

Southampton to London Pipeline Project

Volume 6

Environmental Statement (Volume D)
Appendix 3.1: Table of Trenchless Crossings
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Appendix 3.1 Table of Trenchless Crossings1



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Crossing Name	Crossing Ref.	Assumed Technique	Reason Behind Assumption
Section A			
Ford Lake Stream	TC 001	Horizontal directional drilling (HDD) trenchless technique over approximately 253m.	A trenchless crossing would be used to minimise disruption to the stream and its habitats.
Stakes Lane	TC 002	Auger bore trenchless technique over approximately 35m.	A trenchless crossing is proposed under this rural road to avoid traffic disruptions, based on feedback from the Hampshire Highway Authority.
Riversdown Road (sub-option A2b only)	TC 003	Auger bore trenchless technique over approximately 52m.	A trenchless crossing under this rural road is proposed to avoid impacts on ancient woodland and Site of Importance for Nature Conservation (SINC) on either side of this road.
A272	TC 004	HDD trenchless technique over approximately 121m.	A trenchless crossing would be used to avoid the need to close this main road between Bramdean and Petersfield.
Section B			
Petersfield Road	TC 005	Auger bore trenchless technique over approximately 35m.	A trenchless crossing would be used under this rural road to avoid traffic disruptions, based on feedback from the Hampshire Highway Authority.
A32	TC 006	HDD trenchless technique over approximately 162m.	A trenchless crossing would be used as this is a main road into Chawton and Alton.
Section C			
Caker Lane	TC 007	Either open cut or auger bore trenchless technique over approximately 28m.	The crossing of Caker Lane may be trenchless or open cut. This is still to be determined.
River Wey and Alton to Waterloo railway line	TC 008	HDD trenchless technique over approximately 209m.	Two trenchless crossings would be used to pass under the River Wey and Alton to Waterloo railway line, and then the A31 Alton Bypass. This would mean that people can still use the major road out of Alton and the railway during installation. The crossing under the River Wey would protect the river from the potential disturbance that could result from open cut trench installation.
A31 and minor access road	TC 009	HDD trenchless technique over approximately 163m.	
Section D			
A287 Ewshot Hill	TC 010	HDD trenchless technique over approximately 185m.	A trenchless crossing would be used to avoid disruption to the A287, which is a major route into Farnham.



Crossing Name	Crossing Ref.	Assumed Technique	Reason Behind Assumption
Bourley and Long Valley SSSI	TC 011	HDD trenchless technique over approximately 309m.	Two consecutive trenchless crossings would be used to avoid wetland areas in this SSSI.
	TC 012	HDD trenchless technique over approximately 252m.	
Basingstoke Canal SSSI and A323	TC 013	HDD trenchless technique over approximately 198m.	A trenchless crossing would be used to avoid disruption of the A323 between Fleet and Aldershot and takes account of the SSSI and Conservation Area designations.
A327 Ively Road	TC 014	Auger bore trenchless technique over approximately 32m.	A trenchless crossing would be used to avoid the A327, which is a major route into Farnborough and to avoid disruption to local residents.
Section E			
South Western Main railway line	TC 015	Auger bore trenchless technique over approximately 43m.	A trenchless crossing of the South Western Main railway line would reduce impacts on rail travel.
Cove Brook	TC 016	HDD trenchless technique over approximately 85m.	A trenchless crossing would be used along the northern side of the South Western Main railway line to avoid the Cove Brook watercourse.
North side of railway embankment	TC 017	HDD trenchless technique over approximately 294m.	Two consecutive trenchless crossings are proposed on the north side of the South Western Main railway line, parallel to West Heath Road and adjacent to the railway embankment. The first crossing would reduce disruption to back gardens and the second crossing would reduce disruption on Stake Lane and avoid disruption on Prospect Road.
Parallel to West Heath adjacent Railway Embankment Northside	TC 018	HDD trenchless technique over approximately 443m.	
A325 Farnborough Road	TC 019	Auger bore trenchless technique over approximately 51m.	A trenchless crossing would be used to avoid the A325, which is a major route through Farnborough.
Blackwater Valley	TC 020	Open cut and auger bore or HDD trenchless technique over approximately 433m.	A trenchless crossing would be used to go under the North Downs railway line, the A331, River Blackwater, and Ascot to Guildford railway line. This would reduce impacts on travel for local people and minimise disturbance to the wildlife in the River Blackwater. The crossing of the remaining elements of the Blackwater Valley may be trenchless or open cut. This is still to be determined.
Section F			
A322 Lightwater Bypass	TC 021	Auger bore trenchless technique over approximately 58m.	A trenchless crossing would be used to avoid the A322 Lightwater Bypass and reduce impacts on travel in the local area.
Hale Bourne	TC 022	HDD trenchless technique over approximately 33m.	A trenchless crossing would be used to minimise impacts on the ecology of the watercourse.



