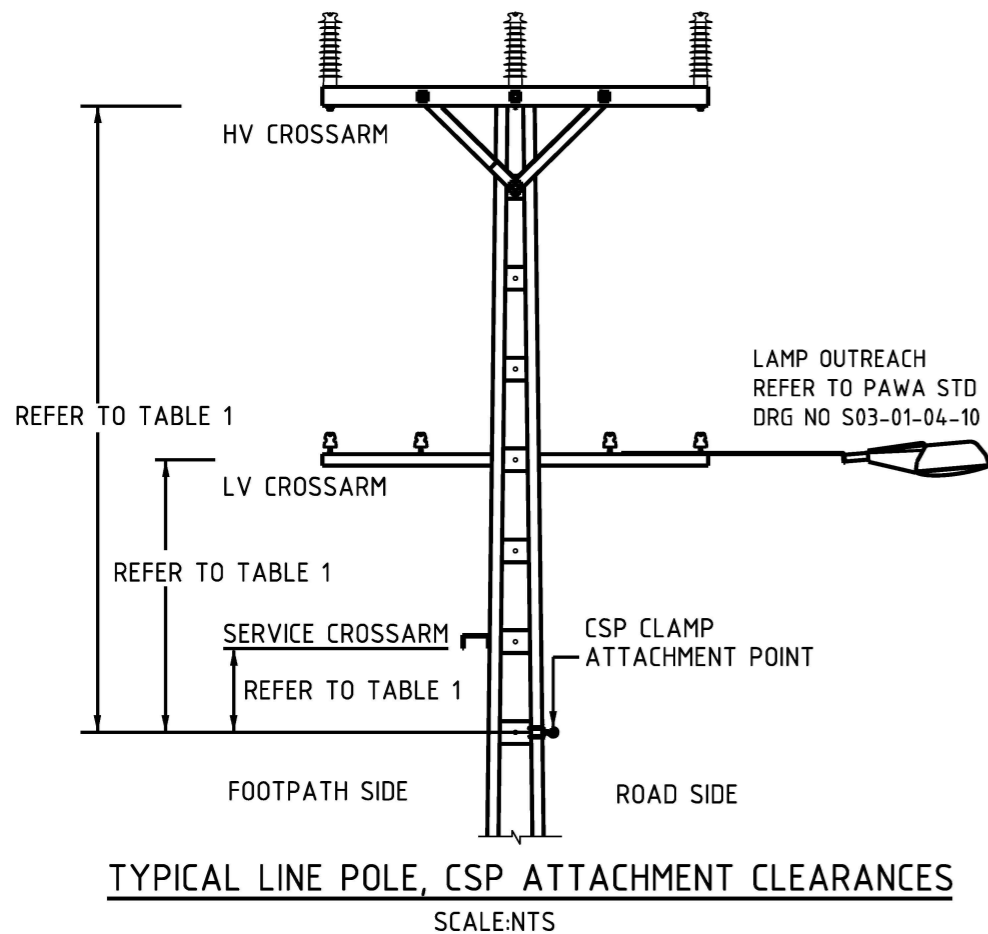


DESCRIPTION	CSP	
	AT POLE (M)	AT MIDSPAN (M)
HV BARE 22kV AND ABOVE	2.0	2.0
HV BARE 11kV	2.0	2.0
HV INSULATED 11kV	2.0	2.0
LV BARE (INCLUDING SL, LV SERVICES)	CONDUCTIVE(C)-1.8 NON-CONDUCTIVE(NC)-1.2	C-0.6 NC-0.3
LV INSULATED (INCLUDING SL, LV SERVICES)	0.6	0.3
STREET LIGHT BRACKET	0.3	N/A
STREET LIGHT CONDUIT AND FITTINGS	0.05	N/A
TRANSFORMER	SEE NOTE 4	N/A
HV SWITCH CONTROL RODS	SEE NOTE 5	N/A
HV AND LV INSULATED UGOH CABLES ON POLE	SEE NOTE 5	N/A

DESCRIPTION	GROUND/ROAD CLEARANCE(M)
OVER ANY PART OF A DESIGNATED HIGH LOAD ROUTE	6.5
OVER ANY PART OF A FREEWAY, PRIMARY ARTERIAL ROAD, COLLECTOR ROAD OR HIGHWAY	5.5
OVER ANY PART OF A CARRIAGEWAY OF ROADWAY	5.0
OVER LAND, OTHER THAN THE CARRIAGEWAY OF ROADWAY, TRAVERSABLE BY ROAD VEHICLES AND BY AGRICULTURAL VEHICLES AND MACHINERY	4.6
OVER LAND WHICH, DUE TO ITS STEEPNESS, SWAMPINESS, OR OTHER REASONS, IS NOT OR SHOULD NOT BE TRAVERSABLE BY ROAD VEHICLES	3.5
OVER RAIL CROSSING	NOTE 6
WATERWAYS	NOTE 7

