

Southampton to London Pipeline Project

Deadline 6

Site Specific Plan - Ashford Town Centre (clean)

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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 granted DCO.
- 1.1.2 The methodology covers the following:
- construction programme;
 - access;
 - vegetation removal;
 - noise;
 - Open Cut installation along Woodthorpe Road from Imtech House (33–35 Woodthorpe Road) to the junction with Station Approach, along Station Approach and along Station Road;
 - trenchless crossing from Station Road beneath Church Road (B378) to Clarendon School (TC040);
 - trenchless crossing from Clarendon School beneath the Waterloo to Reading railway line into St James School (TC041);
 - school specific requirements; 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 intended construction methodology indicates that works along Woodthorpe Road, Station Approach, Station Road, through Clarendon School and into St James School will take approximately five months. This may not be five 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. There is also a need to restrict work at Clarendon School and St James School to occur out of term time, and therefore the two trenchless activities may take place at different times.
- 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, businesses and users of Woodthorpe Road, Station Approach, Station Road, Clarendon School and St James School.
- 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
Enabling works and mobilisation for Open Cut installation	2 weeks – removal of street furniture and parking bays to Station Approach
Open Cut installation – Station Approach & Station Road	4 weeks – there will be additional time for site setup/demobilisation
Open Cut installation – Woodthorpe Road from Imtech House to Station Approach	4 weeks
Trenchless crossing from Station Road to Clarendon School (TC040)	6–8 weeks within school holidays
Trenchless crossing from Clarendon School to St James School (TC041)	4–6 weeks within school holidays
Reinstatement of streets	2 weeks
Reinstatement in schools	2–4 weeks – reinstatement will consider seasonal constraints, for example planting will occur in the first available 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, as they are distinct work activities, and then complete the Open Cut installation afterwards to link them together.
- 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.

