

Route development: Celia Crescent

Preferred route consultation – September/October 2018

In autumn 2018, we consulted on two sub-options in this area.

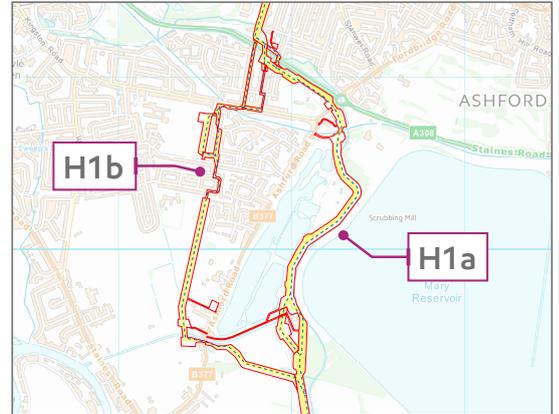
Sub-option H1a followed the existing pipeline near Queen Mary Reservoir and past Laleham Substation before crossing the B377 into Fordbridge Park. A trenchless crossing from the park would pass under the Staines Bypass (A308).

Sub-option H1b proposed the replacement pipeline to be installed either along Woodthorpe Road or along Celia Crescent, where it would enter into Fordbridge Park for the trenchless crossing of the Staines Bypass.

Following feedback from the preferred route consultation, ongoing engagement with landowners, and early involvement with contractors, we had to **deselect both sub-options H1a and H1b**.

H1a was deselected to avoid the safety risk of installing close to the edge of the reservoir, alongside a major gas main and below overhead power lines (see diagram overleaf). As a responsible operator we could not select an option with significant risks to local water and gas supplies, and to our installation teams.

H1b was deselected due to the narrow residential roads, proximity to schools and the development plans for the Manor Farm Quarry. The publicly available planning application for the quarry shows that the route taken by H1b would travel through a small embankment (bund) that is a retaining wall for a new lake. This would be in place by the time we install the pipeline and would have posed a significant engineering challenge to install the pipeline but, more importantly, would have posed safety risks for the ongoing maintenance of the pipeline.



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Map from preferred route consultation brochure



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Map from preferred route consultation map book

Order limits

The outer limits for the project, including the route and any temporary working areas, shown as a red outline on the map.

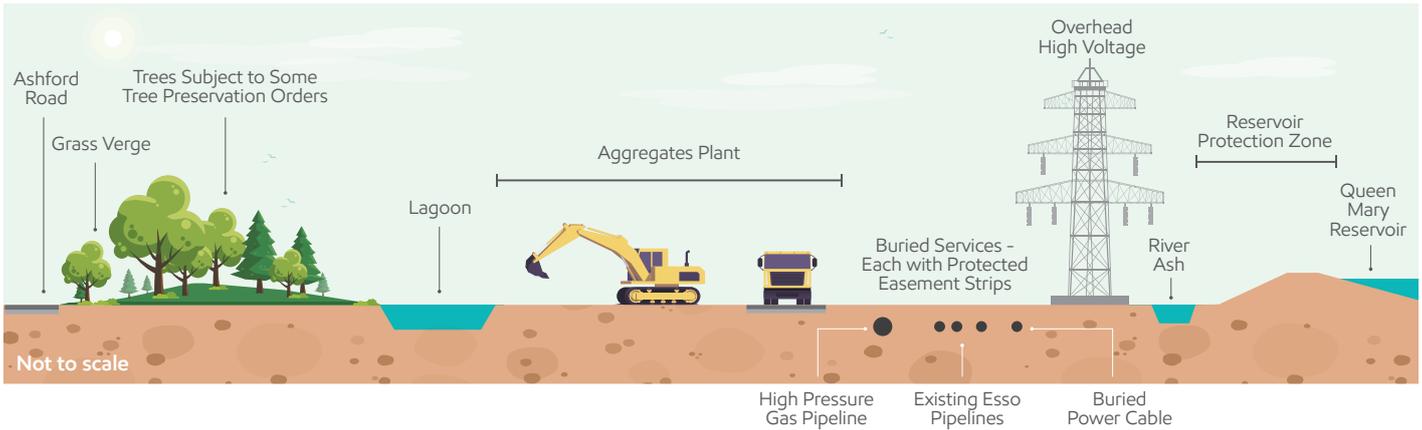
Limits of deviation

The maximum area within which the pipeline could be installed, shown as yellow shading on the map.

Possible pipeline location

The proposed location of the pipeline within the limits of deviation, shown as a dashed blue line on the map. This represents Esso's current assumptions on the location of the replacement pipeline, but if granted development consent, it could be anywhere within the limits of deviation. This flexibility is required in case of any unforeseen ground conditions and local features.





