requires continuous works to complete the operation.
- 2.4.9 Any works relating to HDD activities will be undertaken in line with a Method Statement for each stage of construction of the CRC. This commitment is secured via the **Outline CEMP [EN0110014/APP/7.1]**. Strict adherence to the Method Statement will be required when undertaking the trenchless technology with any changes requiring approval from the Principal Contractor and documented risk assessments. The Method Statement will cover project details, equipment setup, drilling procedures, and the handling of drilling fluids, emphasising adherence to safety measures and risk assessments. The Method Statement will also include details on emergency response procedures, environmental protection strategies, and the use of personal protective equipment. It will highlight the importance of training, supervision, and communication among all personnel involved to ensure the successful and safe completion of the works.

Launch and Reception Pits

- 2.4.10 Launch and reception pits for trenchless crossings will be sited outside the Avoidance Areas as set out in the **Outline CEMP [EN0110014/APP/7.1]**. Maximum dimensions of the launch and reception pits will be 25m by 25m, with the maximum height of equipment and structures at 6m above ground level. Launch and reception pits backfilled and reinstated following installation of the cables. An illustrative example of a 25m by 25m launch pit working area and layout for a 400kV connection is included within **Appendix D**.

2.5 Open Cut Trench Avoidance Area

2.5.1 The CRC would cross a range of existing infrastructure and environmental features. As described above, there is a commitment to Avoidance Areas of certain environmental receptors as listed in **Table 2.1**, which is secured through the **Outline CEMP [EN0110014/APP/7.1]**. The start and end points of the different construction methods for the CRC will be confirmed at the detailed design stage. A final Crossing Schedule of key infrastructure and environmental features will be provided for each stage of construction and secured via the **Outline CEMP [EN0110014/APP/7.1]** as per the **draft DCO [EN0110014/APP/3.1]**.

Table 2.1: Open Cut Trench Avoidance Areas (Trenchless Crossings)

Cable Route Corridor (see Appendix A)	Avoidance Area Reference (see Appendix A)	Crossing of Environmental Receptor
CRC10	CRC10A (sheet 2 of 19)*	Wash Lane, hedgerows, trees.
CRC10	CRC10B** (sheet 2 of 19 and sheet 8 of 19)	The Green, hedgerows, trees. ** The Avoidance Area extends the length of the hedgerow and trees but excludes an area along the boundary of the CRC where there is a gap associated with existing access. This enables flexibility for the option to open cut trench through this gap.
CRC9	CRC9A (sheet 4 of 19 and sheet 6 of 19)	Norwich Lane, hedgerows, woodland.
CRC9	CRC9B (sheet 6 of 19)	Lower Spring Wood County Wildlife Site, woodland, veteran hedge.
CRC8	CRC8A (sheet 7 of 19)	Hedgerows.
CRC8	CRC8B (sheet 7 of 19)	Hedgerow.
CRC8	CRC8C (sheet 8 of 19 and sheet 11 of 19)	Watercourse.
CRC Between Sub-Site 8A and Sub-Site 8B	A (sheet 2 of 19)	River Tas main river, hedgerow.
CRC7	CRC7A (sheet 9 of 19 and sheet 13 of 19)	Bungay Road, hedgerow
CRC7	CRC7B (sheet 9 of 19)	Fritton Grange Meadows County Wildlife Site, Hempnall Beck main river.
CRC6	CRC6A (sheet 11 of 19)	Bungay Road, hedgerow.
CRC6	CRC6B (sheet 11 of 19 and sheet 12 of 19)	Hedgerow.
CRC6	CRC6C (sheet 11 of 19 and sheet 13 of 19)	Watercourse, hedgerow, woodland.
CRC5	CRC5A (sheet 7 of 19)	Woodland, hedgerow.
CRC Between Sub-Site 4A and Sub-Site 4B	A (sheet 10 of 19 and sheet 14 of 19)	A140 Norwich Road, hedgerow.

Cable Route Corridor (see Appendix A)	Avoidance Area Reference (see Appendix A)	Crossing of Environmental Receptor
CRC4	CRC4A (sheet 16 of 19)	Watercourse.
CRC4	CRC4B (sheet 17 of 19)	A140 Norwich Road, hedgerow.
CRC3	CRC3A (sheet 17 of 19)	Hedgerows, Carpenter's Walk, PRoW.

*Refers to the sheet number in the plans in Appendix A

2.6 Plant and Equipment

Open Cut Trench Crossings

2.6.1 Indicative plant and equipment to install the cable of open cut trench crossings comprise the following (or equivalent):

- Appropriately sized tracked excavator will be used. Excavators anticipated to be delivered on an articulated lorry;
- Low loader lorries/Abnormal Indivisible Loads (AIL) for delivery of cable drums;
- Lorries for delivering concrete to create the joint bays and for delivering duct, aggregate and concrete;
- Tractors and other smaller vehicles to transport materials within the cable route; and
- Trench protection e.g. temporary shoring, benching, sheet piling, or timber supports, dewatering/pumping equipment.

Trenchless Crossings

2.6.2 Indicative plant and equipment to install the cable of trenchless crossings comprise the following (or equivalent):

Launch Pits

- Articulated lorries for delivery/pick-up of the directional drill rig;
- Low loader lorries/AIL for delivery of cable;
- Flatbeds for delivering temporary trackway;
- Telehandler anticipated to be delivered on an articulated lorry;
- Excavator anticipated to be delivered/picked up with the telehandler;
- Concrete lorries for delivering the concrete to create the joint bays;

- Light duty vehicles;
- Beavertail lorry and rod boxes;
- HDD Rig;
- Tractor and tanker;
- Vehicle with gallon mixing tanks; and
- Mud Mixing Tank.

Reception Pits

- Excavator anticipated to be delivered and picked up with the telehandler;
- Concrete lorries for delivering the concrete to create the joint bays;
- Low loader lorries/AIL for delivery of cable;
- Flatbed for delivering temporary trackway;
- Telehandler anticipated to be delivered on an articulated lorry;
- Excavators anticipated to be delivered and picked up with the telehandler; and
- One flatbed lorry for the delivery of sand.

Drilling Fluid/Mud

2.6.3 The following products will be necessary to facilitate the drilling process:

- Bore-Gel (or similar): Dry, powdered Bentonite (mined clay product) will be mixed with non-contaminated, non-saline water to create a suitable drilling fluid; and
- EZ Mud (or similar): Liquid polymer, mixed with non-contaminated, non-saline water to build viscosity in the Bentonite drilling fluid. This may be added to the drilling fluid as the drilling progresses depending on prevailing ground conditions.

2.7 Construction Activities

2.7.1 Construction activities within the CRC will include:

- Site preparation and appropriate surveys;
- The establishment of mobilisation areas and internal haul routes;
- Temporary construction compounds and lay-down areas;

- Stripping of topsoil in sections;
- Trenching in sections;
- Appropriate storage and capping of soil;
- Appropriate construction drainage with pumping where necessary;
- Sectionalised approach of duct installation;
- Excavation and installation of jointing pits;
- Cable pulling;
- Cable joint installation. Joint bay excavation would be coordinated with the cable pulling programme to ensure that jointing bays are not left open for longer than necessary;
- Implementation of crossing techniques;
- Testing and commissioning; and
- Backfill and reinstatement (and where necessary habitat creation).

Construction Compounds and Lay Down Areas

- 2.7.2 Within the CRC, there will be three temporary construction compounds as shown on the **Works Plan [EN0110014/APP/2.3]**. This includes temporary construction compounds in the CRC of up to 130m by 130m; an illustration is shown in **Appendix E**.
- 2.7.3 In addition to the temporary construction compounds, near to each of the CRC access locations, there will be temporary construction laydown areas secured by heras (or similar) fencing and security cameras. These laydown areas will allow construction vehicles to turn off the public highway and park safely. The laydown areas will take into consideration topography, drainage, heritage and environmental constraints. Activities at these laydown areas will include receipt of deliveries, unloading, provision of welfare facilities, portacabins (office space) and storage of plant, construction materials and power generators. Upon completion of construction, the temporary construction laydown areas will be removed and the land reinstated.
- 2.7.4 The temporary construction compounds and the construction laydown areas will be located outside Floods Zone 2 and 3.

Spoil

- 2.7.5 During construction of the CRC, spoil (topsoil and subsoil) will be stored temporarily within designated areas within the CRC and within the temporary construction compounds. The spoil will be utilised to backfill the launch and reception pits, reinstate the temporary construction compounds and temporary access tracks. Should any contaminated spoil be identified during construction, this would be transported off Site to a licenced waste facility for treatment. It is anticipated that no other spoil will be removed from the CRC.

Reinstatement

- 2.7.6 The **Outline Soil Resource and Management Plan** (Outline SRMP) **[EN0110014/APP/2.3]** sets out soils handling methods for stripping, stockpiling and reinstatement of soils.
- 2.7.7 Prior to commencement of construction, and prior to the production of the Soil Management Plan, a detailed Agricultural Land Survey and soil survey of the will be undertaken within the CRC.
- 2.7.8 Reinstatement of soils disturbed by cable installation should occur as soon as reasonably practicable after installation of the cable such that the soil handling conditions are likely to be similar at the point of excavation and reinstatement. The soils must be reinstated in order with subsoil first followed by topsoil.

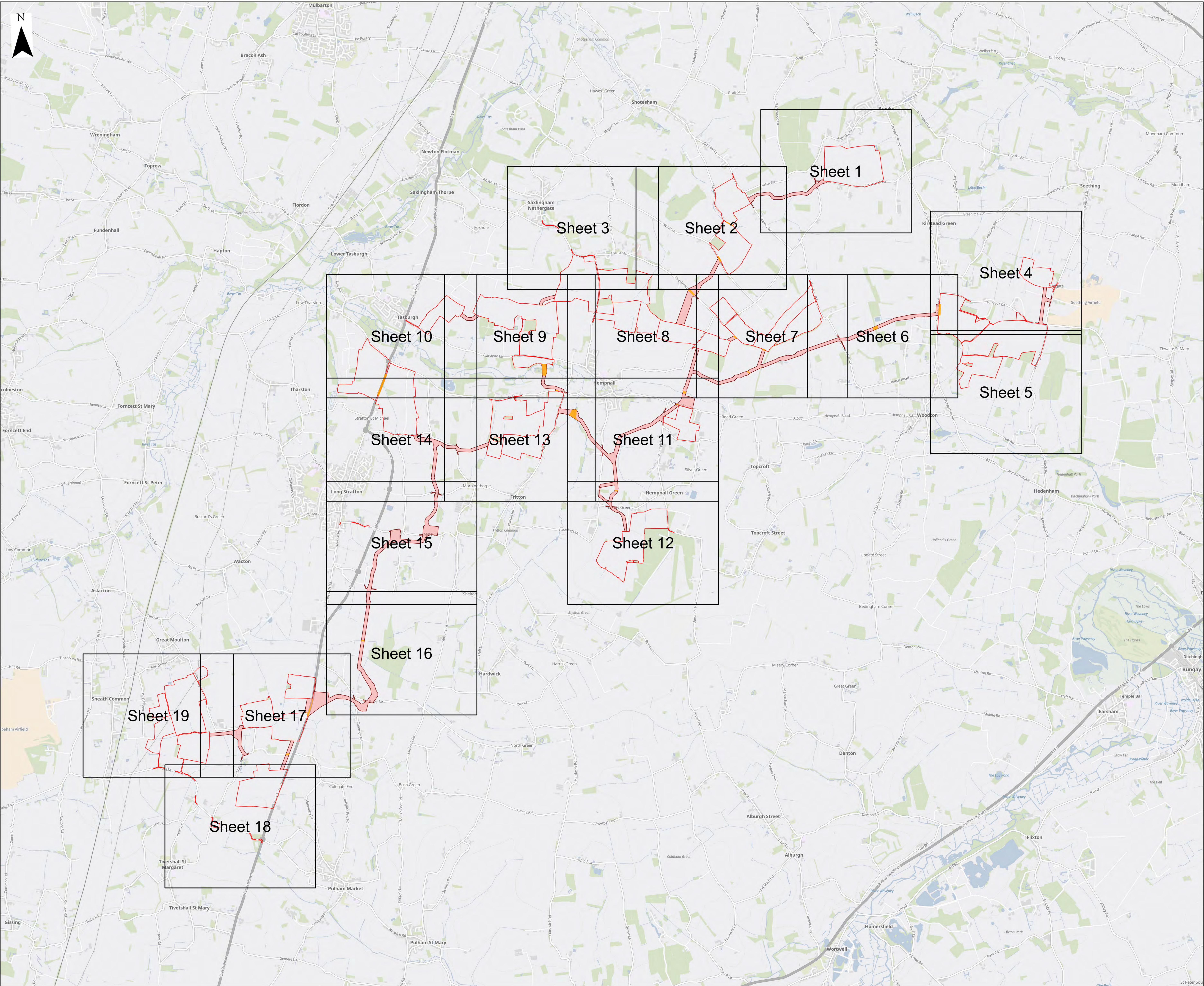
2.8 Construction Programme

- 2.8.1 The construction of the Scheme is anticipated to commence in 2028 for a period of approximately 24 months. On this basis, it is expected that the Scheme could be completed by 2030 and energised in 2031. However, the construction period will vary depending on detailed layout design and potential environmental constraints on the timing of construction activities.
- 2.8.2 The mobilisation, construction and demobilisation works associated with the CRC is anticipated to be over a period of 20 months.

Abbreviations

Abbreviation/Term	Definition
Abnormal Indivisible Loads (AIL)	A vehicle which typically exceeds 44 tonnes gross vehicle weight and/or is a width of more than 2.9m and length of more than 18.65m. Further details are set out in the Road Vehicles (Construction and Use) Regulations 1986 and the Road Vehicles (Authorisation of Special Types) (General) Order 2003.
Cable Route Corridor (CRC)	An area of land identified for the proposed underground cables between the Sites, Sub-Sites and the BESS.
Development Consent Order (DCO)	Development consent is required pursuant to the Planning Act 2008 for Nationally Significant Infrastructure Projects. A DCO is a statutory instrument containing powers that enable the applicant to carry out the construction, operation (and maintenance) and decommissioning of the Nationally Significant Infrastructure Project. Applications for DCOs are made to, and decided by, the relevant Secretary of State.
Horizontal Directional Drilling (HDD)	A potential trenchless method in the construction of the cable route for the Scheme.
Megawatts (MW)	A unit of measurement for electrical power. One MW is equal to one million watts.
Photovoltaic	The process of converting sunlight to electrical energy.
Public Rights of Way (PRoW)	PRoW comprise Footpaths (FP) and Bridleways (BW) as set out on the definitive map for each locality.

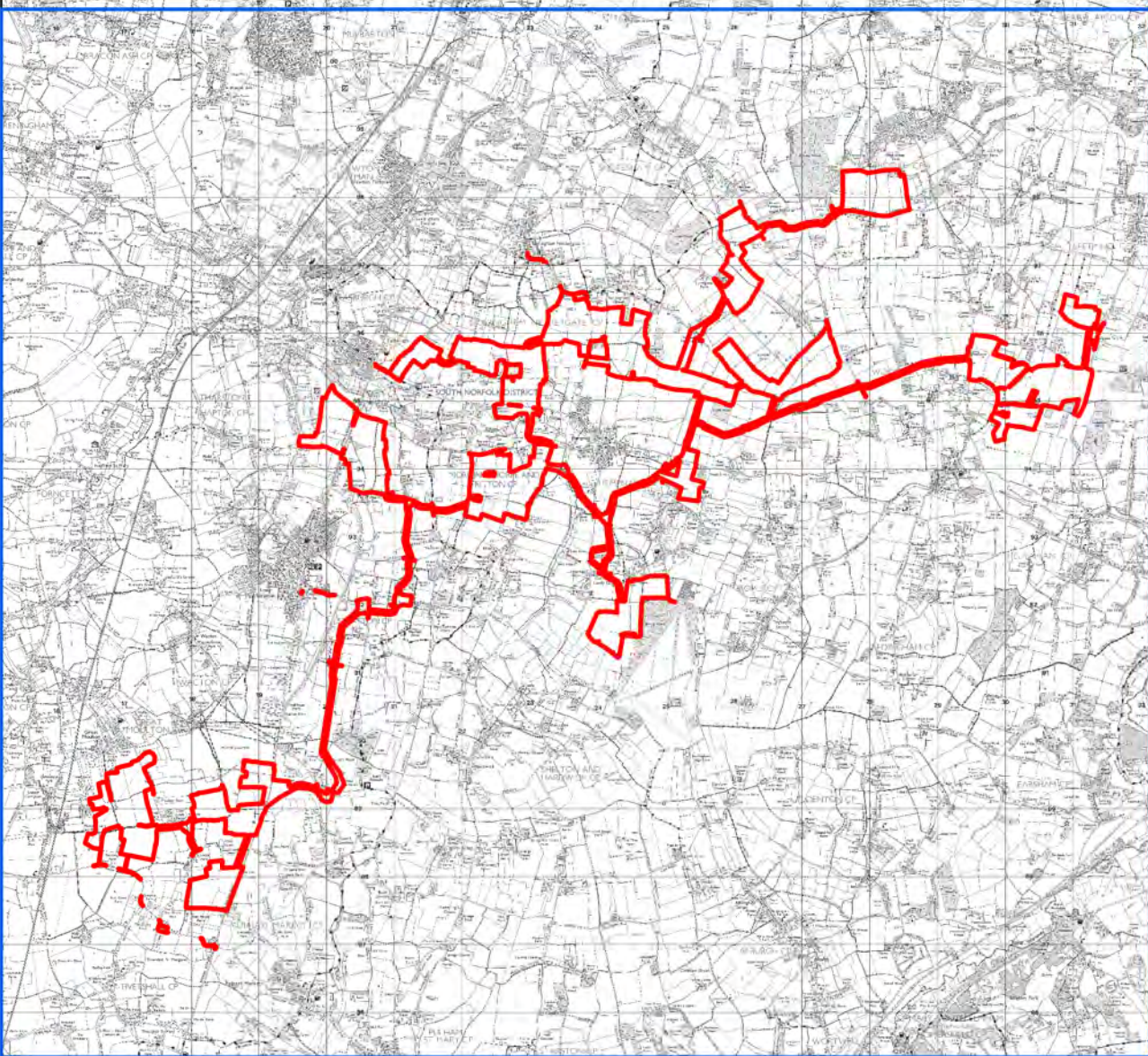
Appendix A Indicative Avoidance Areas (Sheets 1 to 19)