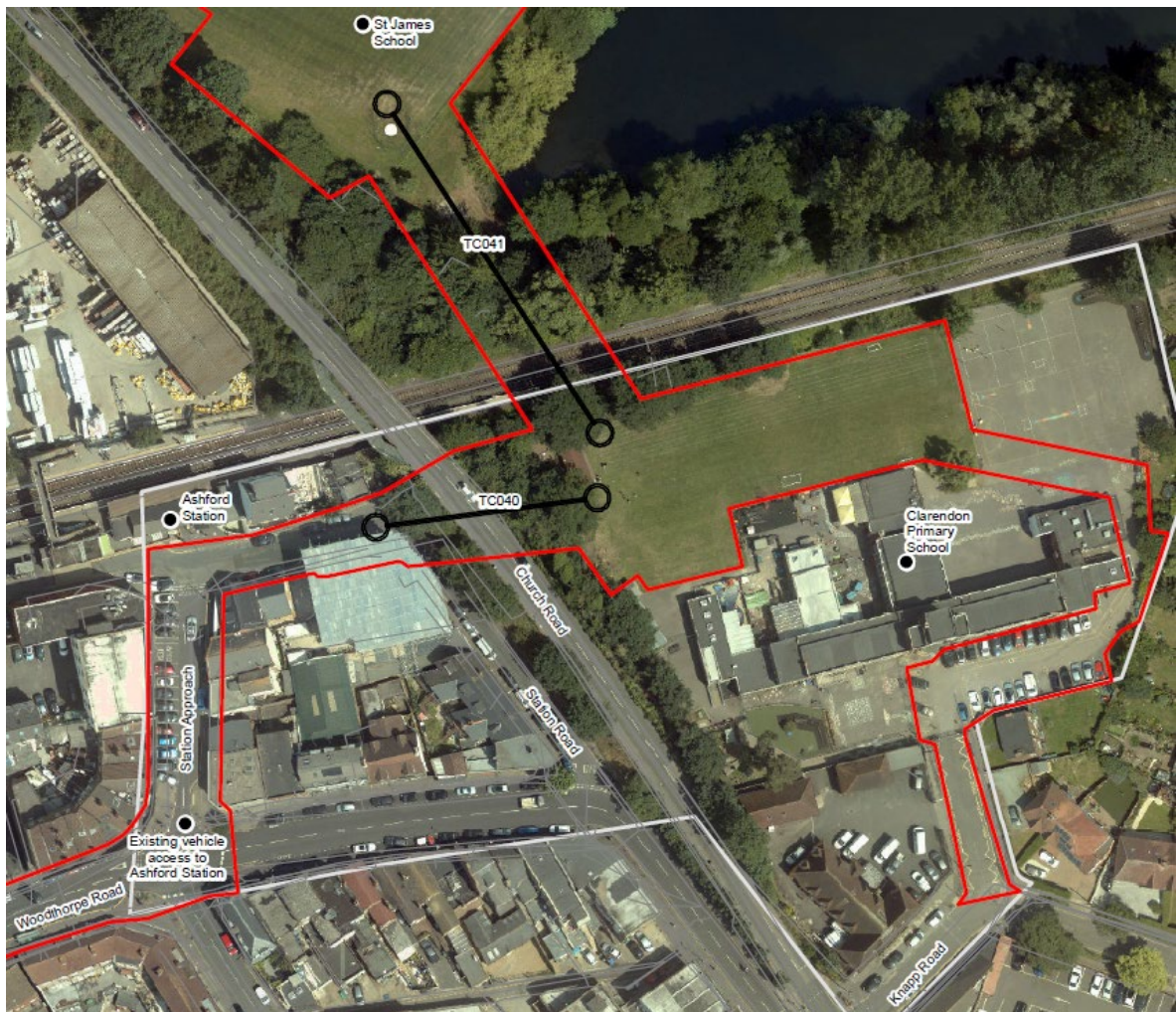


3 Description of Works

3.1 Access

- 3.1.1 Public access will not be prevented by the works. The majority of the area will remain accessible during installation of all works. The phasing of construction, together with the intended methodology, will aim to reduce disruption to a relatively short duration. However, at intersections between the working area and path/tracks, pedestrian crossing points will be installed, similar to those used for Public Rights of Way crossings. Pedestrians will have priority at these crossing points – the gates will only be 'closed' when works require. At such times, operatives will be stationed at the crossing point to facilitate public access.
- 3.1.2 The roads and footpaths have public access with some parts of Station Road falling into the private ownership of Network Rail.
- 3.1.3 There are public parking bays along the northern and southern side of Woodthorpe Road and to the western side of Station Approach. The project intends to temporarily suspend parking in these areas in phases as the work progresses.
- 3.1.4 Public footpaths exist along both sides of Woodthorpe Road and Station Approach and to the north side of Station Road. These will remain accessible to the public.

Illustration 3.1: Access around Ashford Station (see Appendix A for legend)



- 3.1.5 Access to Clarendon School is from the east side of Church Road, via Knapp Road/Village Way, which will be maintained. Village Way has a number of public parking bays to the north side which will not be impacted by the project. There is footpath access from Church Road to the school entrance.
- 3.1.6 Access to St James School is from the east side of Church Road which will be maintained.
- 3.1.7 Pedestrian access will be maintained from Church Road, down to Station Road via the existing stairway.
- 3.1.8 The intended working area encompasses the carriageway in the majority of the route. The table below indicates the proposed working location, impact and traffic management required for each section through this area.



Table 3.1: Impacts in specific locations along the route

Location	Description of Works	Impact
Woodthorpe Road – from Imtech House to Station Approach	One lane and adjoining parking bays (suspended from use) will be utilised to install the works in the carriageway.	From the west to east – single lane working with traffic management (traffic lights) for the length of the lane closure. (The closure length will be agreed with Surrey Highways Authority, currently assumed to be 25m sections.) At the roundabout between Woodthorpe Road, Station Approach and Clarendon Road, the roundabout function will be suspended when the works approach this intersection and will be replaced with temporary signals.
Station Approach	The eastern side of the carriageway will be utilised to lay the pipeline.	The parking bays to the western side will be temporarily suspended and used to maintain public vehicle access. The kerb line and pavement to both sides of the southern end of the road will be temporarily modified (narrowed). Footpath access will be maintained on both sides. From the south to north – single lane working. This road is one-way and traffic travels in a northerly direction. No requirement for traffic control along this section.
Station Road	One lane will be utilised along the northern side for the works including the drive shaft for TC040.	On-carriageway protection barriers will form a working area for the trenchless installation near to the corner of Station Road where the road turns south. A single lane width will be maintained to afford vehicle access. No traffic control is envisaged for this stretch of Station Road. Pedestrian access will be maintained to the staircase which links between Station Road and Church Street.

