Southampton to London Pipeline Project

Construction Traffic Management Plan

(CTMP)

Revision No. 3.0

January 2022

Winchester City Council

(Hampshire Wide)

Southampton to London Pipeline Project

Contents

1 Introduction

1.1 Overview

1.1.1 Esso Petroleum Company, Limited (Esso) has been granted a Development Consent Order (DCO) by the Secretary of State to replace 90km (56 miles) of an existing pipeline with 97km of new pipeline to transport aviation fuel between Boorley Green in Hampshire and the Esso West London Terminal storage facility in Hounslow. The replacement pipeline is 97km long, taking into account that it cannot follow the line of the existing pipeline along its whole length due to new developments and environmental constraints.

1.1.2 Esso has already replaced 10km of pipeline between Hamble and Boorley Green in Hampshire. The replacement pipeline starts near Boorley Green at the end point of the previously replaced pipeline. The route runs generally in a northeast direction via Esso's Pumping Station in Alton. It terminates at the Esso West London Terminal storage facility. The areas of land to be permanently or temporarily used for the project are known as the Order Limits.

1.1.3 The project within Hampshire County Council is broken down into 26 stages. These are based on geographical areas. This is shown on Sheets 1 - 9 in the Stages of the Authorised Development.

1.1.4 It is anticipated that works to install the pipeline will start in 2021 and be completed in 2023. The installation of the pipeline is planned to be completed within a two-year construction period. On completion of the installation works the contractor will hydrotest the pipeline and any post-construction monitoring required will be carried out.

1.1.5 The development authorised by the Development Consent Order must be undertaken in accordance with the Construction Traffic Management Plan (CTMP) pursuant to Requirement 7 of the DCO.

1.2 Authorised Development

1.2.1 The replacement pipeline starts near Boorley Green at the end point of the previously replaced pipeline. The route runs generally in a northeast direction via Esso's Pumping Station in Alton. It terminates at the Esso West London Terminal storage facility.

1.2.2 The project crosses or runs within public highways and Public Rights of Way (PRoWs) at a number of locations. The highways and PRoWs along the route of the project are under the jurisdiction of Surrey County Council, Hampshire County Council, Highways England and a small section in the London Borough of Hounslow.

1.2.3 A number of construction compounds have been identified for the laydown of plant and materials, and logistics hubs for construction workers' parking, offices, and plant and materials. These sites are listed in the DCO Schedule 1.

1.3 Purpose of the CTMP

1.3.1 The purpose of the CTMP is to outline the approach to managing construction traffic, impacts on the local road network and PRoWs while constructing the project. The CTMP enables the commitments made relating to the management of traffic to be actioned within the project. Therefore, those commitments which have not already been incorporated within the design, and require specific implementation, will be included within this CTMP. Commitments which are of a more generic nature across the majority of the site, are presented within the Code of Construction Practice (CoCP).

1.3.2 Under the terms of the Development Consent Order (DCO) Requirement 7, no stage (as defined in Schedule 1 of the DCO) of the authorised development must commence until a CTMP relating to that stage has been submitted to and approved by the relevant planning authority following consultation with the relevant highway authority. In line with Requirement 7 of the DCO, this CTMP is in accordance with the Outline CTMP.

1.3.3 Esso will put in place robust procedures to inform and supervise all those working on the project including its supply chain of contractors to make sure the control measures set out in the CTMP are adopted when undertaking the construction of the pipeline and ancillary works. The main responsibility for implementing these control measures will fall to Esso's principal contractor.

1.3.4 This CTMP relates to the main construction phase, when the vast majority of traffic will be generated by site works.

1.4 Permit Schemes

1.4.1 Part 3 of the Traffic Management Act 2004 (TMA) introduced permit schemes as an alternative framework to the notification system under the New Roads and Street Works Act 1991 (NRSWA) for highway maintenance and improvements works. The permit schemes therefore overlap many of the street work powers set out in Part 3 of the DCO that this CTMP would normally apply to.

1.4.2 In accordance with Article 9 of the DCO Esso has agreed to utilise the permit schemes in effect for Surrey County Council and Hampshire County Council (the Permit Schemes) in order to best coordinate the street and PRoW works required for the project.

1.4.3 A permit application requires the following information:

- illustrations and plans wherever possible. Activities on streets subject to Special Engineering Difficulty (Schedule 4 of NRSWA) will require a plan, as will works which require temporary multiway traffic lights;
- start and finish coordinates;
- street reference points;
- start and finish dates;
- inspection units;

- size and depth;
- reinstatement type;
- planned techniques;
- traffic managements;
- location;
- phasing;
- contact details; and
- proposed conditions.

1.4.4 If the highway authority does not agree with the assessment and proposed conditions in the application, it can refuse the application (requiring a new application or permit modification) or respond using a permit modification request.

1.4.5 A permit issued under the Permit Schemes will specify in detail the activity that is allowed. The types of conditions include: timing and duration; road space; traffic management provisions; manner in which specified works are to be carried out; consultation and publicity; environmental conditions; and conditions to progress. The highway authority may also require the promoter to consult with persons likely to have apparatus in the street and comply with any reasonable requirements asked by the apparatus owner.

1.4.6 Permits for street works or works to a PRoW issued under a Permit Scheme will therefore cover many of the aspects detailed below in this CTMP. Due to the enforceable nature of Permit Schemes and the role of the highway authorities in considering and issuing the permits, compliance with permit conditions will necessarily take precedence over the CTMP in the case of any conflict between the application for and subsequent terms of a permit and the requirements of the CTMP.

1.5 Document Structure

1.5.1 The remainder of the document is structured as follows:

- Section 2 – details the Authorised Development;
- Section 3 – details construction traffic management;
- Section 4 – details the construction traffic routeing strategy;
- Section 5 – third-party infrastructure;
- Section 6 – details the streetworks and traffic management;
- Section 7 – Public Rights of Way;
- Section 8 – Community Liaison and consideration; and
- Section 9 – Site checks and reporting.

1.6 Good Practice Measures addressed by this CTMP

1.6.1 Throughout this document, each good practice measure has been assigned a reference number, for example (G7).

1.6.2 This CTMP helps to set out how project commitments would be implemented. Table 1.1 summarises the commitments relevant to the CTMP. Where further detail is required this is set out in the following sections.

1.6.3 When planning deliveries, vehicle movements and temporary traffic management measures through the South Downs National Park, 'relative tranquillity' would be taken into consideration, as tranquillity is one of the special qualities of the South Downs National Park.

1.6.4 There are further overarching generic commitments within the CoCP which the project must consider during execution.

Table 1.1: Commitments addressed by the CTMP

Ref	Commitment	Section(s)
DCO A9	Article 9 - Traffic Management (Surrey County Council) Permit Scheme Order 2013 (as amended) and Traffic Management (Hampshire County Council) Permit Scheme Order 2019 shall apply to the construction and maintenance of the authorised development. • Important note: The full wording of Article 9 is provided in the Development Consent Order, which must be referenced to provide a full understanding of these permit schemes in relation to this outline CTMP.	1.4 3.1 5.2 6.1 6.2 6.3 6.4 7.1 9.1
G7	Appropriate site layout and housekeeping measures would be implemented by the contractor(s) at all construction sites. These may include: • managing staff/vehicles entering or leaving site, especially at the beginning and end of the working day; and • managing potential off-site contractor and visitor parking.	3.3 8.2
G14	An appropriate speed limit would be imposed on vehicles travelling on site.	3.1
G15	Wheel washing would be provided at all logistics hubs and large compound access points on to the highway. An adequate supply of water would be made available at these locations at all times.	3.1 8.2
G16	Compound access points to the public highway would be constructed with temporary hard surfacing.	3.1
G19	When loading and unloading materials from vehicles, including pipes and excavated materials, drop heights would be limited.	8.2
G20	Water assisted road cleaners would be deployed on public roads where necessary to prevent excessive dust or mud deposits.	8.2
G21	Vehicle loads would be sheeted during the transportation of loose, potentially dusty or contaminated excavation material.	8.2
G22	Plant and vehicles would conform to relevant applicable standards for the vehicle type, would be correctly maintained and operated in accordance with manufacturer's recommendations and in a responsible manner.	2.2 8.2
G23	All plant and vehicles would be required to switch off their engines when not in use and when it is safe to do so.	2.2 8.2

Ref	Commitment	Section(s)
G26	Construction traffic movements would be kept to the minimum reasonable for the effective and safe construction of the project.	4.1
G28	Construction workers would undergo training to increase their awareness of environmental issues. Topics would include but not be limited to: • dust management and control measures; • location and protection of sensitive environmental sites and features; • adherence to environmental buffer zones; • noise reduction measures; • working with potentially contaminated materials; • flood risk response actions; and • agreed traffic routes, access points etc.	3.2 8.2
G79	Pedestrian access to and from residential, commercial, community and agricultural land uses would be maintained throughout the construction period. Vehicle access would be maintained where practicable. This may require signed diversions. The means of access would be communicated to affected parties at least two weeks in advance.	7.1 8.1
G80	Where field to field access points would require alteration as a result of construction, alternative field access would be provided in consultation with the land owner/occupier. Recessed field access from local roads would be reinstated where agreed with the landowner.	7.1 8.2
G108	Audible vehicle reversing sirens, would be set to as low a setting as is compatible with safety requirements where possible.	8.2
G109	Noise implications would be considered when planning activities such as deliveries of pipe and bulk materials.	8.2
G111	The CTMP would consider the traffic generated by construction vehicles and how the contractor(s) would manage the diversions and closures within the highway network (provided for under the development consent). The CTMP could also include, but would not be limited to, the following:	1.3 4.2 6.3
	• show the location of construction compound(s), access routes, site boundaries, entry/exit points;	3.1 4.2
	• develop measures to promote safe access to and from site;	3.1
	• detail each road crossing including the technique for installing the pipeline, access points and traffic management requirements;	3.1 5.1
	• define routes that would be taken by Heavy Goods Vehicles (HGVs), light vehicles (including Light Goods Vehicles with a gross weight less than 3.5 tonnes) and other site traffic;	4.2
	• make drivers aware of designated access routes;	3.2 4.2
	• provide appropriate temporary signage directing HGV drivers to relevant compounds;	3.1
	• show the location of temporary road closures including temporary diversion routes agreed with the relevant highway authority;	5.1 6.1 6.3
	• manage Abnormal Indivisible Loads;	4.4
	• provide proof of concept for the proposed measures, for example large vehicle swept path analysis at pinch points on the public highway;	6.1

Ref	Commitment	Section(s)
	• provide a Travel Plan for transport of the construction workforce; and	3.2 3.3
	• provide measures for the monitoring of the CTMP and details of appropriate actions in the event of a non-compliance.	9.1
G114	All designated PRoW would be identified, and any potential temporary closures applied for/detailed in the DCO. All designated PRoW crossing the working area would be managed, including National Trails, with access only closed for short periods while construction activities occur.	7.1

2 Authorised Development

2.1 Schedule and Phasing

2.1.1 We anticipate that works to install the pipeline will start in 2021 and be completed in 2023. The programme is anticipated to follow the phasing outlined in the Stages of the Authorised Development, subject to the requirements of the permitting process.

2.1.2 Throughout the installation of the pipeline there would be a number of work fronts. A work front is a specific area or location where a crew are carrying out a particular aspect of the main pipeline construction activities, including topsoil stripping, trench excavation, pipe installation backfilling of trenches and reinstatement. There may be several work fronts operating simultaneously.

2.1.3 The sequence of the construction activities can be found in the Code of Construction Practice and is summarised below for clarity. Not all activities will be required at all locations. The effects of construction traffic associated with the activities is considered in this CTMP.

- early environmental mitigation works;
- route survey, setting out and record of condition;
- utility diversions;
- working area preparation;
- temporary fencing;
- pre-construction drainage;
- temporary access tracks for construction;
- establishment of logistics hubs;
- establish construction compounds;
- public highways and Public Rights of Way closures and diversions;
- topsoil removal and storage;
- haul road construction;
- pipe storage and stringing;
- welding and joint coating;
- trench excavation and pipe installation;
- installation of trenchless crossings;
- reinstatement; and
- testing.

2.2 Vehicle Classification

2.2.1 The project will require the use of standard HGVs and Light Goods Vehicles as defined in the Transport Assessment that accompanied the DCO application.

2.2.2 The project anticipates the use of abnormal vehicles for the delivery of some machinery or material. The use of abnormal loads, e.g. for delivery of construction plant, will be undertaken in accordance with Government guidance “transporting abnormal loads” (GOV.UK, 2019). Despite being classed as abnormal vehicles, the vehicles used by the project will not be so large as to require the use of escort vehicles, and will for the most part only be marginally greater than the threshold limit for classifying a vehicle as abnormal.

2.2.3 The proposed vehicular routes to compounds contained within Appendix C are the proposed routeing plans for abnormal vehicles. When the response to each abnormal load movement order is received there will be a defined route agreed with the Police and local highway authority that will be strictly followed.

2.2.4 The contractor will be responsible for checking that vehicles and equipment conform to relevant applicable standards and that they are correctly maintained and operated in accordance with manufacturer’s recommendations. Also, that these are operated in a responsible manner such as switching off engines when not in use and when it is safe to do so (G23).

3 Construction Traffic Access

3.1 Temporary Access Points and Haul Roads

3.1.1 Temporary access would need to be managed at:

- logistics hubs;
- construction compounds;
- work fronts; and
- haul roads.

3.1.2 To deliver commitment G111, Esso would implement traffic management that is compliant with relevant standards, including Traffic Signs Regulations and General Directions Chapter 8, and ensure that appropriate site speed limits are adopted.

3.1.3 Access control to the working areas would be in place for safety and security. Where practicable for logistics hubs and construction compounds, this may be achieved by providing security gates set back from the public carriageway (up to 20 metres where practicable), so that a single HGV does not block the carriageway and footway. In accordance with commitment G16, all access would incorporate temporary hardstanding where a suitable permanent surface is not already in place.

3.1.4 Entrance gates will be placed to allow both plant and the operatives access. These will be closed and locked when not in use. Operatives will be trained to control access through the gates. Access to work fronts would be laid out in a manner consistent with New Roads and Streetworks Act 1991. Control of access to haul roads from the public highway would be agreed with the Highways Authorities.

3.1.5 All signage for temporary access to construction work sites would comply with relevant standards including Traffic Safety Measures and Signs for Road Works and Temporary Situations Chapter 8 (Department for Transport/ Highways Agency, 2009).

3.1.6 Standard layouts for access to logistics hubs and construction compounds are provided in Appendix A. In addition, a standard layout will be provided for open cut crossing carriageway. Works to create defined access points to logistics hubs, construction compounds and work fronts would be permitted through the local highway authority permit schemes.

3.2 Construction Worker Training

3.2.1 Implementing commitments G28 and G111, all construction workers would be provided with training. This would incorporate:

- project-specific information relating to the construction of the pipeline;
- good practice for commuting;
- how to find out about construction routes; and
- expected behaviour on site (e.g. noise considerations).

3.2.2 To achieve this, all operatives will receive a general site induction before starting any works on the project. This will detail all general traffic management requirements throughout the project, and state where information on these requirements can be found. Operatives will also receive a specific briefing relating to their work area which will include information such as the agreed route to take to their work area, how access to the work front is achieved and controlled, and any specific traffic management requirements.

3.3 Travel Planning

3.3.1 A travel plan will be developed and followed by the contractor responsible for the installation (G111). This will include information on the location and purpose of logistics hubs and construction compounds, commuting routes for construction staff that will include local bus routes, and walking and cycling routes.

3.3.2 The purpose of the Travel Plan is to encourage sustainable transportation for the workforce, in a way that reduces both environmental and social impacts on the local areas that the project is operating in. To achieve this, it will promote the use of sustainable travel solutions, such as car sharing and use of public transportation. Wherever practicable, operatives will meet at pre-determined locations to share a minibus to the work front to reduce the impact of cars being parked at unsuitable locations.

3.3.3 Once the Travel Plan has been prepared, it will be shared with the relevant local authority upon request.

4 Construction Traffic Route Strategy

4.1 Overview

4.1.1 Routeing of vehicles would support commitment G26 to keep construction traffic movements to a reasonable minimum.

4.1.2 The following principles are to be adopted where practicable:

- Pipes delivered directly to site compounds as a preference rather than double handling via logistics hubs, although a small stock of pipes will be kept at the logistics hubs to ensure continuity of supply in the event of unforeseen transport issues.
- Works will be predominantly delivered by the main contractor, increasing plant and labour efficiencies compared to having multiple subcontractors.

4.2 Principles Used to Determine Routes

4.2.1 This section sets out the principles that would be used to establish routes for project traffic to deliver commitment G111. At any time, instructions from relevant authorities such as Highways England Traffic Officers, the police and local authority traffic diversions would take precedence over these principles.

4.2.2 The majority of heavy vehicles (e.g. delivery vehicles) will access the site works through the site compounds. The proposed routes to all compounds from A roads are included in Appendix C.

Light Vehicles

4.2.3 The following principles are for routeing of project traffic formed of light vehicles (powered two wheelers, cars and Light Goods Vehicles (defined in Appendix D)):

- a route hierarchy that favours rural motorways and ‘A’ class roads where practicable and where this would not lead to excessive trip distance and journey time;
- avoidance of narrow roads except where required for access to project work sites including logistics hubs, construction compounds and work fronts, unless otherwise directed by appropriate authorities such as the police; and
- single-track carriageway to be avoided where at all practicable.

During their daily commute, construction workers (including site-based staff) would be encouraged to follow these principles.

Heavy Vehicles

4.2.4 The principles for routeing of project traffic formed of heavy vehicles (OGV1, OGV2 and PSV (defined in Appendix D) are:

- a route hierarchy that favours rural motorways and ‘A’ class roads where practicable and where this would not lead to excessive trip distance and journey time;

- avoidance of narrow roads except where required for access to project work sites including logistics hubs, construction compounds and work fronts;
- the use of residential roads would only be permitted where they form a direct route to project work sites;
- no single-track carriageway would be used except where it forms a direct route to project work sites; and
- abnormal loads would follow national and local guidance, as set out in Section 4.4.

4.3 Contingency Routes

4.3.1 In the event of any incident occurring that impacts on the safe and efficient operation of the road network, contingency routes would be provided by:

- pre-established Highways England traffic diversions; and
- diversions as set out by local highway authorities.

4.3.2 Further to this, the contractor would regularly monitor the website https://one.network/ and liaise directly with highway authorities to establish where predefined project routes may be temporarily disrupted by other works or events and seek to establish alternative project routes that, as far as practicable, are consistent with the principles set out in Section 4.2.

4.3.3 In the event of any incident on the road network involving traffic and/or non-motorised users, project staff would only intervene where requested to do so by an authorised person (for example a police officer), such as moving project vehicles away from an affected area or amending traffic management where it is safe to do so.

4.4 Abnormal Indivisible Loads

4.4.1 There is an expectation that there will be intermittent requirements for Abnormal Indivisible Loads (AILs) to be used on the project, predominantly for the delivery and movement of large items of plant. Although these deliveries are large enough that they are classified as AILs they are not so large that they will require escort vehicles. Should the vehicle / delivery be sufficiently large that it is classified as an AIL, there is a standard process for managing the transport of such loads that would ensure compliance with commitment G111.

