

Southampton to London Pipeline Project

Site Specific Plan - Ashford Road

Revision No. 3.0

June 2021



Southampton to London
Pipeline Project



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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;
 - 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 in Ashford Road will take approximately 7 months. This will include 6 months of simultaneous working to complete the open cut, trenchless crossing TC038 and construction of the valve chamber. An additional 1 month will be required at a separate time to install the valve within the valve chamber.
- 2.1.2 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	25 weeks. There will be additional time for site setup/demobilisation.
Installation of chamber for 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, where required, will occur in the first available planting season.
Installation of Valve 14	4 weeks

- 2.1.3 Once the construction plans have been finalised, the local community will be informed and updated in line with the Community Engagement Plan.
- 2.1.4 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 side 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. This is expected to require a 1.3km directional road closure of the eastern carriageway.
- 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 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, the retention and removal of vegetation 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 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 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.'*
- 3.2.7 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, 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 security as required for the duration of the works.

3.5 Open Cut Installation

- 3.5.1 The street works (generic) installation approach described in the Code of Construction Practice (CoCP) 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 Section 3.2.
- 3.5.2 Installation is likely to take place under a 1.3km directional road closure of the eastern carriageway to facilitate simultaneous work fronts and minimise the overall duration. However, this approach is subject to the final permit issued by Surrey Highways Authority.
- 3.5.3 There are a number of services/utilities buried in the verge, and 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.



- 3.5.4 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.
- 3.5.5 Excavated materials may be taken to a nearby storage area, or neatly banded 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 construction of the open cut section along Ashford Road will be simultaneous to the trenchless crossing TC038 and the valve chamber for Valve 14

3.6 Trenchless Crossing from Ashford Road to 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.
- 3.6.2 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).
- 3.6.4 The receiving area will be placed in the wide verge (of the eastern carriage way) and to the south of the 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.
- 3.6.5 A 190m 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 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.
- 3.6.6 The HDD drilling will then commence from Fordbridge Park. The strung-out pipe will then be pulled back through the bore.



- 3.6.7 The construction of the trenchless crossing TC038 along Ashford Road will be carried out at the same time as the open cut works. Traffic management will be a directional road closure of the eastern carriageway.

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. This work will take place when the 1.3km eastern carriageway closure is in effect, it will be executed at the same time as the open cut works. Before any installation of the valve pit commences, trees, as identified, will be removed, or pruned by a licensed 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.
- 3.7.2 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 above the new base.
- 3.7.3 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. This will utilise shuttering, reinforced concrete and metal fixings.
- 3.7.4 The completed valve pit will include a lockable cover.
- 3.7.5 The valve will be installed in the valve chamber at later time to all other works and this will require traffic management with two-way traffic lights.

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 chamber within the verge, the topsoil will be stripped and stored either adjacent to the excavation or taken off-site to an agreed 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) for the approval of the relevant planning authority as per Requirement 8(1)(b) and Requirement 12 of the DCO.



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

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

Author
JACOBS
 1180 E. Lake Road, Waltham, Waltham, MA 01981, USA
 Tel: +44(0)118 946 7000 Fax: +44(0)118 946 7001
 www.jacobs.com

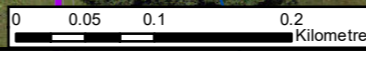
Client
 Esso Petroleum Company, Limited
 Ermyn House,
 Ermyn Way,
 Leatherhead,
 Surrey,
 KT22 8UX

Project
 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		
Project/Revision No.	Sheet 1 of 1		
Drawing number	Sheet 1 of 1		Rev 0