**NOTES:**

- ALL INSTALLATIONS SHALL BE UNDER A LICENSED AGREEMENT WITH POWER AND WATER.
- THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE AGREED STANDARDS WITH POWER AND WATER.
- ALL PERSONNEL WORKING ON PWC ASSET SHALL BE AUTHORISED AND ACCREDITED WITH ALL THE APPROPRIATE TRAINING AND PERMITS.
- IF THERE IS NO EXISTING SERVICE ARM, COMMUNICATION CROSS ARM TO BE 200MM BELOW THE TRANSFORMER TANK. IF THERE IS AN EXISTING SERVICE ARM, COMMUNICATION CROSS ARM TO BE 300MM BELOW THE SERVICE ARM.
- CSP NETWORK CABLE MUST BE ATTACHED OPPOSITE SIDE OF THE AIR BREAK SWITCH OPERATING ARM ON POLE AND HV/LV INSULATED UGOH CABLES.
- THE DESIGN IS TO BE SUBMITTED TO APPROPRIATE RAIL AUTHORITY ON A CASE-BY-CASE BASIS FOR APPROVAL.
- CLEARANCE OVER NAVIGATIONAL WATERWAYS IS DEPENDENT ON MANY LOCAL FACTORS LIKE HISTORICAL FLOOD LEVELS, HISTORIC TIDAL LEVEL, HEIGHT OF THE MARITIME VEHICLE TRAVERSING. CSP NETWORK DESIGN OVER NAVIGATIONAL WATERWAYS SHALL BE CARRIED OUT IN ACCORDANCE WITH AS 6947 CROSSING OF WATERWAYS BY ELECTRICITY INFRASTRUCTURE.
- CSP NETWORK ATTACHMENT TO BE LOCATED ON ROAD SIDE OR THE ATTACHMENT SIDE OF THE LV AERIAL BUNDLED CABLE (ABC) AT ALL TIMES EXCEPT
  - IF THE LV ABC OR A POWER AND WATER COMMUNICATION CABLE IS ON A DIFFERENT SIDE OF THE POLE TO ANY OTHER THIRD-PARTY ASSETS, THE CSP NETWORK CABLE SHALL BE ATTACHED TO THE SAME SIDE OF THE EXISTING THIRD-PARTY COMMUNICATION CABLE.
  - WHERE PWC LINE HARDWARE DOES NOT ALLOW ROAD SIDE LOCATION;
  - IF EXISTING THIRD-PARTY COMMUNICATIONS CABLES ON BOTH SIDES OF THE POLE;
  - IF THE POLE HAS A LV ABC LINK BOX (SWITCH FUSE UNIT), THE COMMUNICATION NETWORK CABLE MAY BE INSTALLED ON THE OPPOSITE SIDE OF THE POLE TO AVOID OBSTRUCTING OPERATION OF THE SWITCH AND ALLOW MORE GROUND CLEARANCE FOR THE NBN NETWORK CABLE;
  - IF THERE IS NO OTHER OPTION OTHER THAN THE PROPERTY SIDE OF THE POLE, THE DESIGNER MUST PROVIDE THE REASON FOR PWC APPROVAL AS A NON-STANDARD ATTACHMENT;
- MINIMUM CLEARANCE BETWEEN LV AND CSP CABLES IS TO BE MEASURED AT MAX SAG CONDITIONS, ALLOWANCES TO BE MADE FOR FUTURE LV WHEN CSP IS TO BE POSITIONED BELOW HV ONLY ARRANGEMENTS.
- CSP CABLES ARE TO BE TENSIONED USING ROTOR LIFT OR SIMILAR DEVICE. MOTORIZED METHODS ARE NOT TO BE USED.
- MINIMUM CLEARANCE IS REQUIRED BETWEEN THE SERVICE ARM AND THE CSP CLAMP ATTACHMENT POINT AS PER TABLE. WHEN NON-INSULATED OR BARE CABLES AND FITTINGS ARE ATTACHED TO THE SERVICE CROSSARM OR POLE AND WORK IS TO BE PERFORMED AT OR NEAR THE CSP NETWORK ATTACHMENT POINT, PWC IS TO BE CONTACTED TO 'MAT UP' ALL LIVE COMPONENTS WITHIN 600MM OF THE WORK LOCATION.
  - CSP WORKS ARE NOT TO BE PERFORMED AT MID SPAN WITHOUT PRIOR NOTIFICATION OF PWC.



**TYPICAL LINE POLE, CSP ATTACHMENT CLEARANCES**

						DES P.BHATTARAI	POWER STANDARD DRAWING																											
						DRN P.GUNA	COMMUNICATIONS SERVICE PROVIDER (CSP) TYPICAL NETWORK CABLE CLEARANCES																											
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