4.4.2 AILs are vehicles defined by any of the following characteristics:

- weight over 44 tonnes (44,000kg);
- axle load of more than 10 tonnes for a single non-driving axle and 11.5 tonnes for a single driving axle;
- width of more than 2.9m; or
- length of more than 18.65m.

4.4.3 Detailed guidance, that would always be followed, can be found at:

- Special types enforcement guide (GOV.UK, 2018); and
- Transporting abnormal loads (Hampshire County Council, 2019).

4.4.4 When abnormal loads are required, the relevant highway authorities and police will be notified and appropriate forms completed. This will be completed through the Electronic Service Delivery for Abnormal Loads (ESDAL) system. Preferred routes for AILs will be used wherever practicable.

4.4.5 Other infrastructure owners such as Network Rail would be advised where appropriate. The period of notice required to be given to highway and bridge authorities varies by vehicle class and by type. Generally:

- for 40 to 80 tonnes, two working days' notice;
- for 80 to 150 tonnes, five working days' notice; and
- for loads over 150 tonnes, a 'special order movement' is needed requiring permission from the Secretary of State. This is administered through the Department for Transport and the Highways Agency.

4.4.6 Notice to the police would also be required in certain circumstances. Full details for all notice periods are set out in the Special types enforcement guide (Driver & Vehicle Standards Agency, May 2018).

5 Third-Party Infrastructure

5.1 Road Network Structures

5.1.1 Road crossings are shown on the General Arrangement Plans. The table in Appendix E lists the proposed crossing method at each location.

5.1.2 Trenchless crossings are listed where no road or lane closure is required. The predominant trenchless technique used for road crossings will be pipe pushing. In the event that it is not possible to use the trenchless technique, an open cut with diversions would required, in line with the permitting requirements.

5.1.3 For roads where open cut techniques will be used for the pipeline crossing, the width of road will determine the approach that will be used. There will be two distinct situations:

- for roads that are too narrow to allow traffic to pass while works are undertaken, the road will be fully closed and diversions will be used (see Appendix F); and
- for roads that are wide enough for the works to be undertaken in two parts, traffic management such as two-way traffic lights or similar will be used to control the flow of traffic past the works.

5.2 Road Condition Surveys

5.2.1 Esso and the main contractor will undertake road condition surveys before and post construction at locations where works are undertaken in accordance with the terms of any permit issued under the local highway authority permit schemes.

5.3 Rail Network Structures

5.3.1 When the new pipeline crosses a railway line, a trenchless crossing would be introduced to avoid closure of the railway line. Locations where trenchless crossings are proposed to be used below railway lines in Hampshire are shown in Table 5.1.

Table 5.1: Hampshire Trenchless Crossings Beneath Railway Lines

Trenchless Crossing Reference	Location
TC008b	Alton to Waterloo Railway Line
TC015	South Western Main Railway Line
TC020	North Downs Railway Line and Ascot to Guildford Railway Line

5.3.2 It is anticipated that no access for construction traffic to Network Rail land will be required for the drilling work. Access will be required for monitoring/surveying only. Launch and receptor pits for trenchless crossings will be located either side of Network Rail land wherever there is a trenchless crossing. The design and approval process for the drilling will ensure there is no impact on railway services.

5.3.3 Access to Network Rail land may be required for purposes such as monitoring during the installation of the pipeline. This is to be agreed in advance with Network Rail

and a safe system of working is to be put in place before any contractor access is allowed.

5.3.4 Any works under, over, or within 15 metres of, or which may in any way adversely affect railway property, is subject to the protective provisions for the benefit of Network Rail set out in Part 3 of Schedule 9 to the DCO. These protective provisions require Esso to submit plans for the approval of Network Rail's engineer prior to conducting such works. The works must be undertaken in accordance with Network Rail's approval including where appropriate the requirement to install protective works.

5.3.5 The only location in Hampshire where a level crossing is used is for the Farnborough North Station, which is within the Order Limits. The intention is for the pipeline to be installed using trenchless techniques under this railway line, so the only access required will be for monitoring purposes. Subject to what may be required under the protective provisions, the following measures will be adhered to should this crossing ever be needed for use by the project:

- During daylight hours only vans or smaller vehicles will use the crossing; and
- the crossing can only be used by construction traffic at times to be agreed with Network Rail.

6 Street Works and Traffic Management

6.1 Local and Strategic Road Networks

6.1.1 Esso will adopt the permitting process (Article 9 of the DCO) that would require ongoing consideration of highway constraints (G111) and considerations including parking provision.

6.2 Management of Impacts of Street Works on Highway Users

6.2.1 Esso will comply with its obligations under the DCO and all relevant parts of the New Roads and Street Works Act 1991 (June 1991) and with the Traffic Safety Measures and Signs for Road Works and Temporary Situations Chapter 8 (Department for Transport/ Highways Agency, 2009) including Section D3.3 Lane Widths.

6.2.2 Esso will adopt traffic management that is proportionate to the roads that it is required for. For example, one-way working through traffic management could adopt temporary traffic signals or stop-go boards, depending on the type of road, the duration of works and the volume of traffic. In each case, this would be confirmed with the relevant highway authority, through the permitting process, in advance of works commencing.

6.2.3 The roads where in-line street works are required within the County of Hampshire are as listed below. Traffic Management Plans for these areas will be assessed and approved as part of the permit scheme applications where applicable.

- Naishes Lane (Majority of works under single lane closure – temporary traffic lights. Full road closures needed for shorter periods for pipe crossing locations)
- Beacon Hill Road (Single lane closure – temporary traffic lights)
- Old Ively Road (Single lane closure – temporary traffic lights)
- Cove Road (Full road closure)
- Nash Close (Single lane closure – temporary traffic lights)
- Cul-de-sac at end of Nash Close (Full road closure for trenchless crossing works)
- Ship Lane (Full road closure)
- Ringwood Road (Single lane closure – temporary traffic lights)

6.2.4 For the trenchless crossing under the Basingstoke Canal, the operation of pulling the pipework string into the drill receiving pit will require a short closure on Old Ively Road. This will be confirmed with the relevant highway authority through the permitting process, in advance of works commencing.

6.2.5 Where practicable, deliveries of construction materials would be timed to fall outside traditional peak traffic periods (i.e. 08:00 to 09:00 and 17:00 to 19:00 Monday to Friday) or as otherwise set out as part of the permit scheme. In urban areas in particular, this would reduce the number of large vehicles manoeuvring in more constrained areas and around vulnerable users and would also reduce the potential for disruption to traffic.

6.2.6 Esso would work with local highway authorities and bus operators to make arrangements for temporary relocation of bus stops. This will be managed through the permit scheme where applicable.

6.3 Traffic management for general traffic including diversions

6.3.1 Construction traffic would be subject to the routeing principles set out in Section 4. Other road users (general traffic) would not be subject to these routes but would require management around works and other project sites. General traffic would also be provided with signed diversion routes where these may be required.

6.3.2 Traffic management – Esso will comply with its obligations under the DCO and all relevant parts of the New Roads and Street Works Act 1991 (June 1991).

6.3.3 Signage – Esso will comply with its obligations under the DCO and the Traffic Safety Measures and Signs for Road Works and Temporary Situations Chapter 8 (Department for Transport/ Highways Agency, 2009).

6.3.4 All diversions that are required for construction of the pipeline project will adopt the principle that they would use the same standard of road (e.g. 'A' class) or higher. In addition, a full point to point diversion would be provided to ensure that full directions from one end of a road closure to the other are in place. This approach would ensure that all vehicles that would usually and legitimately use a road can continue to use it to complete their journey.

6.3.5 The roads to be diverted within Hampshire County Council under its Permit Scheme are listed in Appendix E. The proposed Traffic Diversion Plans are included in Appendix F. All diversion routes and road closures will be managed through the permit scheme. Diversions at road crossings will be avoided where possible by use of pipe pushing to avoid open cut work. This is subject to ground conditions and utilities consents at each location. Following completion of detailed design work and construction plans, any necessary changes to the approach outlined in Appendix E will be managed through the permit scheme.

6.4 Working Hours

6.4.1 Working hours will be in accordance with Requirement 14 of the DCO:

> '(1) Subject to sub-paragraphs (2), (3) and (4), construction works must only take place between 0800 and 1800 on weekdays (except Public and Bank Holidays) and Saturdays, except in the event of an emergency.
>
> (2) In the event of an emergency, notification of that emergency must be given to the relevant planning authority and the relevant highway authority as soon as reasonably practicable.
>
> (3) The following operations may where necessary continue or take place on an exceptional basis outside the working hours referred to in sub-paragraph (1)— (a) trenchless construction techniques which cannot be interrupted; (b) filling, testing, dewatering and drying; (c) works required to mitigate delays to the

construction of the authorised development due to extreme weather conditions; and (d) commissioning of the pipeline works.

(4) Nothing in sub-paragraph (1) precludes— (a) the receipt of oversize deliveries to site and the undertaking of non-intrusive activities; (b) start-up and shut-down activities up to an hour either side of the core working hours and undertaken in compliance with the CEMP; and (c) works on a traffic sensitive street where so directed by the relevant highway authority pursuant to a permit granted under the permit schemes and following consultation by the relevant highway authority with the relevant planning authority under the terms of such scheme.

(5) In this Requirement— (a) "emergency" means a situation where, if the relevant action is not taken, there will be adverse health, safety, security or environmental consequences that in the reasonable opinion of the undertaker would outweigh the adverse effects to the public (whether individuals, classes or generally as the case may be) of taking that action; and

(b) "non-intrusive activities" means activities which would not create any discernible light, noise or vibration outside the Order Limits.'

6.5 Local Considerations

6.5.1 Esso would take account of local events when programming its works. This includes commitment PC3 in relation to the Farnborough Air Show, which states 'The project would work with the Farnborough Air Show, Rushmoor Borough Council and Surrey County Council to reduce traffic impacts on the Air Show'.

7 Public Rights of Way

7.1 Public Rights of Way Permitting and Management

7.1.1 All PRoWs were identified and submitted in the application for development consent documents Access and Public Right of Way Plans (G114). These show the PRoWs that run close to or within the Order Limits. These plans will be included in site work packages to assist with management of PRoWs during construction works and will inform the permitting process.

7.1.2 To implement commitment G79 Esso has produced draft PRoW and traffic management diversion plans and these have been reviewed and discussed with Surrey and Hampshire County Council Highways Authorities. These routes have been accepted in principle.

7.1.3 PRoWs will be managed through the permit scheme (Article 9 of the DCO).

7.1.4 Appendix B contains a list of locations where site accesses are located. These can also be seen on the Access and Right of Way Plans.

8 Community Liaison and Consideration

8.1 Community Liaison

8.1.1 The Community Engagement Plan outlines how the project will liaise with stakeholders.

8.1.2 The specific requirements for works in highways will be in accordance with the Hampshire Highway Authority's permitting system, which sets out the communication expectations for road works. The project will adhere to these principles, the permit requirements and any resulting traffic diversions will be shown on the county council's online traffic map. Communication would include sending letters to residents, detailing the extent of the works and, for example, any implications on parking arrangements. Details of where traffic management is in place will also be available on the SLP project website.

8.1.3 Pedestrian access would be maintained in line with commitment (G79) 'Pedestrian access to and from residential, commercial, community and agricultural land uses would be maintained throughout the construction period. Vehicle access would be maintained where practicable. This may require signed diversions. The means of access would be communicated to affected parties at least two weeks in advance.'

8.1.4 Emergency access will be provided to support the emergency services. Vehicular access would be maintained where practicable.

8.1.5 The means of access will be communicated to the local authority, emergency and essential services to ensure accessibility is maintained.

8.2 Considerate Construction

8.2.1 Esso has adopted the following commitments (G7, G15, G19, G20, G21, G22, G23, G28, G79, G80, G108 and G109) which are set out in Table 1.1, to manage the impact of the construction of the pipeline on the adjoining road network, properties and businesses.

9 Site Checks and Reporting

9.1 Site Checks

9.1.1 In accordance with Commitment G10, 'regular site checks would be carried out across the project to monitor compliance with the CEMP and other associated plans. Where nuisance is predicted or already occurring, appropriate remediation measures would be put in place to mitigate in accordance with measures outlined within the CoCP and CEMP. The frequency of inspections would be increased when activities with a high potential to cause nuisance are being carried out, or conditions increase the risk of nuisance'.

9.1.2 The contractor(s) will be responsible for record keeping and site checks during the construction period. The contractor would undertake regular audits and inspections as part of the compliance with the requirements of the CTMP. This would be in addition to the regular environmental inspections undertaken by the Environmental Clerk of Works (ECoW).

9.1.3 The contractor(s) will keep a log of all construction vehicles to be used as part of any works that will require access on to the public highway.

9.1.4 Checks will be carried out in line with requirements as agreed in any applicable permit.

References

Department for Transport (1991) New Roads and Street Works Act 1991

Department for Transport, Highways Agency (2009). Traffic Safety Measures and Signs for Road Works and Temporary Situations Chapter 8. London: TSO.

Driver & Vehicle Standards Agency (May 2018). Special types enforcement guide. https://www.gov.uk/government/publications/special-types-enforcement-guide/special-types-enforcement-guide#documentation (accessed December 2019).

GOV.UK. (2018). Special Types Enforcement Guidehttps://www.gov.uk/government/publications/special-types-enforcement-guide/special-types-enforcement-guide#engineering-plant (accessed December 2019).

GOV.UK. (2018). Transporting abnormal loads. https://www.gov.uk/esdal-and-abnormal-loads (accessed December 2019).

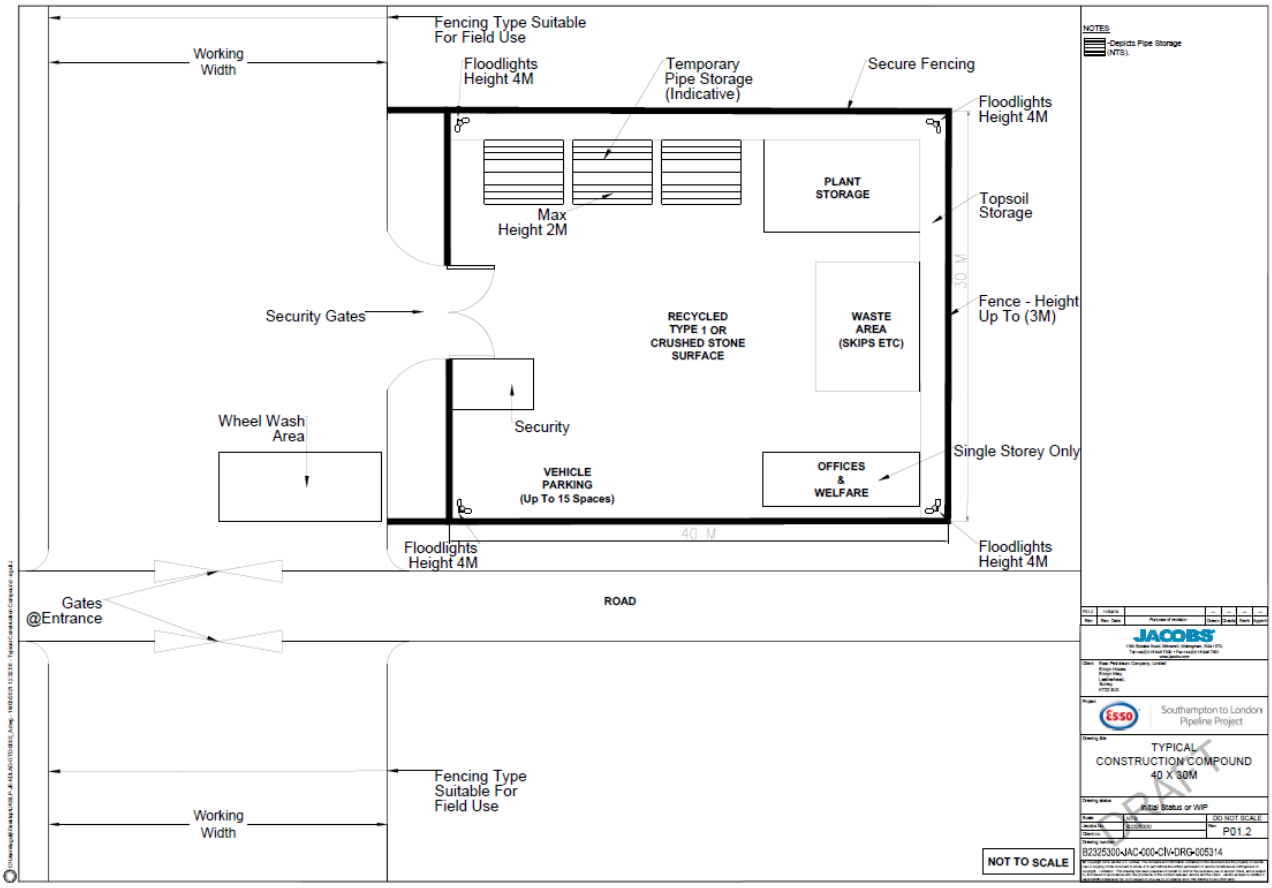
Hampshire County Council (2019). Transporting abnormal loads. https://www.hants.gov.uk/transport/transportoperators/hauliers (accessed December 2019).

Highways England (July 2012) Preferred routes for high and heavy abnormal load movements. https://www.gov.uk/government/publications/preferred-routes-for-high-and-heavy-abnormal-load-movements (accessed December 2019).

Driver & Vehicle Standards Agency. (May 2018). Special types enforcement guide. https://www.gov.uk/government/publications/special-types-enforcement-guide/special-types-enforcement-guide#documentation (accessed December 2019).

