Southampton to London Pipeline Project

Deadline 4

Site Specific Plan - Ashford Road

Application Document: 8.63

Planning Inspectorate Reference Number: EN070005

Revision No. 1.0

January 2020

Contents

1 Introduction

1.1.1 This plan provides further detail on the potential impacts, construction techniques and mitigation measures in this area as a standalone document that is certified as part of the Development Consent Order (DCO). Esso is required to comply with and implement the Site Specific Plan under Requirement 17 of the DCO (**Document Reference 3.1 (5)**).

1.1.2 The methodology covers the following:

- construction programme;
- access;
- vegetation removal;
- noise;
- Open Cut installation;
- installation of Valve 14;
- trenchless crossing from Ashford Road to the park (TC038); and
- reinstatement.

2 Construction Programme

2.1.1 Assessment of the preferred construction methodology indicates that works along Ashford Road will take approximately 12 months. This may not be 12 months of continuous work, as the works may be staged to facilitate safe working by undertaking the Open Cut work at a different time to the trenchless work.

2.1.2 Notwithstanding the above constraints, the detailed scheduling of the works will look to rationalise and work simultaneously where there is the ability to do so, to reduce disturbance to the residents and users of Ashford Road. Once the construction plans have been finalised, the local community will be informed and updated in line with the Community Engagement Plan (**Document Reference 8.52**).

2.1.3 Below is a summary of works and estimated durations, but this is subject to detailed programming and uncertainties such as weather and ground conditions.

Table 2.1: Estimated duration of works (based on working six days per week)

Works	Estimated Duration
Open Cut installation	18 weeks. There will be additional time for site setup/demobilisation.
Installation of Valve 14	8 weeks
Trenchless crossing from Ashford Road to the park (TC038)	12 weeks
Reinstatement	4–6 weeks. Reinstatement will consider seasonal constraints and will occur in the first available planting season.

3 Description of Works

3.1 Access

3.1.1 There is no public footpath on the eastern verge of Ashford Road. The verge and footpath on the western wide of Ashford Road is not within the Order Limits.

3.1.2 The intended working area encompasses the eastern carriageway and eastern verge. There will be traffic management in place where works take place along Ashford Road to manage the impact of the works on the road network.

3.1.3 It is therefore not expected that the working area will directly impact residential property access. Pedestrian access will be maintained along Ashford Road. Cyclists using the road will be subject to the same traffic management (traffic lights) as other road users.

3.1.4 Before any works can commence, a street works permit will be applied for under the Surrey County Council Permit Scheme that will include a detailed traffic management plan specific to the works.

3.1.5 Permitting is managed by Surrey Highways Authority. The permit system includes consultation with Spelthorne Borough Council before the requested permit is approved.

3.2 Vegetation Removal

3.2.1 The local landscape character of Ashford Road comprises the highway infrastructure with a linear tree belt (subject to Tree Preservation Order (TPO)) along the eastern verge. Tree species primarily comprise Oak, London Plane, Ash, Black Poplar, Copper Beech and Sycamore. Beyond the tree belt is wooded and scrub-covered embankment.

3.2.2 Sections 3.5 to 3.7 below outline the approach that will be taken during construction to reduce the impact to vegetation and trees within the area, and this is reflected in the construction stage plan in Appendix B. As per Requirement 8(1)(a) of the DCO (**Document Reference 3.1 (5)**), the retention and removal of vegetation within the park must be undertaken in accordance with this Site Specific Plan (including the construction stage plan) unless otherwise agreed by the relevant planning authority.

3.2.3 In order to reduce the effects of pipeline construction along Ashford Road, existing veteran trees, other trees and most TPO trees within 15m of the Order Limits will be retained with only a minor loss of TPO trees. The preferred pipeline alignment is in the carriageway in order to reduce tree removal as a result of the Open Cut installation.

3.2.4 The verge is owned and maintained by Surrey County Council and is made up of unmanaged vegetation. If the verge is required in the working area, the vegetation will be cut prior to works commencing and timed to match seasonal or ecological constraints. These works may take place ahead of the physical works as part of advance/enabling works.

3.2.5 To install Valve 14, at least one tree will need to be removed, but the detailed design will endeavour to limit the impact to the trees north and south and thereby preserve them.

3.2.6 Trees being retained will be protected from the installation activity in line with commitment G95: '*The contractor(s) will consider and apply, the relevant protective principles set out in the National Joint Utilities Group Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees ('NJUG Volume 4' (2007). This will be applied to trees within the Order Limits which will be preserved through the construction phase, and to trees outside of the Order Limits where such measures do not hinder or prevent the use of the relevant working width for construction*.'