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Key

- Order Limits
- Cable Route Corridor
- Sheet Index
- Indicative Avoidance Areas

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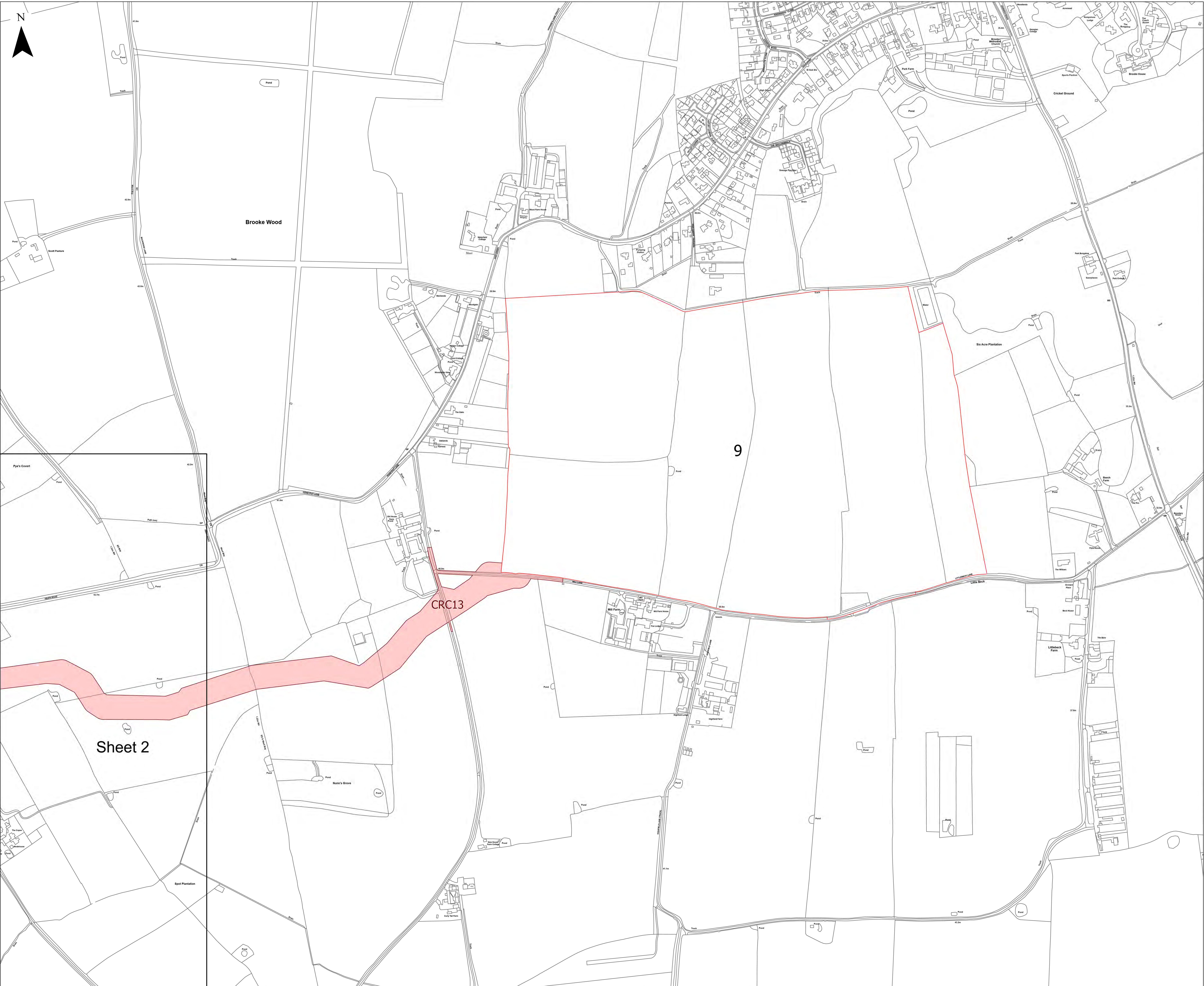
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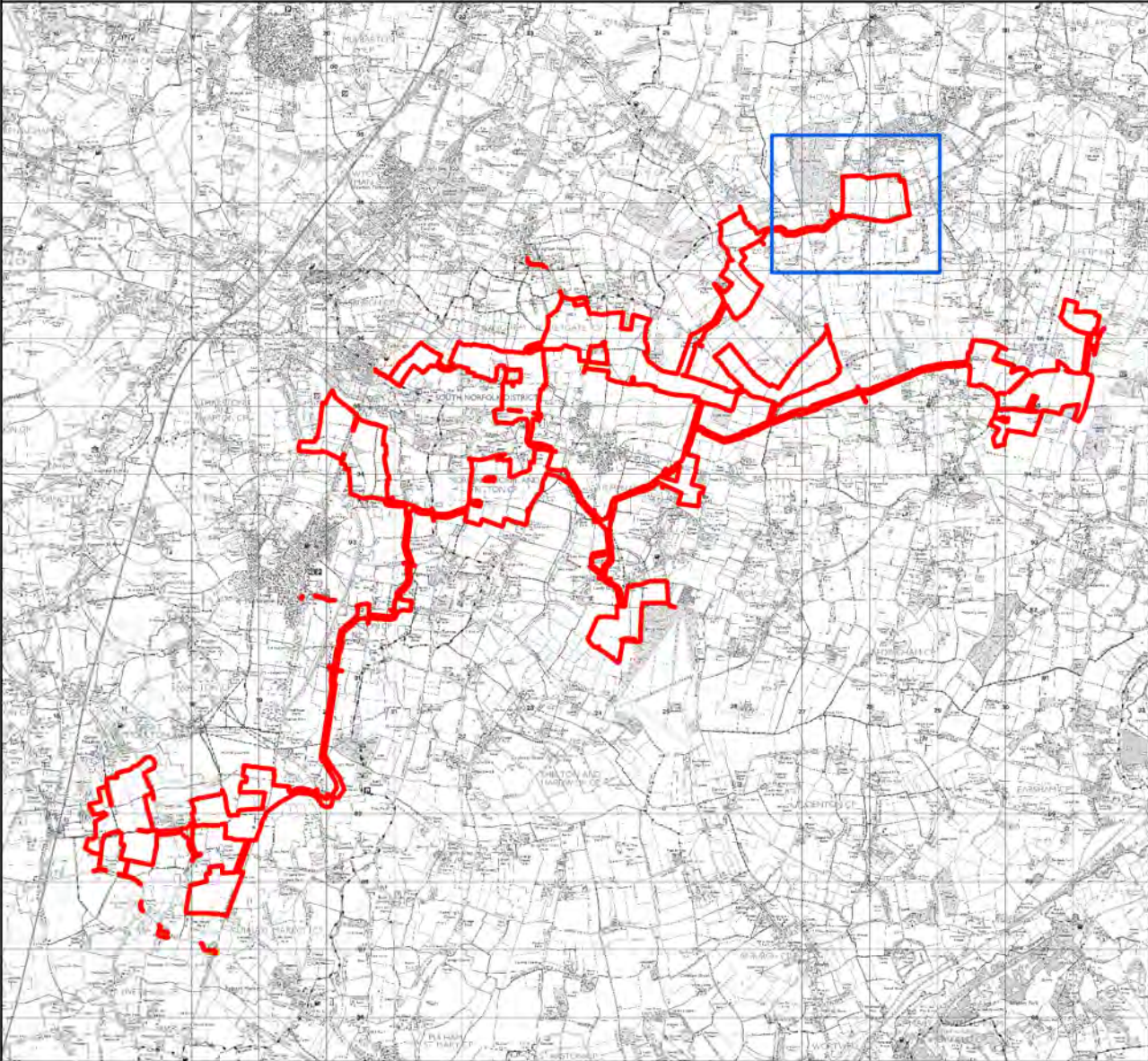
Indicative Avoidance Areas
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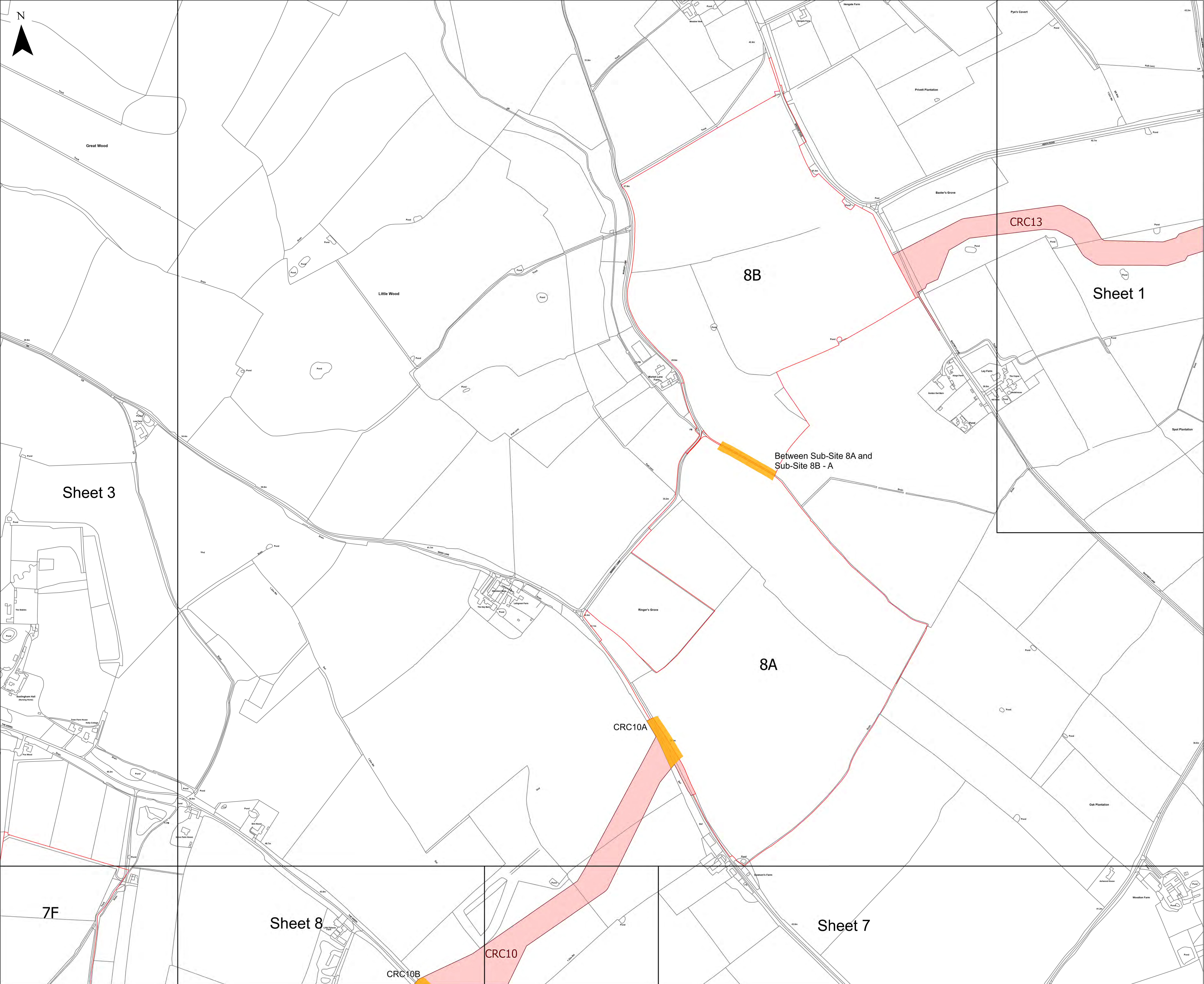
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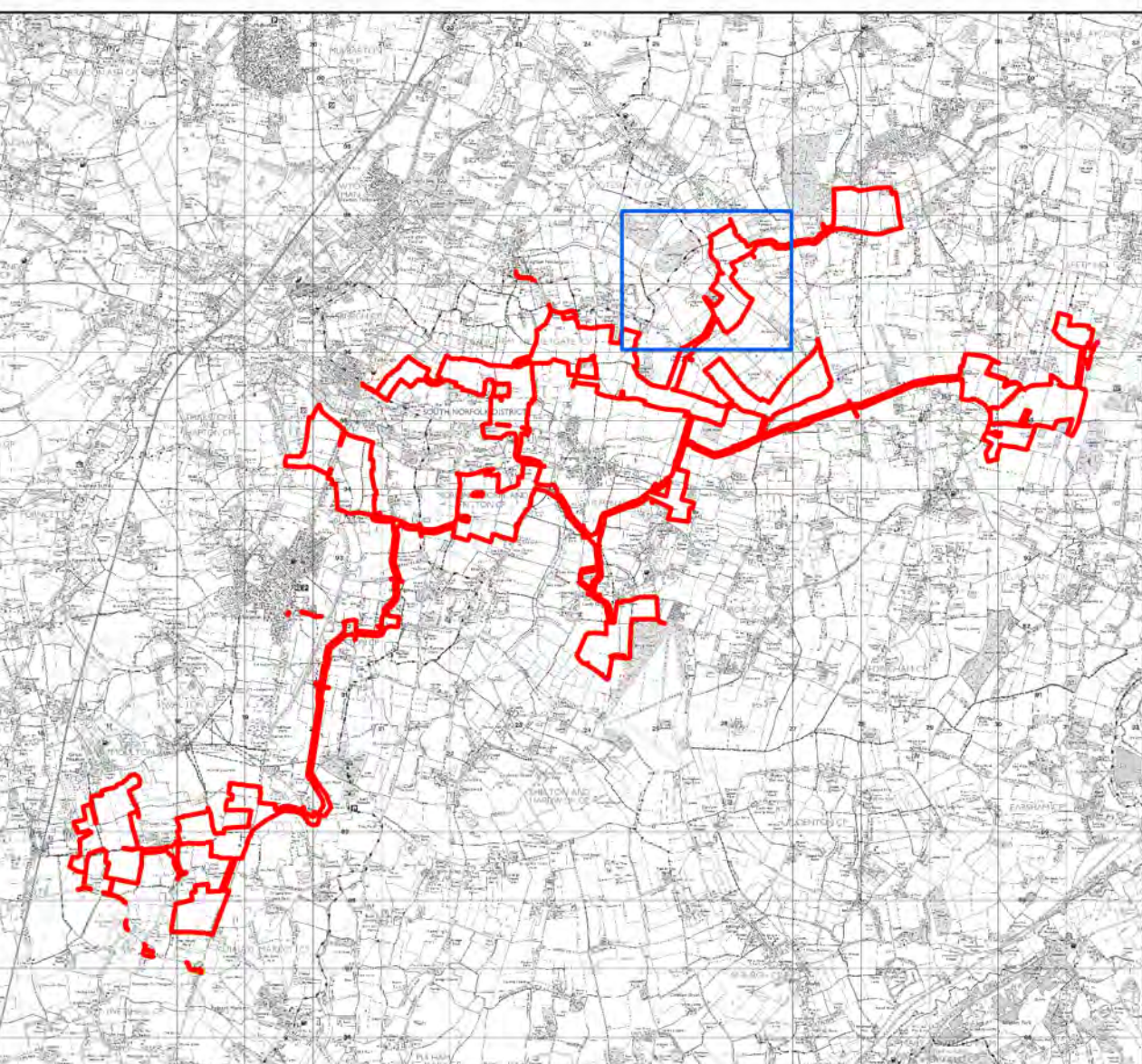
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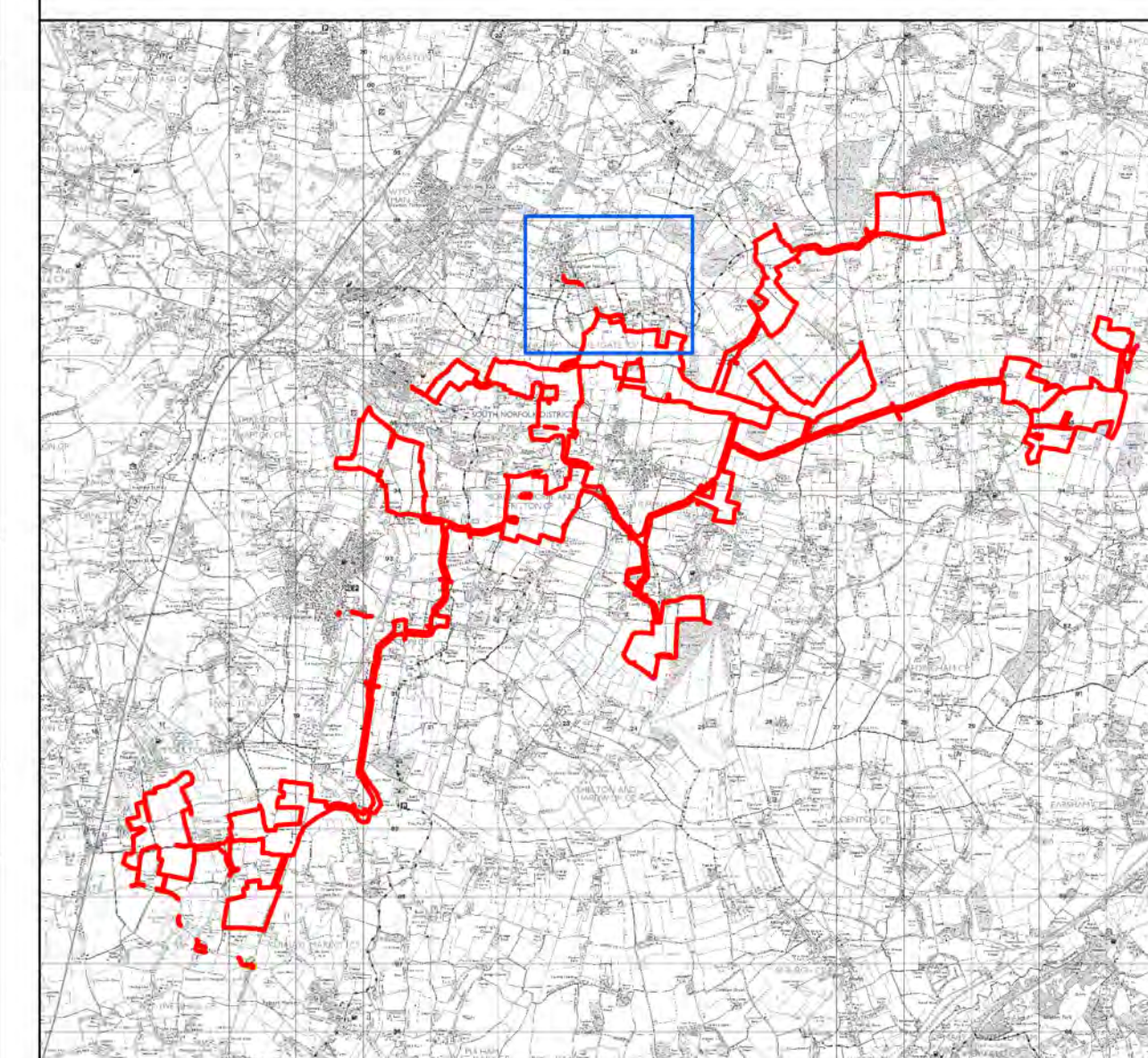
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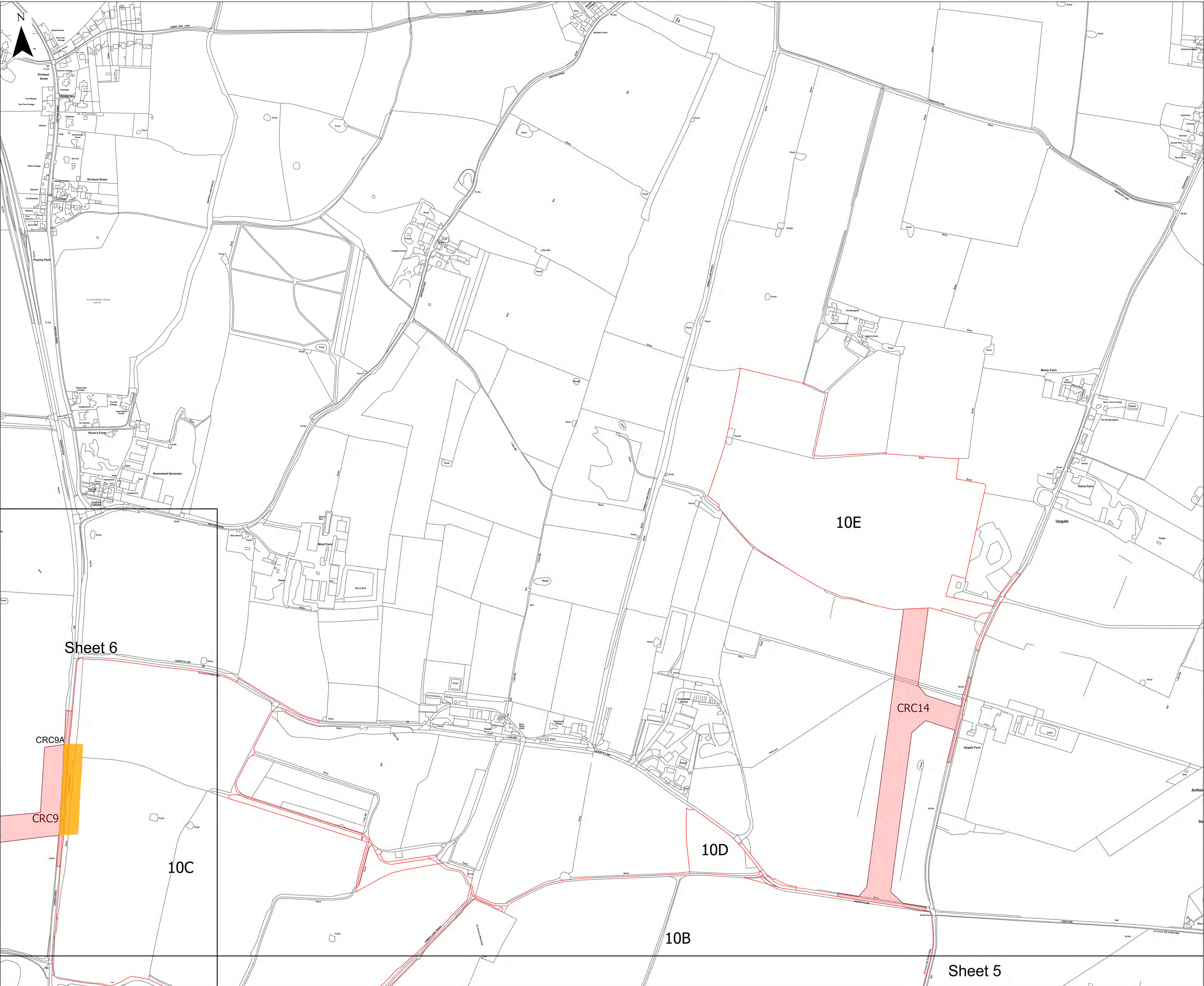
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Indicative Avoidance Areas