New Roads and Street Works Act 1991 (June 1991)

Appendix A. Standard Construction Compound Layout



Appendix B. List of Works Accesses

Access Location Reference	Planning Authority	Location	Access to Compound
8A	Eastleigh	south of Maddoxford Lane	N/A
8B	Eastleigh	north of Maddoxford Lane	4A
8C	Winchester	west of Netherhill Lane	N/A
8D	Winchester	south of Gregory Lane	4B
8E	Winchester	north of Gregory Lane	4C
8F	Winchester	west of Mincingfield Lane	N/A
8G	Winchester	east of Mincingfield Lane	N/A
8H	Winchester	south of Wintershill	N/A
8I	Winchester	north of Wintershill	4D
8J	Winchester	south of the B2177 Winchester Road	N/A
8K	Winchester	north of the B2177 Winchester Road	4E
8L	Winchester	south of Bigpath Lane	N/A
8M	Winchester	north of Bigpath Lane	N/A
8N	Winchester	north of Bigpath Lane and west of Belmore	N/A
8O	Winchester	east of Belmore and to the north of Bigpath Lane	N/A
8P	Winchester	west of Stake's Lane	N/A
8Q	Winchester	east of Stake's Lane	N/A
8R	Winchester	south of Wheely Down Farm Road	N/A
8S	Winchester	north of Wheely Down Farm Road	N/A
8T	Winchester	south of Kilmeston Road	4G
8U	Winchester	north of Kilmeston Road	4H
8Y	Winchester	south of the A272	4J
8Z	Winchester	north of the A272/Tithelands Lane	4K
8AA	Winchester	west of Tithelands Lane	N/A
8AB	Winchester	east of Tithelands Lane	N/A
8AC	East Hampshire	west of Stapley Lane	N/A
8AD	East Hampshire	east of Stapley Lane	N/A
8AE	East Hampshire	south of Smugglers Lane	N/A
8AF	East Hampshire	north of Smugglers Lane	N/A
8AG	East Hampshire	south of Petersfield Road	N/A
8AH	East Hampshire	north of Petersfield Road	4L
8AI	East Hampshire	south of Kitwood Lane	N/A
8AJ	East Hampshire	north of Kitwood Lane	N/A
8AK	East Hampshire	south of Hawthorn Road	4M
8AL	East Hampshire	north of Hawthorn Road	N/A
8AM	East Hampshire	west of Headmore Lane	N/A
8AN	East Hampshire	east of Headmore Lane	N/A
8AO	East Hampshire	south of Brightstone Lane	N/A
8AP	East Hampshire	north of Brightstone Lane	N/A

Access Location Reference	Planning Authority	Location	Access to Compound
8AQ	East Hampshire	south of Woodside Lane	N/A
8AR	East Hampshire	north of Woodside Lane	N/A
8AS	East Hampshire	west of the A32	N/A
8AT	East Hampshire	east of the A32, opposite Woodside Lane	4N
8AU	East Hampshire	south of the B3006 Selbourne Road	N/A
8AV	East Hampshire	north of the B3006 Selbourne Road	4O
8AW	East Hampshire	south of the B3004 Cakers Lane	N/A
8AX	East Hampshire	north of the B3004 Cakers Lane	4P
8AY	East Hampshire	south of Binsted Road	N/A
8AZ	East Hampshire	north of Binsted Road	4Q
8BA	East Hampshire	in proximity to the A31 south bound slip road	4R
8BB	East Hampshire	west of the unnamed road leading from the A31 to Ryebridge Road	N/A
8BC	East Hampshire	east of the unnamed road	4S
8BD	East Hampshire	south of Gid Lane	N/A
8BE	East Hampshire	north of Gid Lane	N/A
8BF	East Hampshire	west of Froyle Road	N/A
8BG	East Hampshire	east of Froyle Road	4T
8BH	East Hampshire	west of Hole Lane	N/A
8BI	East Hampshire	east of Hole Lane	N/A
8BJ	East Hampshire	south of Dippenhall Road	N/A
8BK	Hart	north of Dippenhall Road	N/A
8BL	Hart	west of Dippenhall Street	N/A
8BM	Hart	east of Dippenhall Street	4U
8BN	Hart	south of Heath Lane	N/A
8BO	Hart	north of Heath Lane	N/A
8BP	Hart	south of Redlands Lane	N/A
8BQ	Hart	north of Redlands Lane	N/A
8BR	Hart	south of the A287 Ewshot Hill	4V
8BS	Hart	north of the A287 Ewshot Hill	N/A
8BT	Hart	north of the A287 Ewshot Hill	N/A
8BU	Hart	south of Ewshot Lane	4W
8BV	Hart	north of Ewshot Lane	4X
8BW	Hart	west of Naishes Lane	N/A
8BX	Hart	east of Naishes Lane	N/A
8BY	Hart	east of Naishes Lane	N/A
8CB	Hart	east of the B3013 Beacon Hill Road, south of Bourley Road	N/A
8CC	Hart	south of Bourley Road	4Z
8CD	Hart	north of Bourley Road	N/A
8CE	Hart	south of Aldershot Road	N/A
8CF	Hart	north of Aldershot Road	N/A
8CG	Rushmoor	east of Concorde Road	N/A

Access Location Reference	Planning Authority	Location	Access to Compound
8CH	Rushmoor	south of Ively Road	4AB
8CI	Rushmoor	north of Ively Road	N/A
8CJ	Rushmoor	west of the A327 Ively Road	N/A
8CK	Rushmoor	east of the A327 Ively Road	4AC
8CL	Rushmoor	east end of Grasmere Road	N/A
8CM	Rushmoor	south of the B3014 Cove Road	N/A
8CN	Rushmoor	west side of Cove Brook and to the south of West Heath Road	N/A
8CO	Rushmoor	west side of Cove Brook and to the north of West Heath Road	4AD
8CP	Rushmoor	east end of Cabrol Road	4AE
8CQ	Rushmoor	east side of the A325 Farnborough Road	N/A
8CR	Rushmoor	east side of Ship Lane	N/A
8CS	Rushmoor	west of Farnborough North Railway Crossing	N/A
8CT	Rushmoor	east of A331	N/A

Appendix C. Proposed Vehicular Routes to Compounds

The figures below show the proposed route for site traffic between the site compounds and the nearest suitable A road. Site traffic will prioritise use of the A road network. Routes to compounds are marked in blue, return routes are marked in orange.

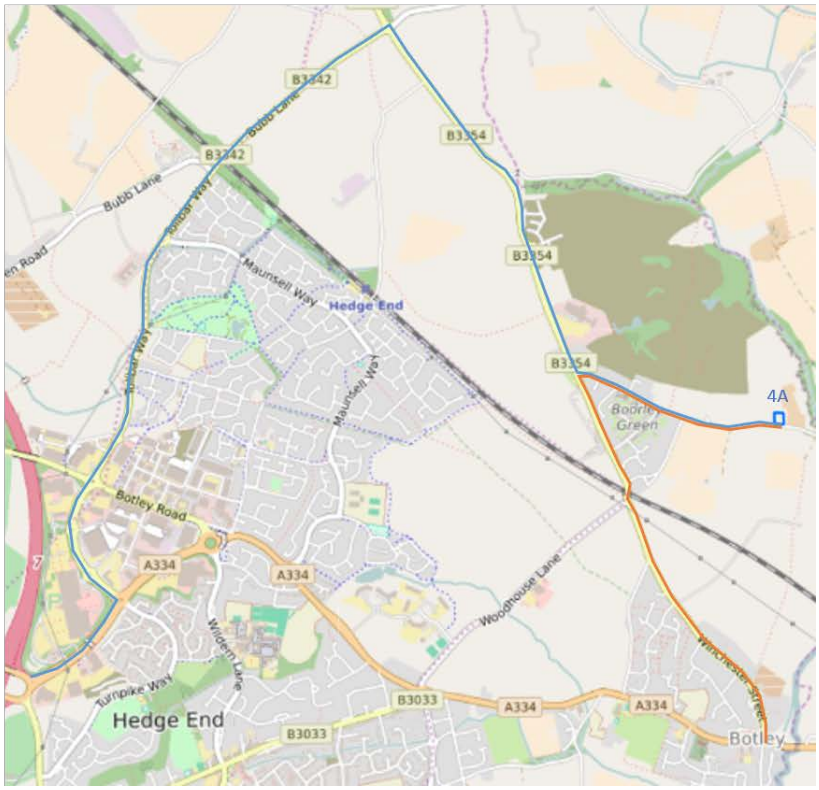
Compound Reference	Planning Authority
4A	Eastleigh
4B	Winchester
4C	Winchester
4D	Winchester
4E	Winchester
4G	Winchester
4H	Winchester
4I	Winchester
4J	Winchester
4K	Winchester
4L	East Hampshire
4M	East Hampshire
4N	East Hampshire
4O	East Hampshire
4P	East Hampshire
4Q	East Hampshire
4R	East Hampshire
4S	East Hampshire
4T	East Hampshire
4U	Hart
4V	Hart
4W	Hart
4X	Hart
4Y	Hart
4Z	Hart
4AA	Rushmoor
4AB	Rushmoor

4AC	Rushmoor
4AD	Rushmoor
4AE	Rushmoor

Compound Reference

4A

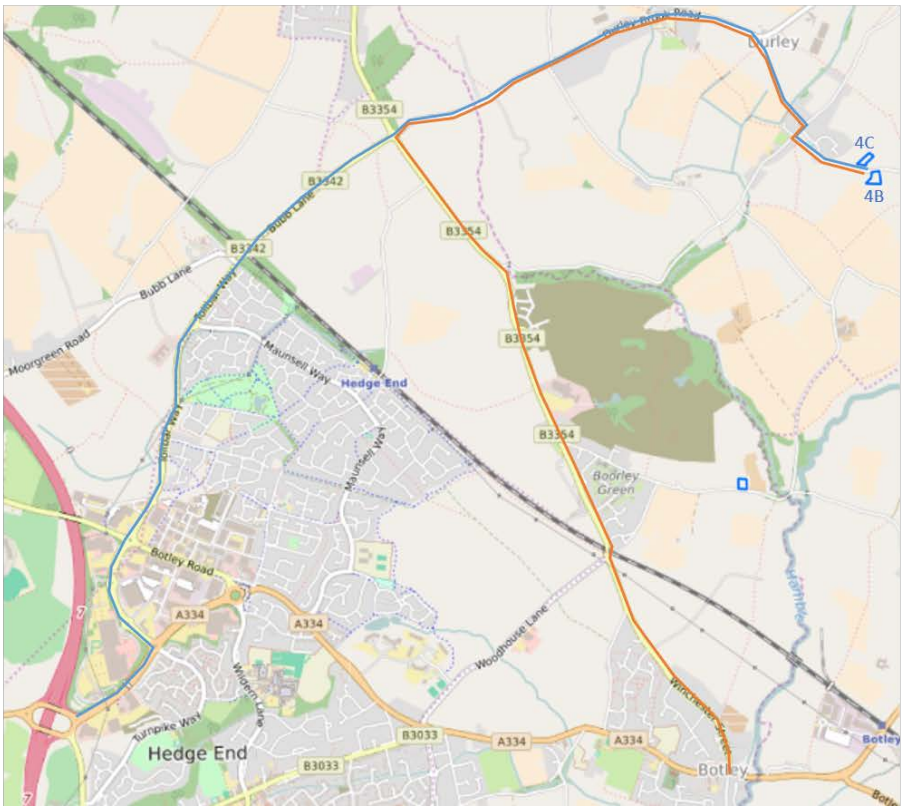
* for compound 4A, blue indicates HGV and LGV routes, orange indicates a route that is only proposed to be used by LGVs (both routes include return routes)



Compound Reference

4B/4C

* for compounds 4B/4C, blue indicates HGV and LGV routes, orange indicates a route that is only proposed to be used by LGVs (both routes include return routes)