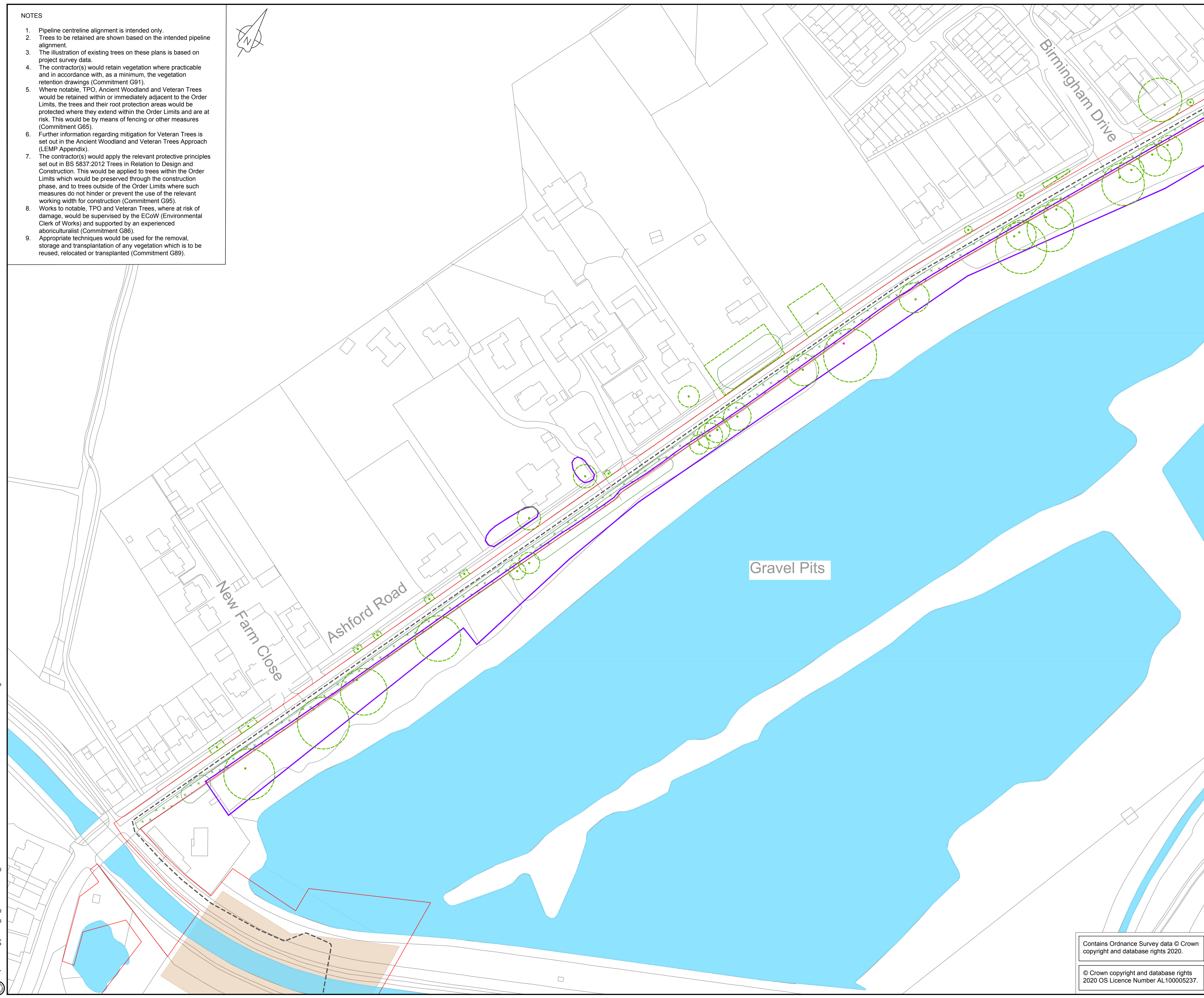
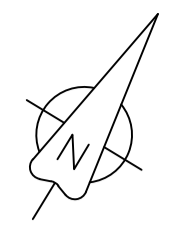
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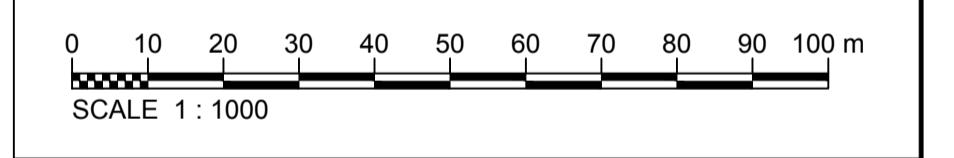
Appendix B – Reinstatement Plan