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- Cable Route Corridor
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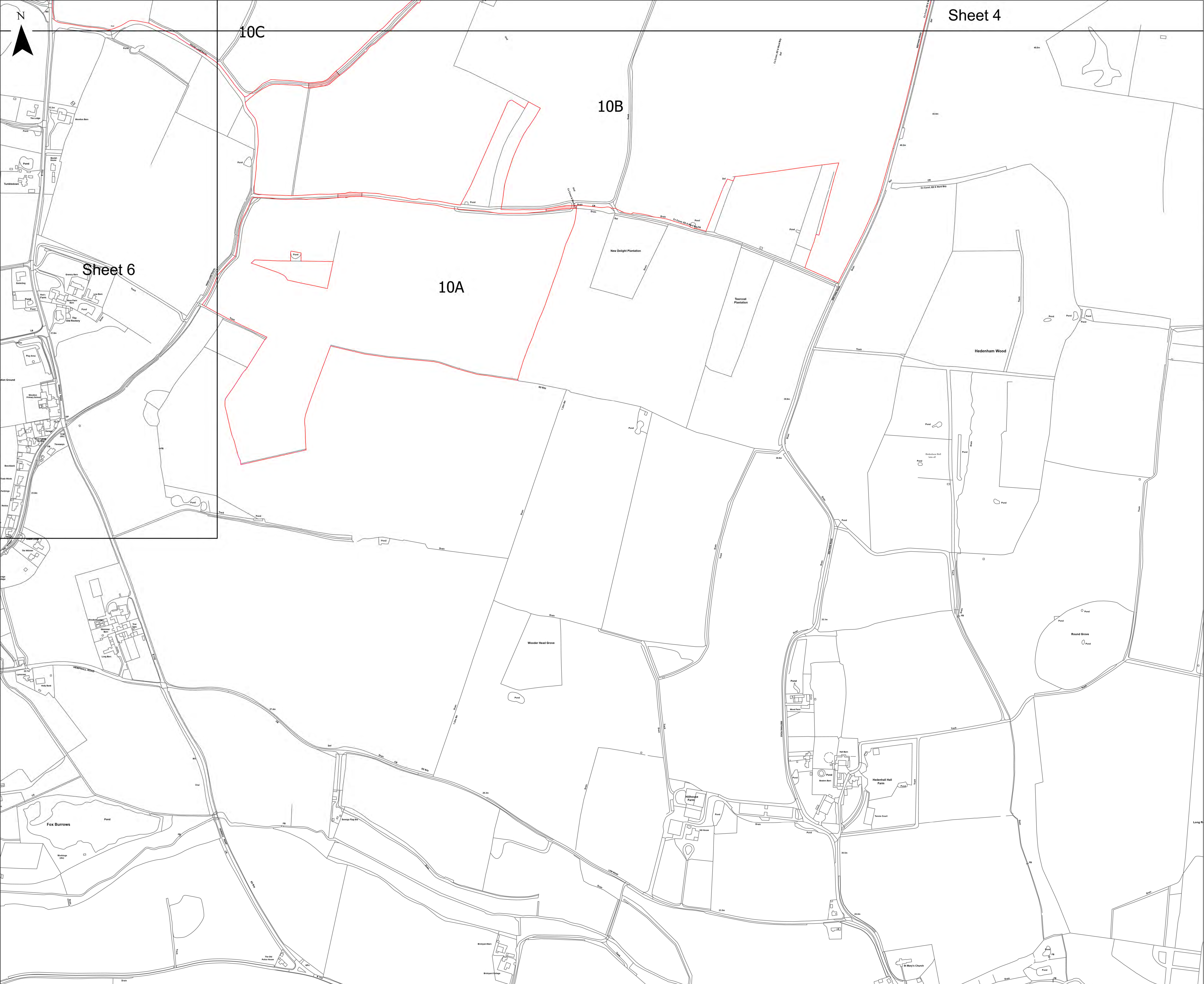
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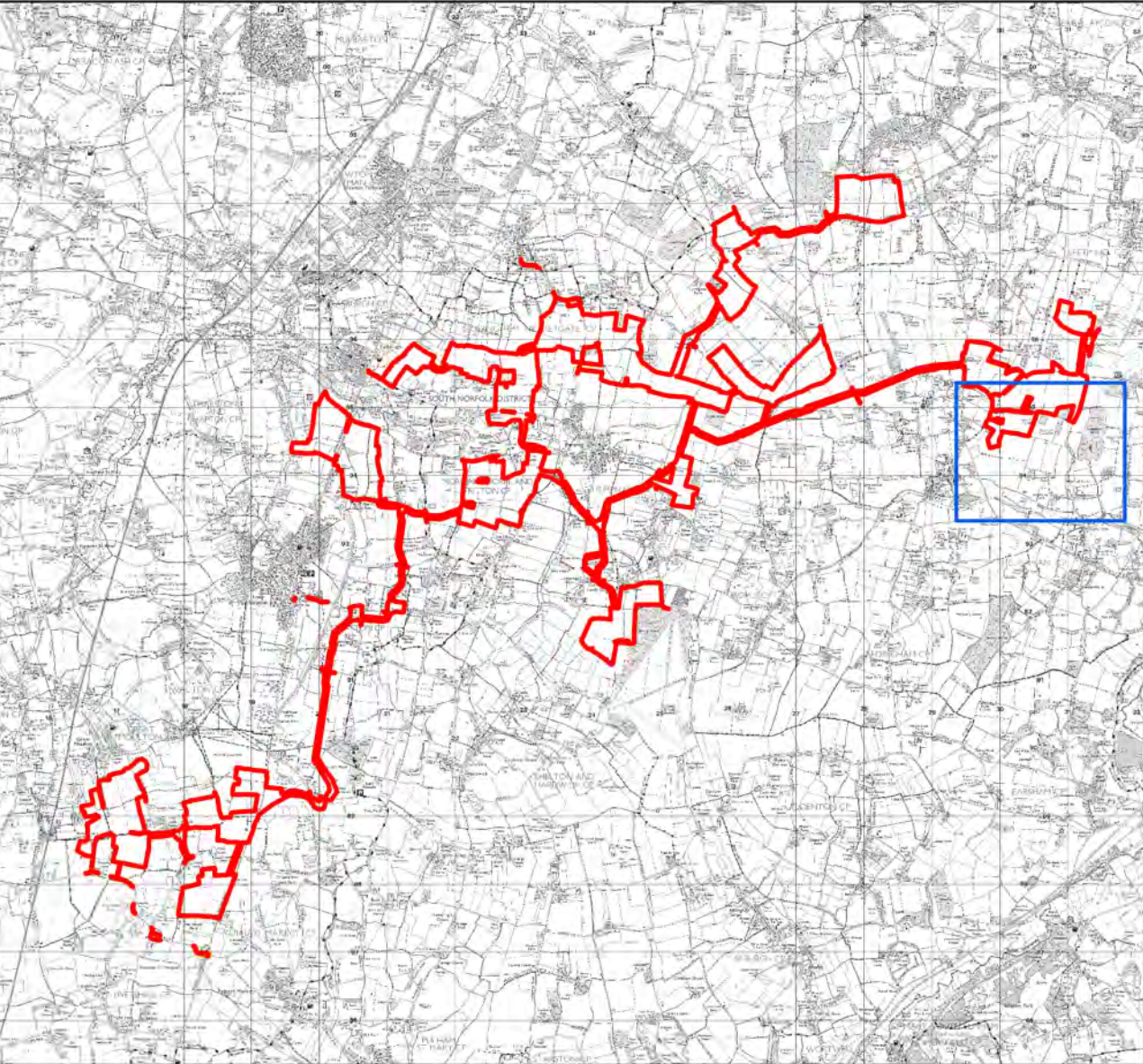
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Sheet 4



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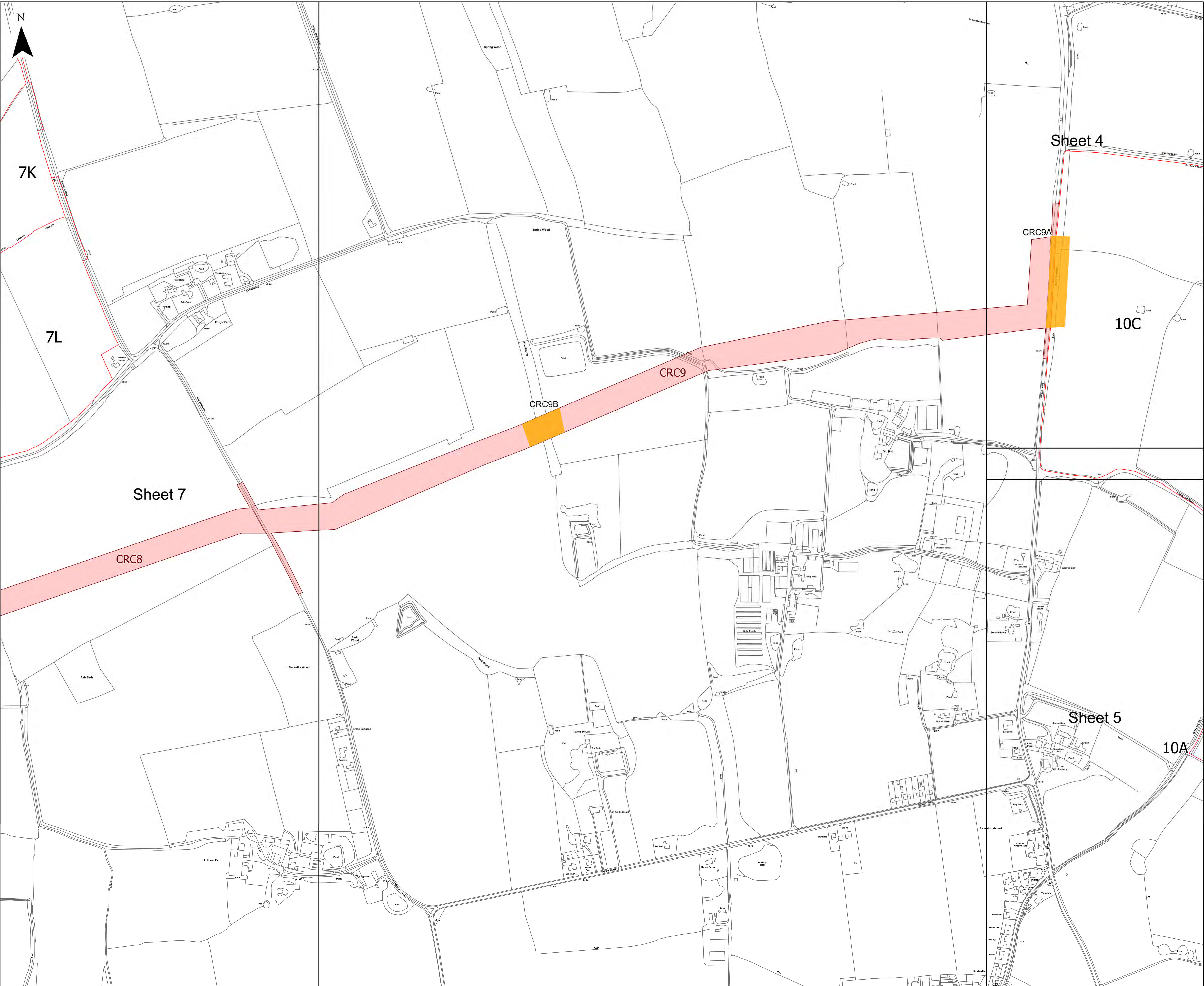
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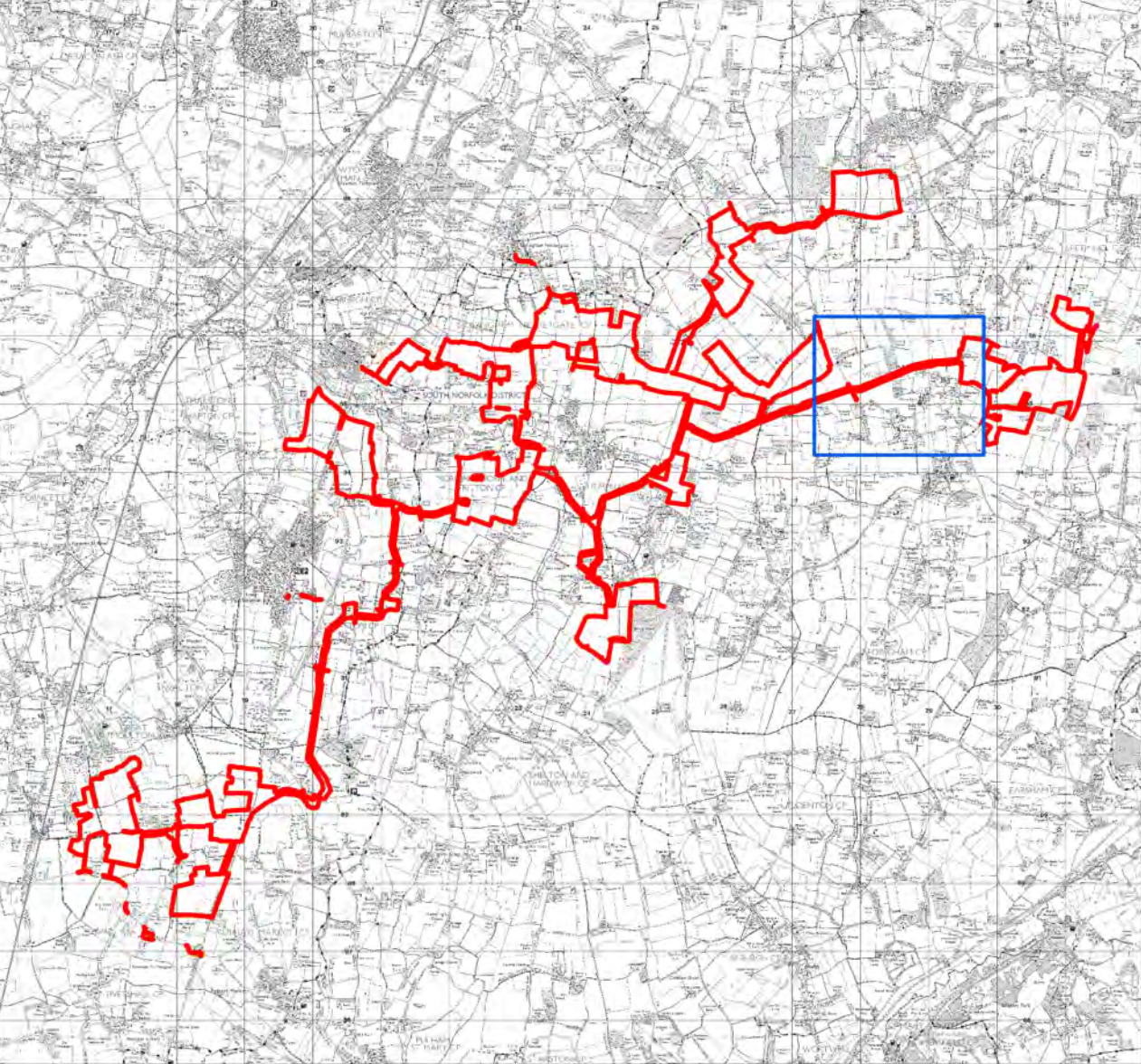
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Key

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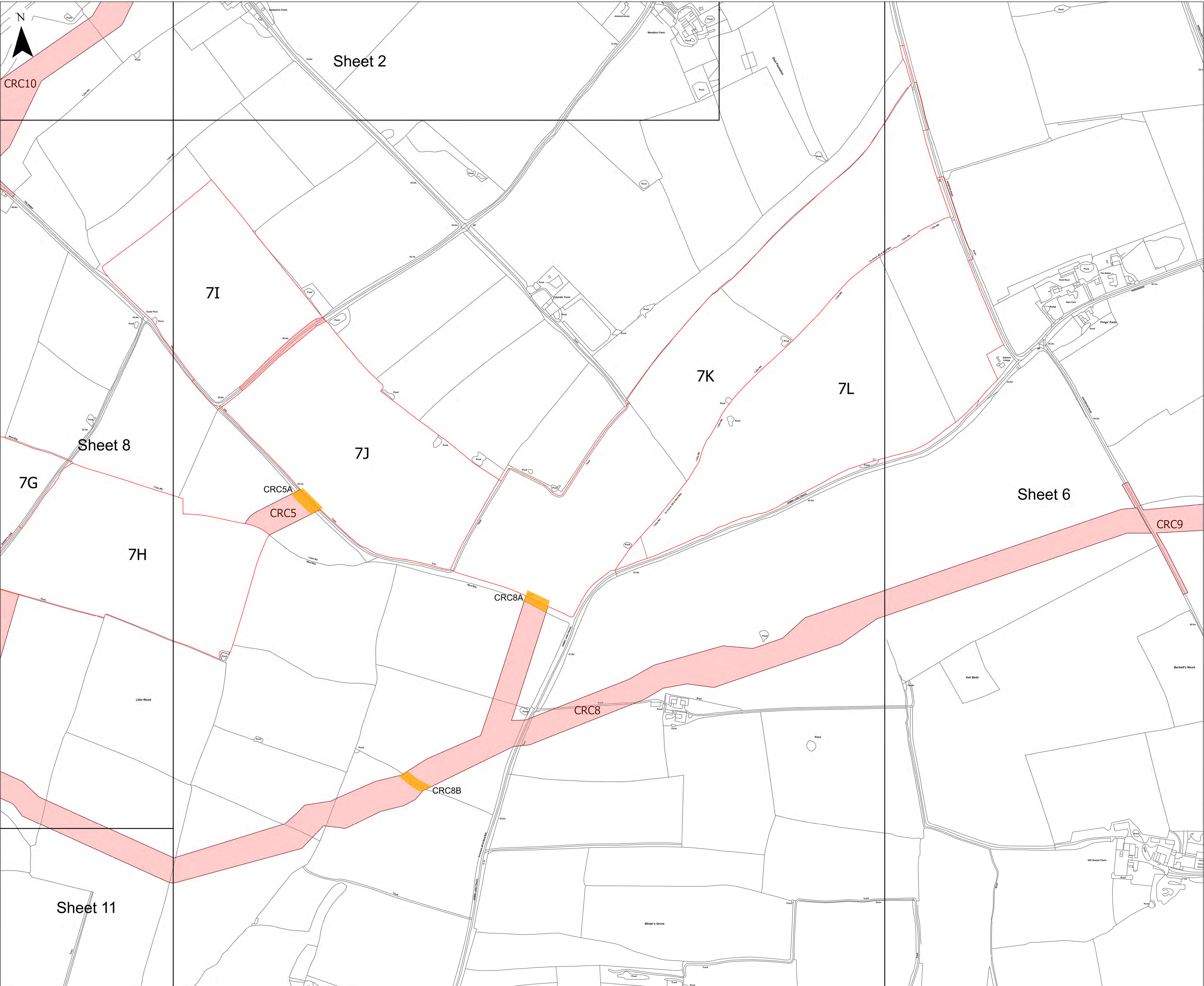
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Ref: Avoidance Areas	Date: 9/22/2026
Drawn by: TL/AD	Checked by: AH