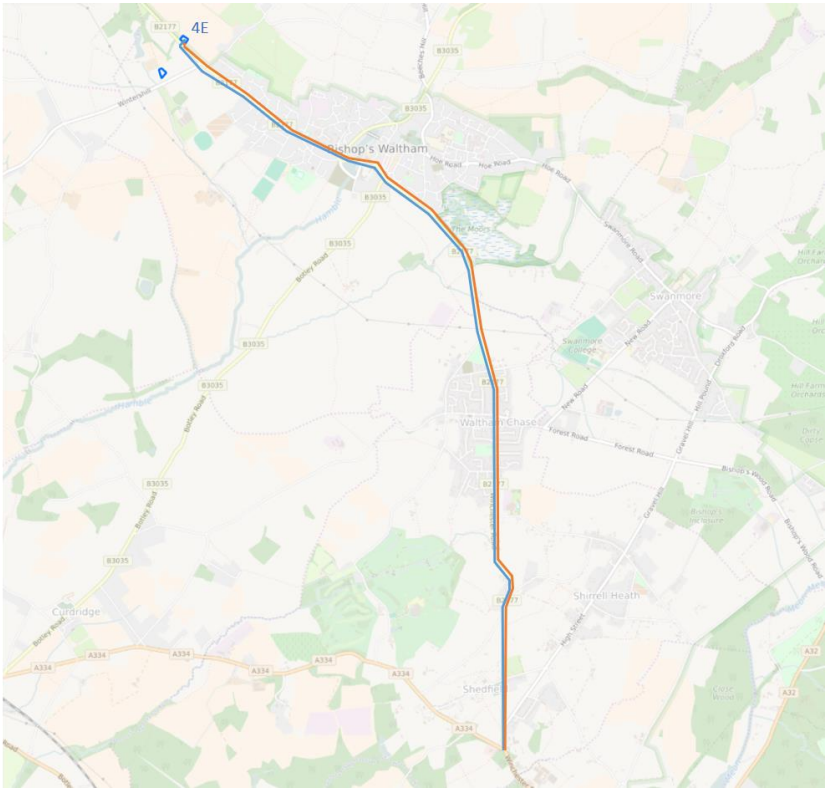


Compound Reference

4D

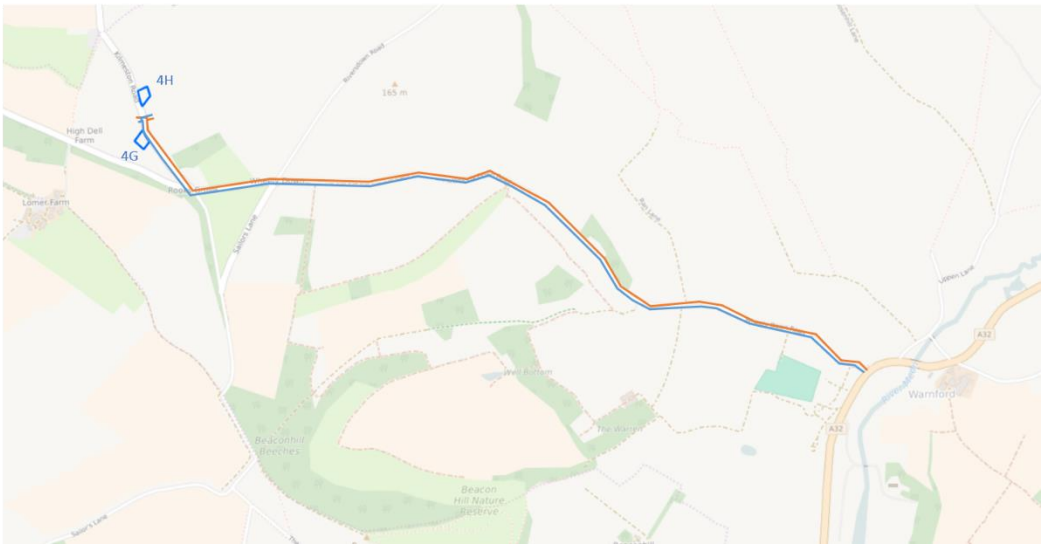
Compound
Reference

4E



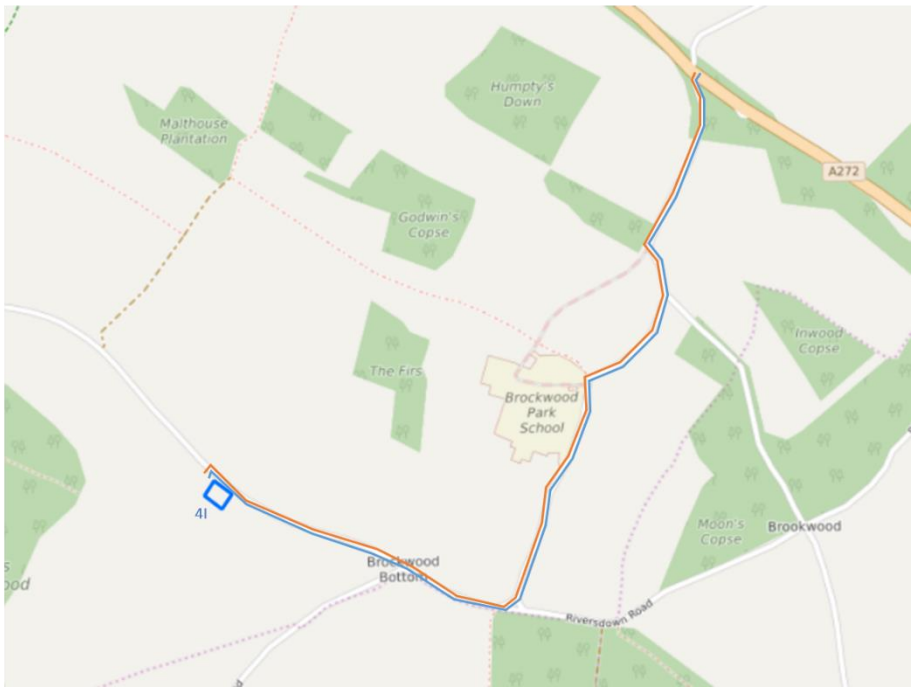
Compound
Reference

4G /
4H



Compound Reference

4I

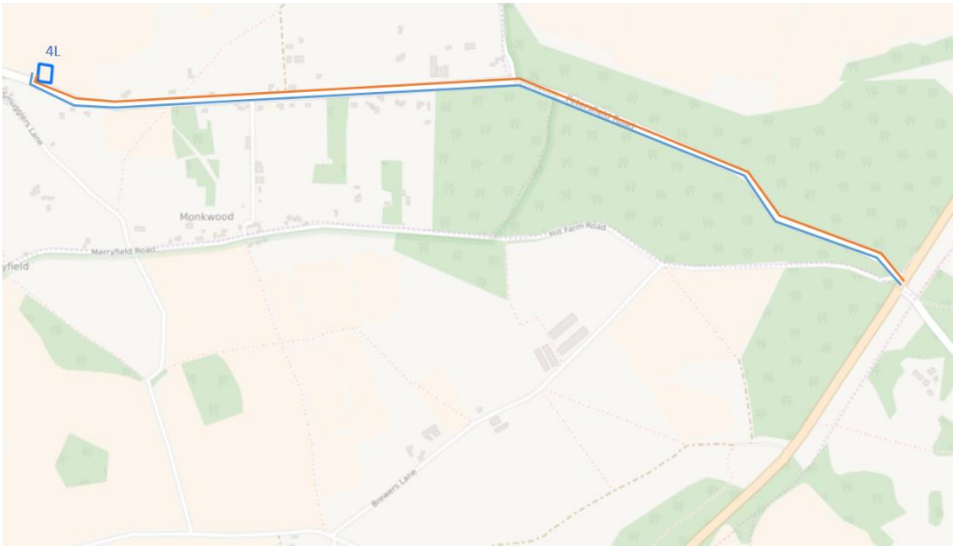


Compound Reference

4J / 4K

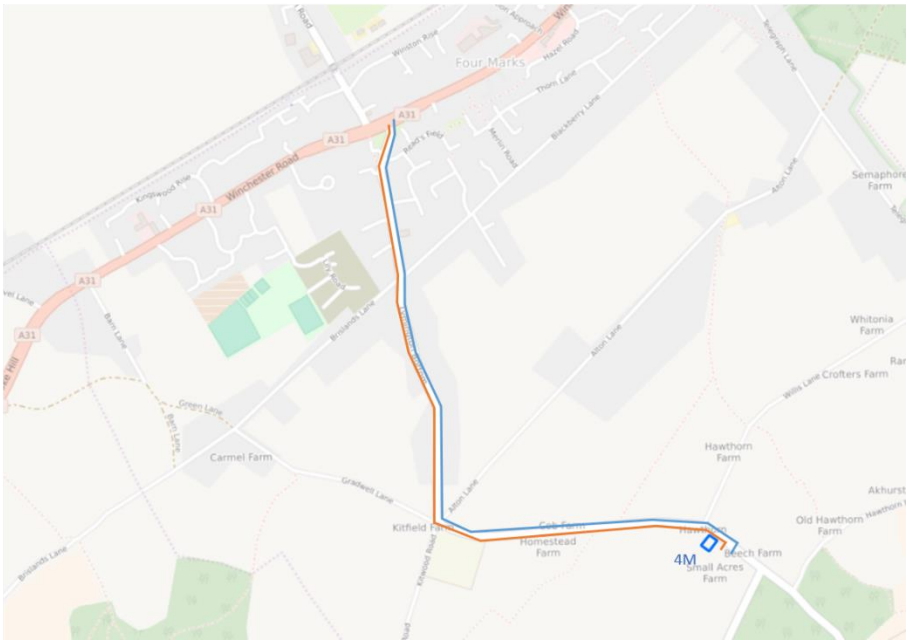
Compound Reference

4L



Compound Reference

4M

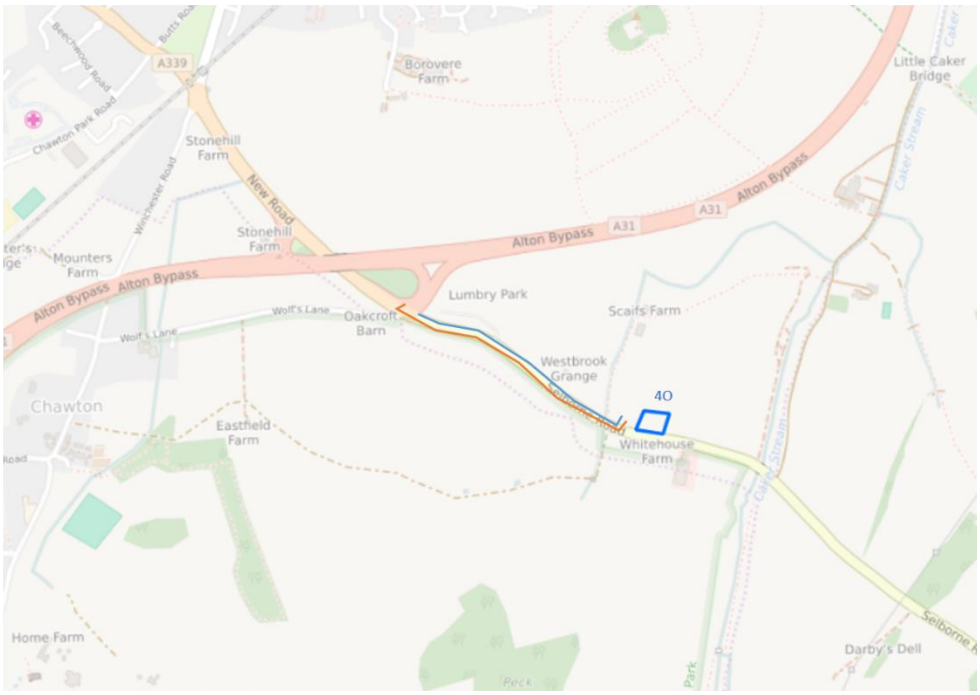


Compound Reference

4N

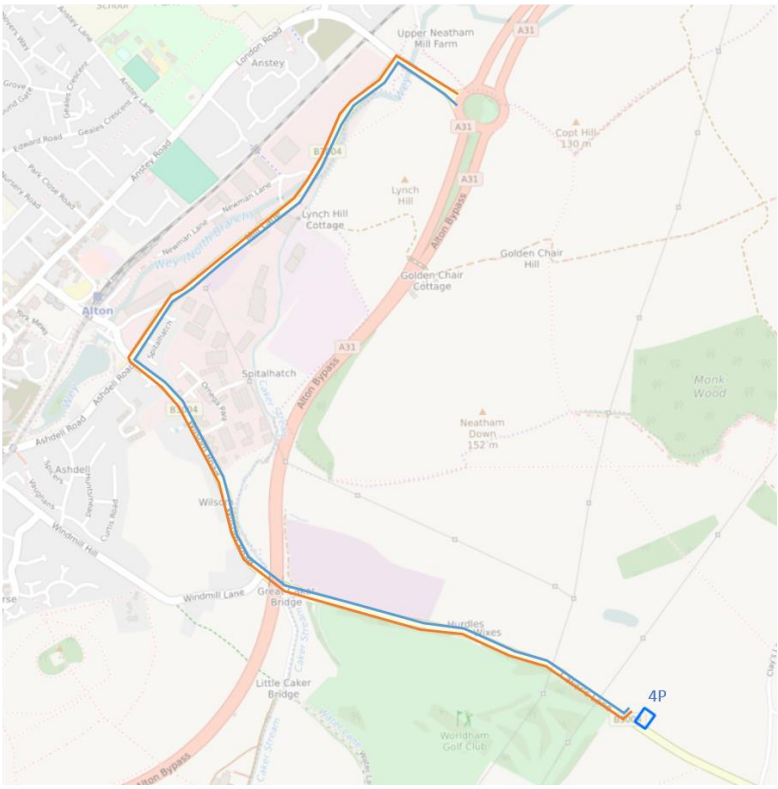
Compound Reference

4O



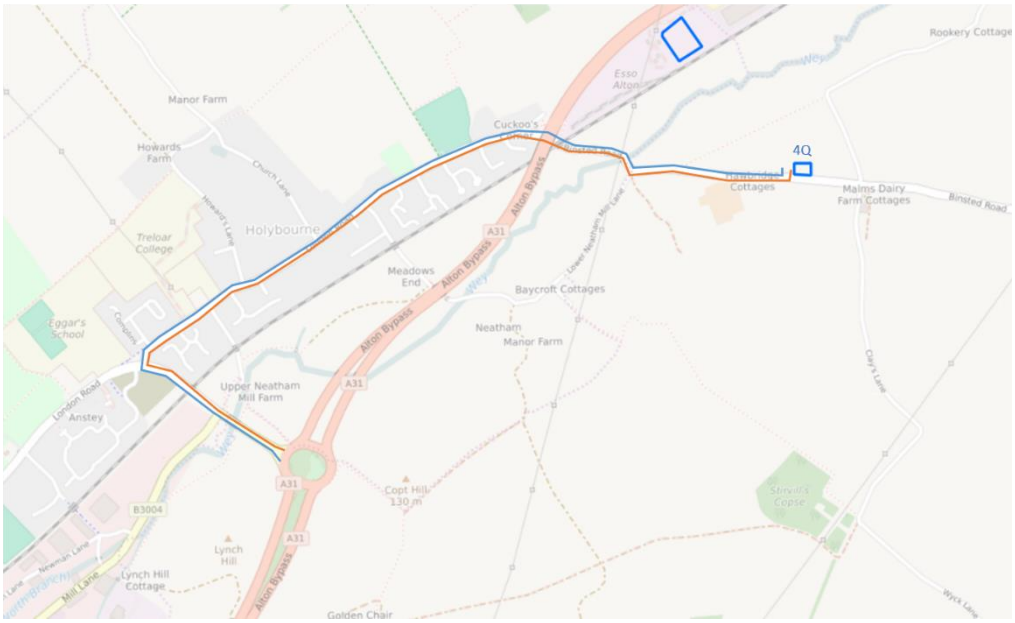
Compound Reference

4P



Compound Reference

4Q



Compound Reference

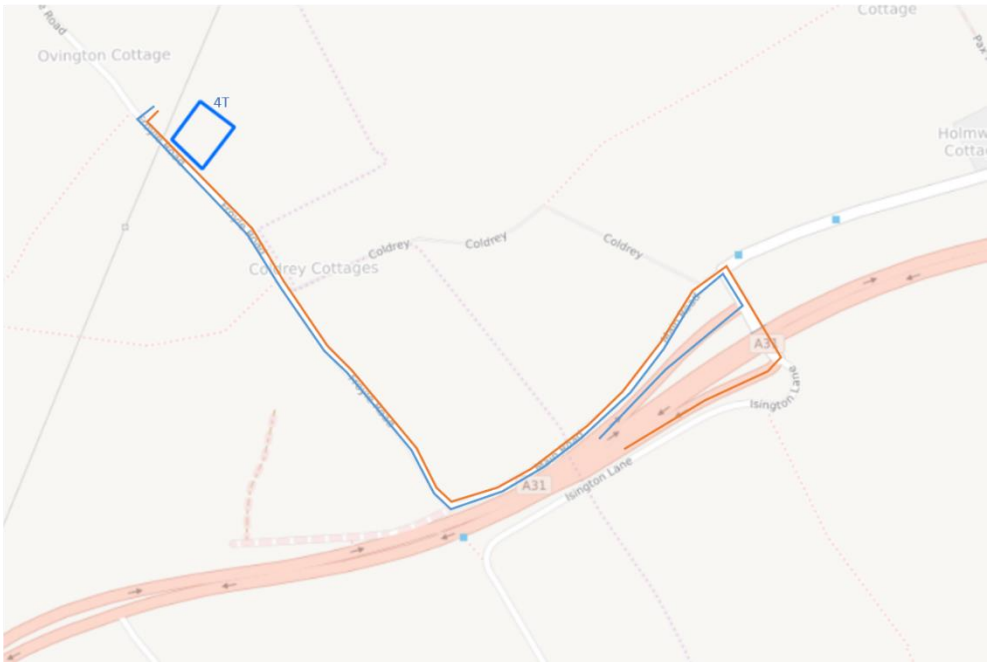
4R

Compound Reference

4S

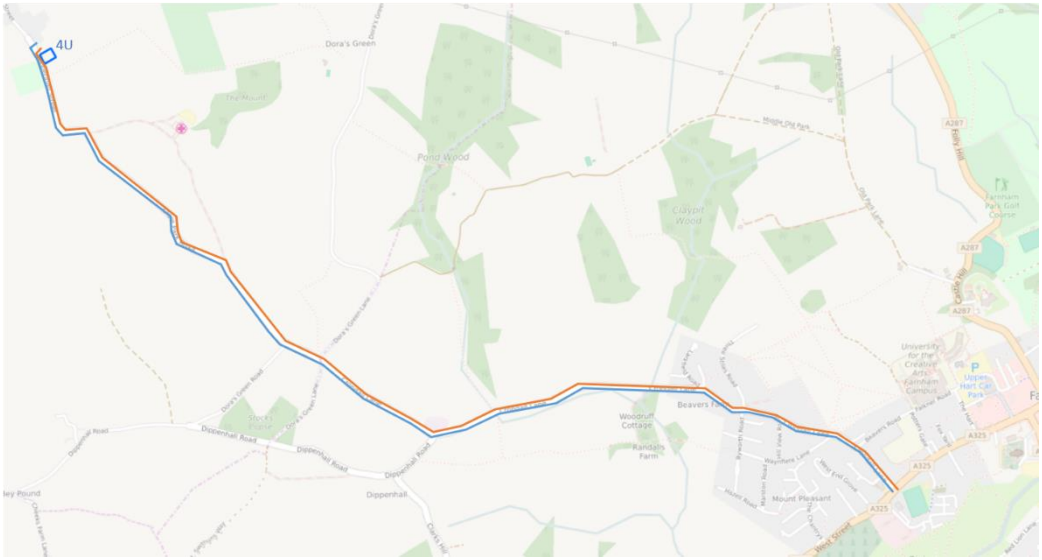
Compound Reference

4T



Compound Reference

4U

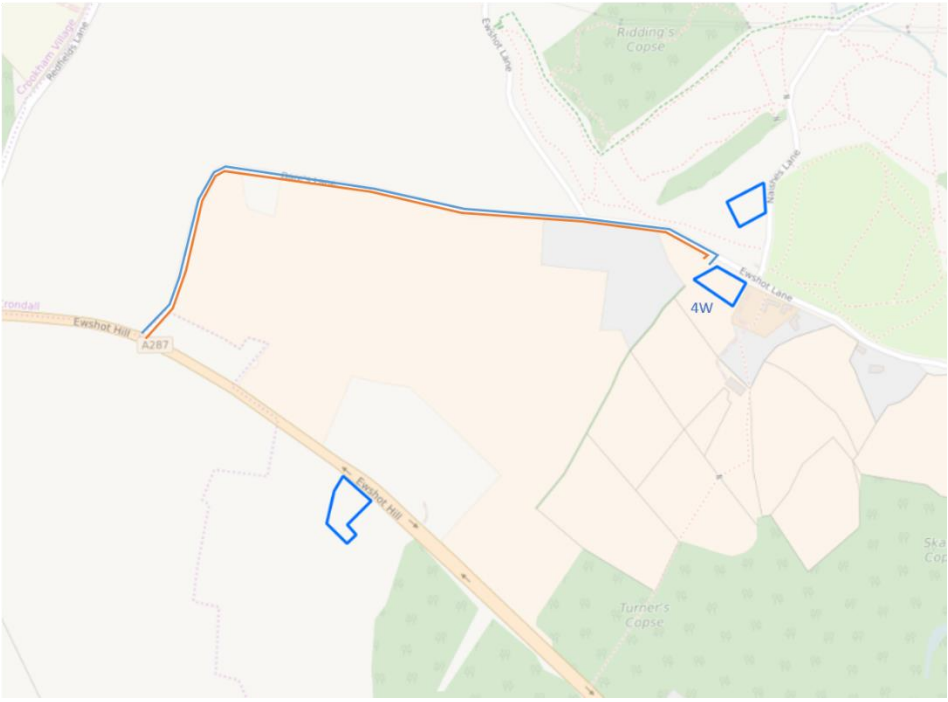


Compound Reference

4V

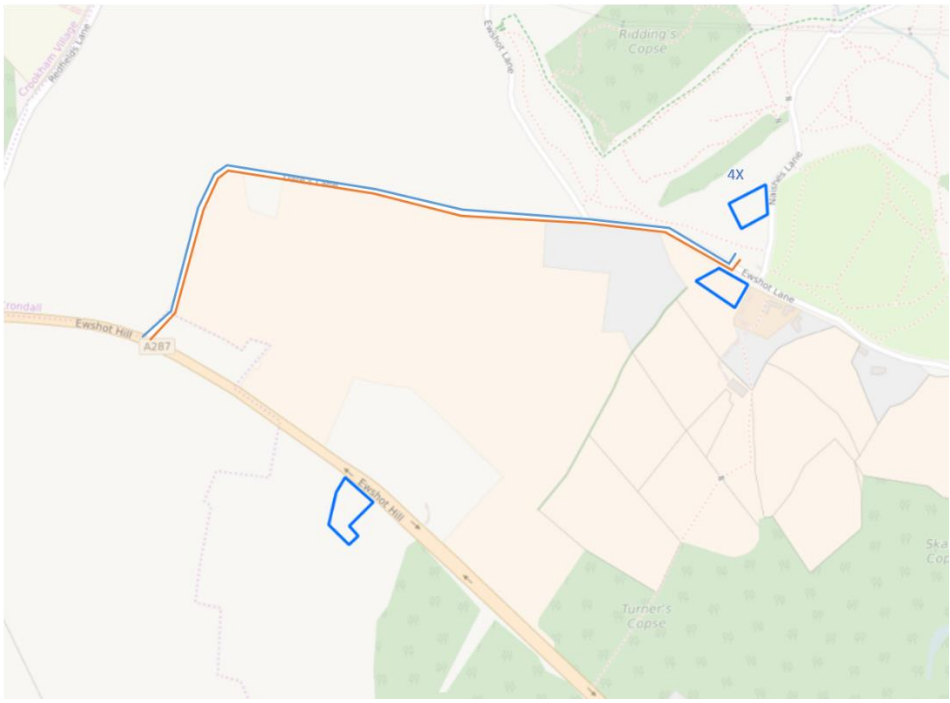
Compound Reference

4W



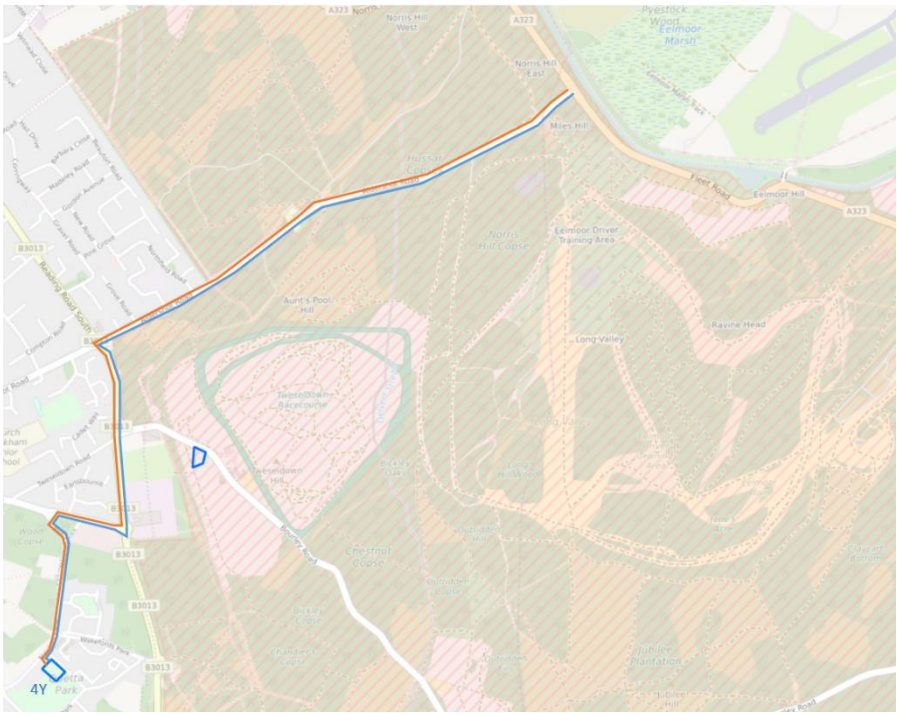
Compound Reference

4X



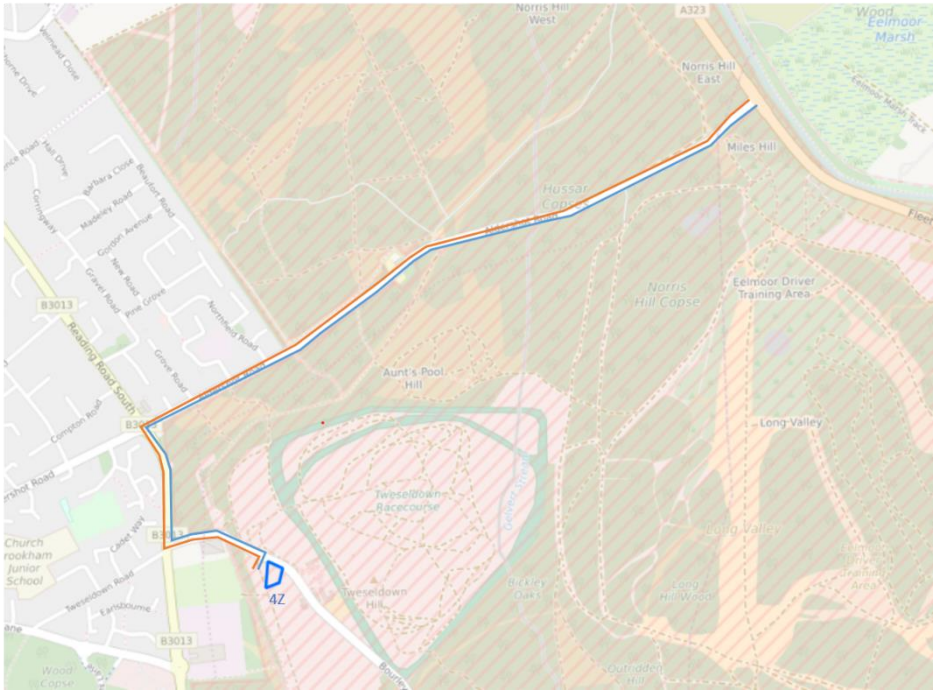
Compound Reference

4Y



Compound Reference

4Z

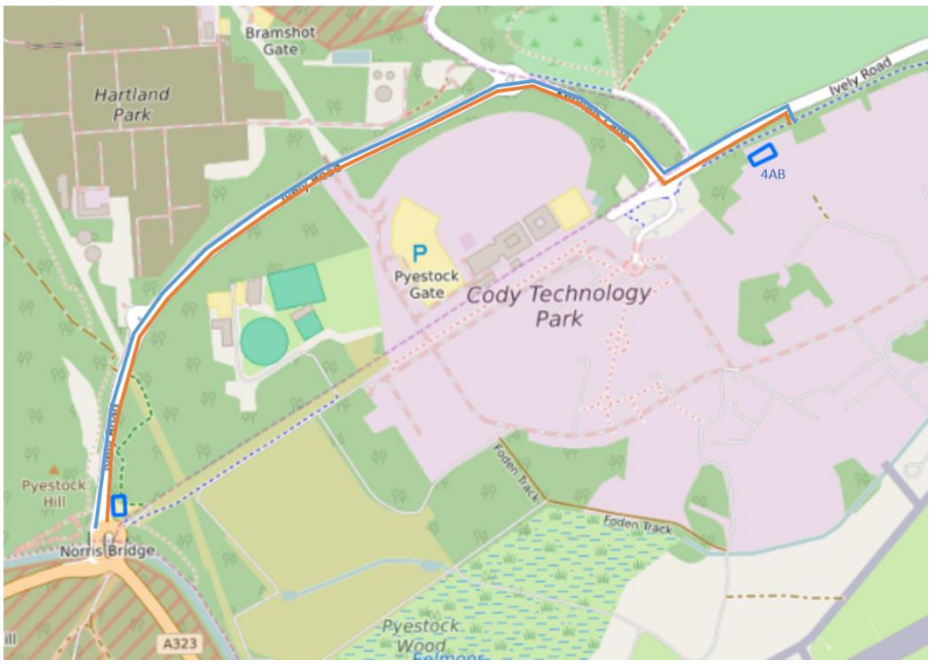


Compound Reference

4AA

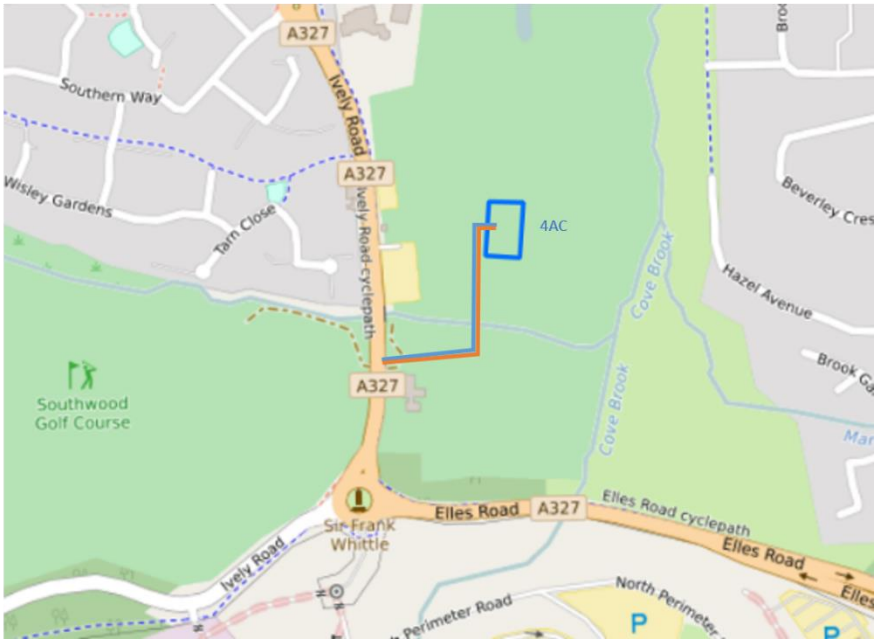
Compound Reference

4AB



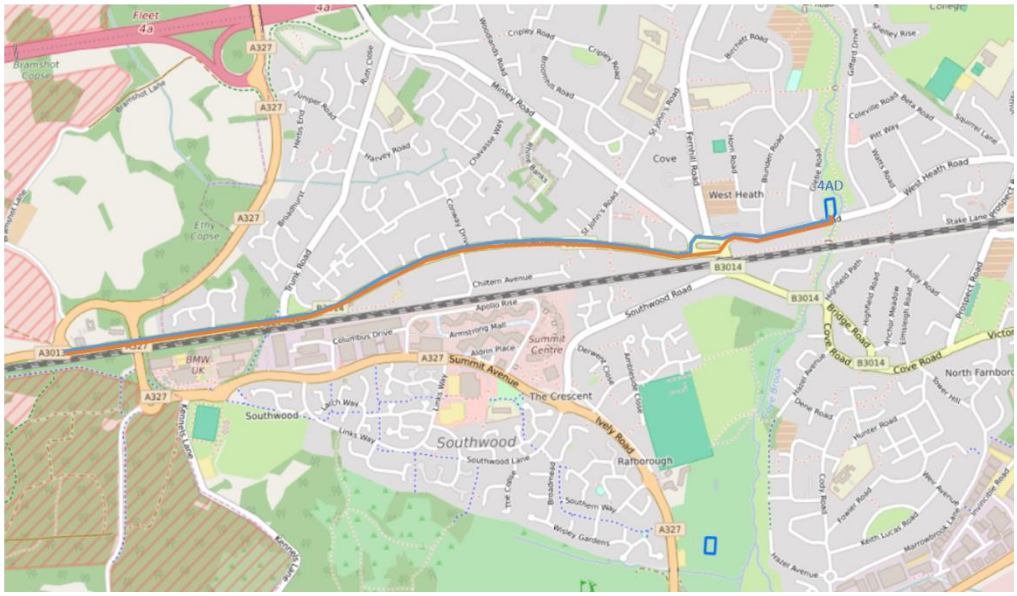
Compound Reference

4AC



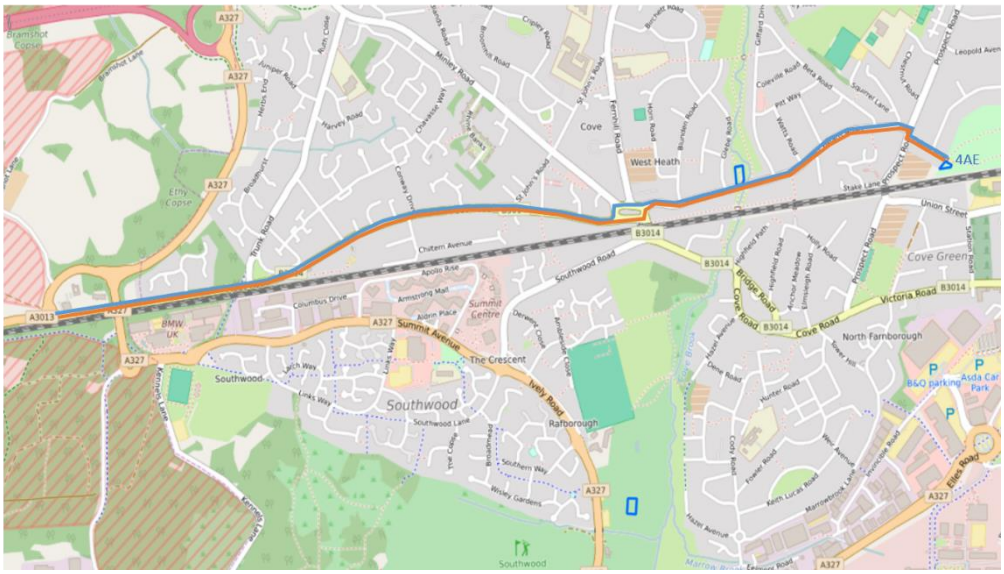
Compound Reference

4AD



Compound Reference

4AE



Appendix D. Vehicle Classifications

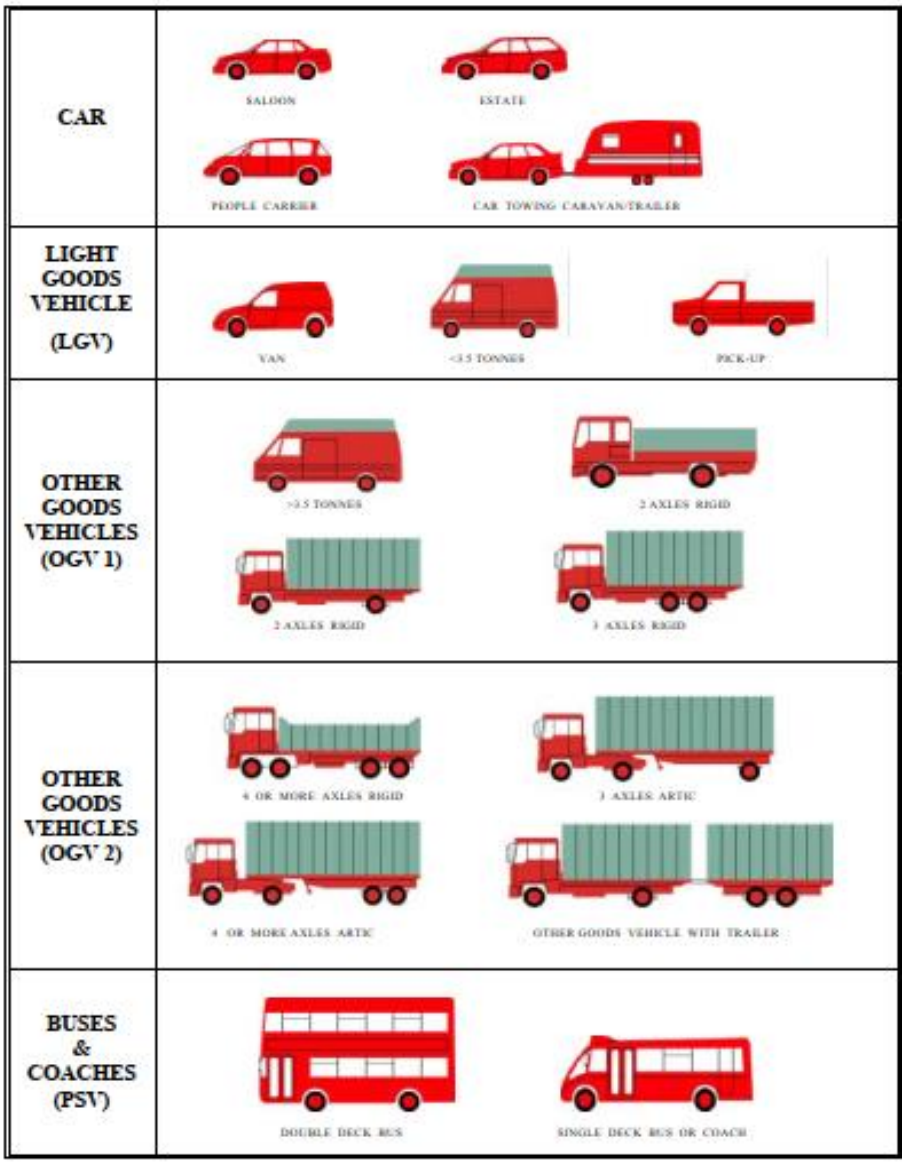


Figure 8/1: COBA Vehicle Categories

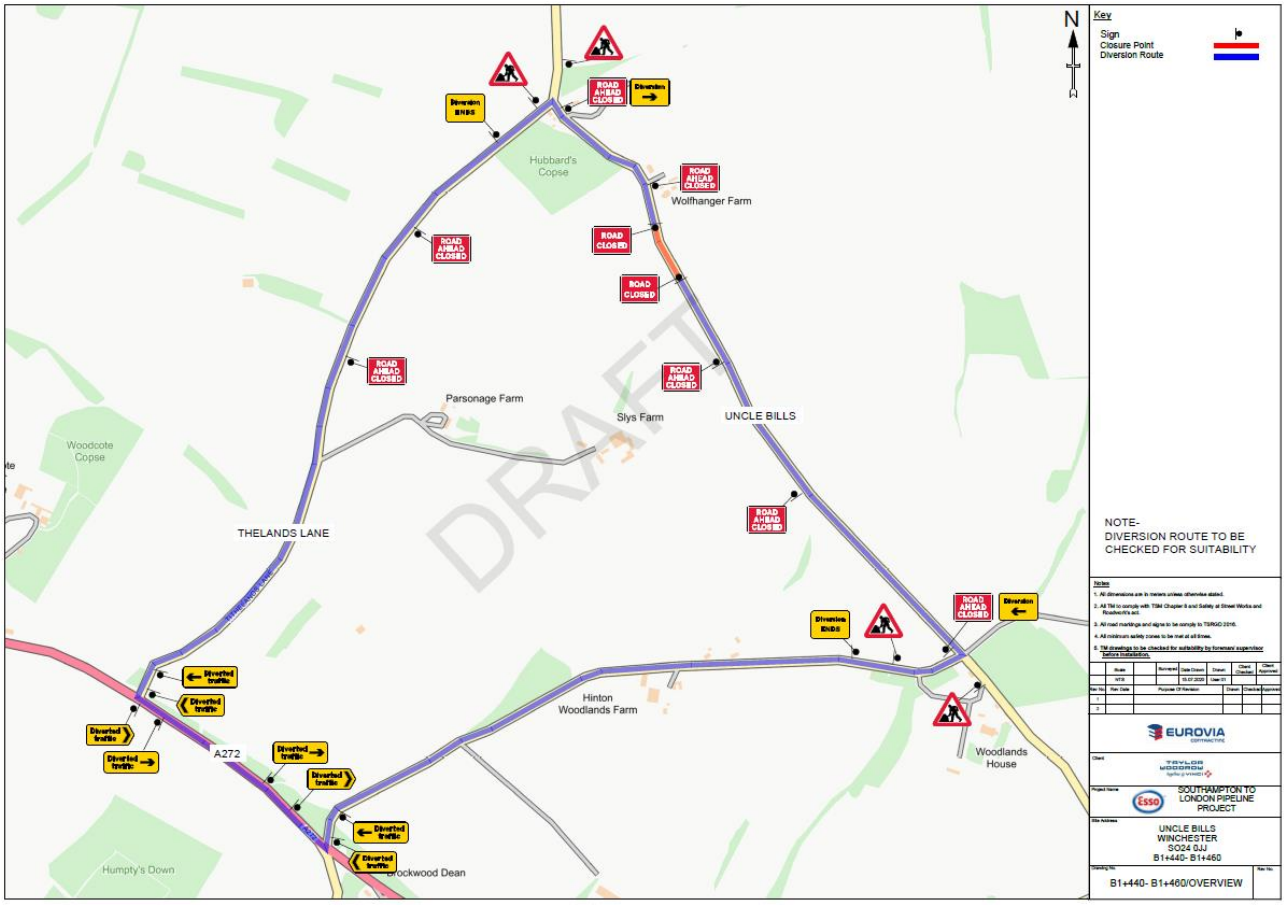
Appendix E. Road Crossing Proposals

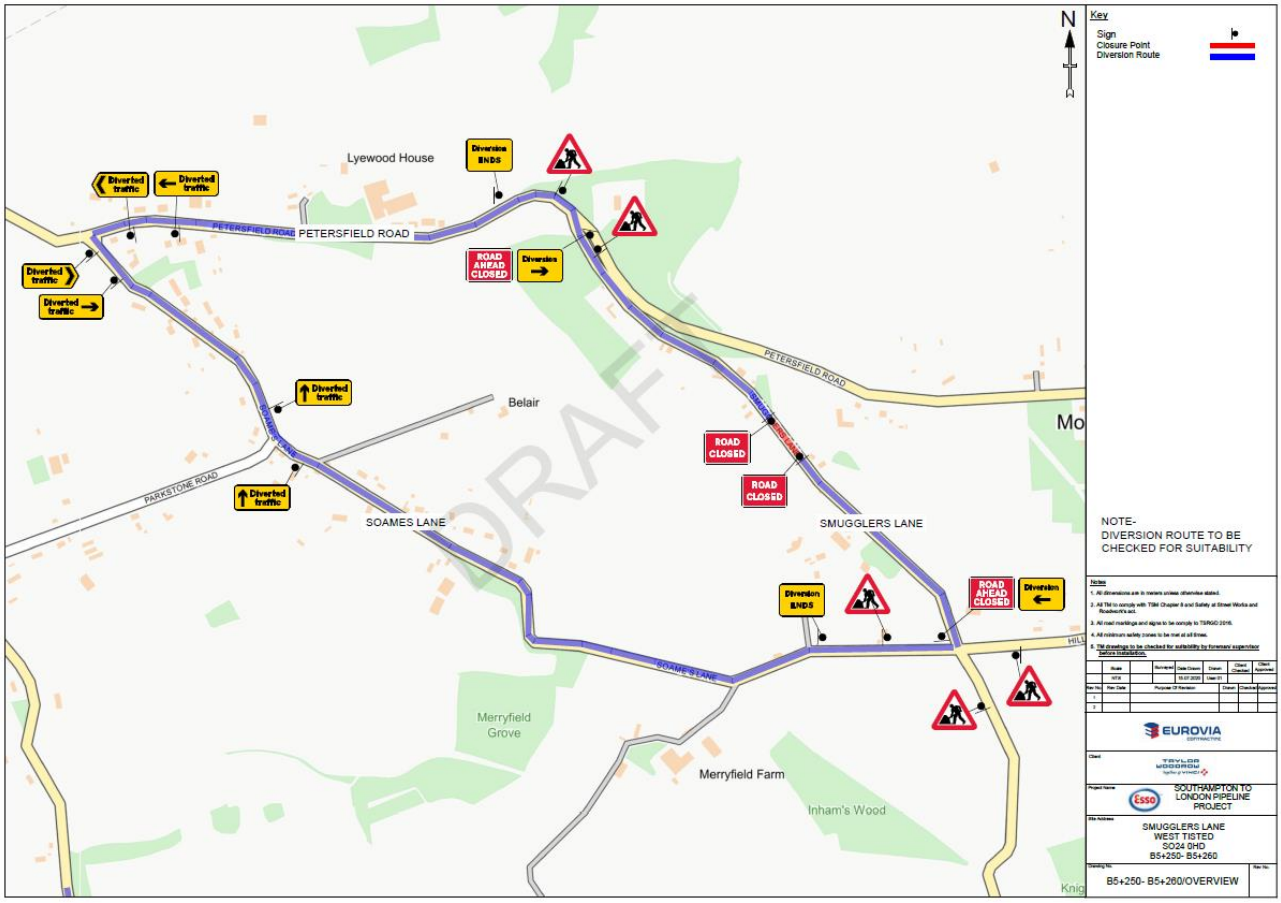
Road Crossing Reference	Planning Authority	Road Name	Proposed Crossing Method
