Southampton to London Pipeline Project

Deadline 6

Site Specific Plan - Ashford Road (tracked change)

Application Document: 8.63

Planning Inspectorate Reference Number: EN070005

Revision No. 2.0

March 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)**).~~granted DCO.

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.

1.1.3 Esso and its supply chain of contractor(s) will adopt the control measures set out in this Site Specific Plan when undertaking the installation of the pipeline.

2 Construction Programme

2.1.1 Assessment of the preferred construction methodology indicates that installation works ~~along~~in 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 There is a two-year working window for the construction works, as the programme will need to take account of any seasonality such as ecological constraints and optimum replanting periods. 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.

2.1.4 As noted above, this represents the case in which works are carried out individually. An example of how this might be rationalised would be to undertake both the trenchless works simultaneously, with the Open Cut at the southern end of the road as they are distinct work activities.

2.1.5 Once the construction plans have been finalised, the local community will be informed and updated in line with the Community Engagement Plan.

2.1.6 All works will be planned to take place within the normal working hours as defined by the DCO. It is only in exceptional or emergency circumstances that the works will continue outside of the standard working hours.

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~~.~~, plus some individual trees on the western side. 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. The works will be undertaken using carriageway closures and traffic management.

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 to the north and south of the valve area 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~~ British Standard BS5837:2012 - Trees ~~('NJUG Volume 4' (2007).~~in Relation to Design Demolition and Construction. 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. Hand digging and air lance techniques or similar British Standard–approved techniques will be utilised when excavating within the root protection area (RPA).

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 for safety reasons when sections of fence may need to be dismantled.

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~~The street works ~~methodology outlined within~~(generic) installation approach described in the Code of Construction Practice (CoCP) ~~(**Document Reference 6.4 Appendix 16.1 (3)**)~~.will be tailored to the conditions of the highway/verge to reduce the amount of vegetation clearance required. Details on how this will be applied at this location are summarised below. Tree protection will be provided as outlined in ~~sections~~Section 3.2.~~6.~~

3.5.2 Installation is likely to take place in 25m fenced 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~~/utilities buried in the verge, and ~~works in the verge are likely~~therefore due to the presence of these services it is unlikely that the project will encounter tree roots. For example, there is a Vodaphone/O2 cabinet and a mast within the verge and an abandoned water main running for the majority of the length of Ashford Road.

~~3.5.3~~3.5.4 As the project wishes to reduce impacts to trees, the intended alignment is likely to be in the eastern carriageway. Due to the road foundation, when in the highway, the works are less likely to encounter roots. Combined with the commitment outlined in paragraph 3.2.6, the project does not expect to impact any of the trees or RPAs.

~~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~~3.5.5 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. Trees and their root areas will be protected where appropriate.

3.5.6 All fabrication works (such as grinding, welding, coating and testing) will be undertaken behind screens or within shelters in order to reduce any impact on the residents or users. These screens will include acoustic protection if required.

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~~TC038). 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~~1.1 ~~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~~1.1.1 ~~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~~3.6 Trenchless Crossing from Ashford Road to ~~the~~Fordbridge Park (TC038)

3.6.1 The works for this trenchless crossing will follow the methodology as outlined in the CoCP but will be tailored to the conditions of Ashford Road and Fordbridge Park to reduce the amount of vegetation and tree clearance required. Details on how this will be applied at this location are summarised below.

~~3.7.1~~3.6.2 The proposed trenchless crossing from Ashford Road to Fordbridge Park will require the pipe string to be laid out within the eastern verge of Ashford Road.

3.6.3 The HDD receiving area for TC038 will be directly adjacent to the valve compound. Fencing will be installed around the area (and to the park's southern boundary).

~~3.7.2~~3.6.4 Due to the overlapping working area, the stringing ~~will~~is not expected to take place in this section at the same time as the Open Cut installation.

Illustration 3.1: Trenchless Crossing TC038 and the approximate string area

~~3.7.3~~3.6.5 The receiving area will be placed in the wide verge (of the eastern carriage way) and to the south of the ~~property~~ entrance/egress to Brett Aggregates and the scout hut. Visual and acoustic barriers will be installed along the Heras fencing to reduce noise and light disturbance to nearby residential properties.

3.7.43.6.6 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~~supports 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.

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

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

3.7.73.6.9 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 safety fencing.

3.7 Installation of Valve 14

3.7.1 To reduce tree removal, the verge and eastern carriageway will be used during the construction of the valve pit. Traffic management of two-way lights and site barriers will be set up and maintained to create a safe working area adjacent to the highway.

3.7.2 Before any installation of the valve pit commences, trees, as identified, will be removed, or pruned by a licenced specialist. Trees being retained will be protected from installation activity (as noted in paragraph 3.2.6 above). The project Environmental Clerk of Works and arboriculturalist will provide advice when any works to trees, such as branch removal, are required.

3.7.3 The pit for the valve area will be excavated – this is an area approximately 3m x 4m – with all excavated material being removed from site. A concrete base will be installed, then the pipeline will be installed and the valve correctly positioned.

3.7.4 Shuttering and temporary works will be utilised/installed to create the valve chamber up to approximately ground level. The valve chamber will then be completed around the assembled pipeline and valve. This will utilise shuttering, reinforced concrete and metal fixings.

3.7.5 The works to the valve will be complete when the buried pipe is connected to the Open Cut section and the trenchless crossing TC038.

3.7.6 The completed valve pit will include a lockable cover.

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/verge. 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~~laydown 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

Appendix B – Reinstatement Plan