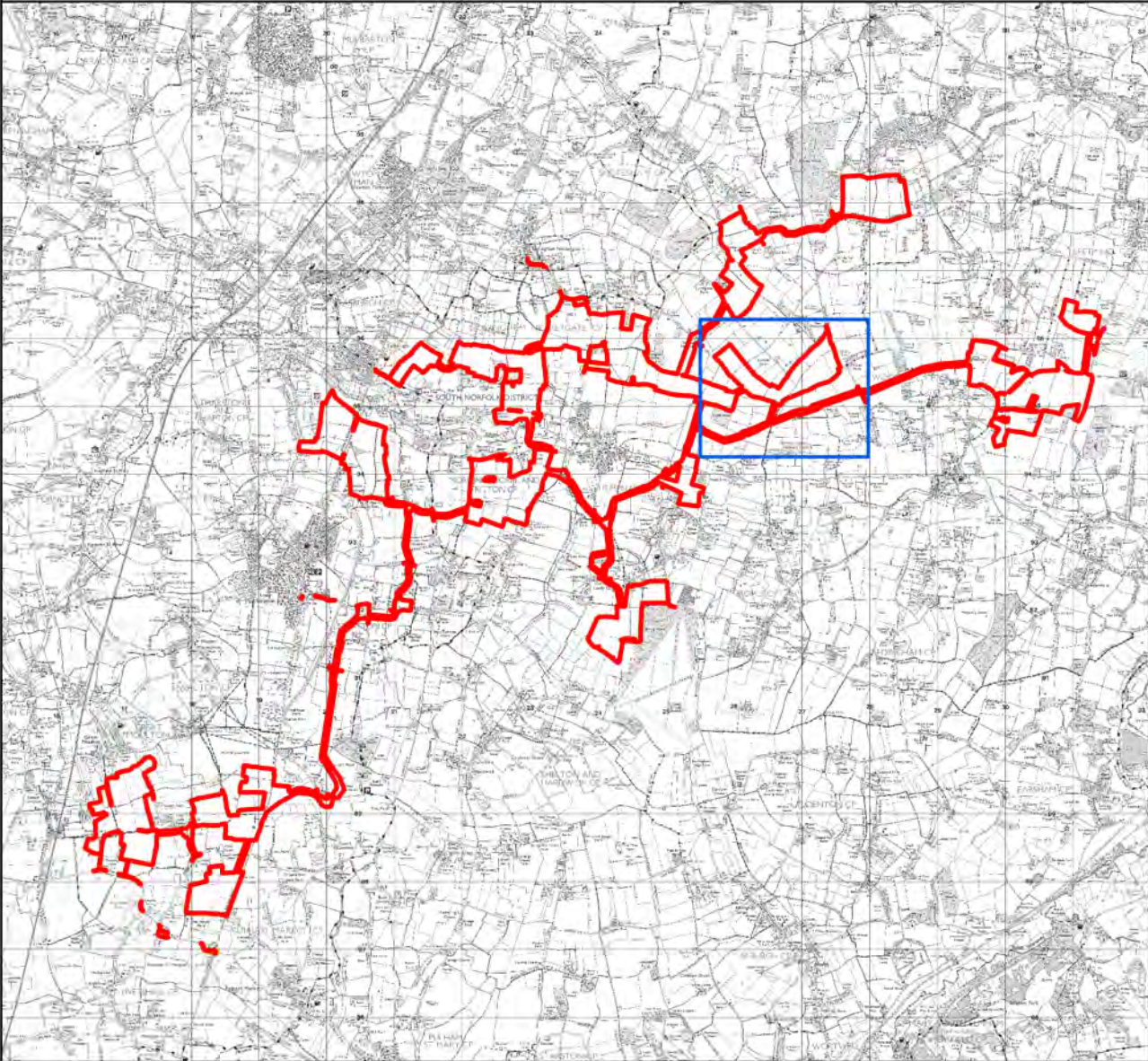
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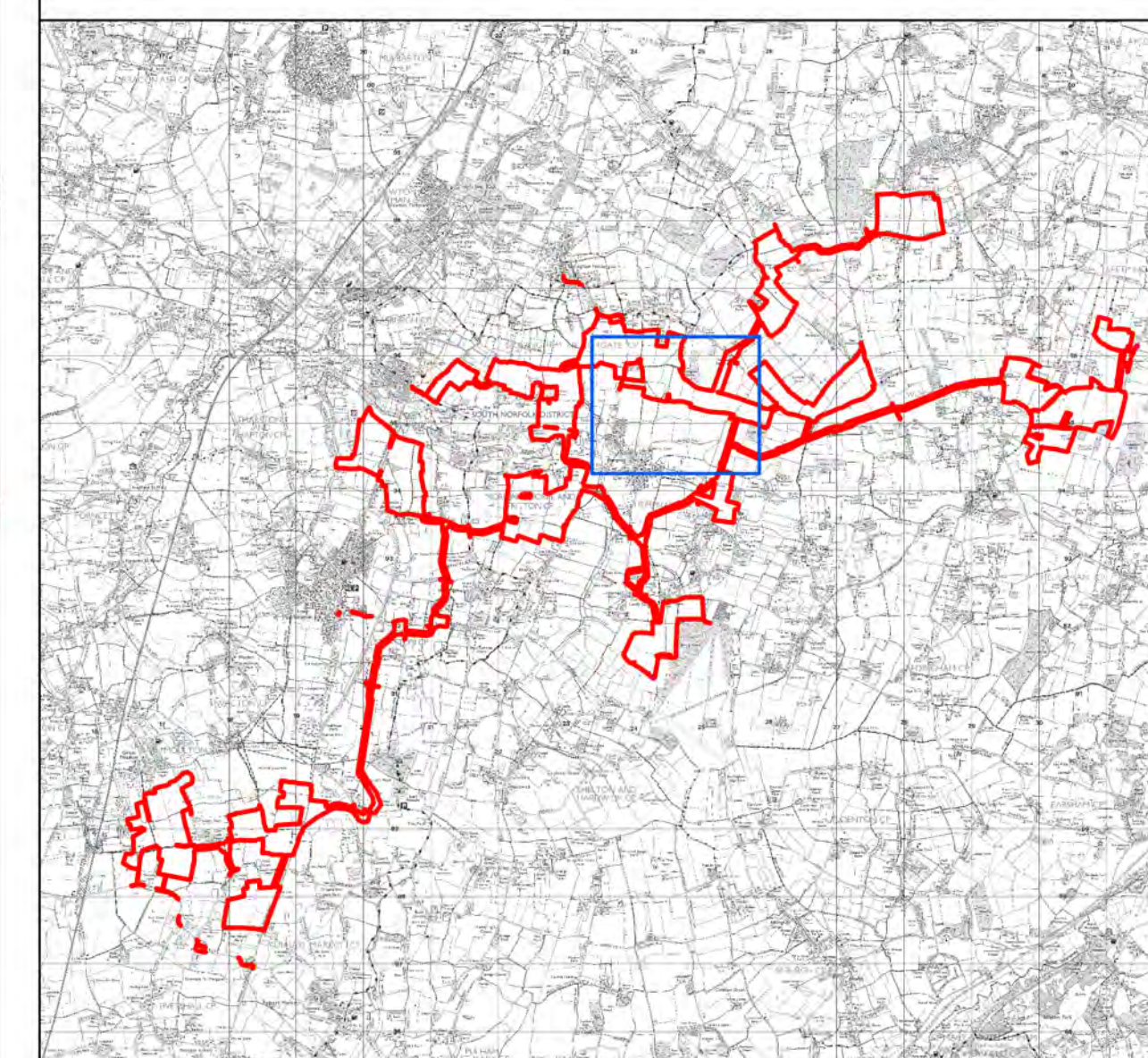
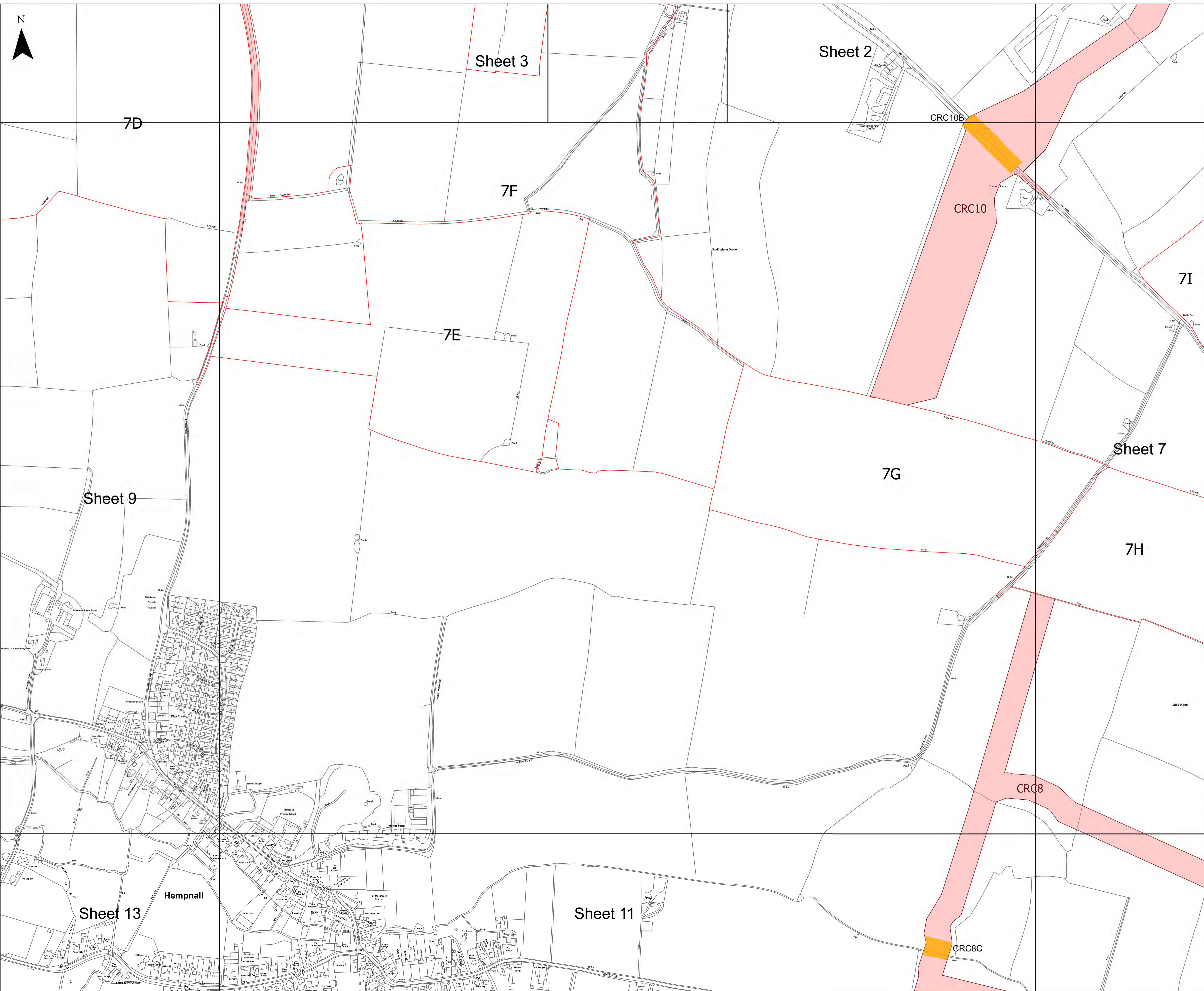
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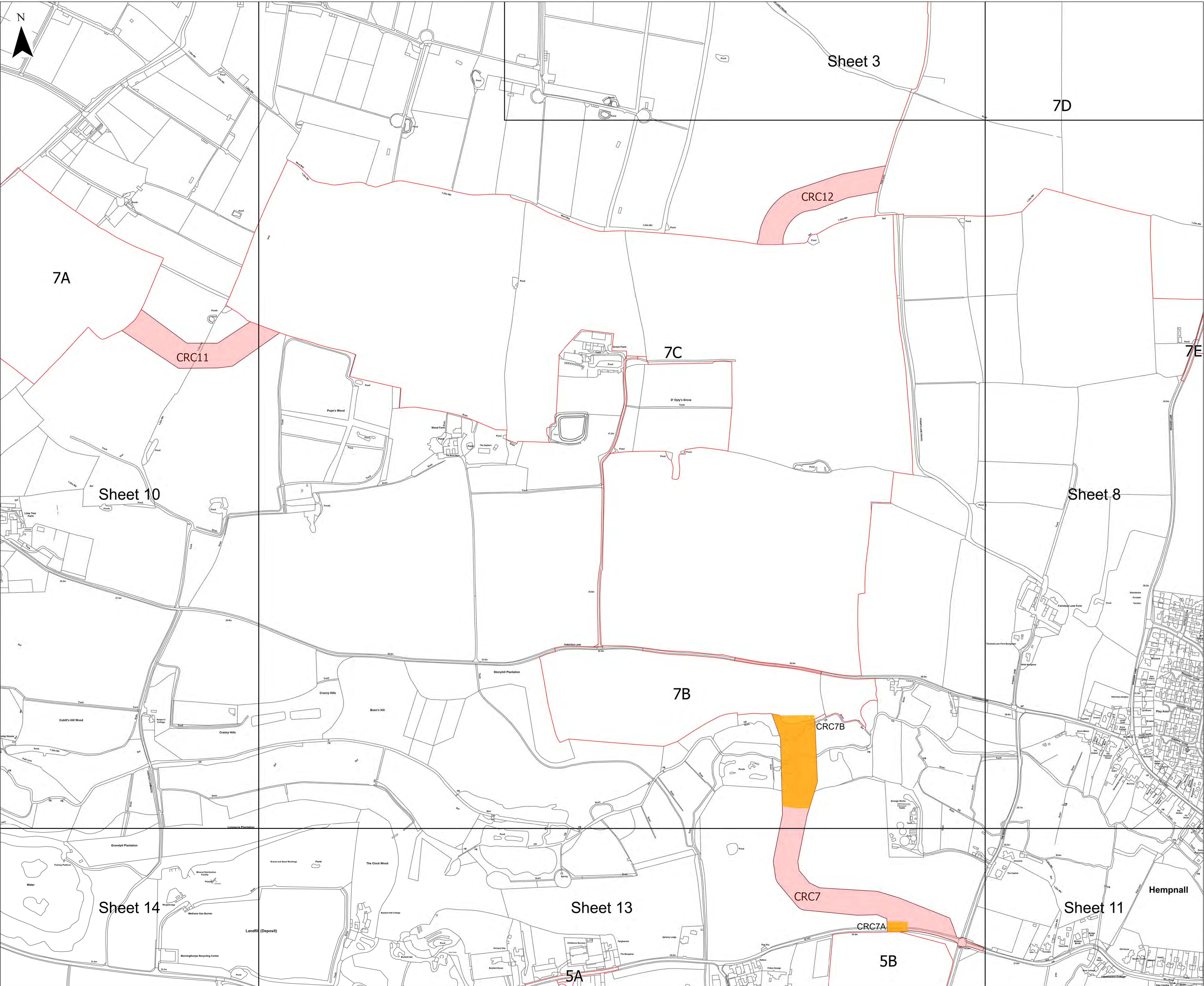