- NOTES**
- Pipeline centreline alignment is intended only.
 - Trees to be retained are shown based on the intended pipeline alignment.
 - The illustration of existing trees on these plans is based on project survey data.
 - The contractor(s) would retain vegetation where practicable and in accordance with, as a minimum, the vegetation retention drawings (Commitment G91).
 - Where notable, TPO, Ancient Woodland and Veteran Trees would be retained within or immediately adjacent to the Order Limits, the trees and their root protection areas would be protected where they extend within the Order Limits and are at risk. This would be by means of fencing or other measures (Commitment G65).
 - Further information regarding mitigation for Veteran Trees is set out in the Ancient Woodland and Veteran Trees Approach (LEMP Appendix).
 - The contractor(s) would apply the relevant protective principles set out in BS 5837:2012 Trees in Relation to Design and Construction. This would be applied to trees within the Order Limits which would 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 (Commitment G95).
 - Works to notable, TPO and Veteran Trees, where at risk of damage, would be supervised by the ECoW (Environmental Clerk of Works) and supported by an experienced arboriculturalist (Commitment G86).
 - Appropriate techniques would be used for the removal, storage and transplantation of any vegetation which is to be reused, relocated or transplanted (Commitment G89).



LOCATION PLAN
SCALE 1:500,000

- LEGEND**
- ORDER LIMITS
 - INTENDED PIPELINE CENTRELINE
 - INDICATIVE PIPE STRINGING LAYOUT
 - TRENCHLESS CROSSING (TC)
- EXISTING CONTEXT**
- ROOT PROTECTION AREAS
 - WATER FEATURES
 - TREE PRESERVATION ORDER (TPO)
- EXISTING FEATURES TO BE RETAINED**
- POTENTIAL VETERAN TREES TO BE RETAINED
 - TREE GROUPS TO BE RETAINED
 - OTHER INDIVIDUAL TREES TO BE RETAINED
 - AMENITY GRASS VERGE TO BE RETAINED
- EXISTING FEATURES TO BE REMOVED**
- TREE TO BE REMOVED
 - POTENTIAL REMOVAL OF TREE
 - AMENITY GRASS VERGE TO BE REMOVED



P01.2	04/03/20	DEADLINE 6 SUBMISSION				
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

JACOBS
1180 Eskdale Road, Winkesham, Wokingham, RG41 5TU
Tel: +44(0)118 946 7000 Fax: +44(0)118 946 7001
www.jacobs.com

Client: Esso Petroleum Company, Limited
Emryn House,
Emryn Way,
Leatherhead,
Surrey,
KT22 8UX

