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Our Ref: LES / CSE0079
Your Ref: 191068

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Dear Sirs

Discharge of Condition 64: Scheme for retention and/or reconfiguration of the Electricity Distribution Apparatus

Under planning condition 64 of planning permission ref. 191068 (see **Figure 1** below) Wokingham Borough Council, as the Local Planning Authority (LPA), requires that you obtain approval in writing for the retention or reconfiguration of the Electricity Distribution Apparatus.

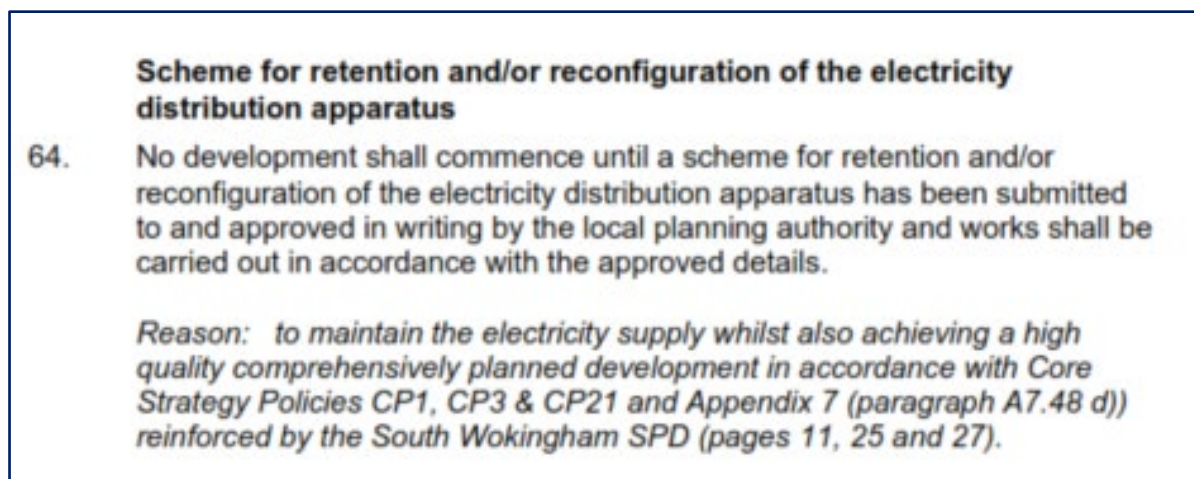


Figure 1: Planning Condition 64

Under a delivery agreement with the Distribution Network Operator, Southern Electric Power Distribution (SEPD), the Consortium members: Kier, Miller and Option Four Developments Limited, together with engagement from Wokingham Borough Council (WBC), have agreed proposals with SEPD to underground the existing 132kV and 33kV overhead electricity lines (OHLs) that are currently affecting the proposed development.

A plan illustrating the current locations of these OHLs is set out in **Figure 2** below:

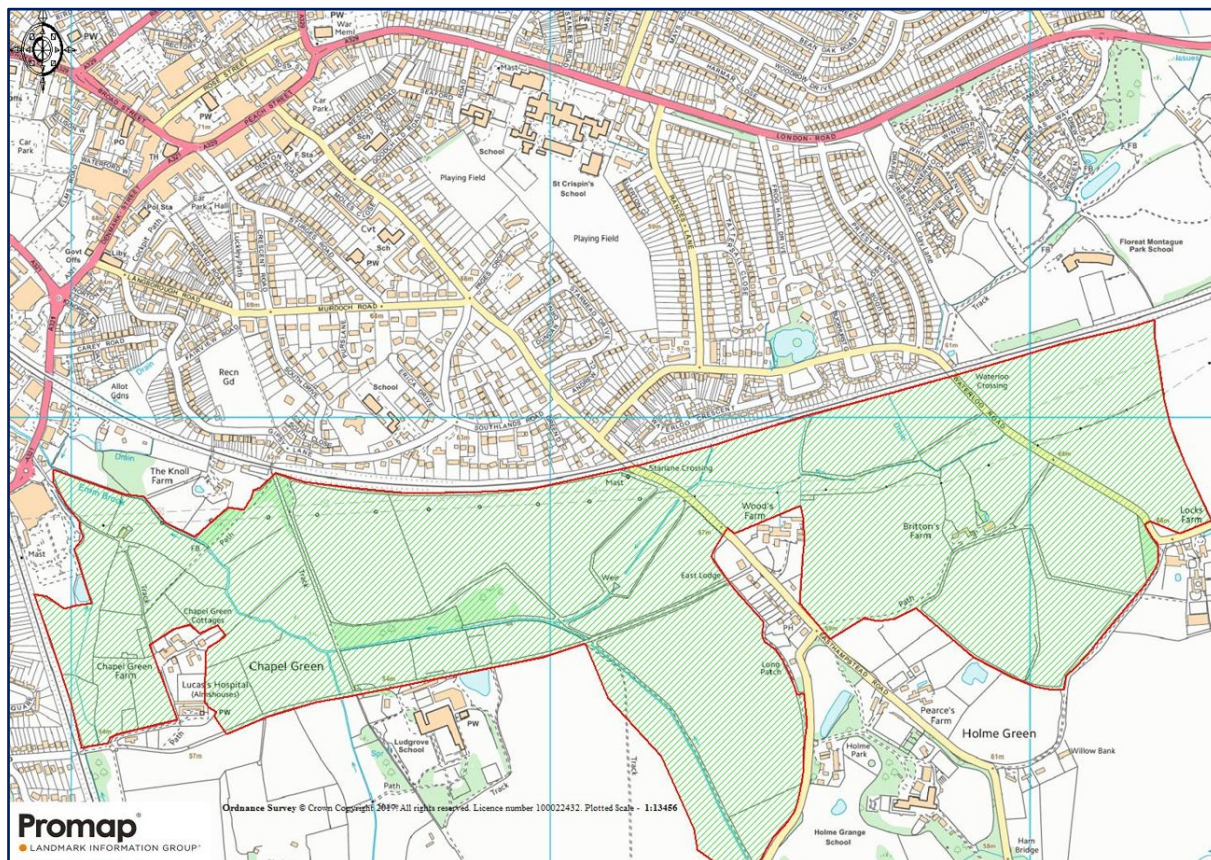


Figure 2: OHL Locations Plan

Following a detailed design undertaken by SEPD, an underground solution had been identified for both lines to pass through the development from east to west. The proposals for diverting the lines will include the provision of new terminal poles and steel lattice towers, and installation of new cable trenches within open ground, and below existing and new road infrastructure, including the new South Wokingham Distributor Road (SWDR) and William Healas Way. A summary of SEPD's proposals is provided within this note.

Overview

The 33kV undergrounding works will be undertaken in three phases (Phases 0, 1 and 2). The 132kV works will be delivered in a single phase, following on from the completion of Phases 0 and 1 of the 33kV diversion. From a new terminal pole (33kV) and tower (132kV) at the eastern boundary of the site, the 33kV and 132kV cables will run within the same trench along the northern boundary until Easthampstead Road, where the 132kV will terminate.

Beyond Easthampstead Road the 33kV will run primarily within the new SWDR towards the western boundary of the development site, where it will join the existing underground network. Easements have been granted by the respective landowners for the full route of the 132kV and the 33kV diversion works.

33kV

The proposals for undergrounding the section of the 33kV line to the far west of the site, known as Phase 0, will facilitate the delivery of the western section of the SWDR ('the Tesco Roundabout'). Whilst Phases 0, 1 and 2 represent the full undergrounding solution for the 33kV diversion, Phase 0 is excluded from the Consortium's contract with SEPD and will be delivered under a separate works agreement between SEPD and WBC.

The full 33kV route is set out in **Figure 3** below:

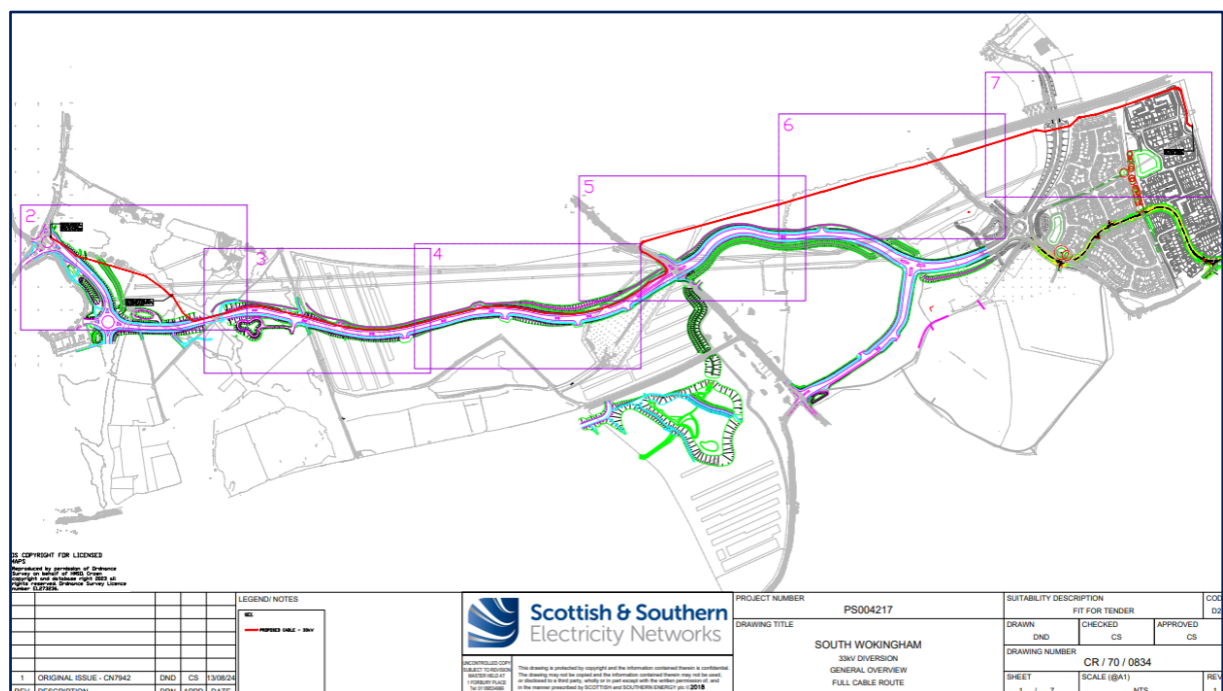


Figure 3: 33kV Route Plan

Phasing

Phase 0 will connect the existing underground apparatus in the Tesco roundabout near to a temporary terminal pole and stays, located on the far western parcel of the development. The route for Phase 0 is set out in **Figure 4** overleaf.

Phase 1 of the 33kV works will be delivered next (with works on the 132kV single phase diversion being undertaken immediately after completion of this phase).

Phase 2 of the 33kV works will be completed in line with the delivery of the SWDR (i.e. following completion of Phases 0 and 1 of the 33kV works, and the 132kV works). Whilst Phase 1 of the 33kV diversion will not be dependent upon the delivery of Phase 0, it is intended that Phase 0 should begin first.