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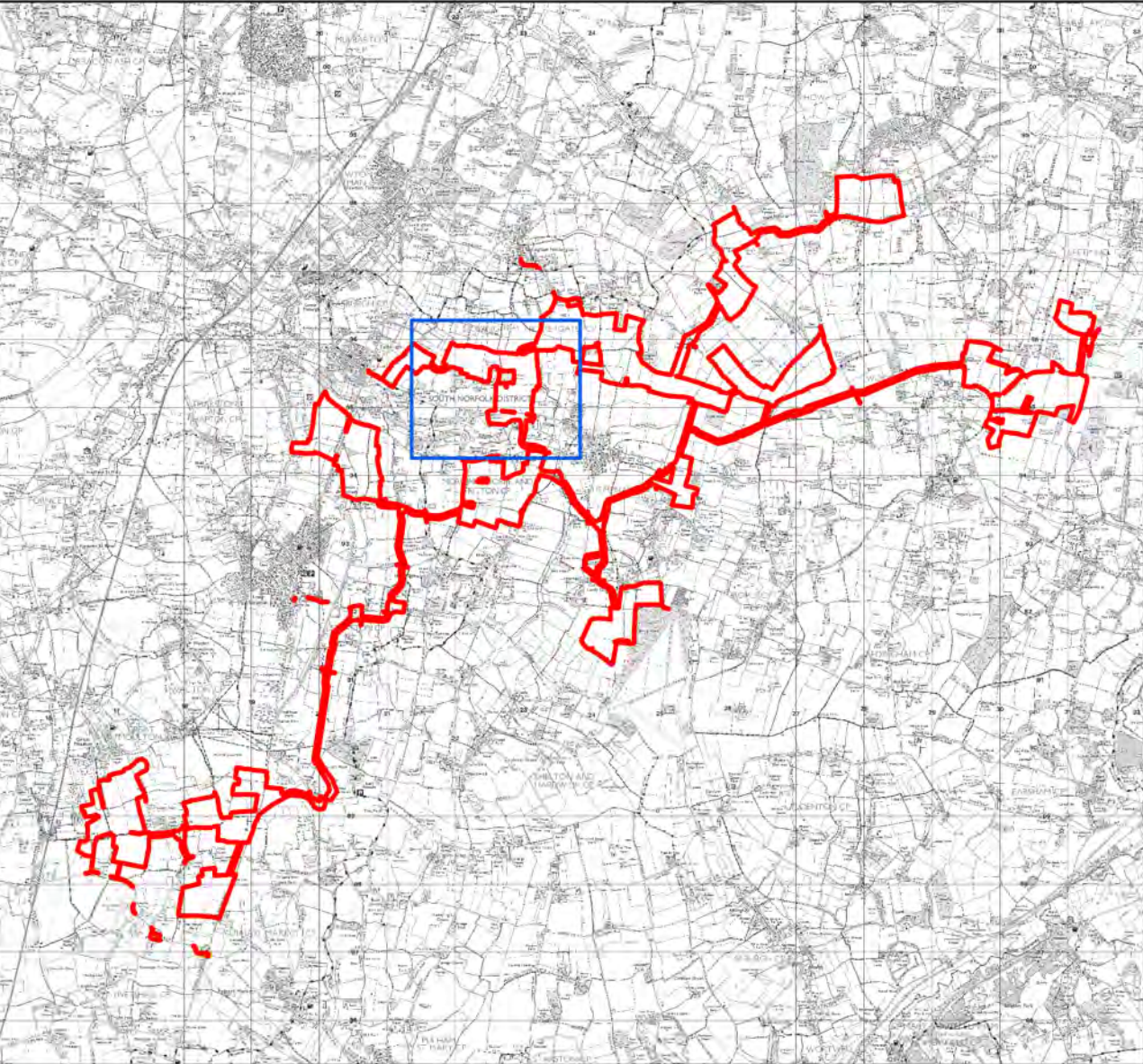
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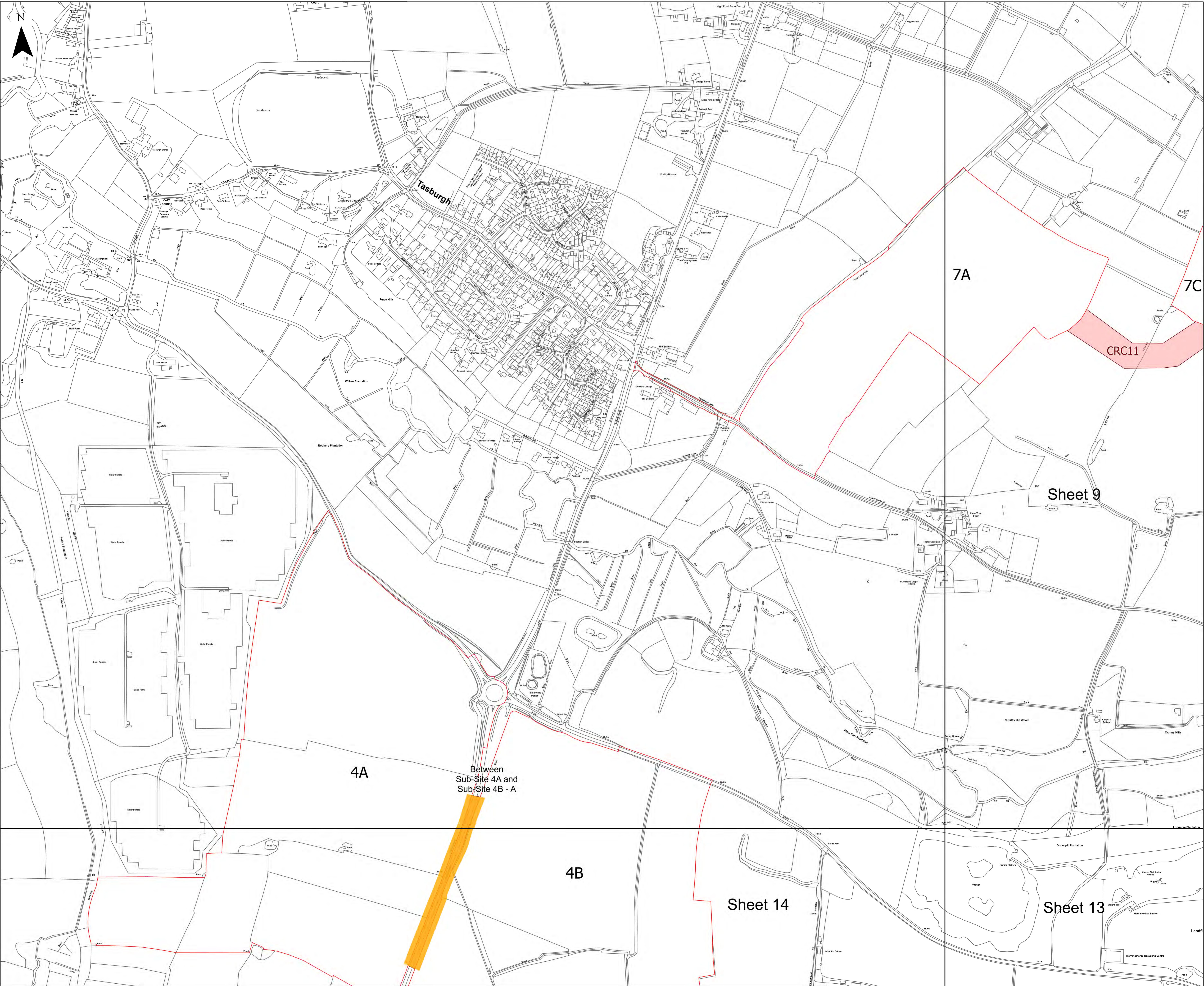
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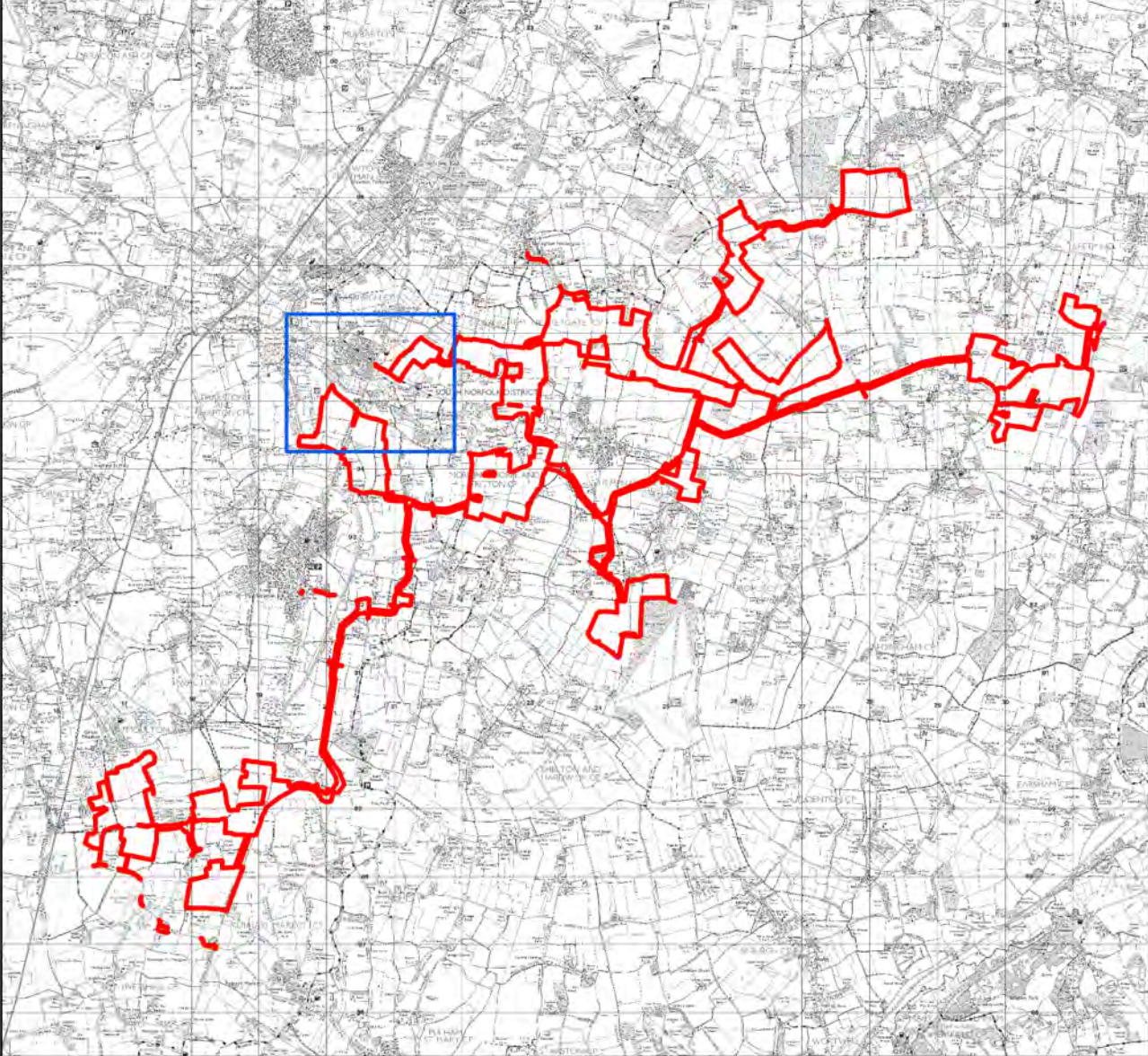
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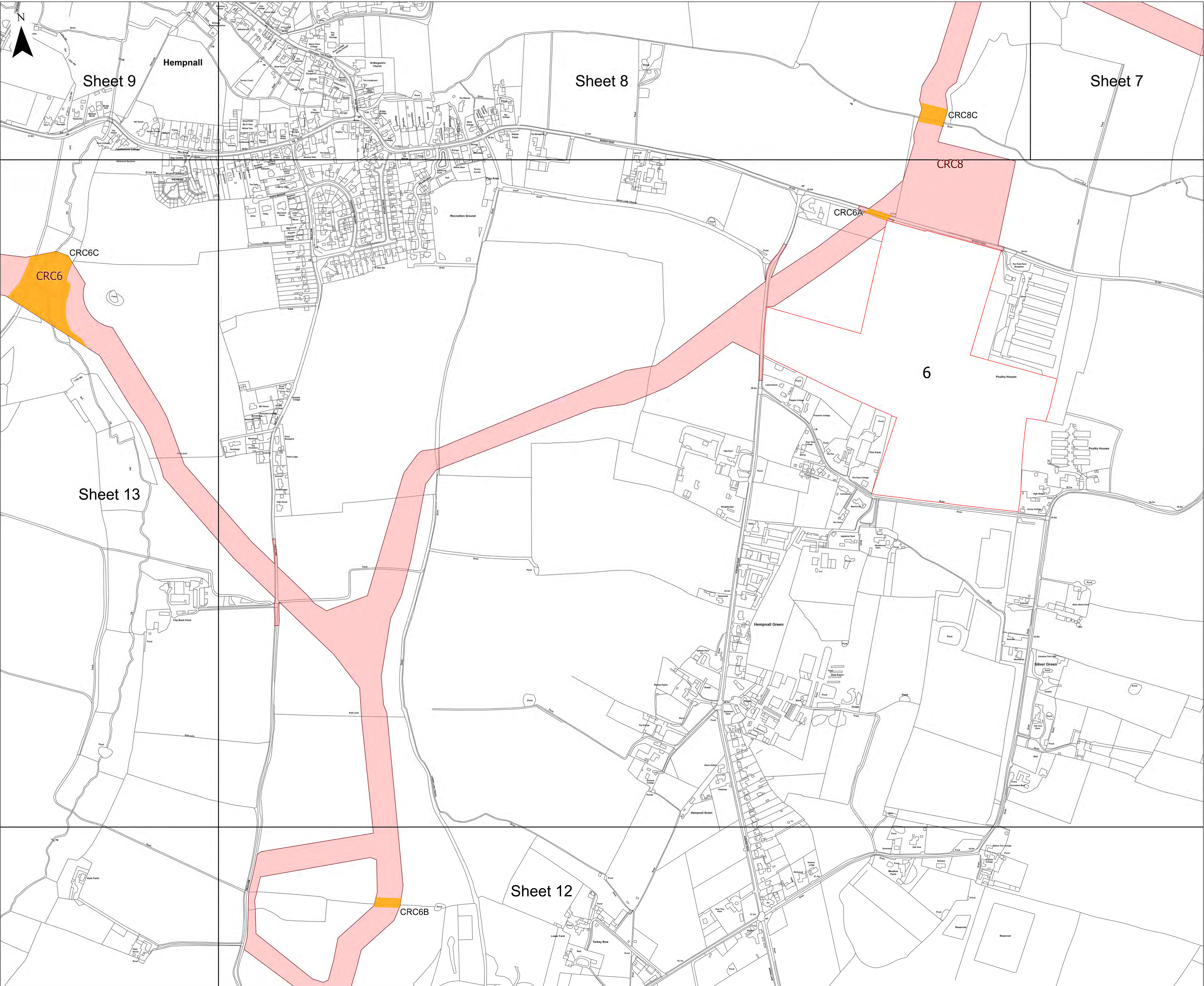
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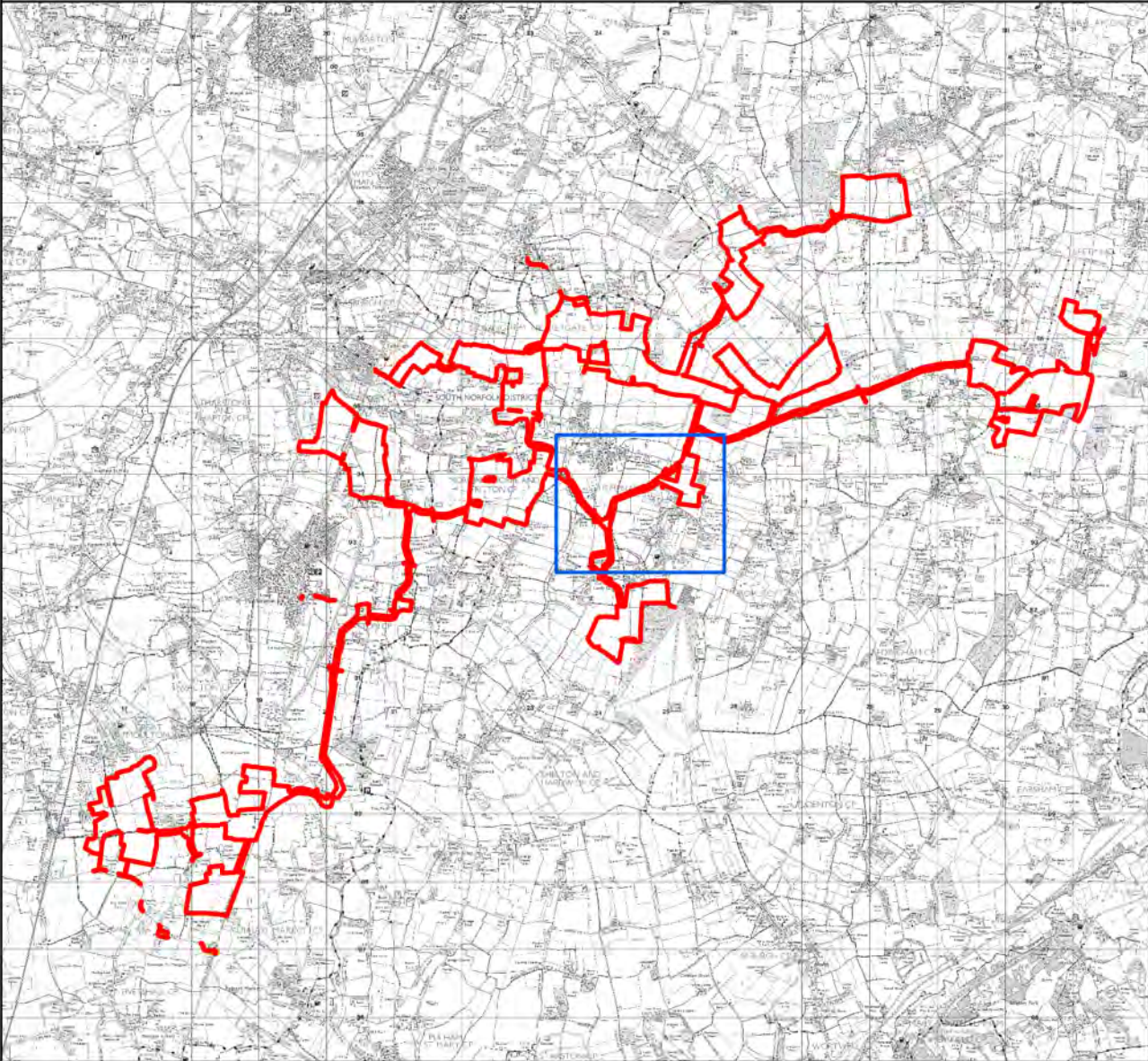