RDX 001a	Eastleigh	Maddoxford Lane	Pipe Push
RDX 003	Winchester	Road between Heathen Street & Netherhill Lane	Pipe Push
RDX 004	Winchester	Gregory Lane	Pipe Push
RDX 005	Winchester	Mincingfield Lane / Manor Road	Pipe Push
RDX 006	Winchester	Wintershill	Pipe Push
RDX 007	Winchester	Winchester Road - B2177	Pipe Push
RDX 008	Winchester	Cross Lane	Pipe Push
RDX 009	Winchester	Peak Lane	Pipe Push
RDX 010	Winchester	Bigpath Lane	Pipe Push
RDX 011	Winchester	Belmore	Pipe Push
RDX 012	Winchester	Stake's Lane	Trenchless TC002
RDX 013	Winchester	Lower Preshaw Lane	Open Cut with Diversion
RDX 014	Winchester	Wheely Down Farm Lane	Pipe Push
RDX 015	Winchester	Kilmeston Road	Open Cut with Diversion
RDX 016	Winchester	Brockwood Bottom / Joan's Acre Lane	Open Cut with Diversion
RDX 017	Winchester	Petersfield Road - A272	Trenchless TC004
RDX 018	Winchester	Tithelands Lane	Pipe Push
RDX 019	Winchester	Uncle Bills	Open Cut with Diversion
RDX 020	East Hampshire	Stapley Lane	Pipe Push
RDX 021	East Hampshire	Soames Lane	Pipe Push
RDX 022	East Hampshire	Smugglers Lane	Open Cut with Diversion
RDX 023	East Hampshire	Petersfield Road	Trenchless TC005
RDX 024	East Hampshire	Lyeway Lane	Open Cut with Diversion
RDX 025	East Hampshire	Kitwood Lane	Open Cut with Diversion
RDX 026	East Hampshire	Hawthorn Road	Open Cut with Diversion
RDX 027	East Hampshire	Headmore Lane	Pipe Push
RDX 028	East Hampshire	Brightstone Lane	Open Cut with Diversion
RDX 029	East Hampshire	Woodside Lane	Pipe Push
RDX 030	East Hampshire	Gosport Road - A32	Trenchless TC006
RDX 031	East Hampshire	Selborne Road - B3006	Pipe Push
RDX 032	East Hampshire	Caker's Lane - B3004	Trenchless TC007