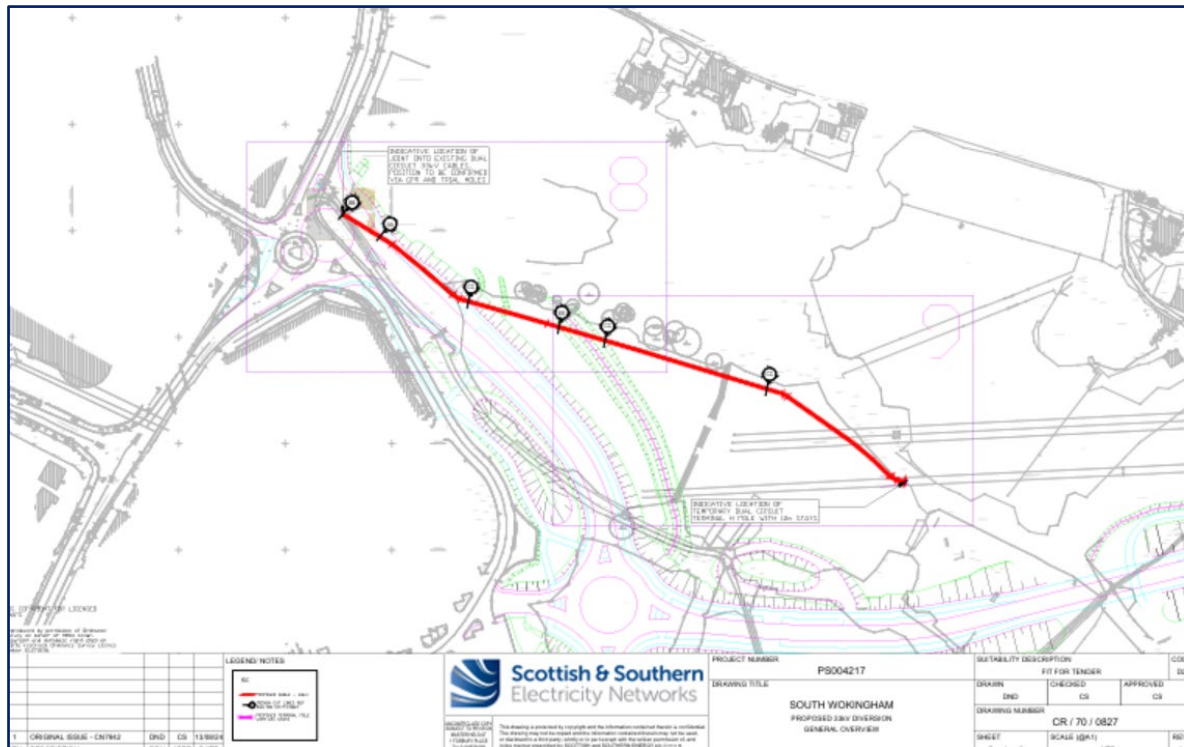


Figure 4: Phase 0 Route

Phase 1 of 33kV Diversion

The route for Phase 1 of the 33kV diversion is set out in **Figure 5** below:

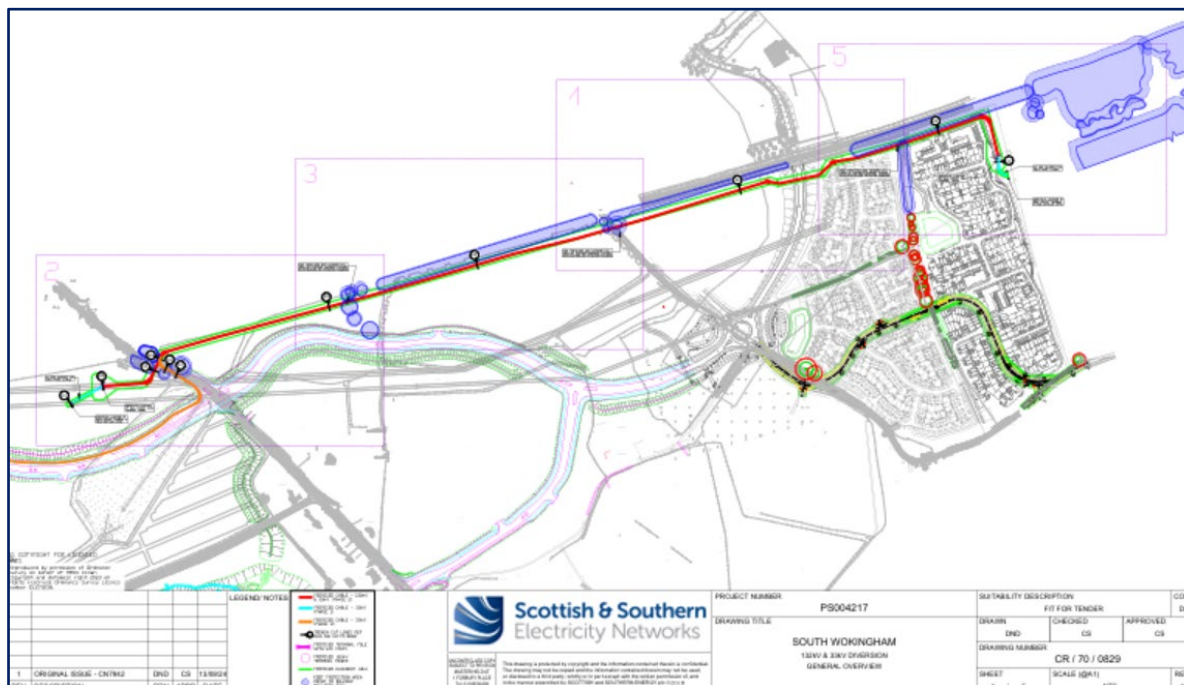


Figure 5: Phase 1 33kV Diversion Route

Phase 1 will include a dual trench within a 10 metre easement that will house both the ducted Phase 1 33kV cable and the 132kV cable.