3.2.7 The project Environmental Clerk of Works and arboriculturalist will provide advice when any works to trees, such as branch removal, are required.

3.3 Noise

3.3.1 The Noise and Vibration Management Plan, forming part of the CEMP (**Document Reference 8.51**), identifies Ashford Road as an area where additional mitigation measures such as acoustic fencing will be used to mitigate the potential significant effects during construction.

3.3.2 Temporary noise screening will be put in place around the Open Cut, the valve installation and the trenchless installation works.

3.4 Security

3.4.1 Heras type fencing bolted together will be used during the works. All plant and operatives will work within the fencing, except during deliveries of the pipe.

3.4.2 There will be on-site, 24-hour security for the duration of the works.

3.5 Open Cut Installation

3.5.1 Installation will follow the street works methodology outlined within the Code of Construction Practice (CoCP) (**Document Reference 6.4 Appendix 16.1 (3)**). Tree protection will be provided as outlined in sections 3.2.6.

3.5.2 Installation is likely to take place in 25m sections working from south (TC037) to north (TC038) along 1,300m of Ashford Road. However, the length of sections is subject to the final permit issued by Surrey Highways Authority.

3.5.3 There are a number of services already in the verge, and works in the verge are likely to encounter tree roots. As the project wishes to reduce impacts to trees, the intended alignment is likely to be in the eastern carriageway.

3.5.4 For example, there is a Vodaphone/O2 cabinet and a mast within the verge.

3.5.5 Due to the road foundation, when in the carriageway the works are less likely to encounter roots. Combined with the commitment outlined in 3.2.6, Esso does not expect to impact any of the trees.

3.5.6 Excavated materials may be taken to a nearby storage area, or neatly bunded on the verge. The latter will require fewer vehicle movements and it will take less time to backfill the trench and reinstate, thus reducing disturbance to residents and users of Ashford Road.

3.5.7 The Open Cut section along Ashford Road will be complete when the northern end is connected into the pipeline installed during the trenchless installation (TC-038). Therefore, there may be a short section of trench left open at the northern end of Ashford Road – suitably fenced and secured – while the trenchless works are joined to the Open Cut section.

3.6 Installation of Valve 14

3.6.1 To reduce tree removal, the verge and eastern carriage way will be used during the construction of the valve. Traffic management of two-way lights and site barriers will be set up and maintained.

3.6.2 Before any installation of the valve commences, trees identified will be removed, or lopped by a licenced specialist. Trees being retained will be protected from installation activity (as noted above). The project Environmental Clerk of Works and arboriculturalist will provide advice when any works to trees, such as branch removal, are required.

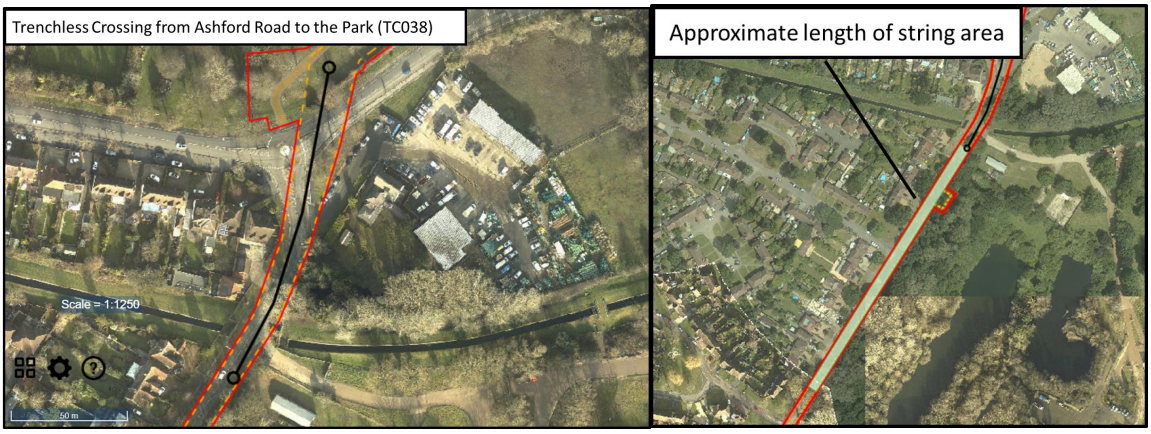
3.6.3 The valve area will be excavated – this is an area approximately 3m x 4m. The concrete base will be installed, then the pipeline will be installed and the valve correctly positioned. The valve chamber will then be completed around the assembled pipeline and valve.