Project: Southampton to London Pipeline Project

Drawing title:
**8.63 SSP ASHFORD ROAD:
CONSTRUCTION STAGE
SHEET 1 OF 2**

Drawing status: **Fit for Stage Approval**

Scale	1:1000	DO NOT SCALE
Jacobs No.	B2325300	Rev
Client no.		P01.2

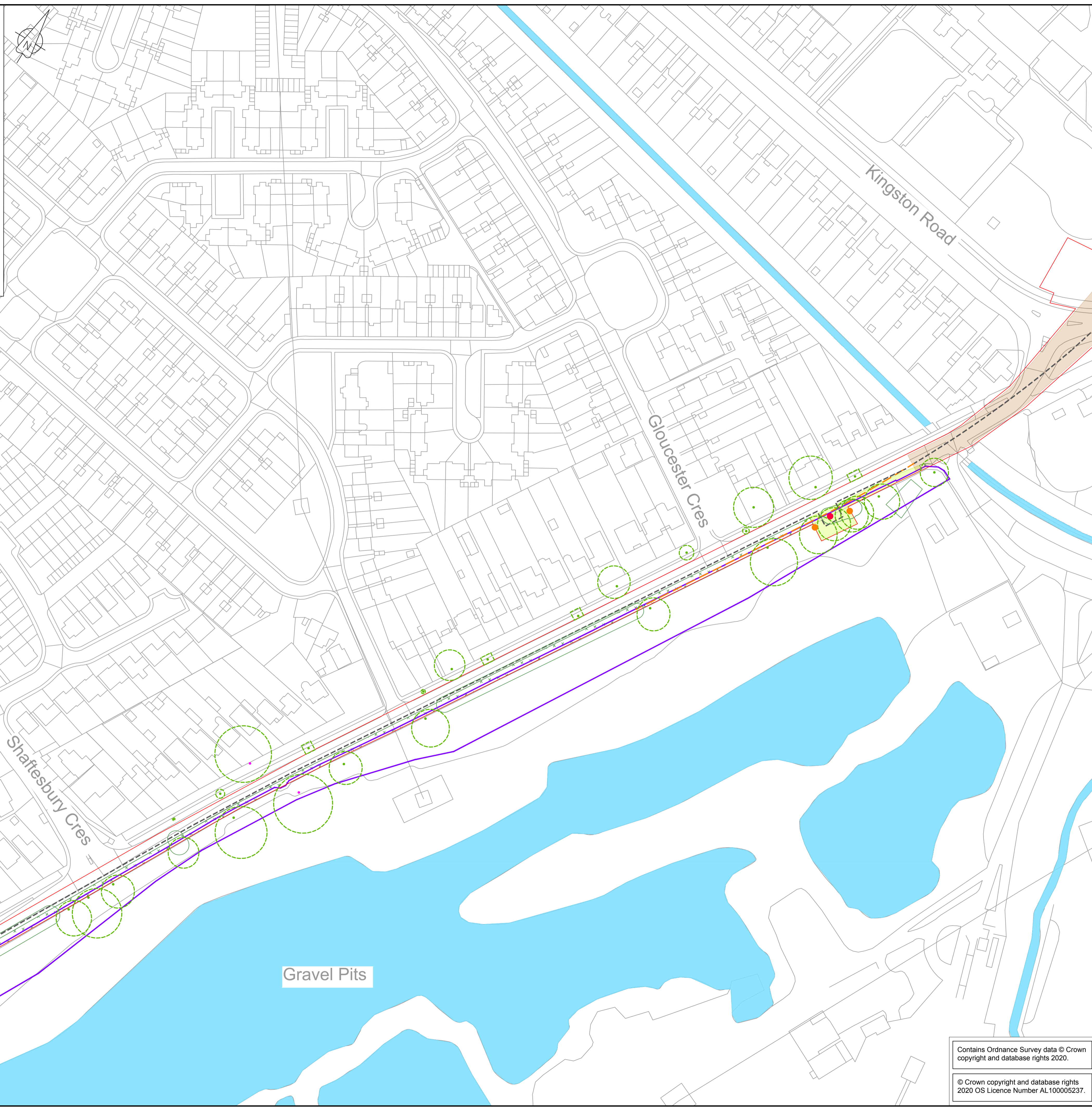
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LEGEND

- ORDER LIMITS
- INTENDED PIPELINE CENTRELINE
- INDICATIVE PIPE STRINGING LAYOUT
- TRENCHLESS CROSSING (TC)

EXISTING CONTEXT

- ROOT PROTECTION AREAS
- WATER FEATURES
- TREE PRESERVATION ORDER (TPO)

EXISTING FEATURES TO BE RETAINED

- POTENTIAL VETERAN TREES TO BE RETAINED
- TREE GROUPS TO BE RETAINED
- OTHER INDIVIDUAL TREES TO BE RETAINED
- AMENITY GRASS VERGE TO BE RETAINED