A new terminal wood pole and stays will be installed at the far eastern boundary, at which point the cable will remain overhead above third party land. From the new terminal pole the ducted cable will follow the site boundary to the north alongside the railway line, continuing underneath the newly constructed William Healas Way towards Easthampstead Road. Ducting has been installed below William Healas Way which will be capable of accommodating either of the cables (see **Figure 6** below). The remaining cable will be drilled underneath the road. At the time of writing, the final design for this element of the works is awaiting approval.

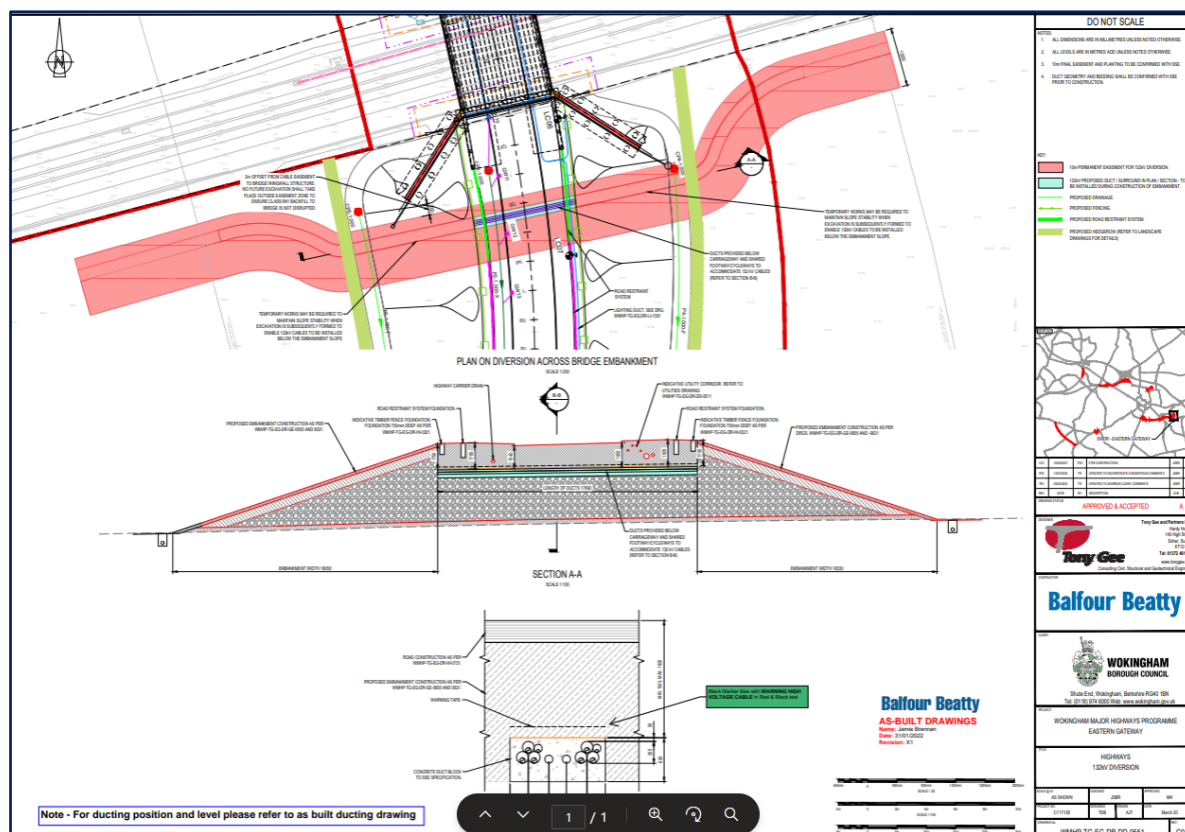


Figure 6: Existing ducting in William Healas Way

The ducted cable trench will continue along the northern development boundary, alongside the railway line, and under the proposed Thames Water culvert, before finally passing below Easthampstead Road towards a temporary terminal pole and stays which will align with the current OHL.

Network Rail has been consulted, and a Basic Asset Protection Agreement (BAPA) has been requested. The proposed trench will be located beyond the 5 metre offset from the railway boundary line.

Thames Water has approved SEPD's proposal to cross underneath the new culvert, to the east of Easthampstead road.

Thames Water's design drawings can be seen in **Figure 7**.