Design refinements consultation – January/February 2019

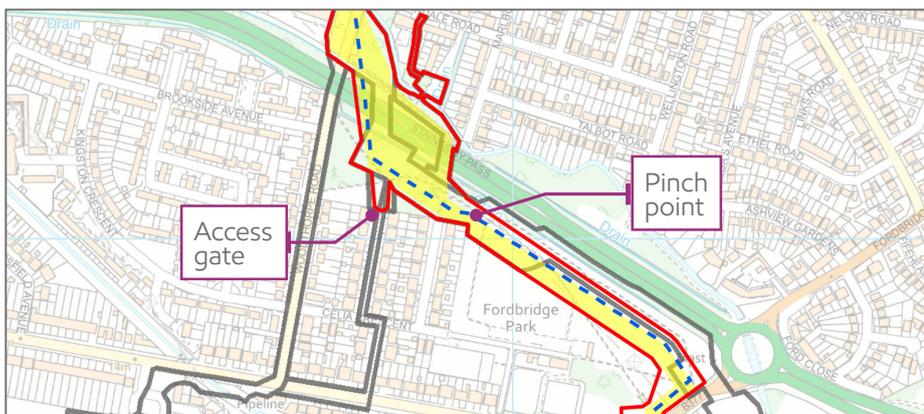
Several responses from the preferred route consultation suggested an alternative route along Ashford Road, in place of the two sub-options. This is the refined route that we consulted on between 21 January and 19 February 2019.

The trenchless crossing from Fordbridge Park under the Staines Bypass, River Ash and Woodthorpe Road was retained within our refined order limits. We also retained the existing access gate into Fordbridge Park on the north western end of Celia Crescent. The order limits do not include Celia Crescent itself as it is a public highway, and so we can only use it for vehicle access. We would not be able to install the replacement pipeline within the road.

The proposed use for the gate would only be for access to the north west corner of Fordbridge Park, which we would use as a working area for a trenchless crossing. This would enable us to install the pipeline underneath the Staines Bypass, River Ash and Woodthorpe Road and would avoid the need to disrupt traffic on either of those roads, or impact the flow of the river.

Our intention would be to transport the drill rig and equipment needed for the trenchless crossing in and out of Fordbridge Park through the gate on Celia Crescent, which would only be two sets of equipment movements (once in, and once out of the park). These vehicles would be a similar size to a refuse lorry or large removal van.

The park gate on Celia Crescent is currently used for maintenance access into the park.



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Map from design refinements consultation

- We would use the gate at the north western end of Celia Crescent to access Fordbridge Park
- It would not be a depot, but a working area for the trenchless crossing of the Staines Bypass, River Ash and Woodthorpe Road in the north west corner of the park
- We are not installing the replacement pipeline along Celia Crescent

Access to Fordbridge Park via Celia Crescent

Why we are not using other access points to the working area for the trenchless crossing, such as the gate on Kingston Road (B377)

The main reasons that we are retaining access rights through the gate into Fordbridge Park from Celia Crescent are:

- East of the gate there is a pinch point within the park that would require significant tree removal to enable us to access the western end of the park from the eastern end, adjacent to the A308 roundabout.
- We wish to reduce the amount of time areas of the park are fenced off by the project.

Reducing tree loss at the pinch point. This area can be seen on the map overleaf where the limits of deviation narrow to fit between the end property on the north eastern end of the Crescent, mature trees and the electricity pylon located within the park. While we are committed to using narrower working areas to reduce the impacts on trees in Fordbridge Park, if we were to access the working area for the trenchless crossing via the main park area, we would need to remove more trees.

Reducing impact on the park. There is a National Policy Statement (created by the government to provide a framework for large infrastructure projects such as this one), which directs us to minimise the temporary loss of open space, such as park land. As lots of people use Fordbridge Park, it is important that we reduce the amount of space we use and the time we use it for. Trenchless installation typically takes longer than open-cut installation. If we were to access the working area in the north west corner of Fordbridge Park via the main park area, we would need to maintain vehicle access and fence off an access road through the park for the entire duration of the trenchless installation.

Reducing disturbance to residents of Celia Crescent

We are aware that Celia Crescent is a narrow, residential road and would plan to keep heavy vehicle movements to a minimum. We believe this is the most appropriate way to install in this area and have carefully considered the balance between reducing the impact on Celia Crescent and keeping the installation time and impacts to a minimum within Fordbridge Park.

Our proposal is to drill from the north west corner of Fordbridge Park, under the Staines Bypass, River Ash and Woodthorpe Road, coming out the other side at a recreational area to the west of Woodthorpe Road.

We would transport the drill rig and equipment needed for the trenchless crossing in and out of Fordbridge Park through the gate on Celia Crescent. This would only be two sets of equipment movements (once in, and once out of the park). These vehicles would be a similar size to a refuse lorry used by the local council or a large removal van.

The sections of pipeline would be laid out in the area next to Woodthorpe Road and pulled back through the drill to Fordbridge Park. This means we do not anticipate needing to transport long lengths of pipeline through the access point at the end of Celia Crescent.