EXISTING FEATURES TO BE REMOVED

- TREE TO BE REMOVED
- POTENTIAL REMOVAL OF TREE
- AMENITY GRASS VERGE TO BE REMOVED

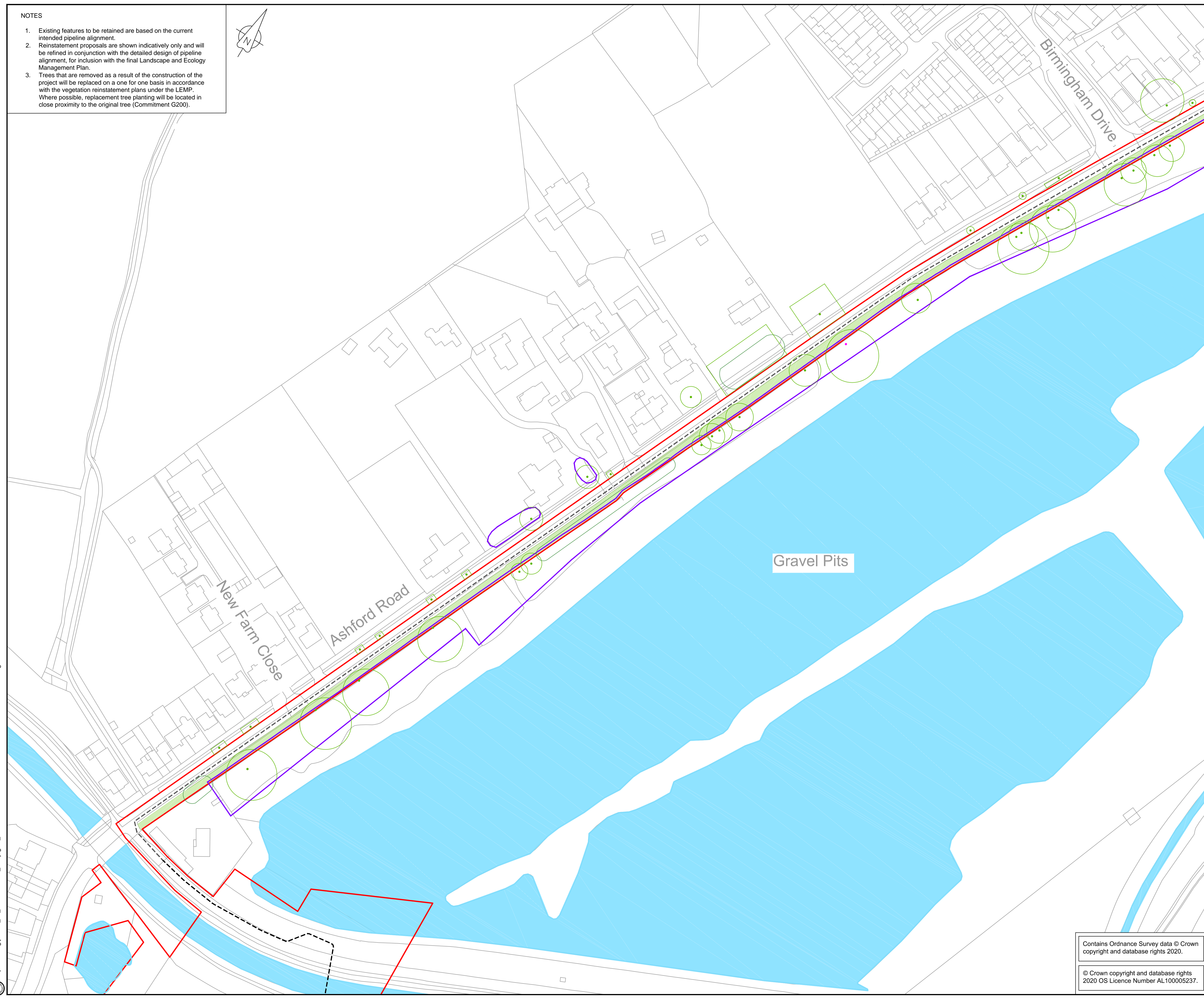
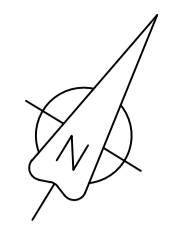
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P01.2	04/03/20	DEADLINE 6 SUBMISSION				
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd
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Client: Esso Petroleum Company, Limited Emryn House, Emryn Way, Leatherhead, Surrey, KT22 8UX						
Project: Southampton to London Pipeline Project						
Drawing title: 8.63 SSP ASHFORD ROAD: CONSTRUCTION STAGE SHEET 2 OF 2						
Drawing status: Fit for Stage Approval						
Scale	1:1000	DO NOT SCALE				
Jacobs No.	B2325300	Rev	P01.2			
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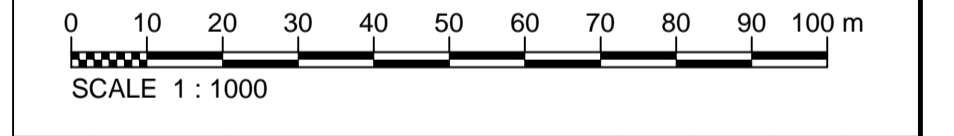
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 - Trees that are removed as a result of the construction of the project will be replaced on a one for one basis in accordance with the vegetation reinstatement plans under the LEMP. Where possible, replacement tree planting will be located in close proximity to the original tree (Commitment G200).