- 3.1.9 There will be traffic management, fencing barriers and gates in place when works take place to manage the impact of the works on the road network. Section 2.8 of the Code of Construction Practice (CoCP) details how the project intends to work in streets.
- 3.1.10 Property and business access (crossed by the works) – If during this process a driveway or access is crossed by the construction working area, the fencing will have a gap where access is maintained. The works supervisor will inform businesses and residents in advance when the trench will cross their access and again when the pipeline will be lowered into the trench, as at these times access will not be available.
- 3.1.11 Where possible, works will be planned to avoid or reduce restrictions on access to the access road to the rear of the properties. Once the trench has been dug, a road plate will be placed over the trench adjacent to the access. The backfilling and re-surfacing will be relatively quick, and the road plate will be removed and then replaced by the construction team during these phases as required by the residents and businesses.



- 3.1.12 Emergency access will always be provided as required to support the emergency services. Vehicular access will be maintained where practicable.
- 3.1.13 It is therefore not expected that the working area will directly impact residential or business property access. Pedestrian access will be maintained along Station Approach. Cyclists using the road will be subject to the same traffic management (traffic lights) as other road users.
- 3.1.14 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.
- 3.1.15 Permitting is managed by Surrey Highways Authority. The permit system includes consultation with Spelthorne Borough Council before the requested permit is approved.
- 3.1.16 In both of the schools, it is intended for works to take place outside of term time. Installation will require access through the main school gates. However, this will not restrict vehicle access to the school grounds. At Clarendon School, Esso has agreed that access and parking for staff will be provided throughout construction in connection with the operation of the Children's Centre, which operates outside of term time.
- 3.1.17 The Order Limits have been designed to avoid the core operating areas of both schools. The Order Limits are designed to include all the working area required for the construction of the pipeline, including the provision of safe segregated access to and from all access points in the school buildings. As such, there will not be an impact on school buildings or car parks. However, the Order Limits do allow for any mitigation measures to be undertaken, such as car park repair/reinstatement including reinstatement to sports fields and play areas should there be the requirement following the construction use of those areas.

3.2 Vegetation Removal

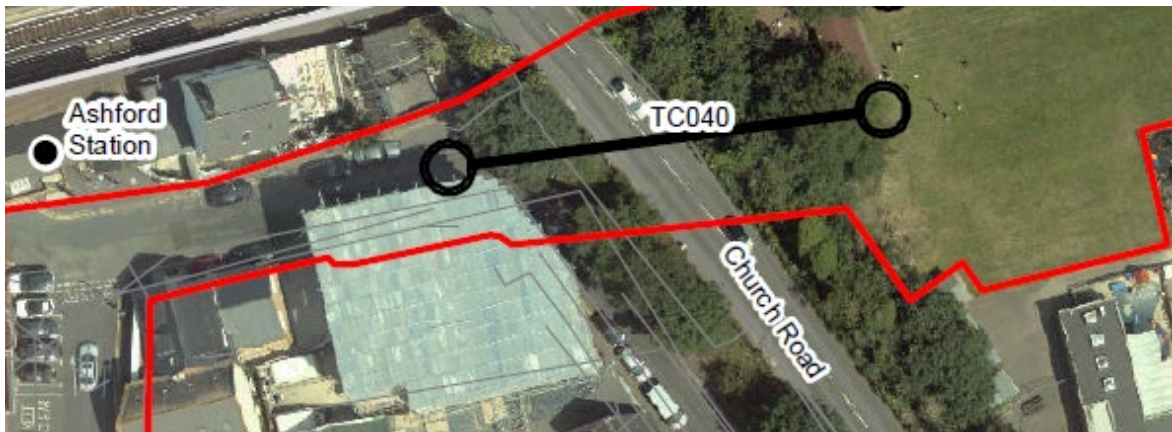
- 3.2.1 Apart from the amenity grass found on the sports areas for the schools, little other vegetation is expected to require removal.
- 3.2.2 Works vehicles will traffic across the sports field behind Clarendon school, using track matting or similar protection. It is not intended to topsoil strip in this area.
- 3.2.3 Works for the trenchless crossing will be located away from the root areas of the adjacent boundary trees.
- 3.2.4 Trees being retained will be protected from installation activity in line with commitment G95: *'The contractor(s) will apply the relevant protective principles set out in the British Standard BS5837:2012 - Trees 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.'*

- 3.2.5 The project Environmental Clerk of Works and arboriculturalist will monitor and 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.