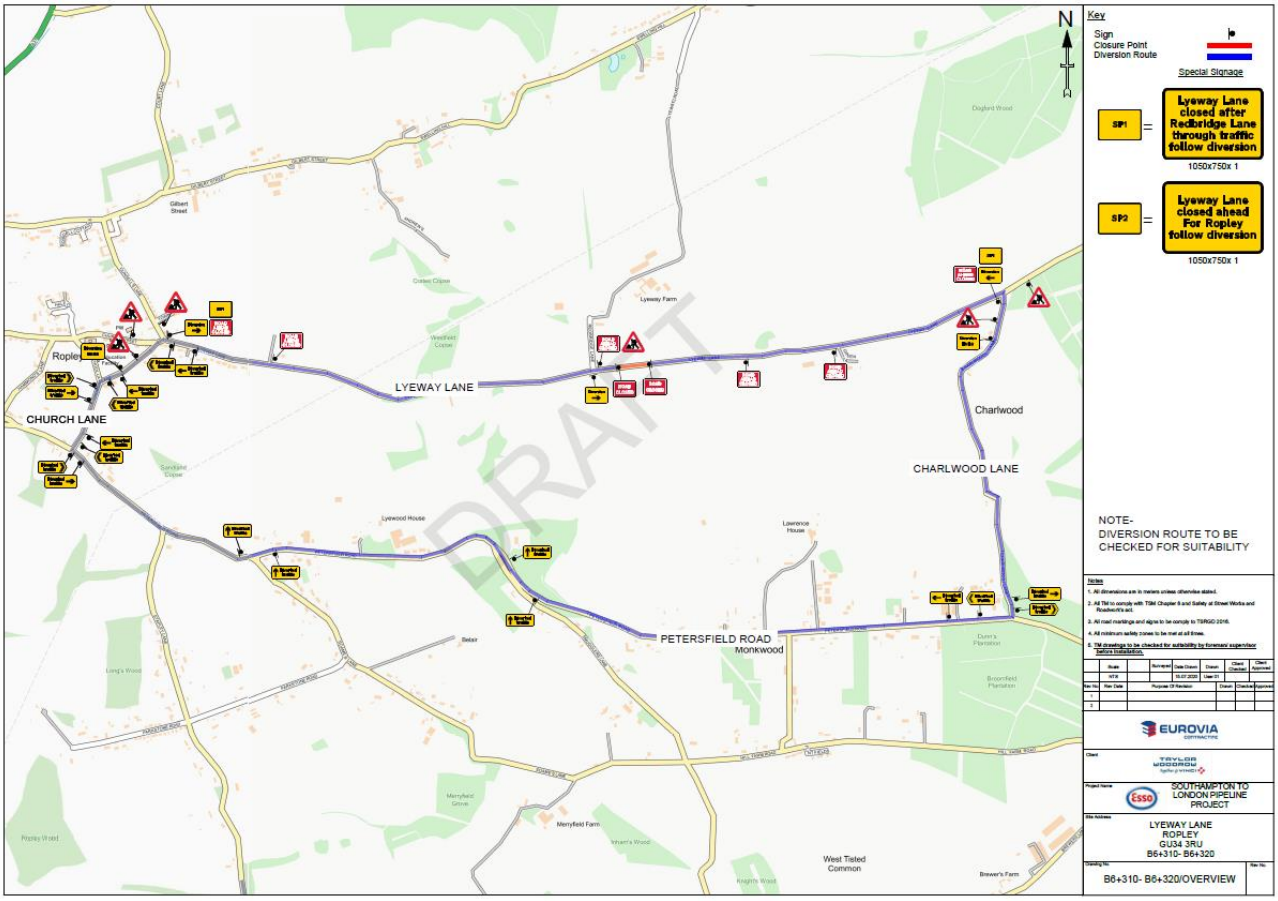
Road Crossing Reference	Planning Authority	Road Name	Proposed Crossing Method
RDX 033	East Hampshire	Binsted Road	Pipe Push
RDX 034	East Hampshire	Access Road	Pipe Push
RDX 035	East Hampshire	Alton Bypass - A31	Trenchless TC009
RDX 036	East Hampshire	West End	Pipe Push
RDX 037	East Hampshire	To Treloar School	Pipe Push
RDX 038	East Hampshire	Gid Lane	Open Cut with Diversion
RDX 039	East Hampshire	Froyle Road	Pipe Push
RDX 040	East Hampshire	Isnage Farm Lane	Open Cut with Diversion
RDX 041	East Hampshire	Hole Lane	Pipe Push
RDX 042	East Hampshire / Hart	Dippenhall Road	Pipe Push
RDX 043	Hart	Dippenhall Street (Crondall)	Pipe Push
RDX 044	Hart	Heath Lane	Pipe Push
RDX 045	Hart	Redlands Lane	Pipe Push
RDX 046	Hart	Ewshot Hill - A287	Trenchless TC010
RDX 047	Hart	Ewshot Lane	Pipe Push
RDX 048	Hart	Naishes Lane	Pipe Push
RDX 049	Hart	Naishes Lane	Pipe Push
RDX 049a	Hart	Naishes Lane	Open Cut with Diversion
RDX 049b	Hart	Naishes Lane	Open Cut with Diversion
RDX 049c	Hart	Quetta Park	Open Cut with Diversion
RDX 049d	Hart	Naishes Lane	Open Cut with Diversion
RDX 049e	Hart	Quetta Park	Open Cut with Diversion
RDX 049f	Hart	Naishes Lane	Open Cut with Diversion
RDX 050	Hart	Naishes Lane	Open Cut with Diversion
RDX 051	Hart	Beacon Hill Road - B3013 South of Roundabout	Open Cut with Traffic Management
RDX 052	Hart	Bourley Road	Pipe Push
RDX 053	Hart	Aldershot Road	Trenchless (incorporated into TC011)
RDX 054	Hart	Fleet Road - A323	Trenchless TC013
RDX 054a	Rushmoor	Old Ively Road	Open Cut with Traffic Management
RDX 055	Rushmoor	Buccaneer Way	Open Cut with Traffic Management
RDX 055a	Rushmoor	Whittle Roundabout	Pipe Push

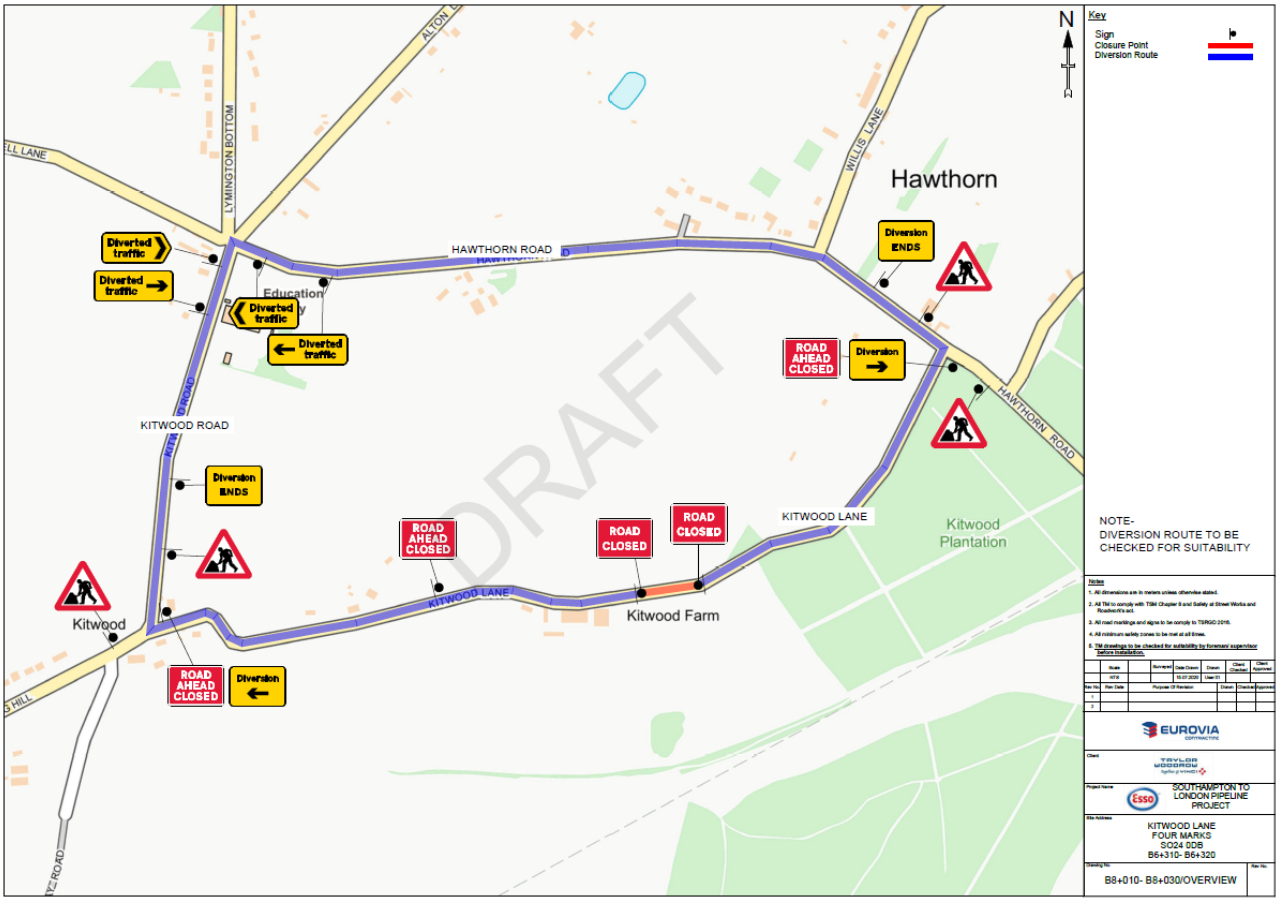
Road Crossing Reference	Planning Authority	Road Name	Proposed Crossing Method
RDX 056	Rushmoor	Ively Road	Pipe Push
RDX 057	Rushmoor	Ively Road - A327	Trenchless TC014
RDX 059b	Rushmoor	Crossing Prospect Road	Trenchless TC018
RDX 060	Rushmoor	Farnborough Road - A325	Trenchless TC019
RDX 061	Rushmoor	A331	Trenchless TC020

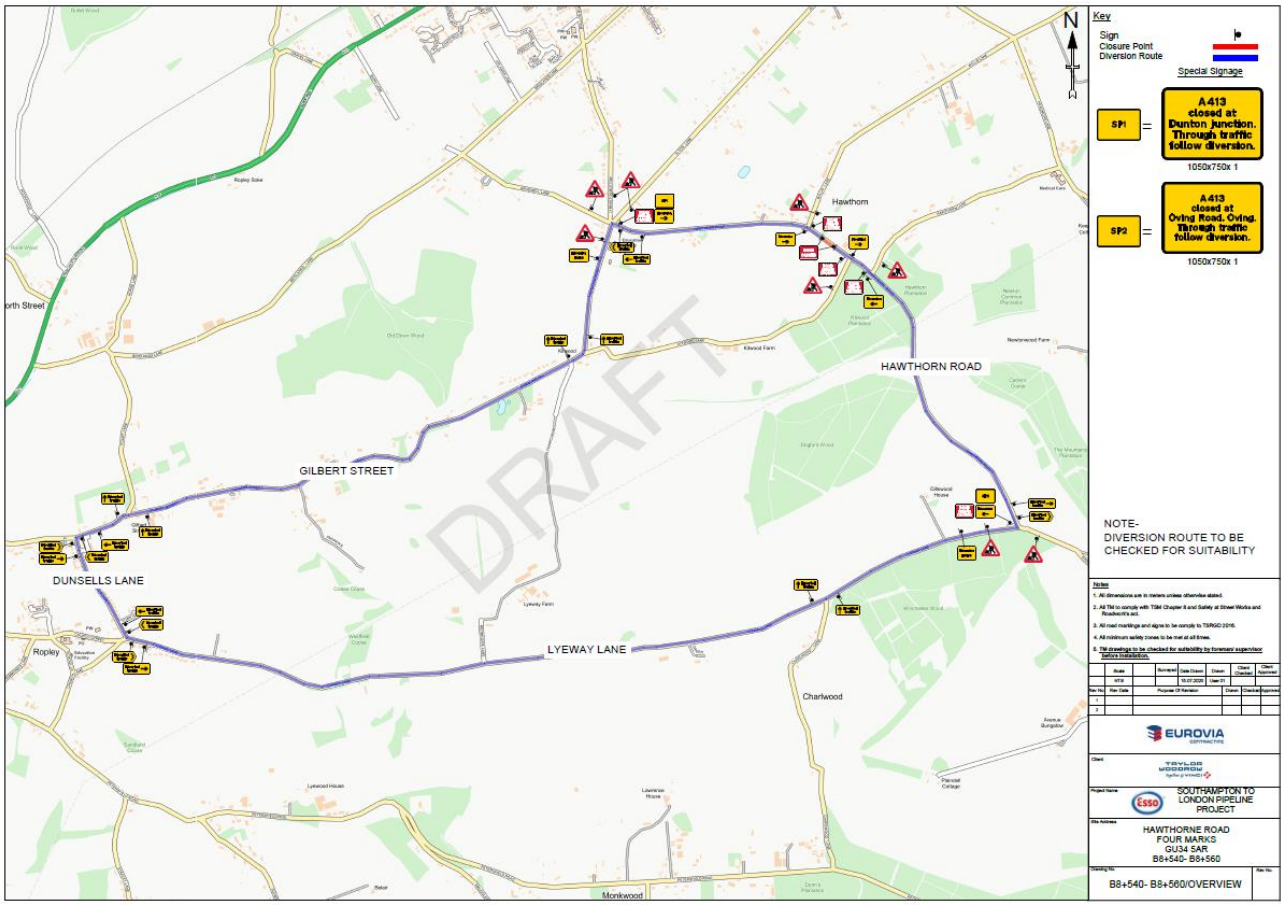
Appendix F. Traffic Diversion Plans

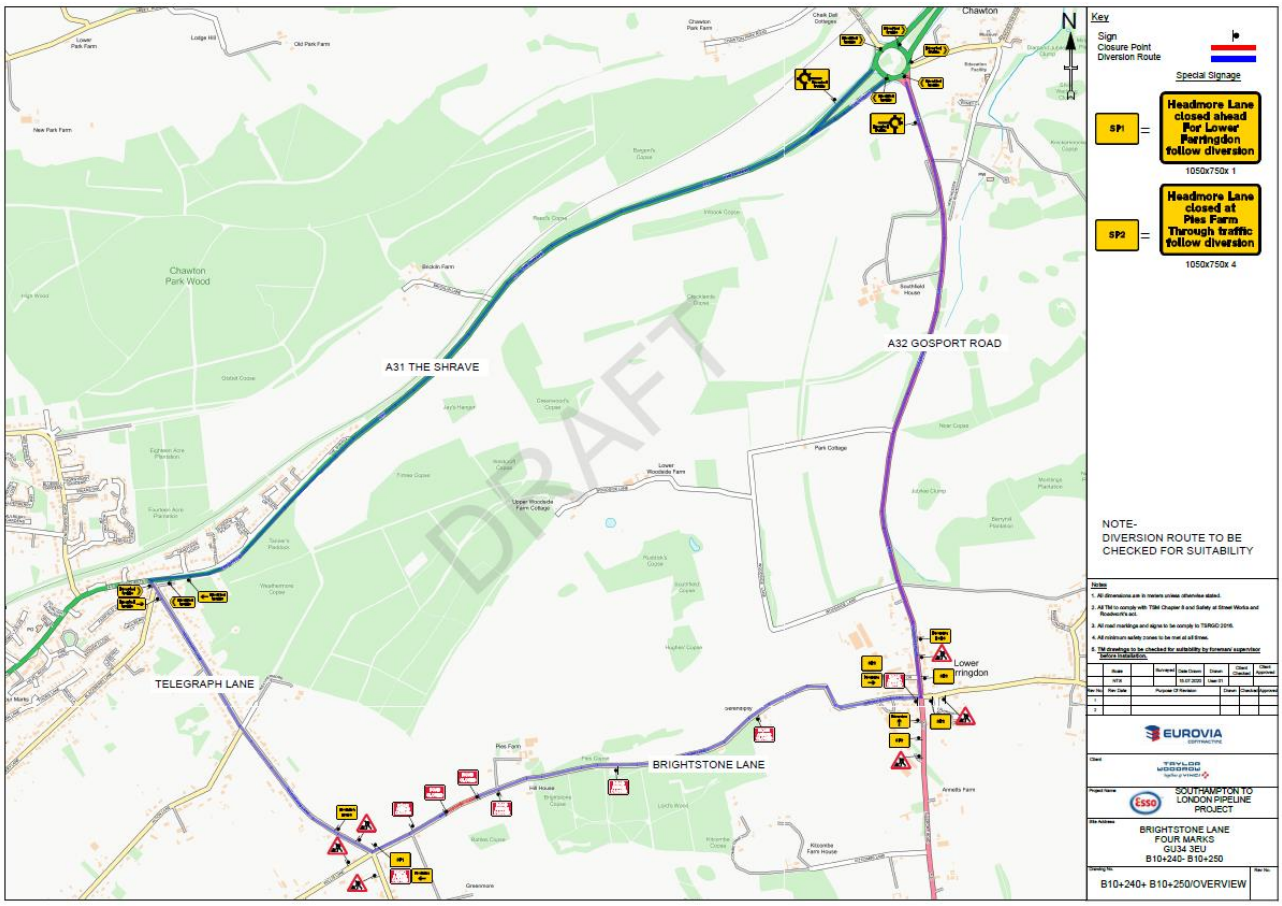

N
Key
Sign
Closure Point
Diversion Route
Diversion ENDS
ROAD AHEAD CLOSED
Diversion
Hubbard's Copse
Wolfhanger Farm
ROAD CLOSED
Parsonage Farm
Slys Farm
UNCLE BILLS
Woodcote Copse
THELANDS LANE
Diverted traffic
A272
Hinton Woodlands Farm
Woodlands House
Humpty's Down
Rockwood Dean
DRAFT
NOTE-
DIVERSION ROUTE TO BE CHECKED FOR SUITABILITY
EUROVIA
SOUTHAMPTON TO LONDON PIPELINE PROJECT
UNCLE BILLS
WINCHESTER
SO24 0JJ
B1+440- B1+460
B1+440- B1+460/OVERVIEW