LOCATION PLAN
SCALE 1:500,000

- LEGEND**
- ORDER LIMITS
 - INTENDED PIPELINE CENTRELINE
- EXISTING CONTEXT**
- WATER FEATURES
 - TREE PRESERVATION ORDER (TPO)
- EXISTING FEATURES RETAINED**
- POTENTIAL VETERAN TREES RETAINED
 - TREE GROUPS RETAINED
 - INDIVIDUAL TREES RETAINED
 - AMENITY GRASS VERGE RETAINED
- FEATURES TO BE REINSTATED**
- SOFT LANDSCAPE**
- INDIVIDUAL TREE REINSTATEMENT PLANTING
 - AMENITY GRASS VERGE REINSTATEMENT
- BUILT FEATURES**
- VALVE 14



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1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU
Tel:+44(0)118 946 7000 - Fax:+44(0)118 946 7001
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Ermyn House,
Ermyn Way,
Leatherhead,
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KT22 8UX

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Drawing title:
**8.63 SSP ASHFORD ROAD:
REINSTATEMENT
SHEET 1 OF 2**

Drawing status: **Fit for Stage Approval**

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NOTES

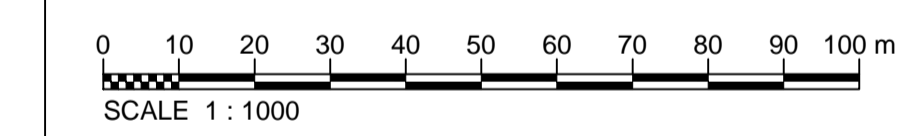
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LOCATION PLAN
SCALE 1:500,000

LEGEND

- ORDER LIMITS
- - - INTENDED PIPELINE CENTRELINE
- EXISTING CONTEXT**
- WATER FEATURES
- TREE PRESERVATION ORDER (TPO)
- EXISTING FEATURES RETAINED**
- POTENTIAL VETERAN TREES RETAINED
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- AMENITY GRASS VERGE RETAINED
- FEATURES TO BE REINSTATED**
- SOFT LANDSCAPE**
- INDIVIDUAL TREE REINSTATEMENT PLANTING
- AMENITY GRASS VERGE REINSTATEMENT
- BUILT FEATURES**
- VALVE 14



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Tel: +44(0)118 946 7000 - Fax: +44(0)118 946 7001
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Surrey,
KT22 8UX



Southampton to London
Pipeline Project

Drawing title
**8.63 SSP ASHFORD ROAD:
REINSTATEMENT
SHEET 2 OF 2**

Drawing status: **Fit for Stage Approval**

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