3.3 TC040 – Installation from Station Road to Clarendon School

- 3.3.1 The works for this trenchless crossing will follow the methodology as outlined in the CoCP will be tailored to the conditions of the school grounds to reduce the amount of vegetation and tree clearance required. Details on how this will be applied at this location are summarised below.
- 3.3.2 The trenchless crossing beneath Church Road (TC040) will require a drive shaft to be located in Clarendon School and a receiving shaft in Station Road.
- 3.3.3 The drive shaft for TC040 will be located in the northwest corner of the school playing field, adjacent to the railway. The drive shaft working area will be securely fenced with lockable access gates. Visual and acoustic barriers will be installed along the fencing/gates to reduce noise and light disturbance to nearby residential properties.
- 3.3.4 The receiving area for TC040 will be located in Station Road.
- 3.3.5 The proposed working area is indicated in the image below.

Illustration 3.2: Trenchless crossing from Station Road to Clarendon School



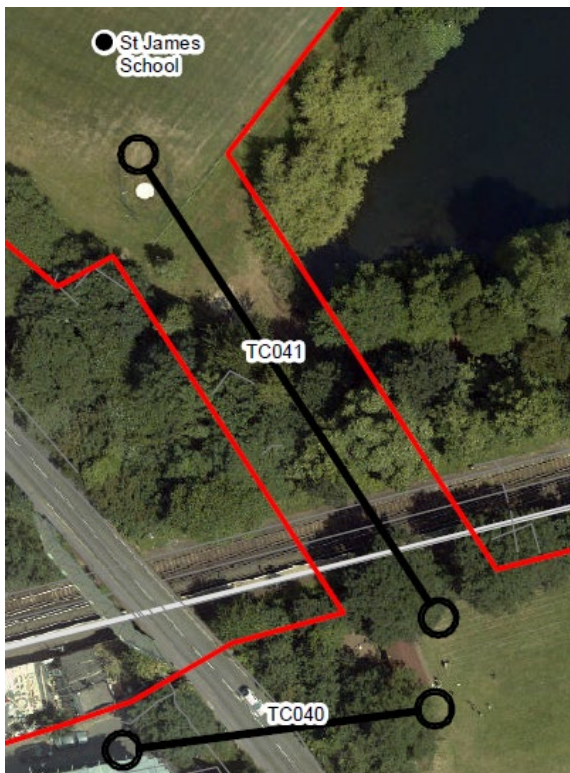
- 3.3.6 Installation will follow the standard auger bore methodology. Ground protection will be laid to create the access route from the school's entrance to the working area, to reduce impacts on the playing field.
- 3.3.7 If the auger bore takes place before the Open Cut installation, the working area fencing in Station Road will be reduced to the minimum area required to safely maintain the excavation shaft until the tie-in to the Open Cut section of pipe can be completed. The excavation shaft will be covered and secured while not in active use.
- 3.3.8 Similarly, if the two auger bore installations taking place within Clarendon School take place at different times, the working area fencing within the school will be

reduced to the minimum area required to safely maintain the excavation shaft until the tie-in to the other section of pipe can be completed. The excavation shaft will be covered and secured while not in active use, and the access route kept clear until the works recommence.

3.4 TC041 – Installation from Clarendon School to St James School

- 3.4.1 The works for this trenchless crossing will follow the methodology as outlined in the CoCP and will be tailored to the conditions of the park to reduce the amount of vegetation and tree clearance required. Details on how this will be applied at this location are summarised below.
- 3.4.2 The trenchless crossing beneath the railway will require a drive shaft to be located in Clarendon School and the receiving shaft in St James School.
- 3.4.3 The reception shaft for TC041 will be located in the southeast corner of the southern playing fields of St James School.
- 3.4.4 The proposed working area is indicated in the image below.

Illustration 3.3: Trenchless crossing from Clarendon School to St. James School (TC041)



- 3.4.5 Installation will follow the standard auger bore methodology. Ground protection will be laid to create the access route from the entrance of each school to the working area, in order to reduce impacts on the playing fields.
- 3.4.6 The stringing out area in the St James School playing fields is not anticipated to be used if the auger bore technique is agreed with Network Rail.