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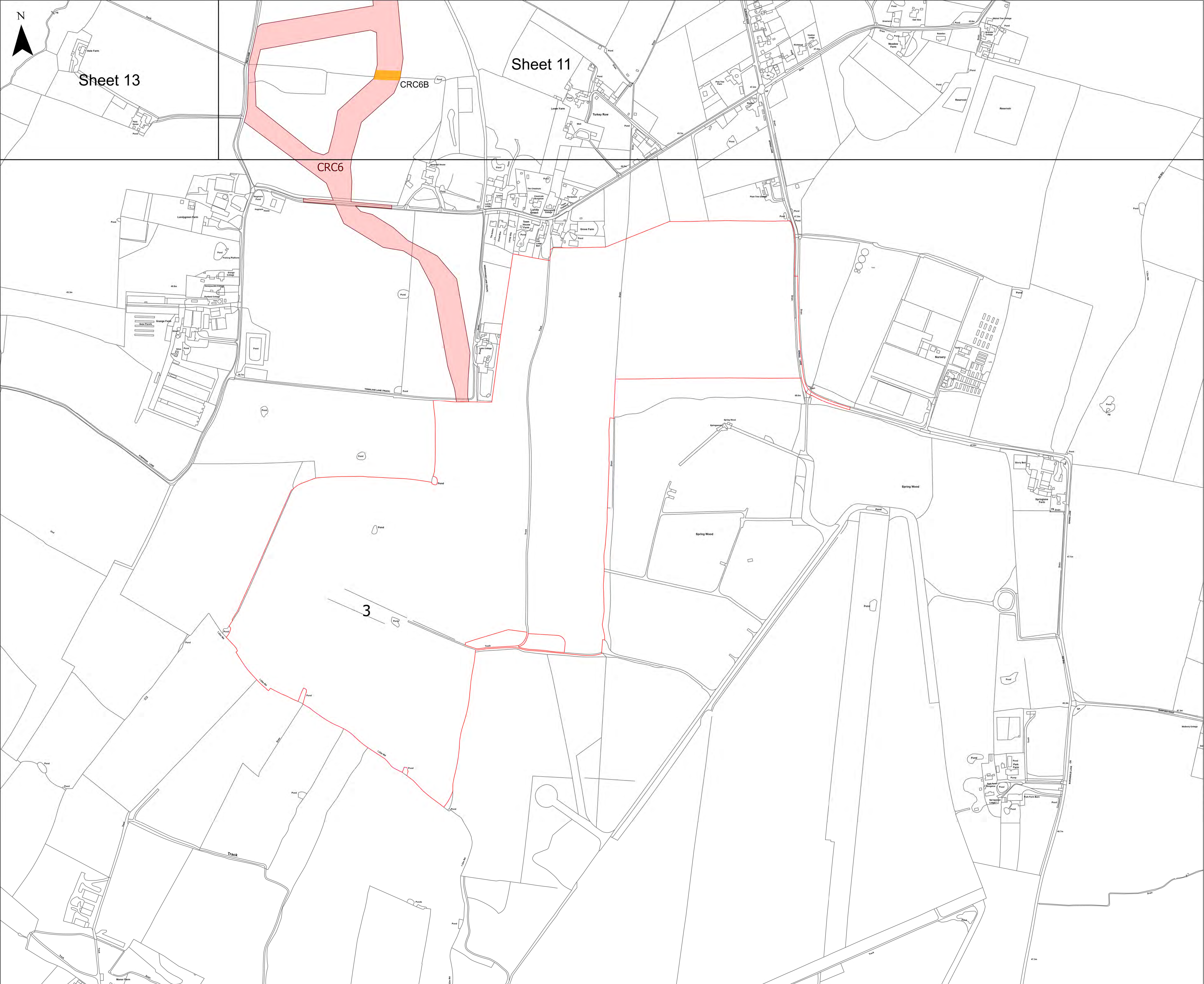
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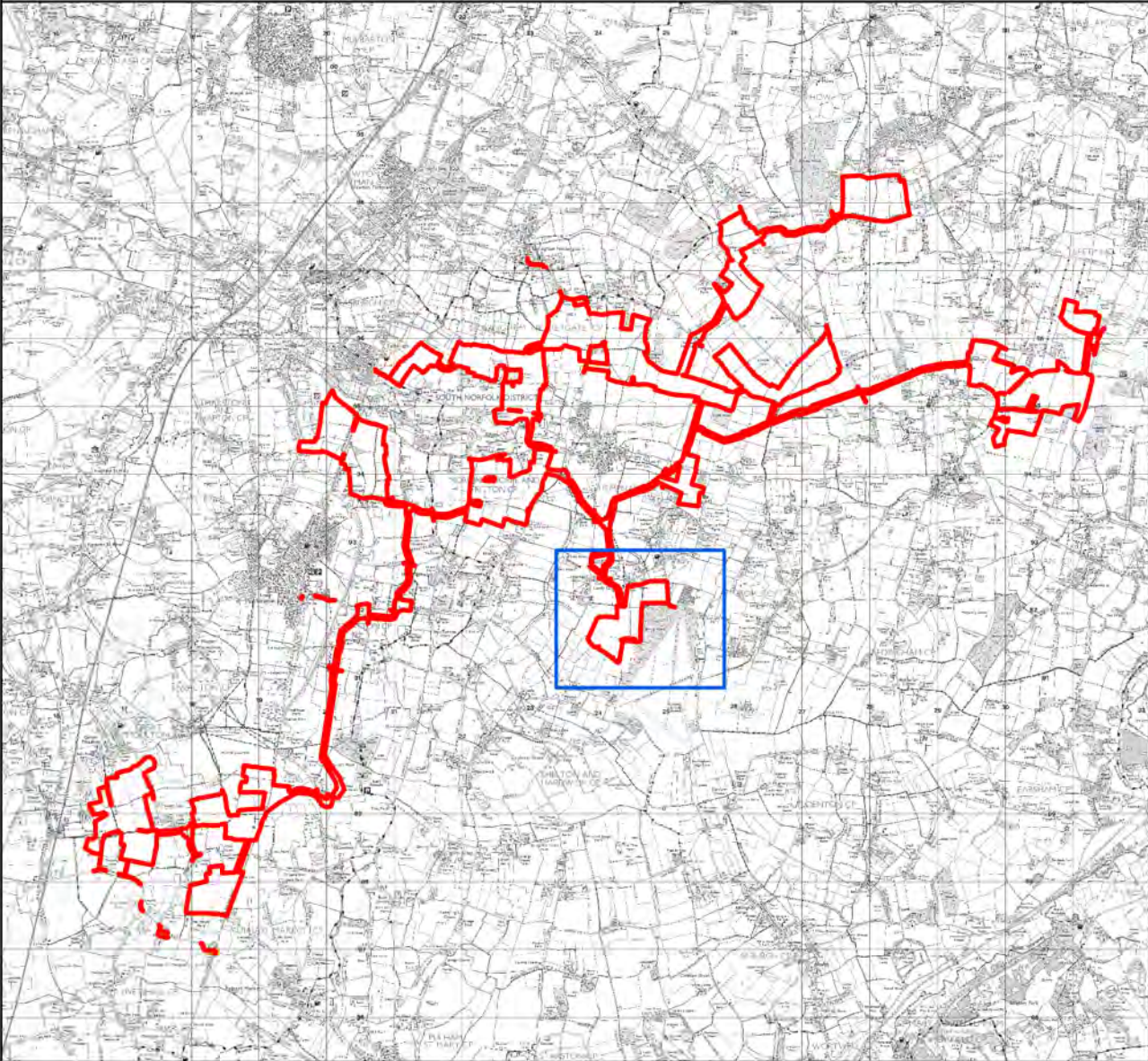
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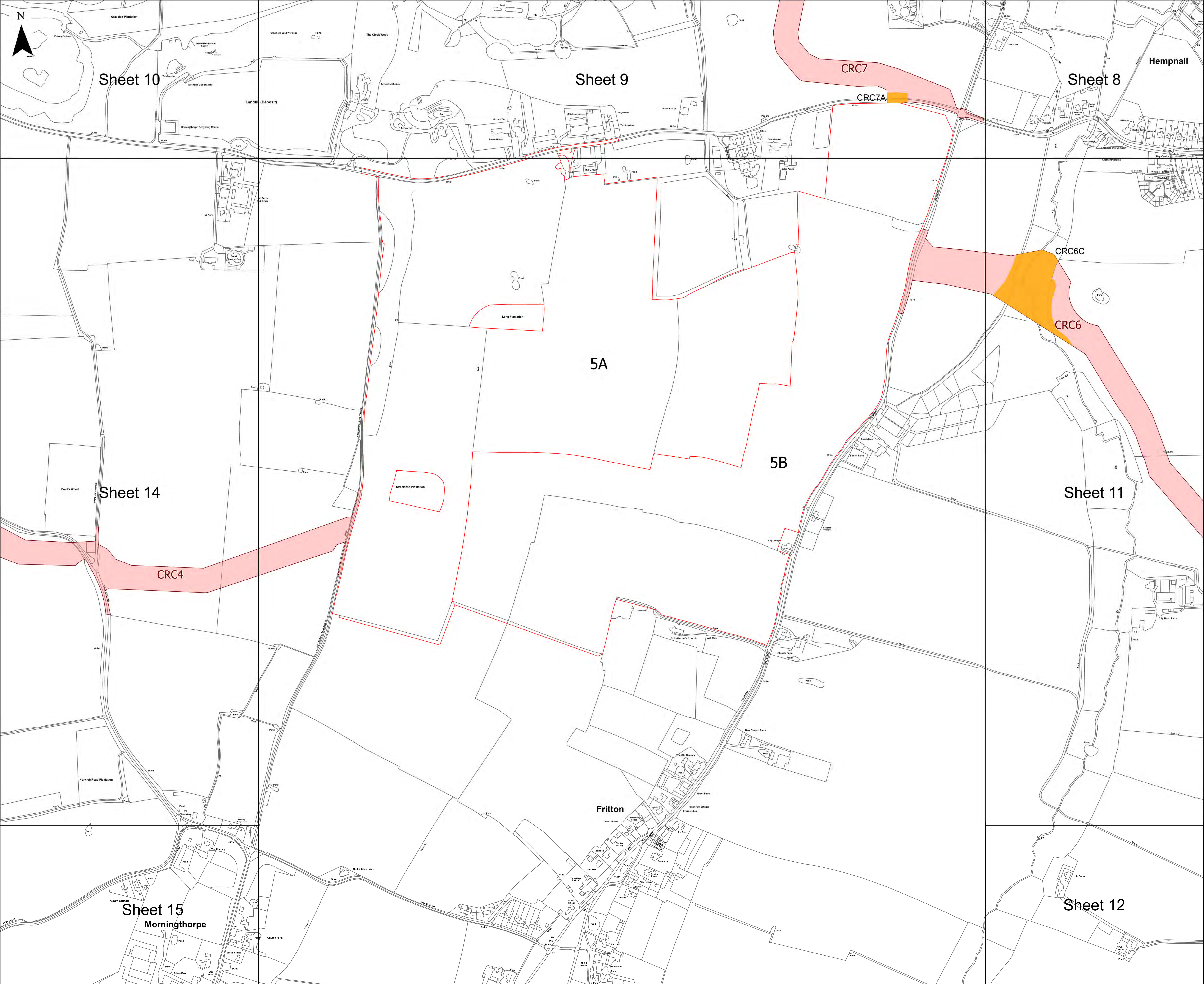
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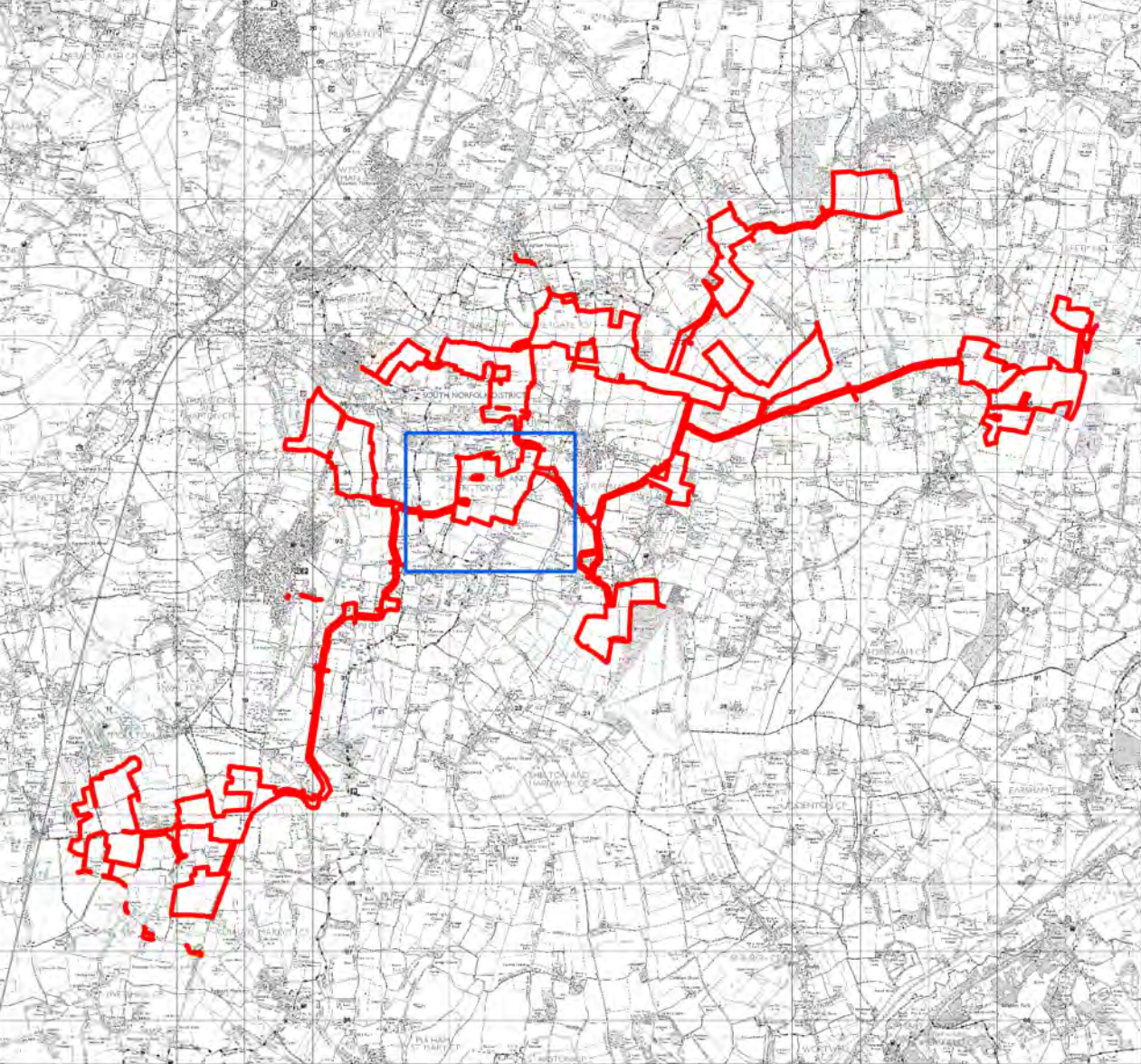








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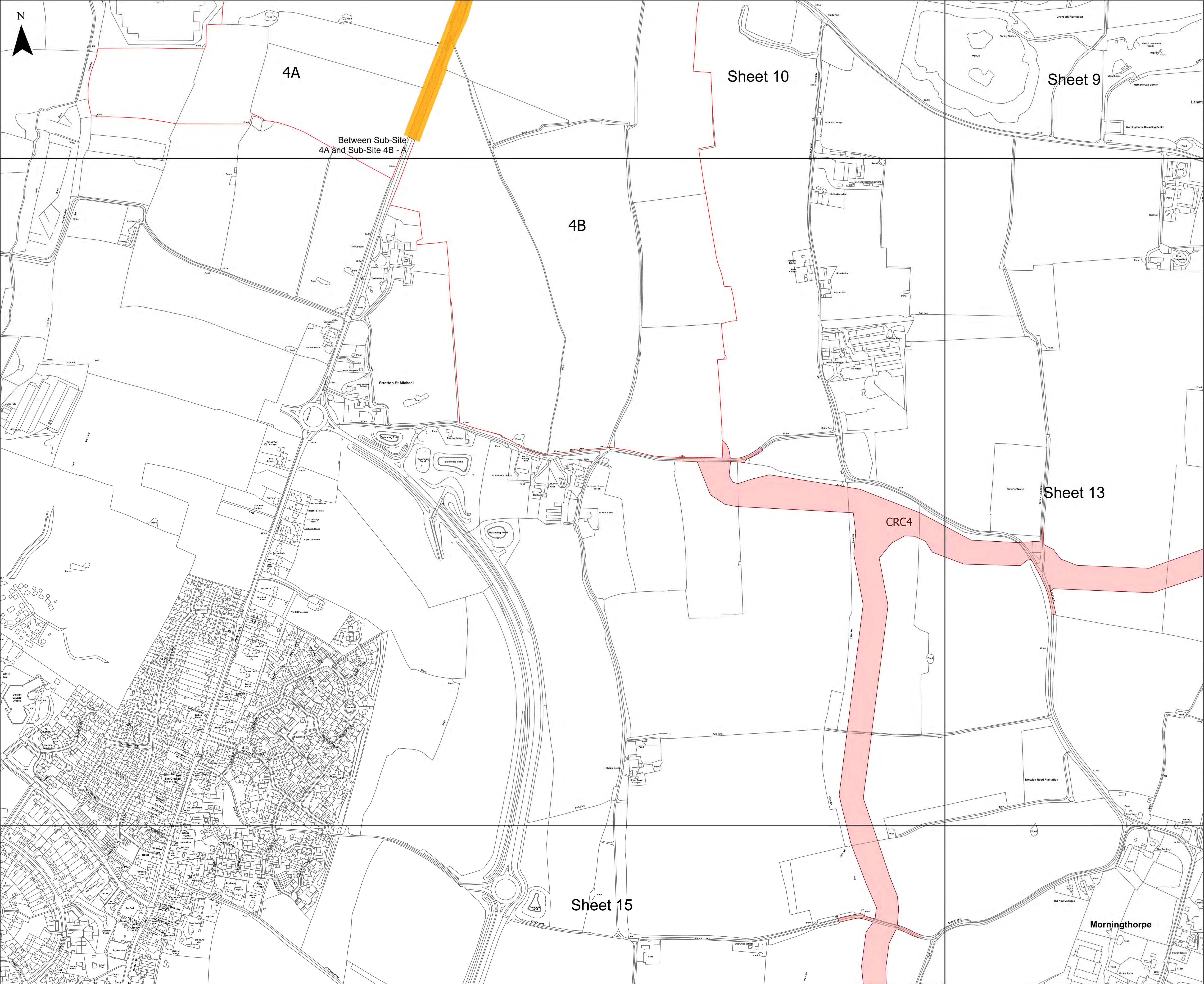
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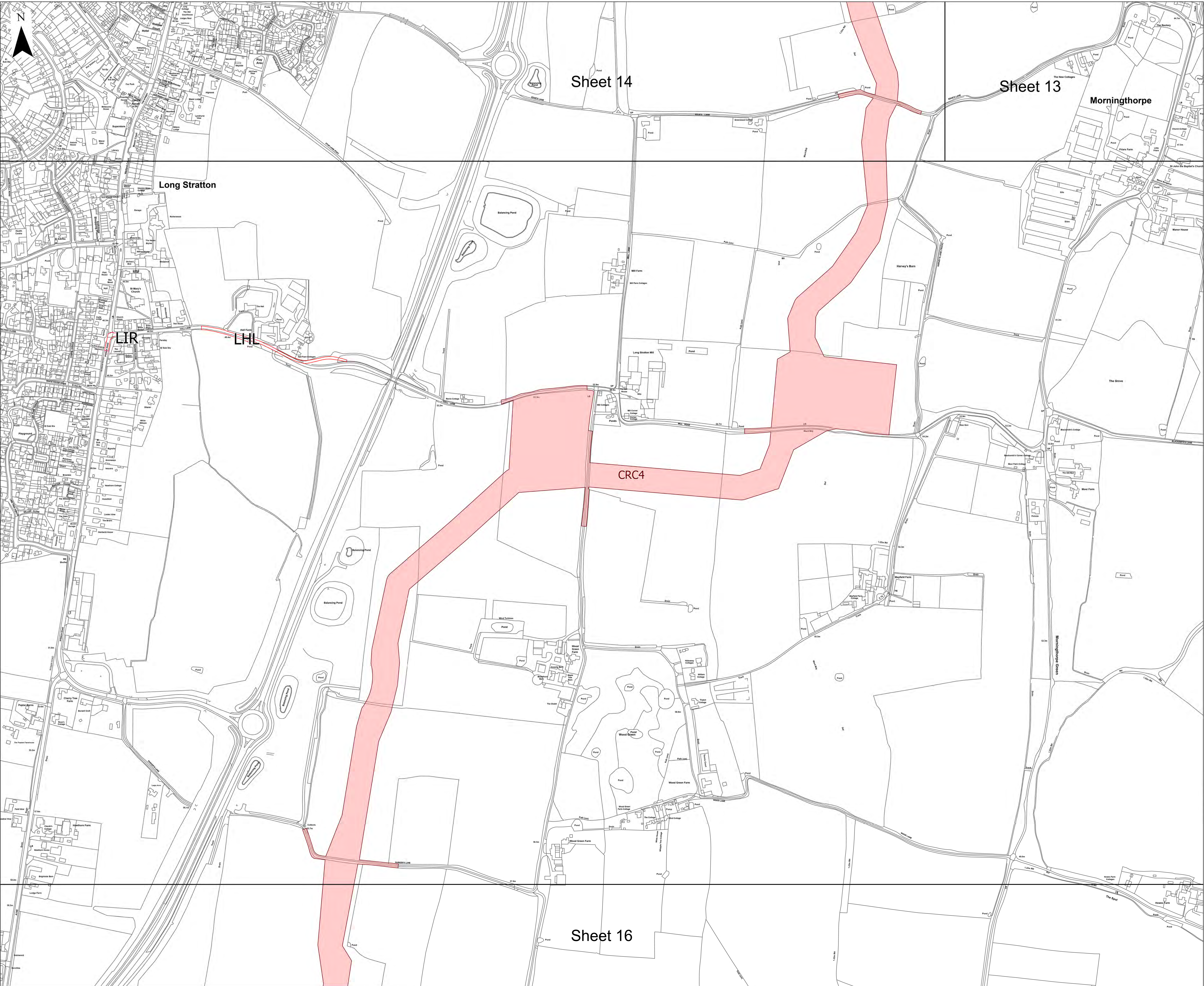
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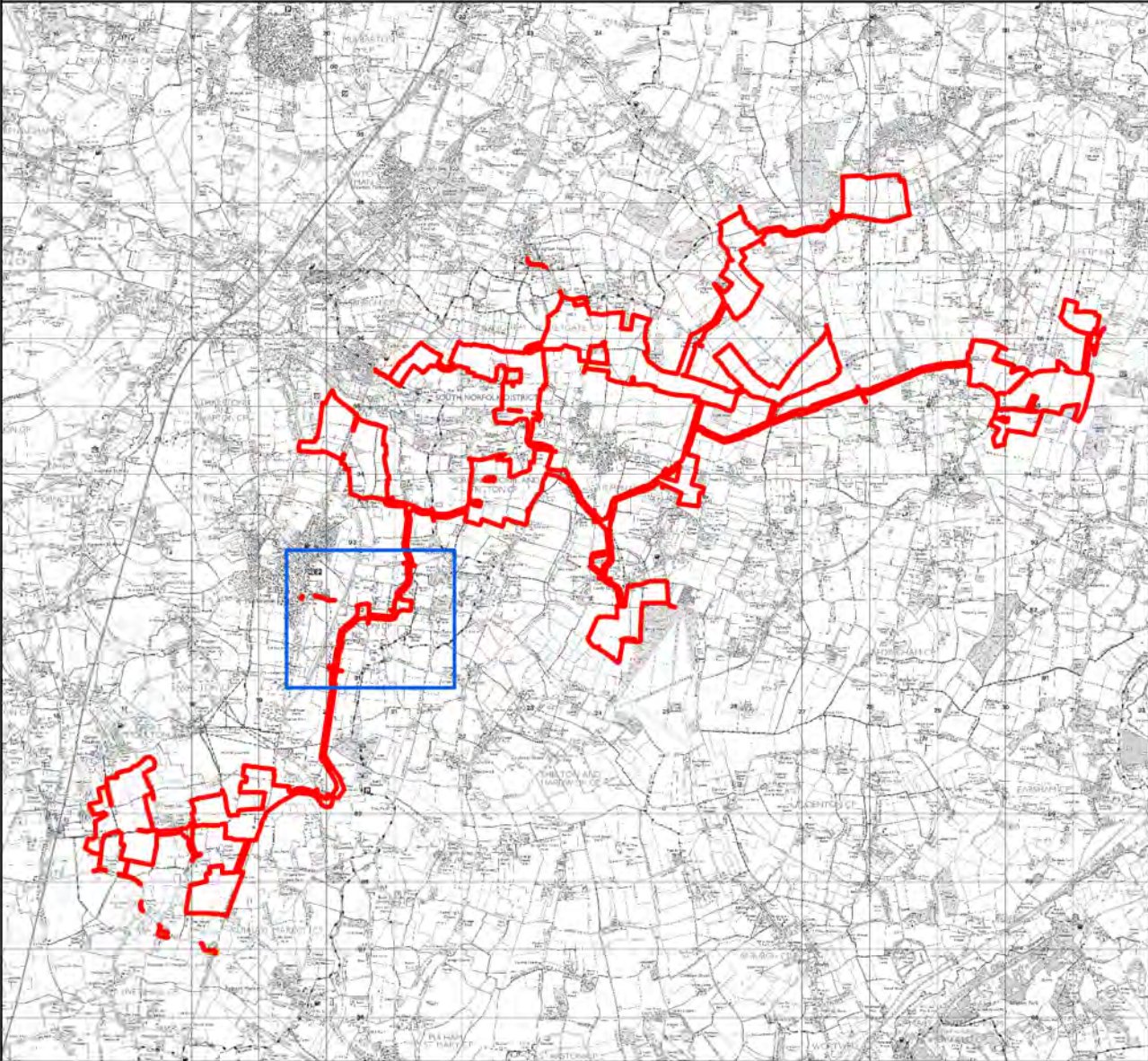
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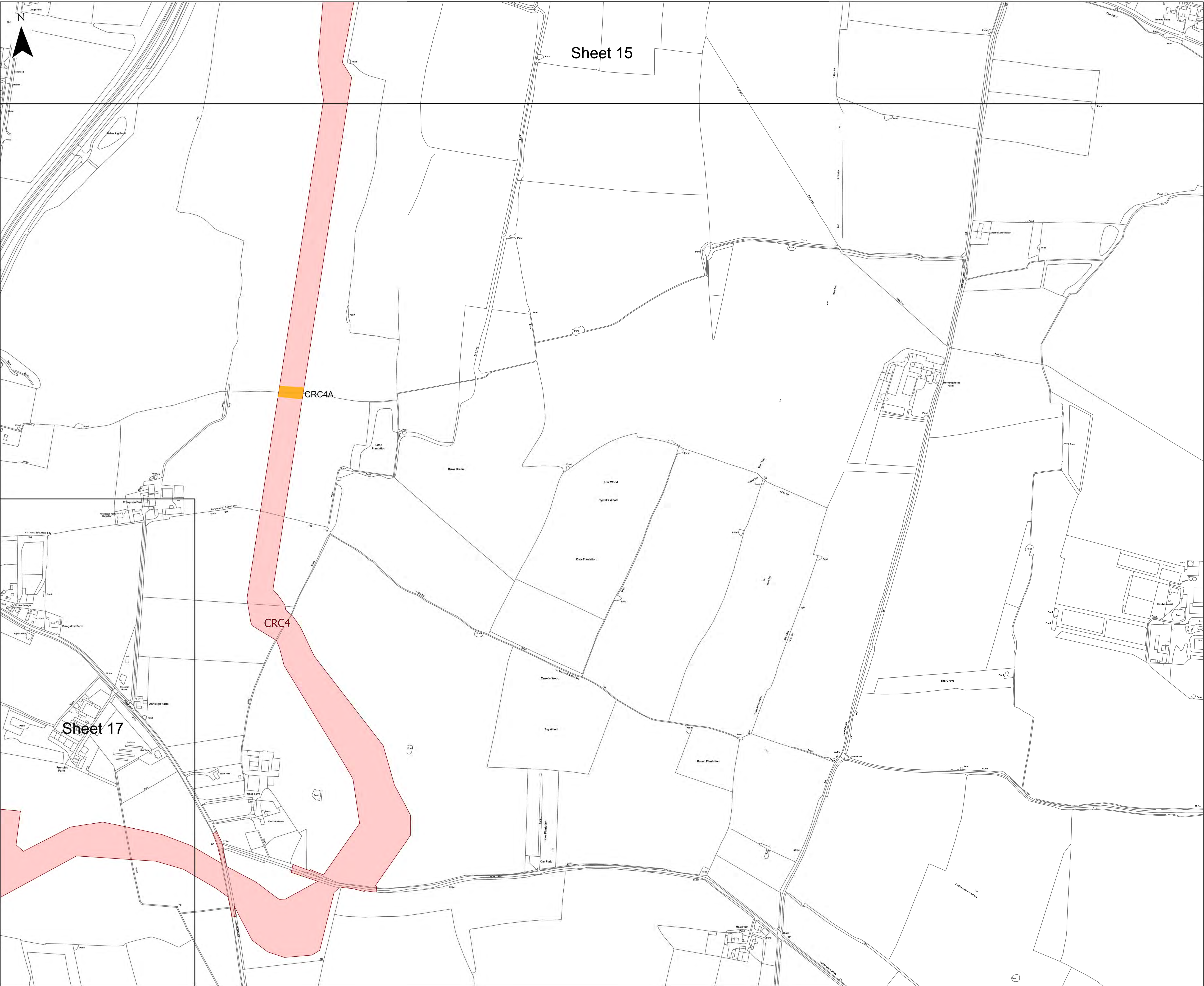
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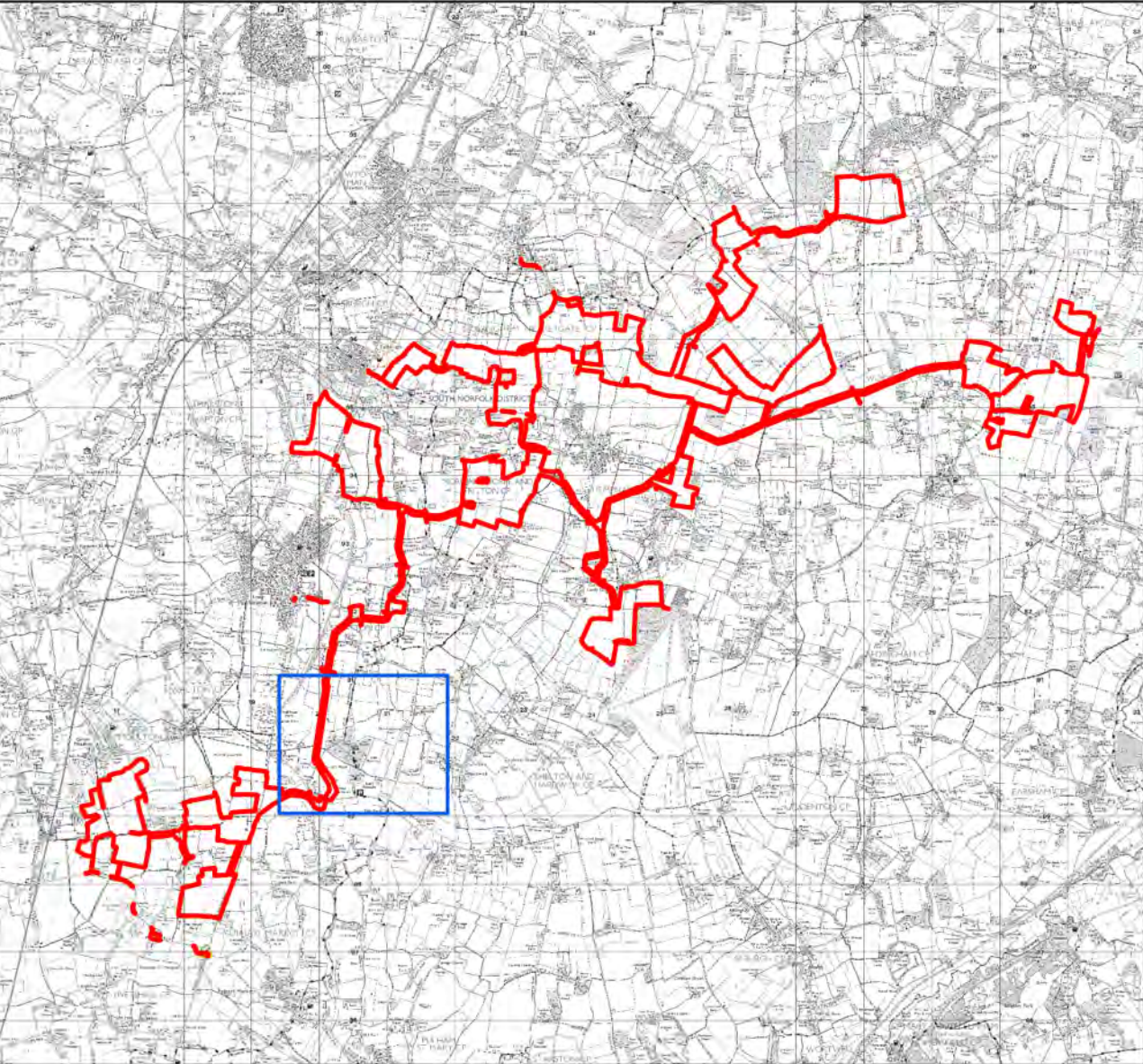