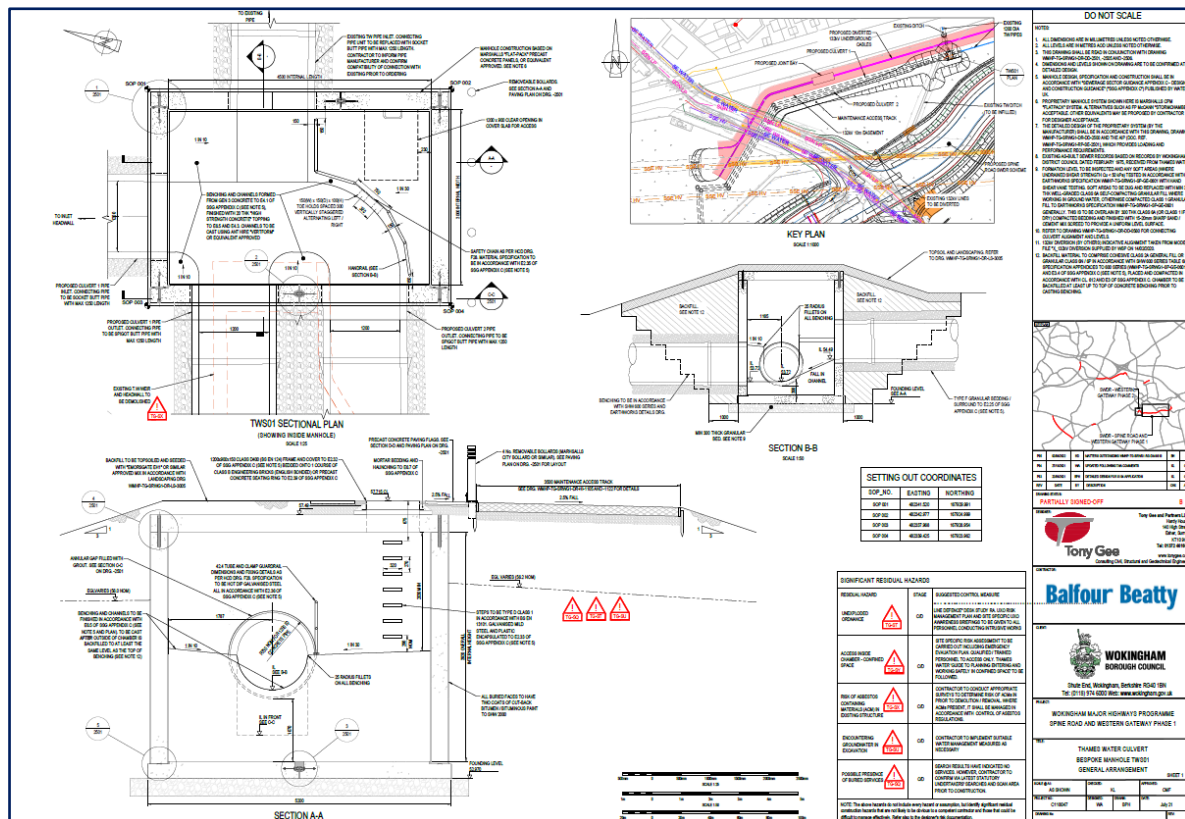


Figure 7: Indicative Thames Water Culvert Design

Phase 2 of 33kV Diversion

The route for Phase 2 of the 33kV diversion is set out in **Figure 8** below:

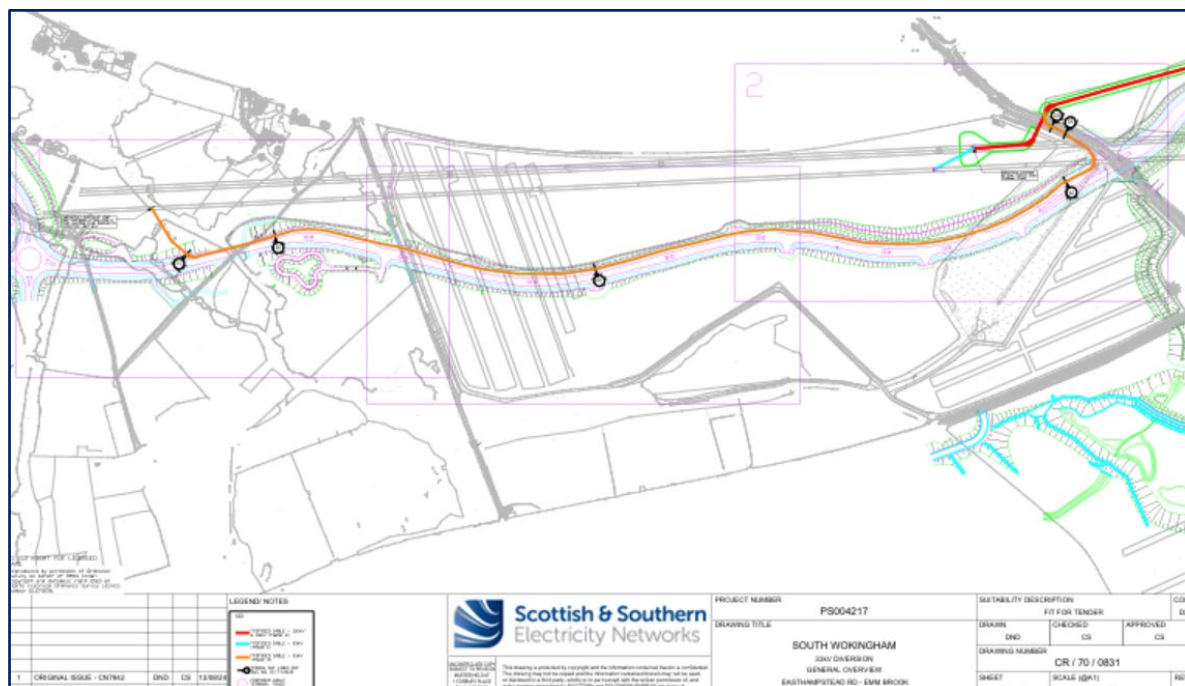


Figure 8: Phase 2 33kV Diversion Route

The temporary terminal pole will remain in situ until the Phase 1 and Phase 2 works have been completed and energised. Phase 2 will see the cable separate from the shared Phase 1 and 132kV trench in Easthampstead Road to meet the SWDR, at which point it will continue west within the northern footway, within a 5 metre easement, crossing the Emm Brook bridge section.

At the time of writing, the design for the crossing of the bridge section at Emm Brook is awaiting approval. The 33kV cable will leave the SWDR at the far western section of the site, travelling north, alongside the Emm Brook watercourse, where it will connect to the Phase 0 route by way of an underground cable joint. At this point the 33kV diversion will be fully complete.

Figure 9 below shows the anticipated location of the ducted 33kV trench within the SWDR northern footway.