- 3.4.7 If the auger bore takes place before the Open Cut installation within St James School, the working area fencing will be reduced to the minimum area required to safely maintain the excavation shaft until the tie-in to the Open Cut section of pipe can be completed. The excavation shaft will be covered while not in active use.
- 3.4.8 Similarly, if the two auger bore installations taking place within Clarendon School take place at different times, the working area fencing within the school will be reduced to the minimum area required to safely maintain the excavation shaft until the tie-in to the other section of pipe can be completed. The excavation shaft will be covered and secured while not in active use, and the access route kept clear until the works recommence.

3.5 Open Cut Installation

- 3.5.1 Installation will follow the street works methodology outlined within the CoCP. Tree protection will be provided as outlined in Section 3.2 of this Site Specific Plan.
- 3.5.2 The length of sections is subject to the final permit issued by Surrey Highways Authority.
- 3.5.3 Excavated materials will be taken to a nearby storage area and, where suitable, will be recycled and utilised as backfill material.

3.6 School Specific Items

- 3.6.1 All construction personnel working on school property will have been Criminal Records Bureau (CRB) and/or Disclosure and Barring Service (DBS) checked.
- 3.6.2 The project has offered to have a representative speak with any visitors to either of the schools during the works.
- 3.6.3 The project has offered to explore further options to reduce visual impacts from St James School, such as living screening or planting around the working area. Alternatively, a solid hoarding with photographic or art-worked wrap could be used to screen the auger shaft area. Esso is happy to agree the solid screening design with the school. However, additional screening will take time to install and may need to take place at the end of the preceding summer term to make sure that the auger installation will be completed within the summer holiday period.

3.7 Noise

- 3.7.1 The Noise and Vibration Management Plan, forming part of the Construction Environmental Management Plan, identifies Woodthorpe Road, Station Road, Knapp Road and Station Approach as an area where additional mitigation measures such as acoustic fencing will be used to mitigate potential significant effects during construction.
- 3.7.2 It is not anticipated that any further areas would require such measures. For example, access to the works in Clarendon school is via the main school entrance and to the east of the school buildings. This will not be used as a work area and



therefore disturbance in the vicinity, including Village Way, and it is not anticipated additional mitigation measures to be required.