We need to use Celia Crescent for access to:

- Avoid the need to remove trees within Fordbridge Park
- Reduce the amount of time we are working in the park
- Reduce the space that we need to fence off within the park

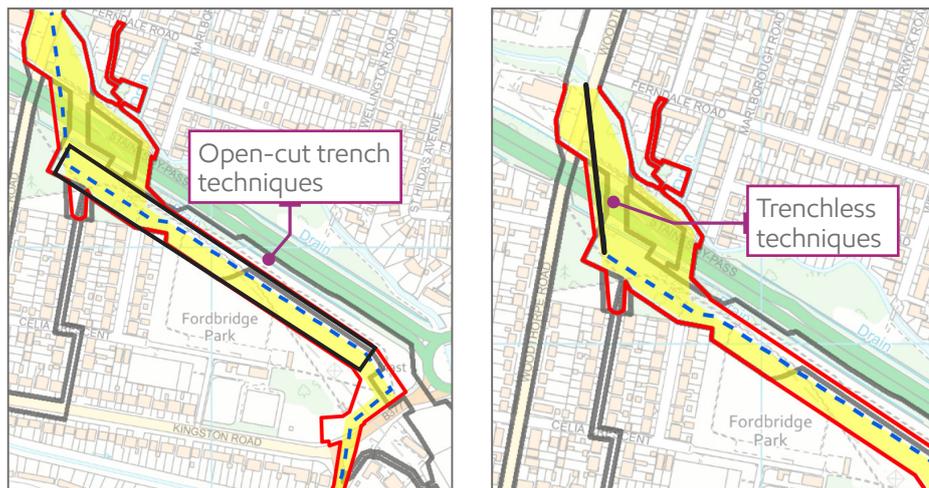
- There would only be two sets of equipment movements – once in and once out of the park
- Vehicles carrying equipment would be a similar size to refuse lorries used by the council or large removal vans
- Day to day, we would only use the gate for small vehicles such as vans

Aside from this, we would aim to use the gate only for small vehicles such as vans to avoid the need to travel through the park itself at the start and end of each working day.

In summary, we would only use Celia Crescent as a road for vehicles to drive on to reach the existing access into the park. We will not be installing the pipeline within Celia Crescent itself, nor would we be storing any equipment in the Crescent.

Installation within Fordbridge Park

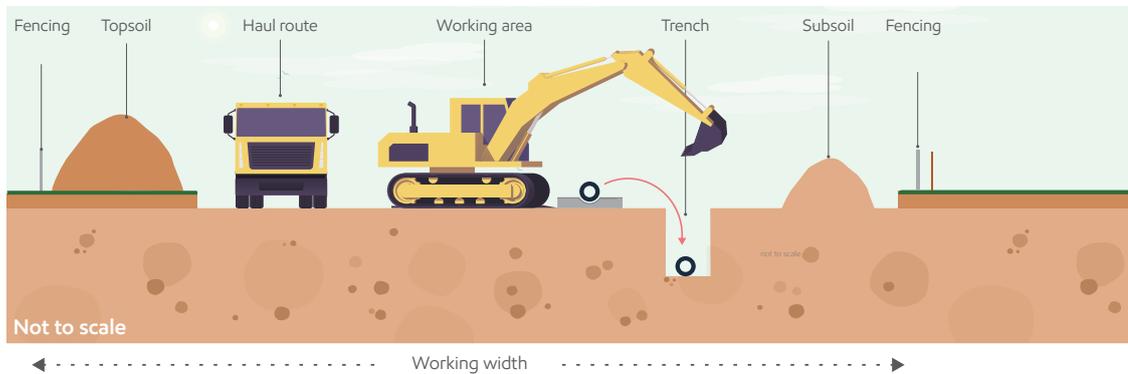
The installation of the replacement pipeline within Fordbridge Park would take place in two parts:



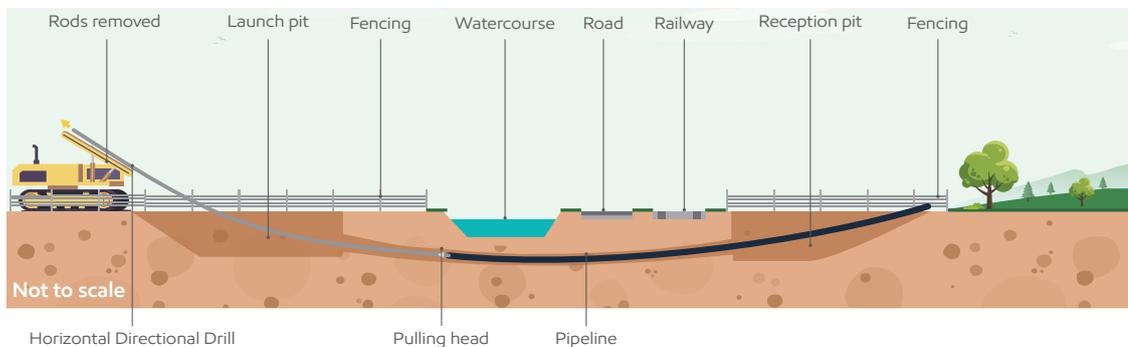
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i You can find out more about our installation techniques at: www.slpproject.co.uk/installation-techniques/

1. Open-cut trench techniques through the main area of the park.



2. Trenchless techniques to cross the Staines Bypass, River Ash and Woodthorpe Road.



Within the park, both the working area for open-cut and trenchless techniques would be securely fenced off within the order limits. Within these areas, there would be room for any parking needed for vans and for mobile welfare units, which include toilet facilities.