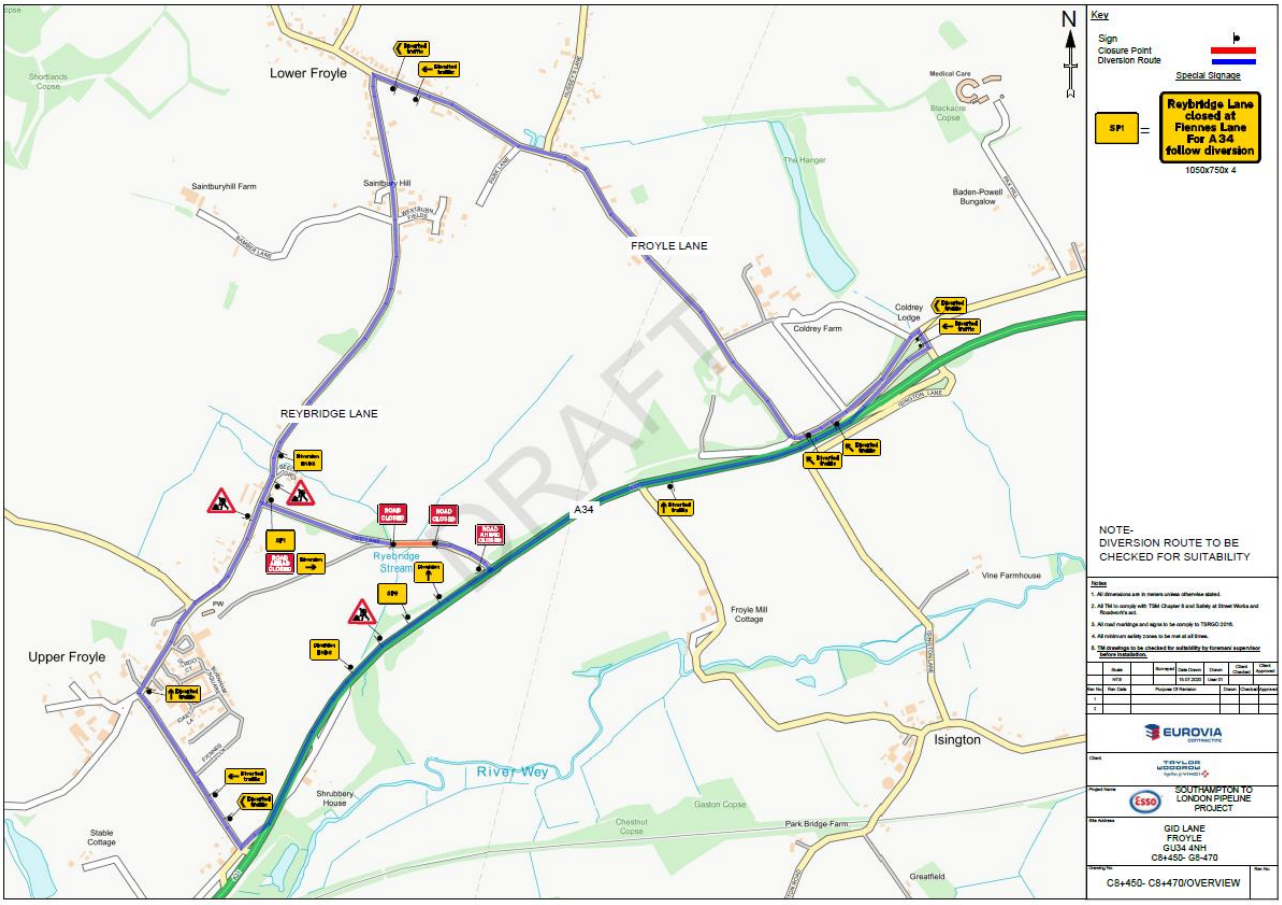

N
Key
Sign
Closure Point
Diversion Route
Lyewood House
Diversion ENDS
Diverted traffic
PETERSFIELD ROAD
ROAD AHEAD CLOSED
Diversion
Belair
PARKSTONE ROAD
SOAMES LANE
ROAD CLOSED
SMUGGLERS LANE
Merryfield Grove
Merryfield Farm
Inham's Wood
DRAFT
NOTE-
DIVERSION ROUTE TO BE CHECKED FOR SUITABILITY
EUROVIA
SOUTHAMPTON TO LONDON PIPELINE PROJECT
SMUGGLERS LANE
WEST TISTED
SO24 0HD
B5+250- B5+260
B5+250- B5+260/OVERVIEW

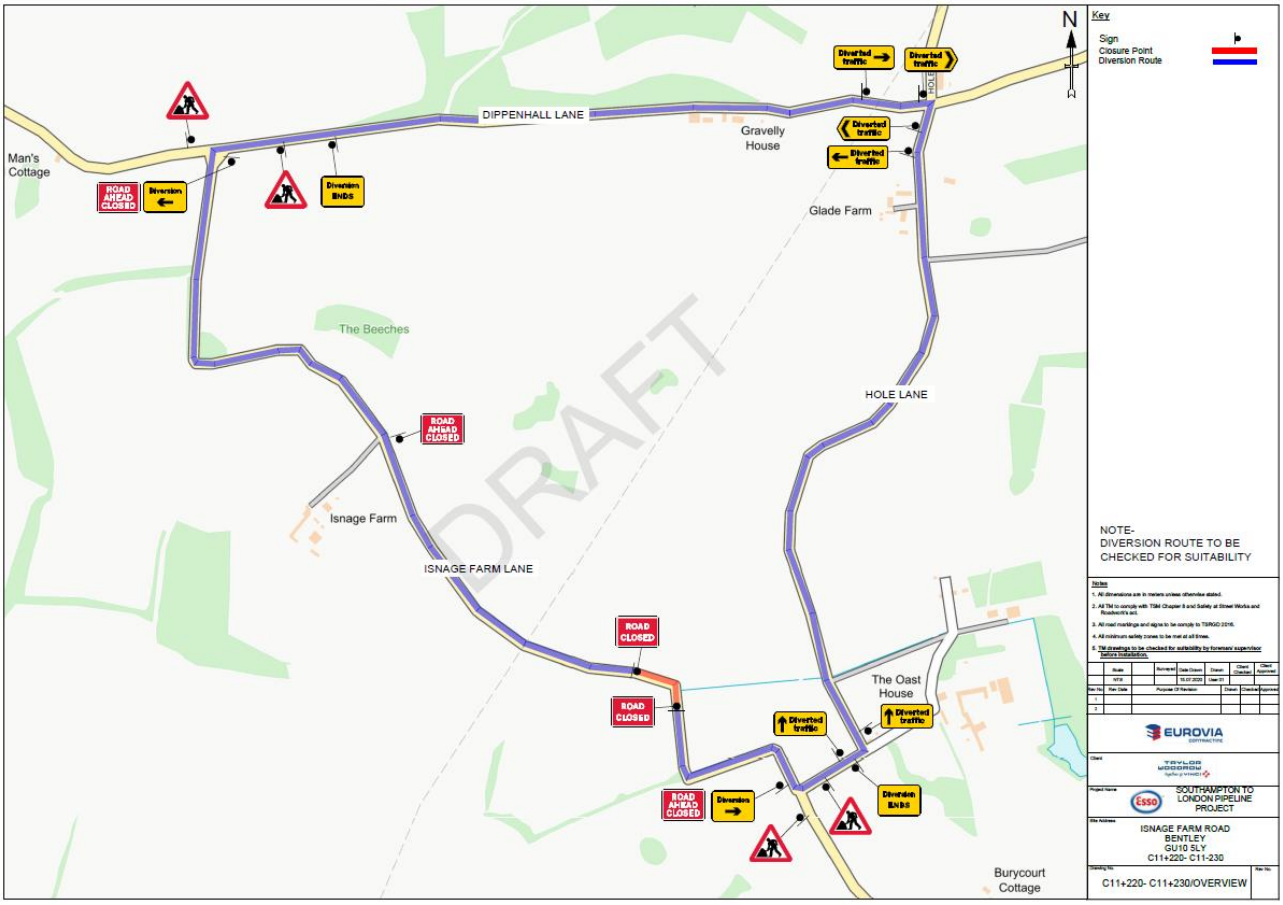

N
Key
Sign
Closure Point
Diversion Route
Special Signage
SP1
Lyeway Lane closed after Redbridge Lane through traffic follow diversion
1050x750x 1
SP2
Lyeway Lane closed ahead For Ropley follow diversion
1050x750x 1
NOTE-
DIVERSION ROUTE TO BE CHECKED FOR SUITABILITY
LYEWAY LANE
CHURCH LANE
CHARLWOOD LANE
Charlwood
PETERSFIELD ROAD
Monkwood
West Tisted Common
DRAFT
EUROVIA
SOUTHAMPTON TO LONDON PIPELINE PROJECT
LYEWAY LANE
ROPLEY
GU34 3RU
B6+310- B6+320
B6+310- B6+320/OVERVIEW

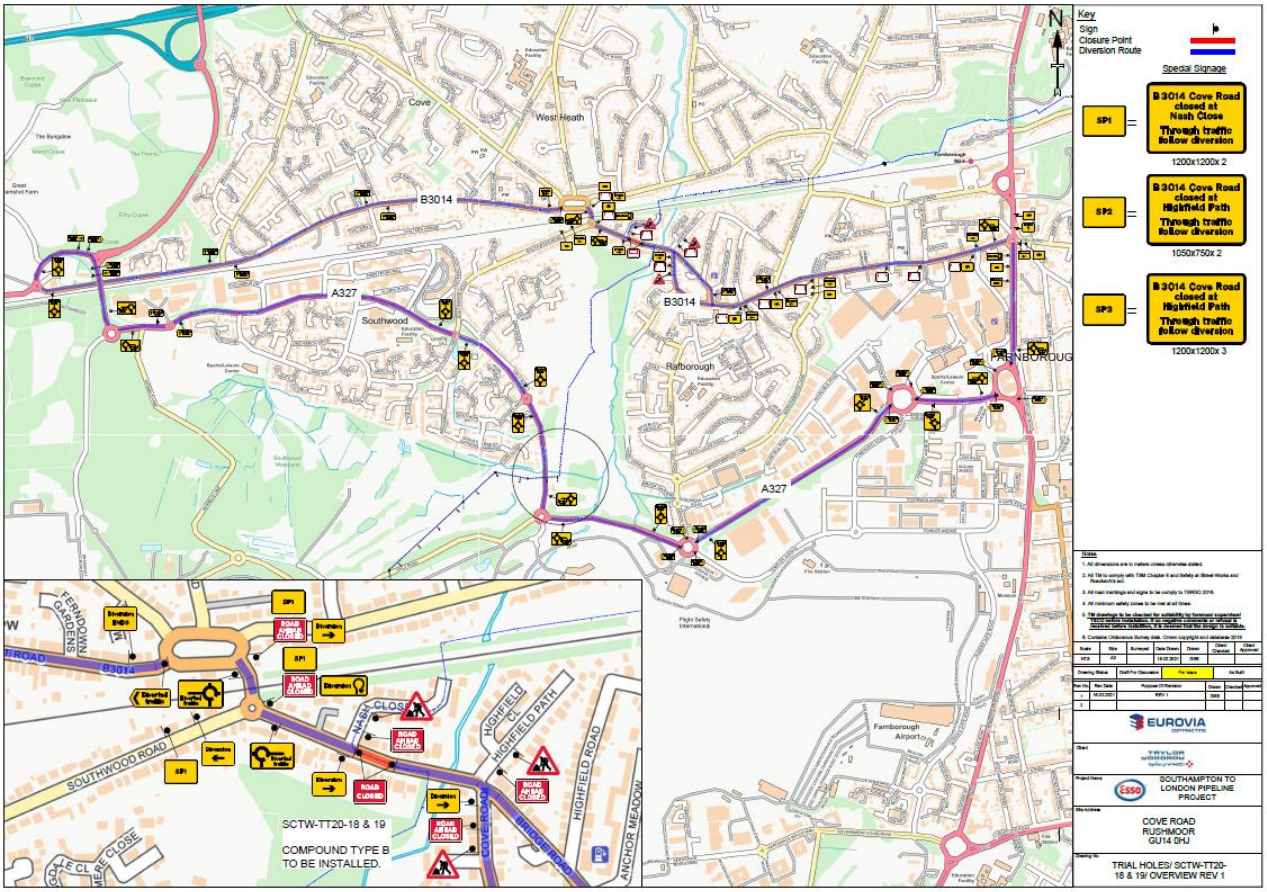

N
Key
Sign
Closure Point
Diversion Route
Hawthorn
HAWTHORN ROAD
LYMINGTON BOTTOM
WILLIS LANE
Diverted traffic
Diverted traffic
Diverted traffic
Diverted traffic
Education
Diversion ENDS
ROAD AHEAD CLOSED
Diversion
KITWOOD ROAD
Diversion ENDS
ROAD AHEAD CLOSED
ROAD CLOSED
ROAD CLOSED
KITWOOD LANE
Kitwood Plantation
Kitwood
Kitwood Farm
ROAD AHEAD CLOSED
Diversion
DRAFT
NOTE-
DIVERSION ROUTE TO BE
CHECKED FOR SUITABILITY
EUROVIA
SOUTHAMPTON TO
LONDON PIPELINE
PROJECT
KITWOOD LANE
FOUR MARKS
SO24 9DB
B6+310- B6+320
B8+010- B8+030/OVERVIEW

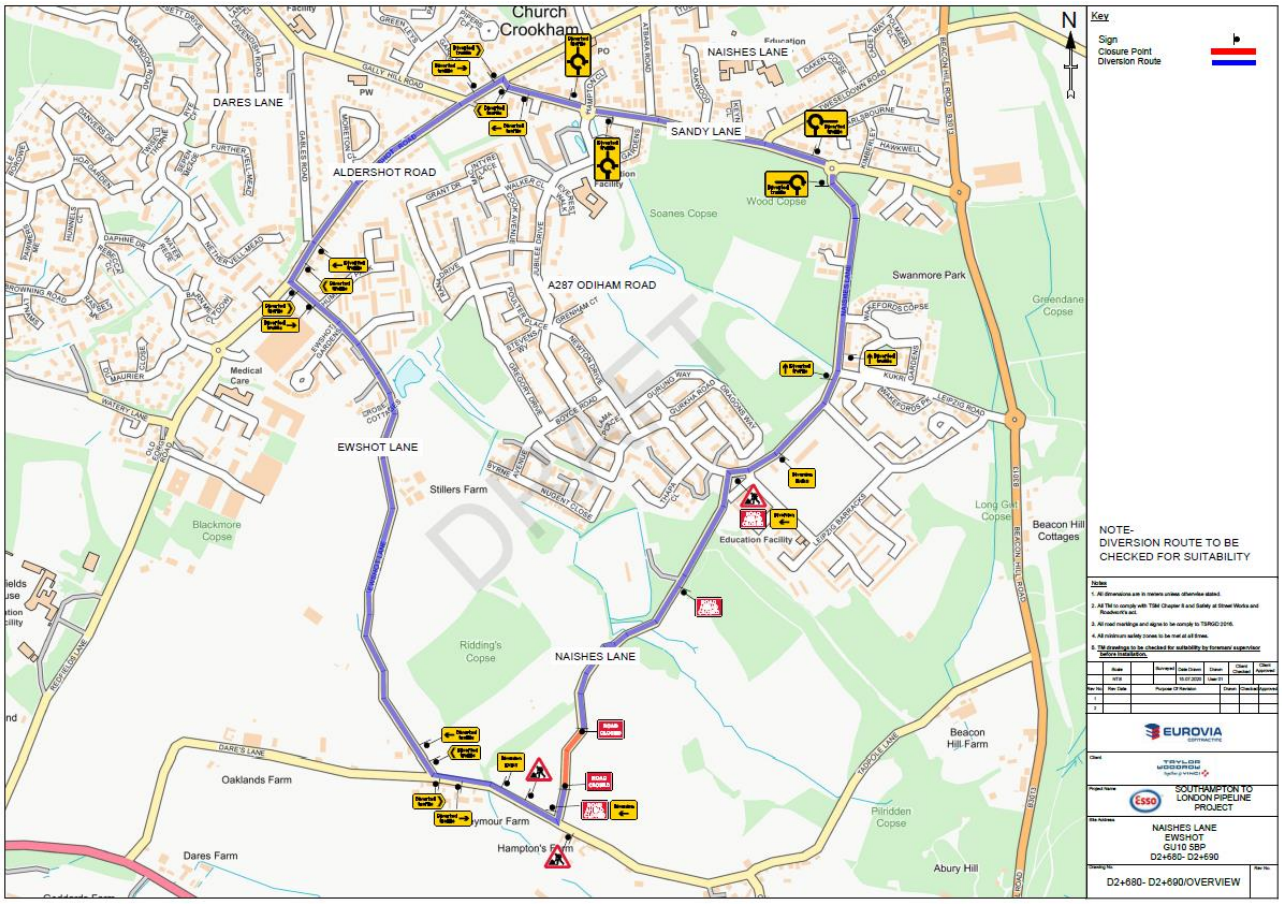

Key
Sign
Closure Point
Diversion Route
Special Signage
SP1
A413 closed at Dunton junction. Through traffic follow diversion.
1050x750x 1
SP2
A413 closed at Oving Road, Oving. Through traffic follow diversion.
1050x750x 1
NOTE-
DIVERSION ROUTE TO BE CHECKED FOR SUITABILITY
HAWTHORN ROAD
GILBERT STREET
DUNSELLS LANE
LYEWAY LANE
Hawthorn
Charlwood
Ropley
Monkwood
DRAFT
EUROVIA
SOUTHAMPTON TO LONDON PIPELINE PROJECT
HAWTHORNE ROAD
FOUR MARKS
GU34 5AR
B8+540- B8+560
B8+540- B8+560/OVERVIEW