3.8 Security

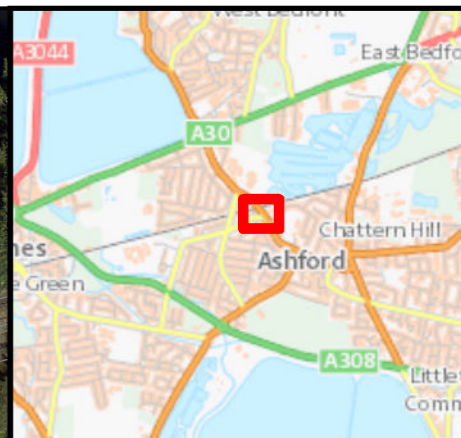
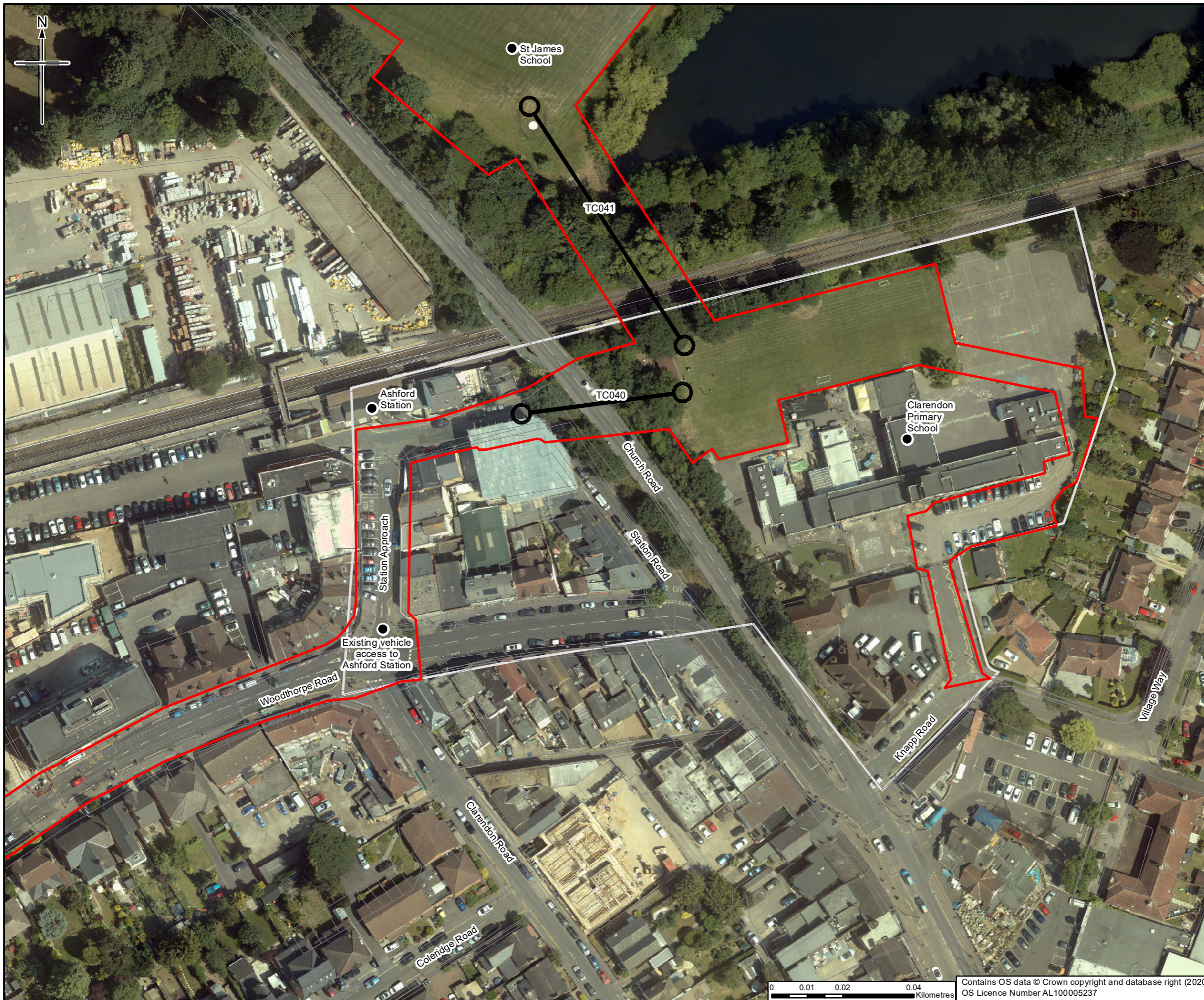
- 3.8.1 Heras-type fencing bolted together will be used during the works. All plant and operatives will work within the fencing, except during deliveries of the pipe for safety reasons when sections of fence may need to be dismantled.
- 3.8.2 On-site, 24-hour security for the duration of the works will cover both of the schools and the Open Cut street section.

3.9 Reinstatement

- 3.9.1 Reinstatement of the highway will be in accordance with the requirements of the permit scheme and the DCO, which document how to reinstate within the carriageway and footway. This includes the depth and material specifications to be used within different categories of carriageway.
- 3.9.2 Once the construction works within the schools are complete and the auger compounds are removed, the area will be reinstated. This will be undertaken as soon as it is safe to do so.
- 3.9.3 The only area that will require topsoil to be removed is above the auger shafts. Turf is likely to be removed, stored and reinstated to reduce the recovery period of the sports pitch surface, subject to the agreement of the schools. Alternatively, new turf could be used for reinstatement. The extent of reinstatement could extend to the full extent of the Order Limits within the school.
- 3.9.4 The vegetation will be subject to a five-year aftercare period to ensure it becomes established.
- 3.9.5 Note: This document does not cover activities offered by Esso as part of its voluntary Environmental Investment Programme.
- 3.9.6 Note: A vegetation reinstatement plan is not included given the nature of the location and works covered by this Site Specific Plan.



Appendix A – Area Plan



- Legend**
- Order Limits
 - Trenchless crossing
 - Ashford Station boundary (area covered by this site specific plan)
 - Statutory services line
 - Point of interest

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Rev.	Rev. Date	Purpose of revision	Orig/Dwn	Checkd	Rev'd	Apprv'd

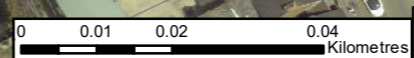
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