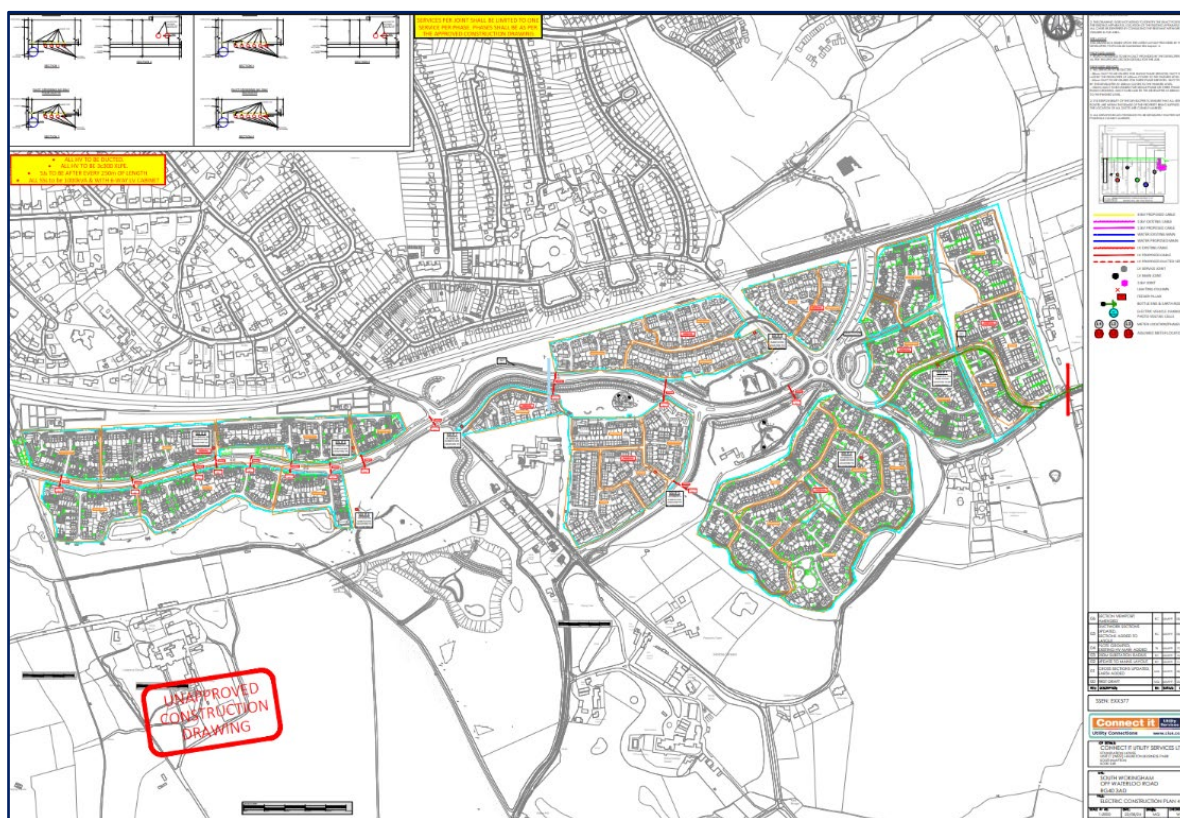


Figure 9: SWDR Northern Footway Design

132kV

Two new 132kV sealing end platform terminal towers (BW13R and BW18R) will be erected within the development boundary in the locations shown in **Figures 10** and **11** overleaf, replacing the existing towers (BW13 and BW18).

The new eastern terminal tower BW13R, consisting of dual circuit steel lattice towers, will be located within the site boundary, while the existing support tower BW13 (currently located on adjacent third party land) will be removed. The new western dual circuit terminal tower (BW18R) will replace the existing support tower (BW18), which is immediately to the west.