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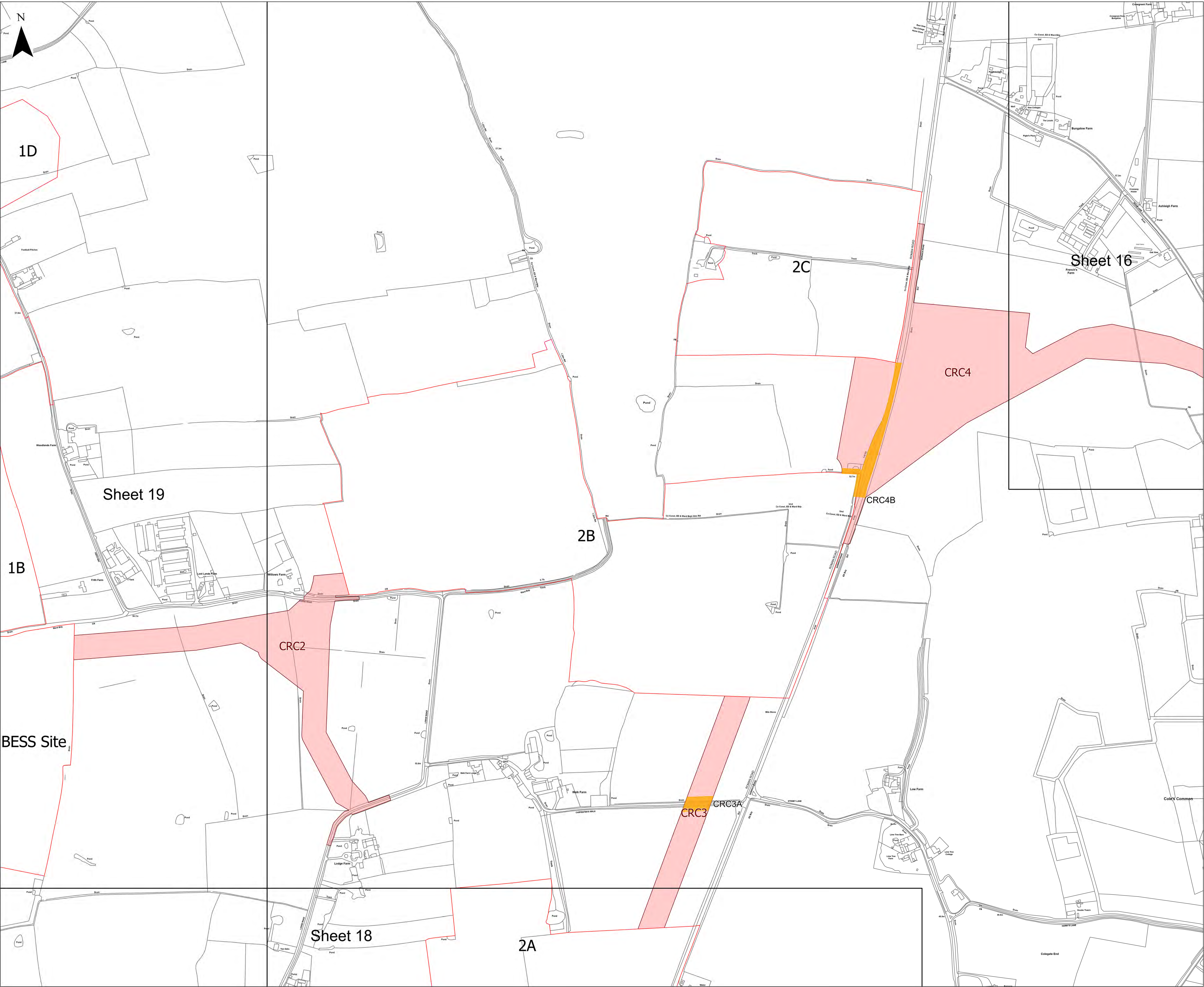
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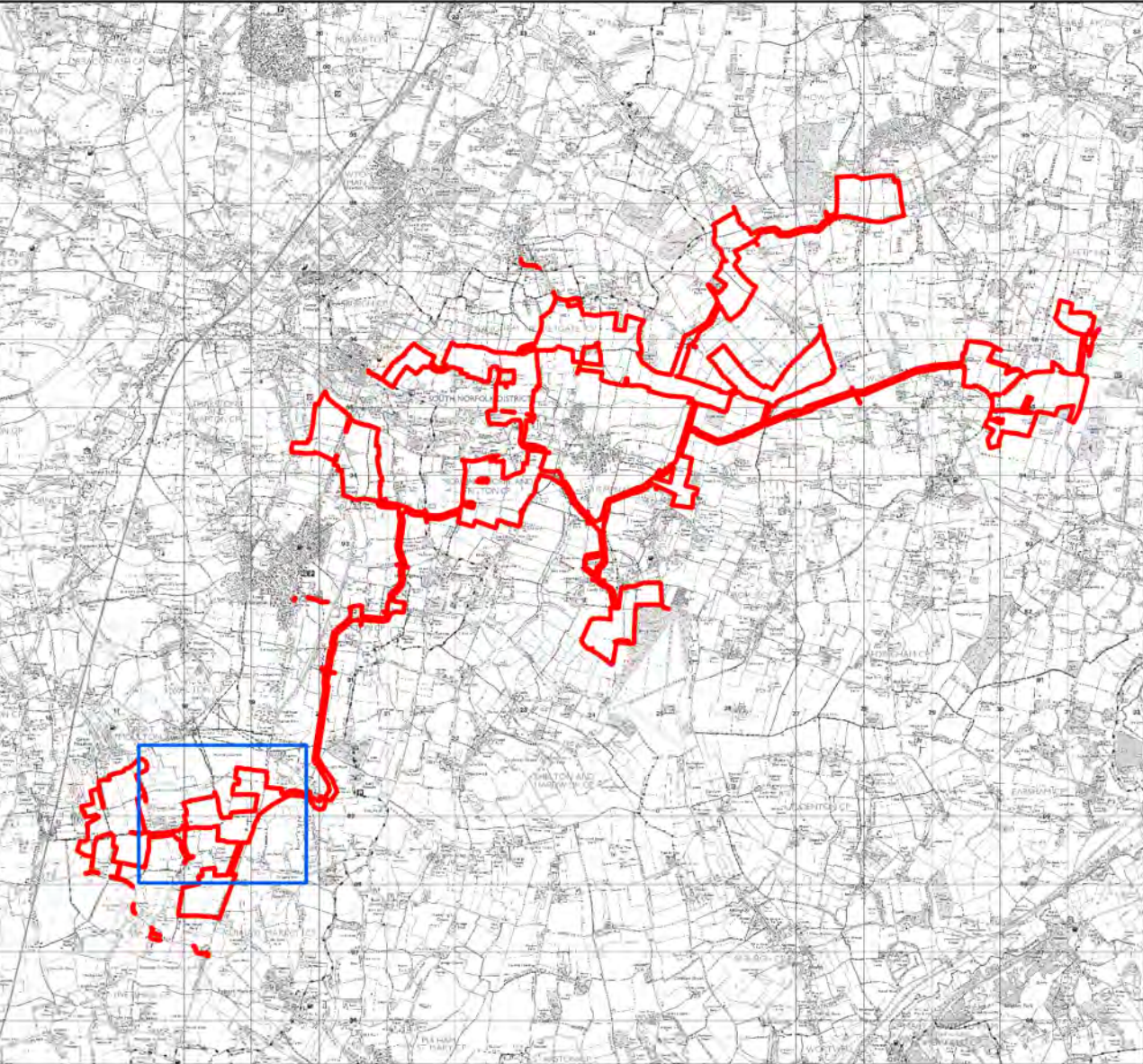
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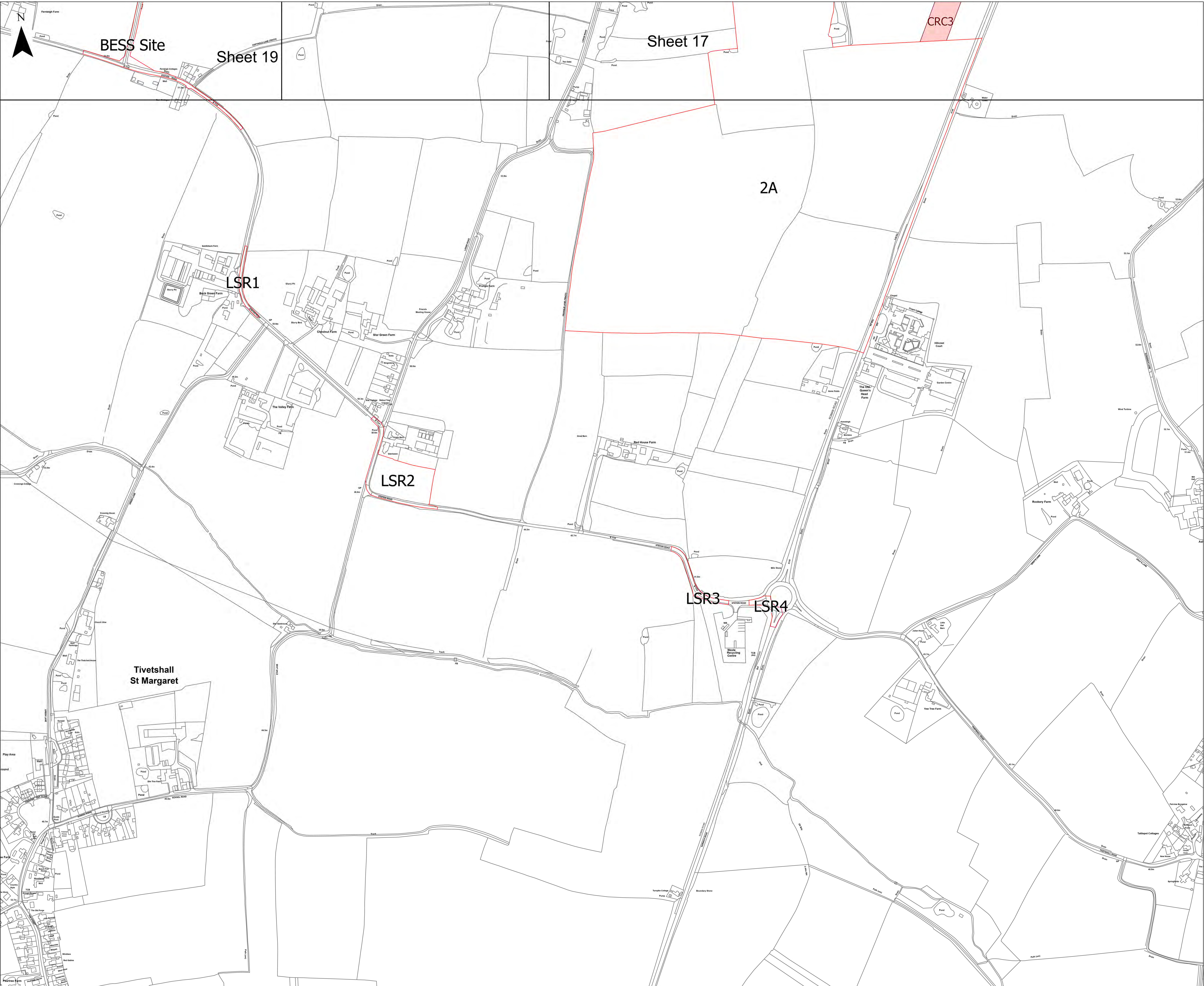
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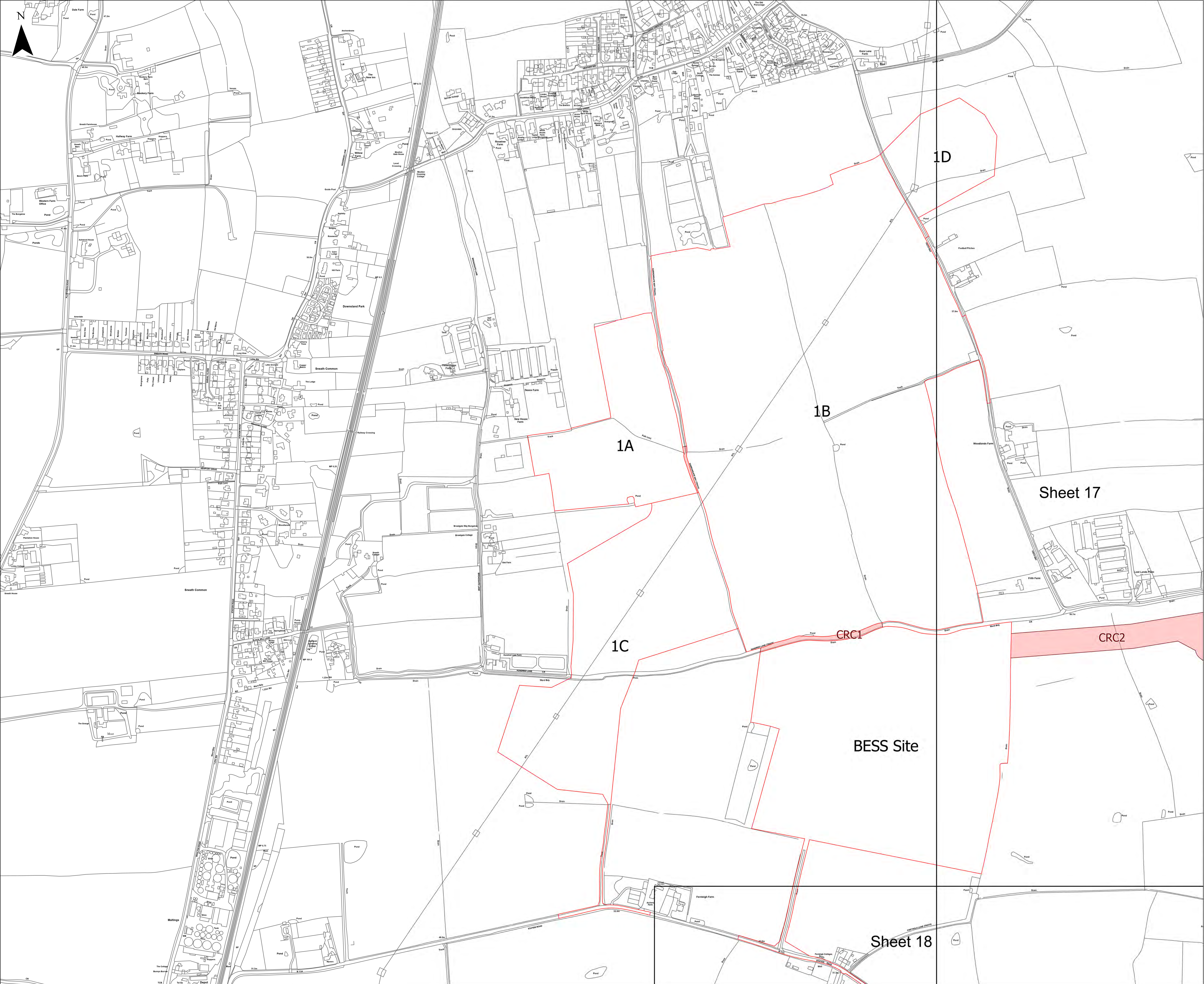
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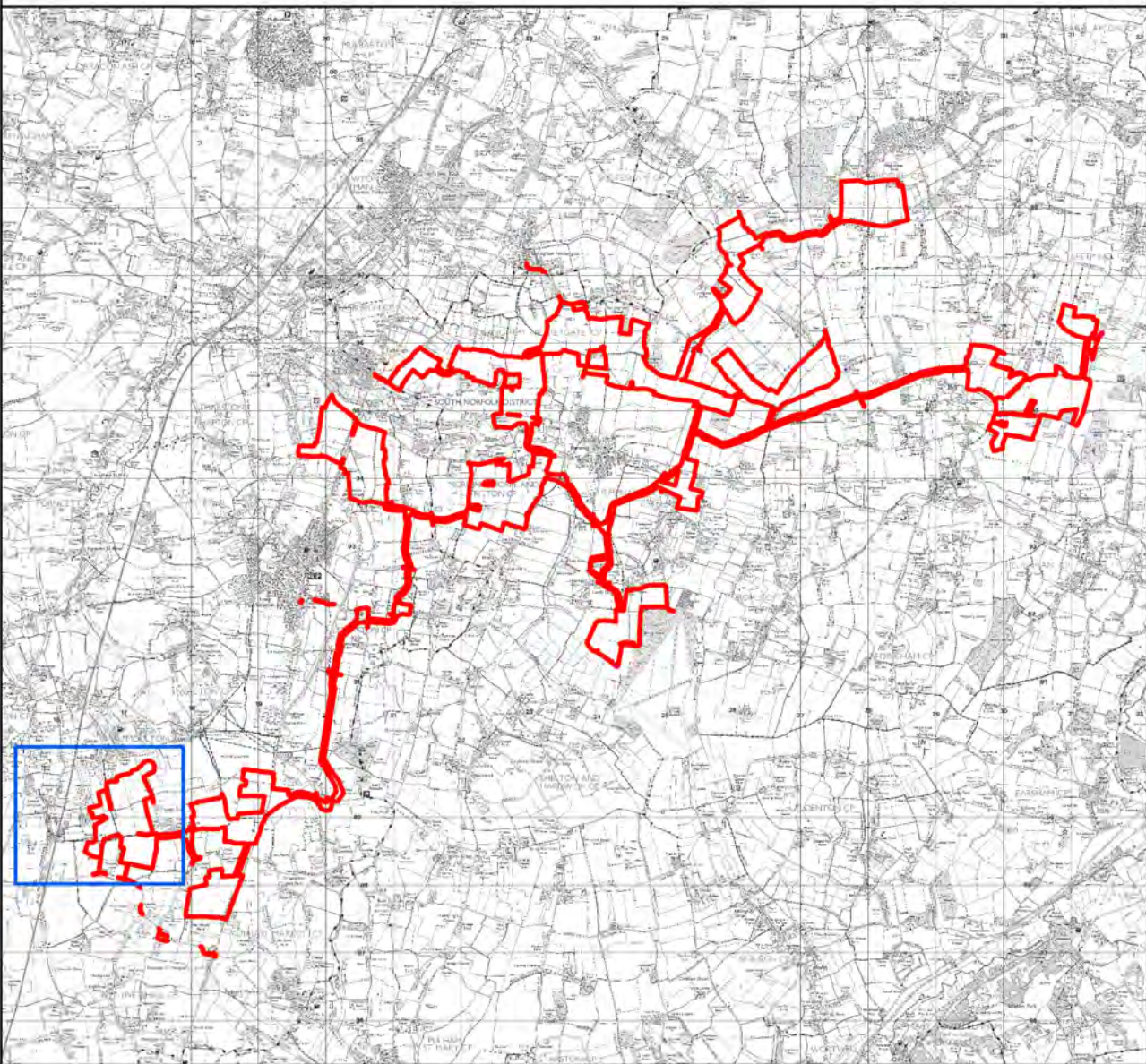
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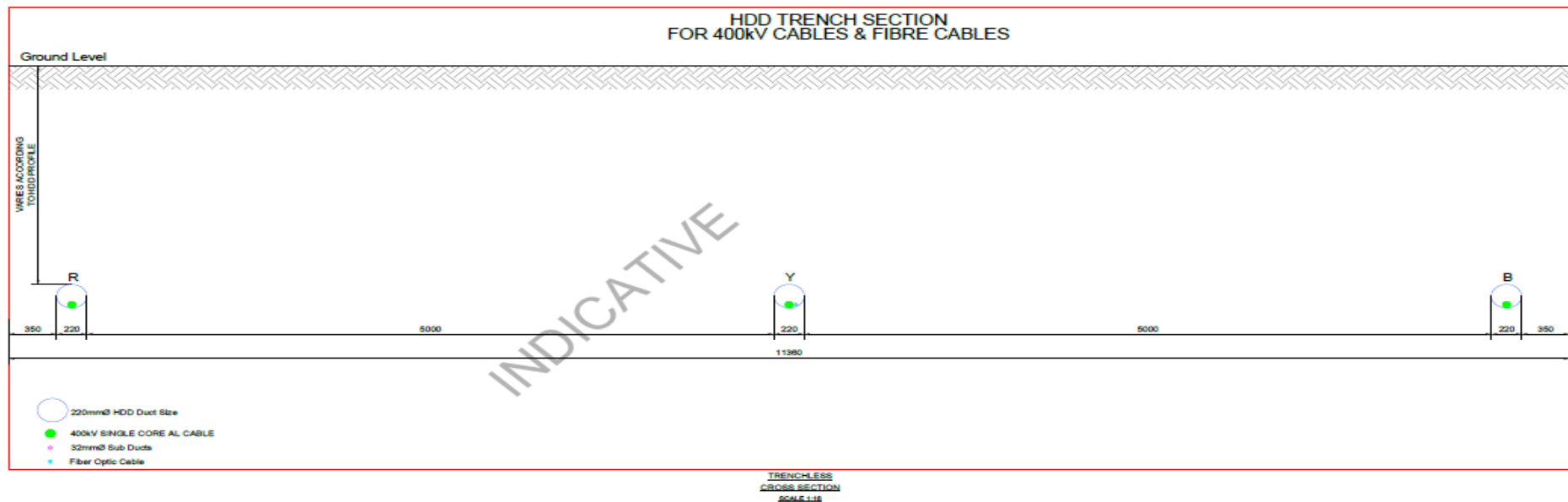
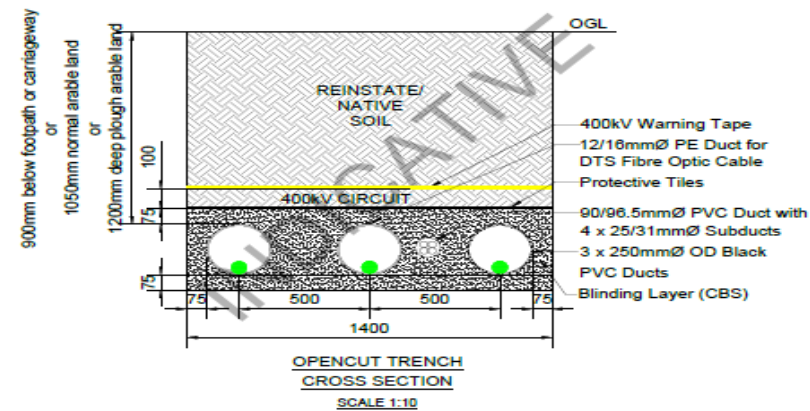
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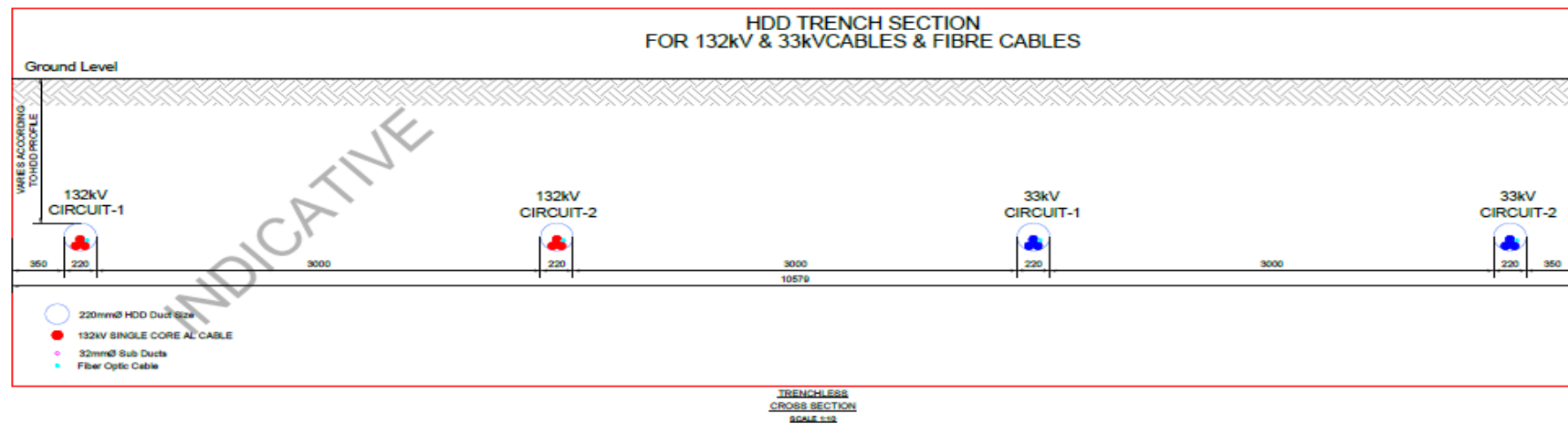
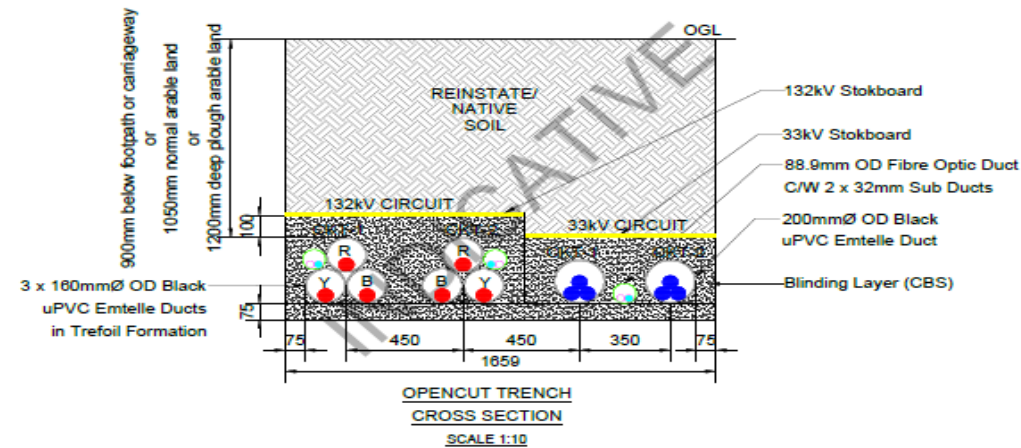