3.7 Trenchless Crossing from Ashford Road to the Park (TC038)

3.7.1 The proposed trenchless crossing from Ashford Road to Fordbridge Park will require the pipe string to be laid out within the verge of Ashford Road.

3.7.2 Due to the overlapping working area, the stringing will not take place at the same time as the Open Cut installation.

Illustration 3.1: Trenchless Crossing TC038 and the approximate string area



3.7.3 The receiving area will be placed in the wide verge (of the eastern carriage way) and to the south of the property entrance/egress. Visual and acoustic barriers will be installed along the Heras fencing to reduce noise and light disturbance to nearby residential properties.

3.7.4 A 160m long section of the verge will be used to string the pipe for the trenchless crossing. The horizontal direction drilling (HDD) methodology outlined in the CoCP will be followed to weld, protect and test the strung pipeline. (The pipe will be laid on rollers along the verge of Ashford Road). Once the stringing is complete, the HDD installation can start. A reception pit measuring approximately 3m by 3m and 2m deep will be excavated at the end of the pipe string, and temporary works will be placed within the pit to keep it safely open during the drilling. The pit will be excavated with a tracked excavator and the arisings moved and stored within the vicinity for future reuse.

3.7.5 The HDD drilling will then commence from Fordbridge Park. The strung-out pipe will then be pulled back through the bore.

3.7.6 Once the HDD section is complete, the reception pit will then be fenced off and left in situ until the Open Cut section connecting the pipe to the trenchless section is concluded.

3.7.7 Traffic management will only be required occasionally, for example for the delivery of the pipe. The majority of works will take place within the verge and behind fencing.

3.8 Reinstatement

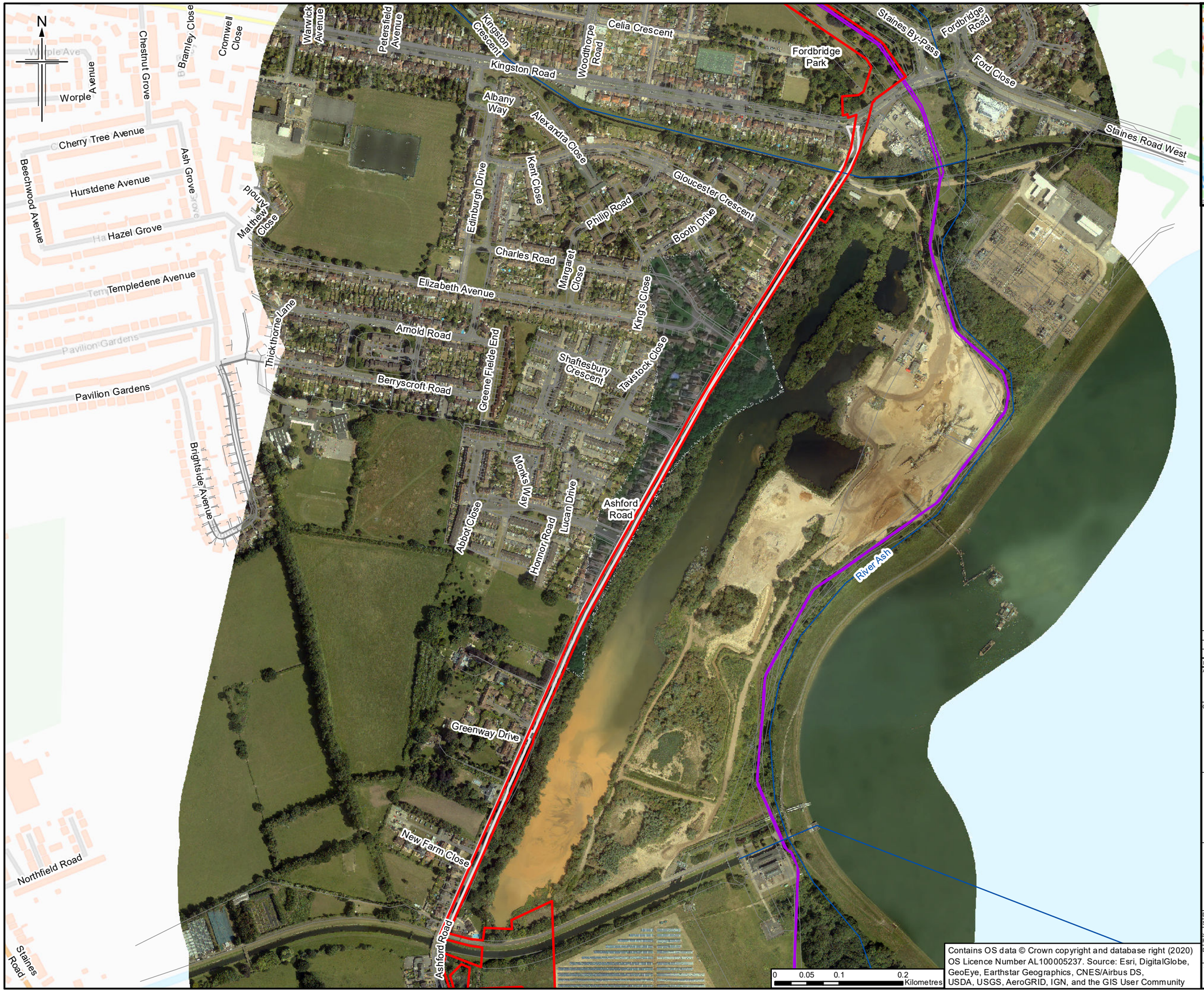
3.8.1 Reinstatement of the highway will be in accordance with the requirements of the permit scheme and the DCO, which document the requirements of how to reinstate within the carriageway and footway. This includes the depth and material specifications to be used within different categories of carriageway.