Crossing Name	Crossing Ref.	Assumed Technique	Reason Behind Assumption
Windlesham Road	TC 023	Open cut and HDD or auger bore trenchless technique over approximately 67m.	Although this is a minor road, the currently available buried services information suggests that crossing the road using open cut techniques may lead to a lengthy road closure. Until trial trenches have been excavated across the road and detailed plotting of a pipe route is done, the option to cross the road using trenchless techniques has been allowed for in the design of the Order Limits.
Chobham Common	TC 024	HDD trenchless technique over approximately 237m.	Three trenchless crossings are proposed in Chobham Common to cross areas of wetland.
	TC 025	HDD trenchless technique over approximately 232m.	
	TC 026	HDD trenchless technique over approximately 271m.	
Accommodation Road	TC 027	HDD trenchless technique over approximately 168m.	A trenchless crossing would be used to minimise disruption on this busy road.
Holloway Hill woods	TC 028	HDD trenchless technique over approximately 464m.	A trenchless crossing would be used when passing through Holloway Hill woods to reduce the need to cut down mature trees or damage roots. This trenchless crossing would also traverse under the strip of possible ancient woodland along the south verge of Longcross Road (B386) in Foxhills Golf Club.
Hardwick Lane	TC 029	HDD trenchless technique over approximately 177m.	A trenchless crossing would be used to minimise disruption on this road as well as traversing under trees which are subject to tree preservation orders.
A320 Guildford Road, Salesian School grounds and M25	TC 030	HDD trenchless technique over approximately 317m.	A trenchless crossing would be used to avoid impacts on the A320, which is a major road into Chertsey, and the school. A trenchless crossing of the M25 would be used to ensure that one of the UK's busiest motorways can remain open throughout installation.
Section G			
Chertsey Branch railway line	TC 031	Auger bore trenchless technique over approximately 71m.	A trenchless crossing would be used to avoid the Chertsey Branch railway line, reducing impacts on travel in the area.
A317 Chertsey Road	TC 032	Auger bore or HDD trenchless technique over approximately 89m.	A trenchless crossing would be used to reduce impacts on traffic in the built-up area of Chertsey.
Chertsey Bourne	TC 033	HDD trenchless technique over approximately 62m.	A trenchless crossing would be used to minimise impacts on the ecology of the watercourse.



Crossing Name	Crossing Ref.	Assumed Technique	Reason Behind Assumption
River Thames and B375 Chertsey Bridge Road	TC 034	HDD trenchless technique over approximately 350m.	A trenchless crossing under the River Thames would mitigate impacts on river habitats and people travelling by boat. The B375 is a busy road between Chertsey and Walton-on-Thames, and the use of a trenchless technique would avoid disruption to travel in the area.
M3	TC 035	HDD trenchless technique over approximately 122m.	A trenchless crossing would be used to pass under the M3. This technique would mean that this major UK motorway can remain open throughout installation.
Section H			
B376 Shepperton Road	TC 036	Auger bore trenchless technique over approximately 54m.	A trenchless crossing would be used to go under the B376 Shepperton Road, avoiding disruption to this road.
Queen Mary Reservoir Intake Canal	TC 037	Auger bore trenchless technique over approximately 44m.	A trenchless crossing would be used to minimise obstruction to the canal and the habitats within it.
Staines Reservoir Aqueduct and B377 Ashford Road	TC 038	HDD trenchless technique over approximately 137m.	A trenchless crossing would be used to pass under the aqueduct avoiding disruption to a strategic watercourse and the B377.
Staines Bypass A308, River Ash and Woodthorpe Road	TC 039	HDD trenchless technique over approximately 204m.	A trenchless crossing would be used to go under the Staines Bypass, the River Ash and Woodthorpe Road from Fordbridge Park, avoiding disruption to these busy roads.
B378 Church Road	TC 040	Auger bore trenchless technique over approximately 41m.	A trenchless crossing would be used to go under the B378, avoiding disruption to the travelling public around Ashford Station.
Waterloo to Reading Railway Line	TC 041	Auger bore trenchless technique over approximately 75m.	A trenchless crossing would be used to avoid disruption to the rail services in the area.
Staines Road A30	TC 042	HDD or auger bore trenchless technique over approximately 66m.	A trenchless crossing would be used under Staines Road to avoid travel disruption in the area.



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