Appendix B Illustrative Open Cut Trench/Trenchless Crossing Cross Section for 400kV Cables



Illustrative Open Cut Trench/Trenchless Crossing Cross Section for 400kV Cables

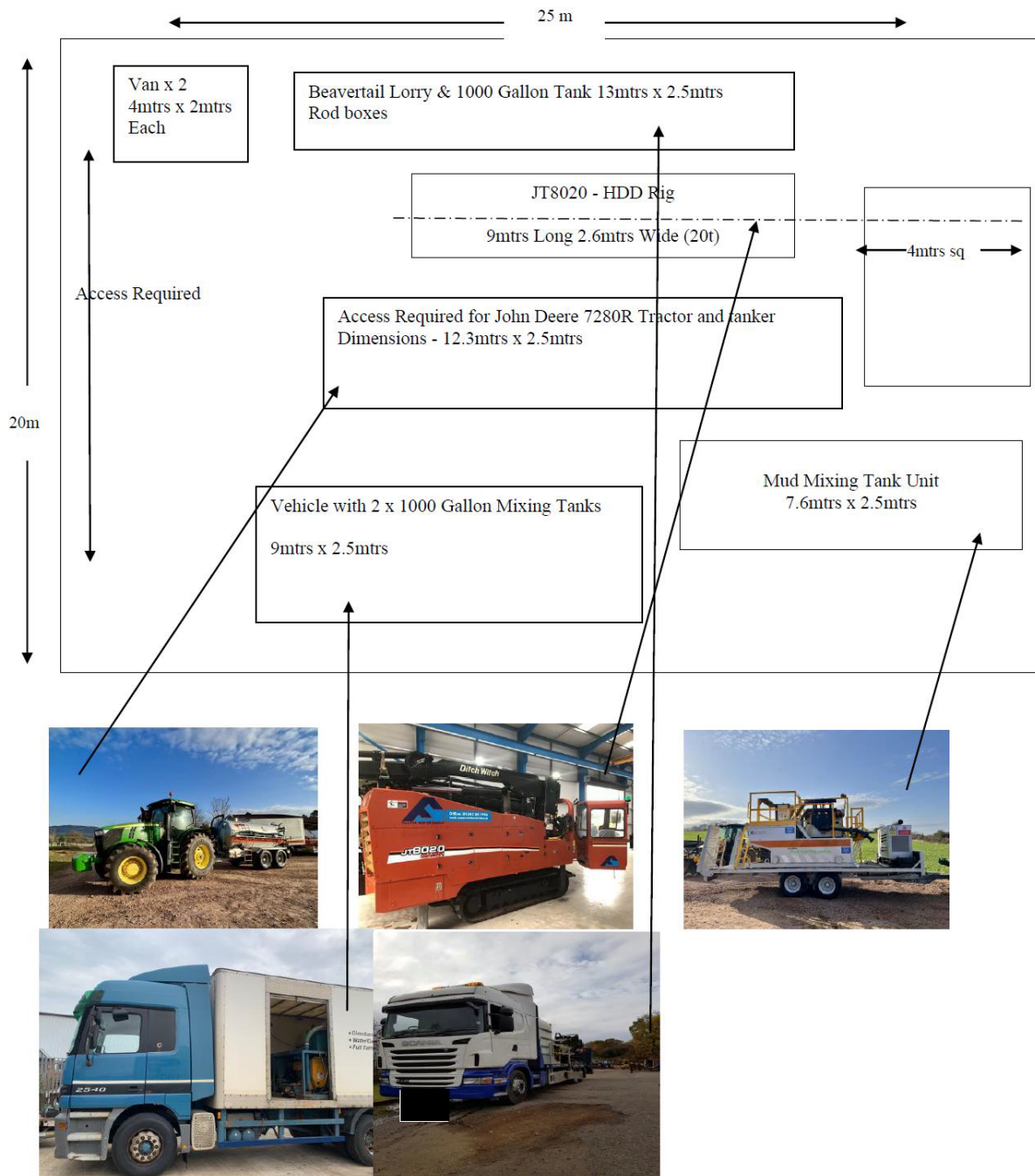
Appendix C Illustrative Open Cut Trench/Trenchless Crossing Cross Section for 132kV/33kV Cables



Illustrative Open Cut Trench/Trenchless Crossing Cross Section for 132kV/33kV Cables

Appendix D Illustrative Trenchless Launch/Reception Pit for 400kV Connection

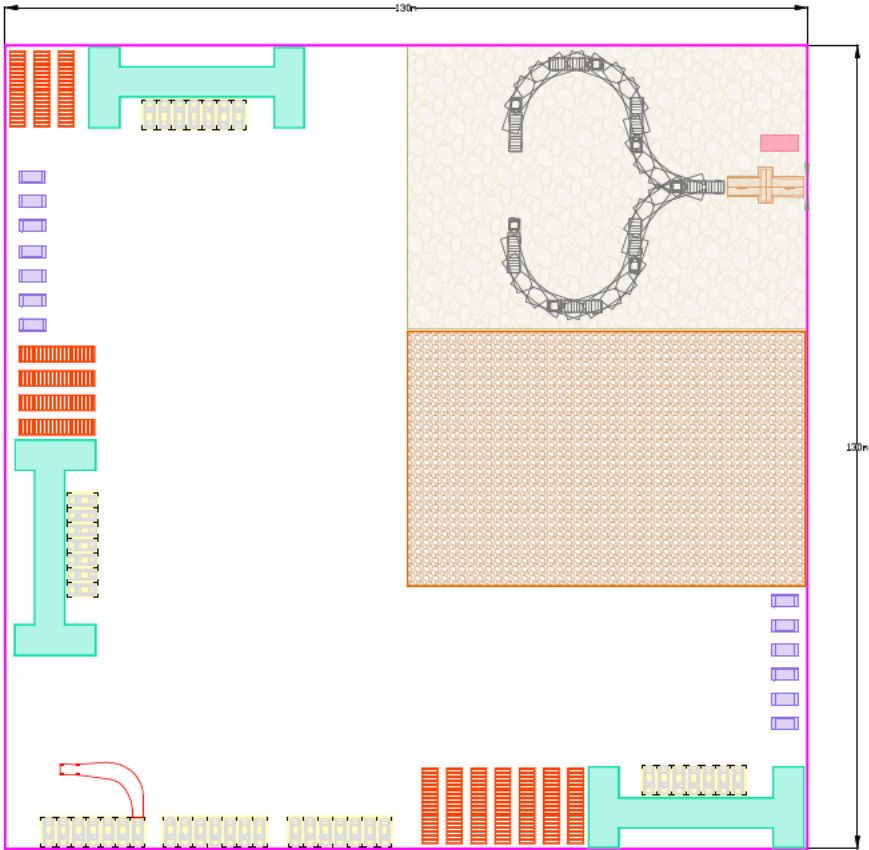
DRILL SITE LAYOUT SKETCH



Illustrative Trenchless Launch/Reception Pit for 400kV Connection

Appendix E Illustrative Layout of Temporary Construction Compound

130x130m Compound



* Dimensions are indicative only

General Legend			
	Construction Compound Boundary		
	Gates		
	Reception Area		
	Turning Area for Delivery Vehicles		
	Laydown Area		
	Office and Welfare Unit		
	Skip / Waste Area		
	Storage Containers		
	Vehicle Wheel Washers		
	Vehicle Swept Path		
	Parking Area		