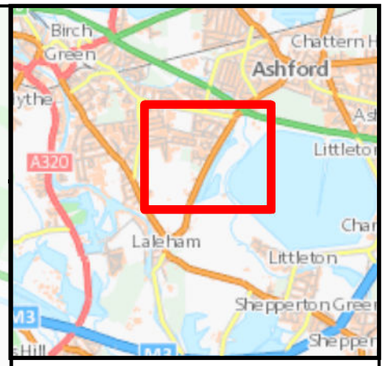
3.8.2 When installing the valve within the verge, the topsoil will be stripped and stored either adjacent to the excavation or taken off-site to an agreed lay-down area; this will then be replaced after the works have been completed and the area seeded.

3.8.3 Replacement tree or shrub planting will be undertaken in the locations of the valve and trenchless crossing works.

3.8.4 Vegetation will be reinstated as shown in the reinstatement plan attached at Appendix B. This reinstatement plan will be included within Appendix B of the Landscape and Ecological Management Plan (LEMP) (**Document Reference 8.50**) for the approval of the relevant planning authority as per Requirement 8(1)(b) and Requirement 12 of the DCO (**Document Reference 3.1 (5)**).

Appendix A – Area Plan





Legend

- Order Limits
- Ashford Road (area covered by this site specific plan)
- Existing aviation pipeline and multifuel lines
- River
- Statutory services line

Rev.	Rev. Date	Purpose of revision	Orig/Dwn	Checkd	Rev'd	Appr'd
0	30/01/2020	For Issue	LM	BM	BM	PG

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Project

Esso | Southampton to London Pipeline Project

Drawing title

SITE SPECIFIC PLAN
ASHFORD ROAD

Drawing Status	For Issue		
Scale	1:5,500 @ A3	DO NOT SCALE	
Jacobs No.	B2325300		
ProjectWise No.			
Drawing number	Sheet 1 of 1	Rev	0

Appendix B – Reinstatement Plan

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Possible removal

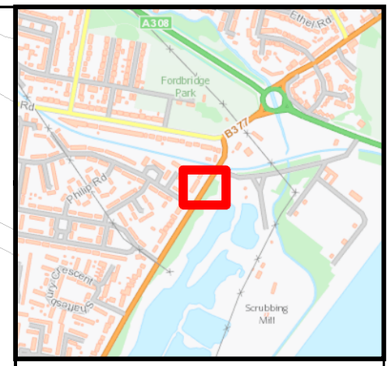
Definite removal

Possible removal

Ashford Road

Gloucester Crescent

0 0.005 0.01 0.02 Kilometers



Legend

- Order Limits
- Intended pipe centreline

Existing context

- Tree Preservation Order (TPO)
- Water features

Existing features to be removed

- Trees to be removed

Existing features to be retained

- Trees to be retained

Existing features to be reinstated

- Individual tree reinstatement planting
- Amenity grass verge reinstatement

Plan based on intended pipeline alignment

Rev.	Rev. Date	Purpose of revision	Orig/Dwn	Checkd	Rev'd	Apprv'd
0	30/01/2020	For Issue	BP	SK		

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Project
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Drawing title
ASHFORD ROAD: REINSTATEMENT

Drawing Status	For Issue	
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ProjectWise No.		
Drawing number	Sheet 1 of 1	Rev 0