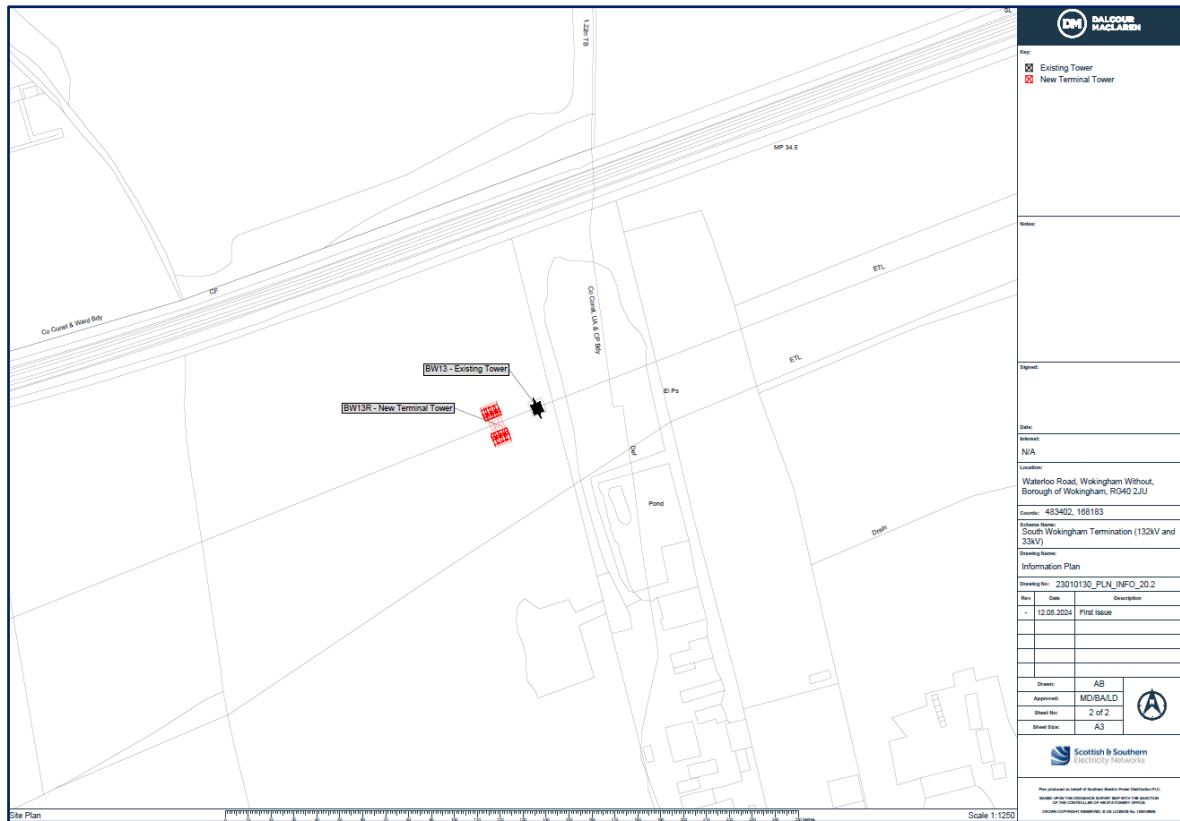


Figure 10: Towers BW13 and BW13R

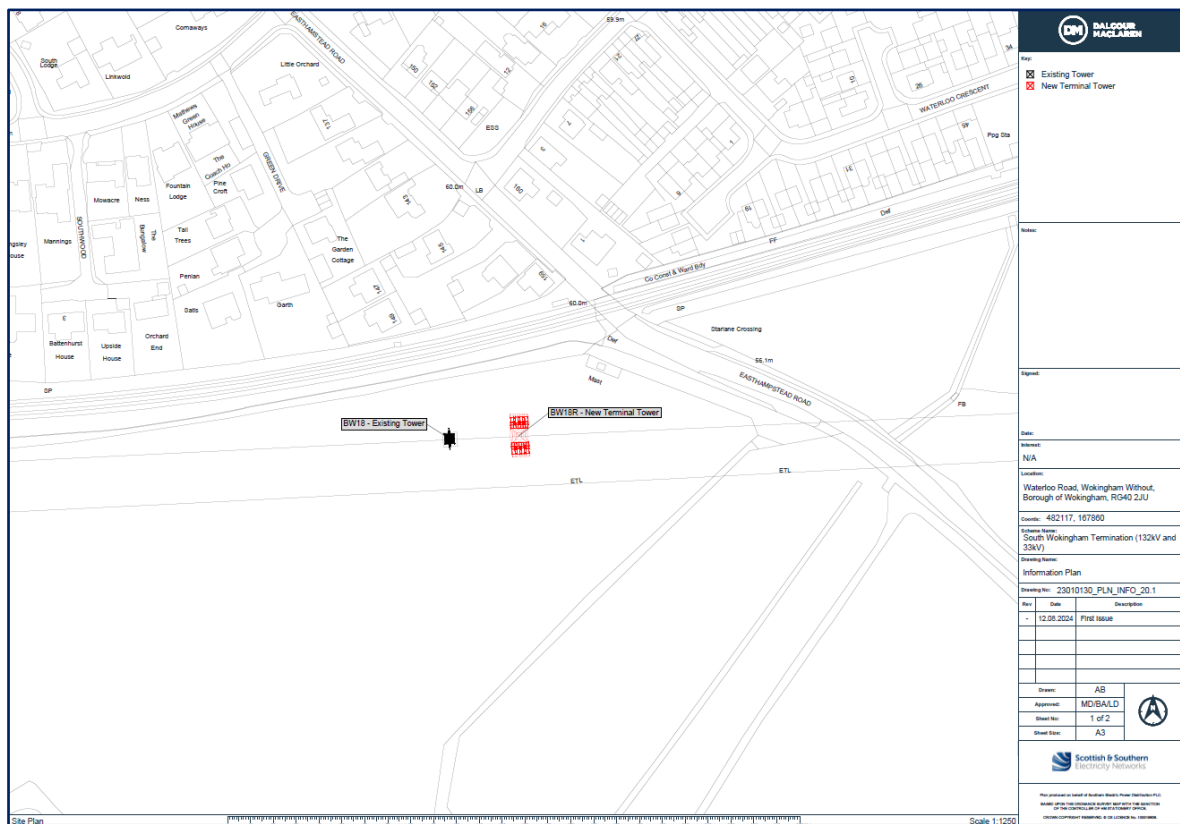
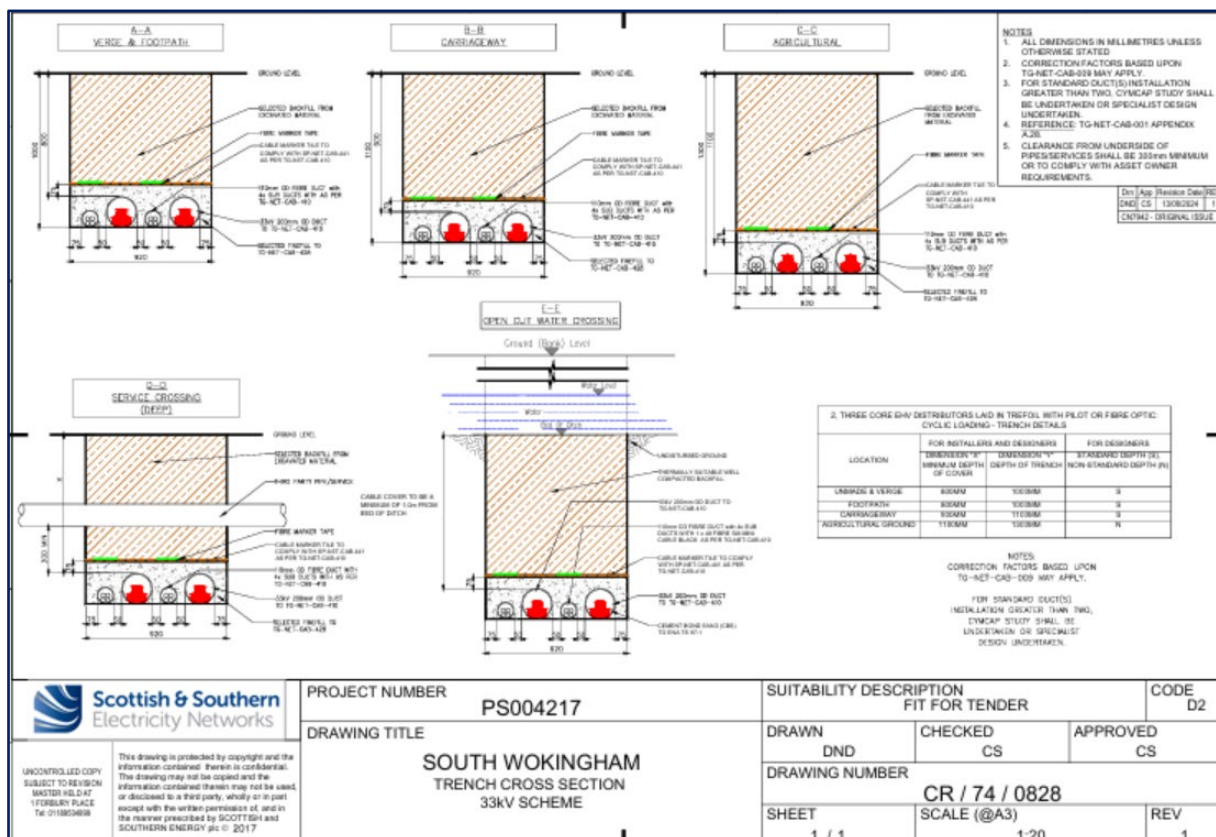
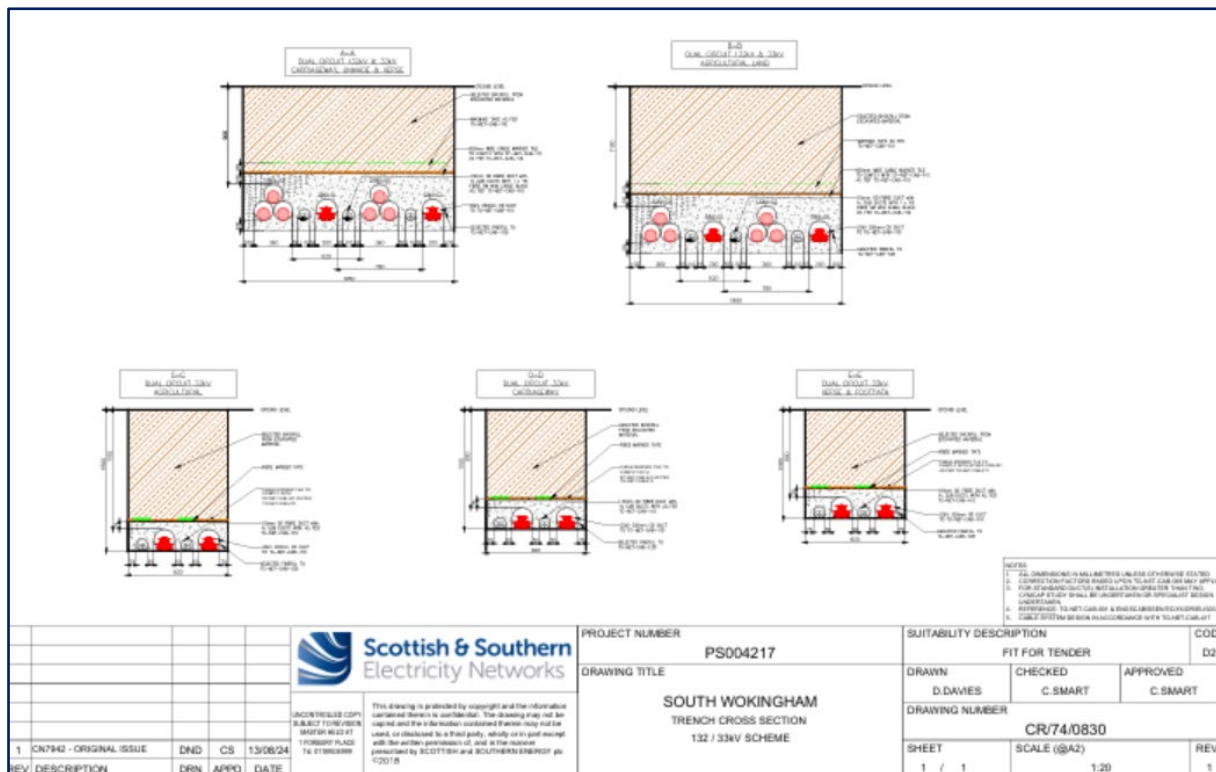


Figure 11: Towers BW18 and BW18R

Indicative 132kV terminal tower designs are set out in **Figure 12** below:

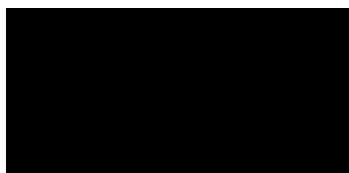


Indicative trench designs have been provided by SEPD for both phases (see **Figures 13 and 14 overleaf**).



SEPD will be delivering the diversion works in their entirety, with the exception of the Phase 2 33kV trench excavation, which will be undertaken by the developer. The works are due to take place within scheduled outage windows, subject to any emergency works being required on the Network at these times. SEPD will be provided with access and set down areas on site, the organisation of which will be co-ordinated with all the relevant parties concerned under licence agreements.

Yours sincerely



Laura Smith
Director
BTS