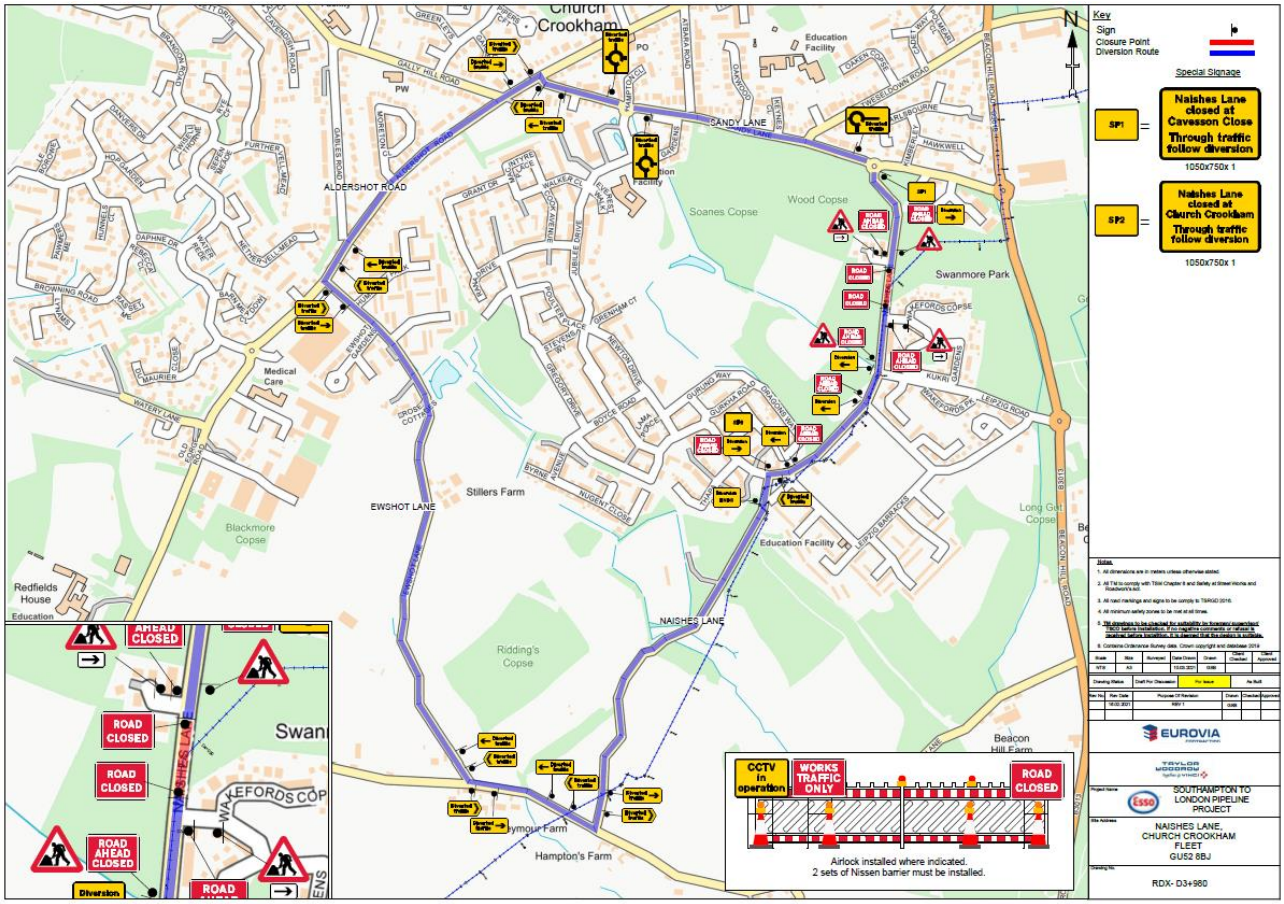

Key
Sign
Closure Point
Diversion Route
Special Signage
SP1
Headmore Lane closed ahead For Lower Farringdon follow diversion
1050x750x 1
SP2
Headmore Lane closed at Pies Farm Through traffic follow diversion
1050x750x 4
NOTE-
DIVERSION ROUTE TO BE CHECKED FOR SUITABILITY
A31 THE SHRAVE
A32 GOSPORT ROAD
TELEGRAPH LANE
BRIGHTSTONE LANE
Chawton
Chawton Park Wood
Lower Farringdon
DRAFT
EUROVIA
SOUTHAMPTON TO LONDON PIPELINE PROJECT
BRIGHTSTONE LANE
FOUR MARKS
GU34 3EU
B10+240- B10+250
B10+240- B10+250/OVERVIEW

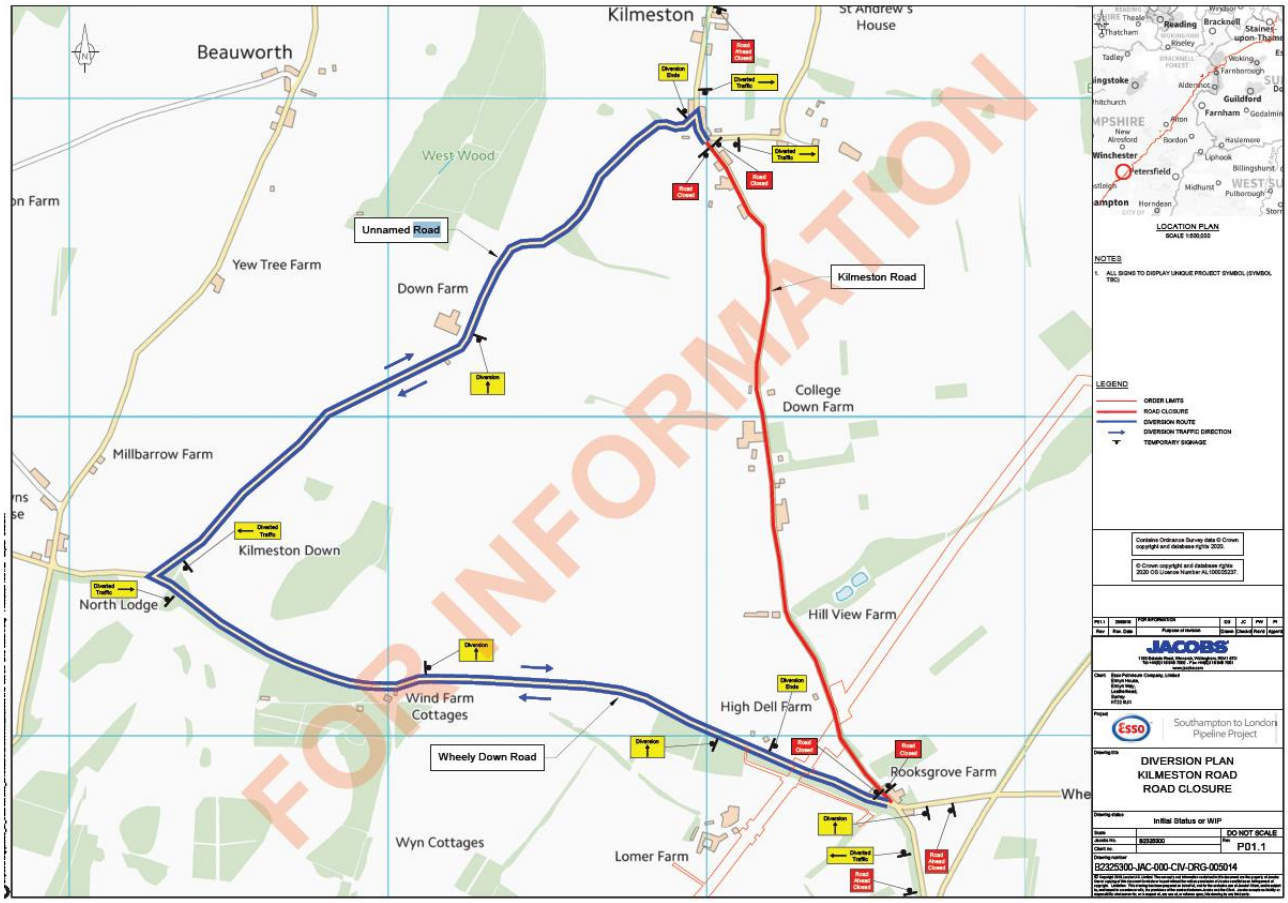

Lower Froyle
Shortlands Copse
Saintburyhill Farm
Saintbury Hill
FROYLE LANE
REYBRIDGE LANE
A34
Ryebridge Stream
Upper Froyle
Stable Cottage
Shrubbery House
River Wey
Chestnut Copse
Gaston Copse
Park Bridge Farm
Greatfield
Isington
Froyle Mill Cottage
Vine Farmhouse
Coldrey Farm
Coldrey Lodge
Baden-Powell Bungalow
Blackacre Copse
Medical Care
The Hanger
DRAFT
N
Key
Sign
Closure Point
Diversion Route
Special Signage
SP1
Reybridge Lane closed at Fiennes Lane For A 34 follow diversion
1050x750x 4
NOTE-
DIVERSION ROUTE TO BE CHECKED FOR SUITABILITY
EUROVIA
SOUTHAMPTON TO LONDON PIPELINE PROJECT
GID LANE
FROYLE
GU34 4NH
C8+450- C8+470
C8+450- C8+470/OVERVIEW

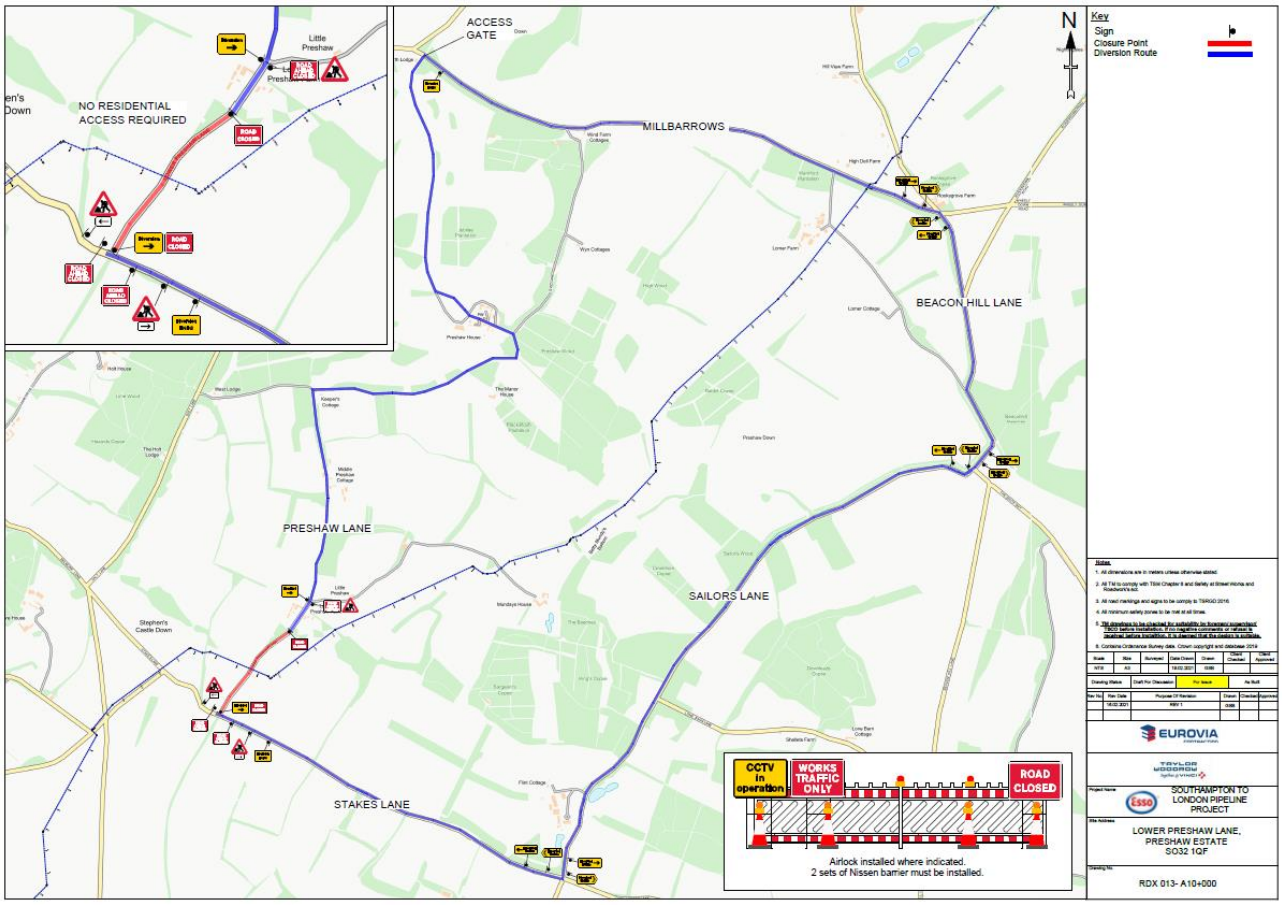

N
Key
Sign
Closure Point
Diversion Route
DIPPENHALL LANE
Man's Cottage
ROAD AHEAD CLOSED
Diversion
Diversion ENDS
Gravelly House
Diverted traffic
Glade Farm
The Beeches
HOLE LANE
ROAD AHEAD CLOSED
Isnage Farm
ISNAGE FARM LANE
DRAFT
ROAD CLOSED
ROAD CLOSED
The Oast House
Diverted traffic
Diverted traffic
ROAD AHEAD CLOSED
Diversion
Diversion ENDS
Burycourt Cottage
NOTE-
DIVERSION ROUTE TO BE CHECKED FOR SUITABILITY
EUROVIA
SOUTHAMPTON TO LONDON PIPELINE PROJECT
ISNAGE FARM ROAD
BENTLEY
GU10 5LY
C11+220- C11-230
C11+220- C11+230/OVERVIEW

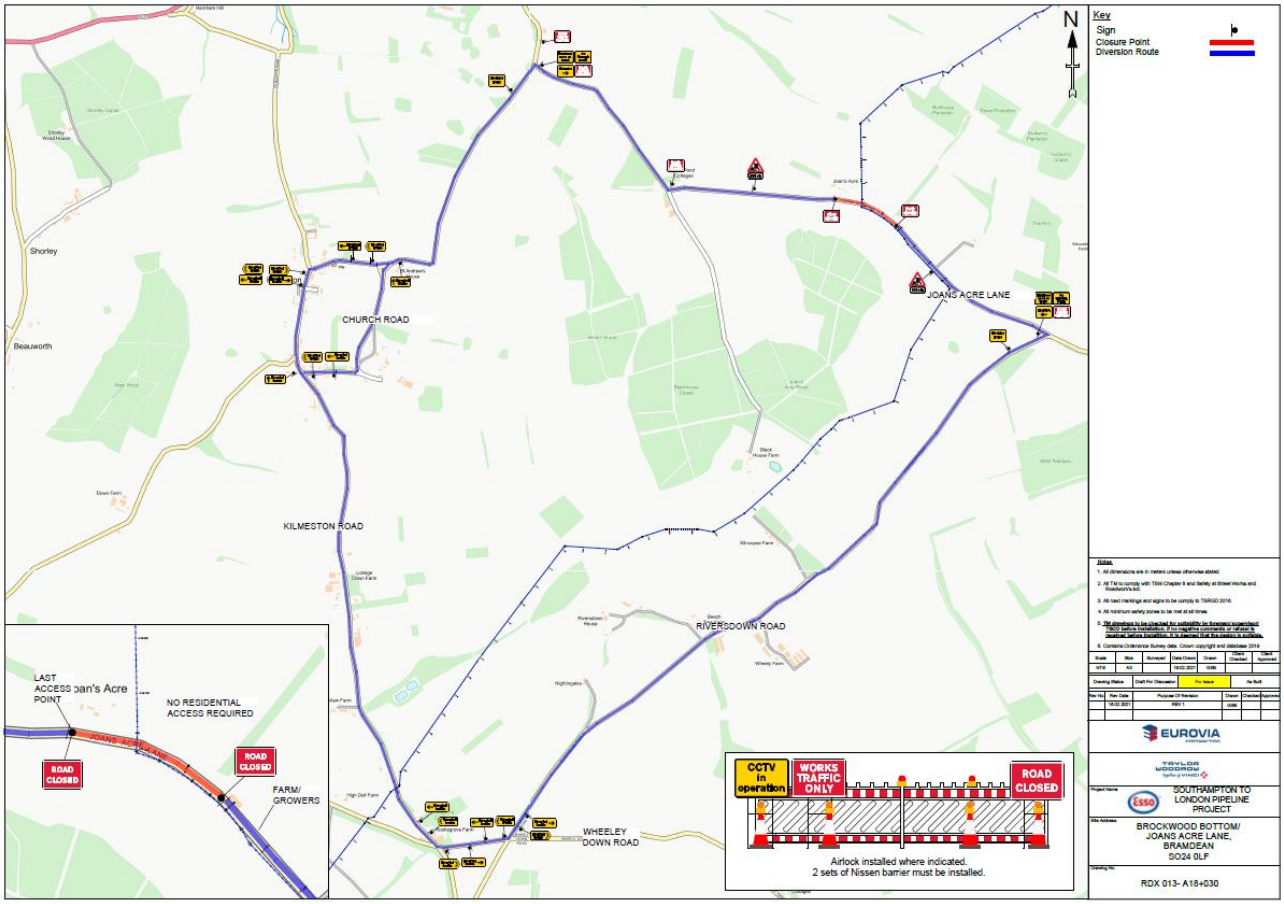

Key
Sign
Closure Point
Diversion Route
Special Signage
SP1
B3014 Cove Road closed at Nash Close
Through traffic follow diversion
1200x1200x 2
SP2
B3014 Cove Road closed at Highfield Path
Through traffic follow diversion
1050x750x 2
SP3
B3014 Cove Road closed at Highfield Path
Through traffic follow diversion
1200x1200x 3
B3014
A327
Southwood
Cove
West Heath
Farnborough
Farnborough Airport
SCTW-TT20-18 & 19
COMPOUND TYPE B
TO BE INSTALLED.
SOUTHWOOD ROAD
NASH CLOSE
HIGHFIELD PATH
HIGHFIELD ROAD
ANCHOR MEADOW
COVE ROAD
BRIDGE ROAD
EUROVIA
SOUTHAMPTON TO LONDON PIPELINE PROJECT
COVE ROAD
RUSHMOOR
GU14 0HJ
TRIAL HOLES/ SCTW-TT20-18 & 19/ OVERVIEW REV 1

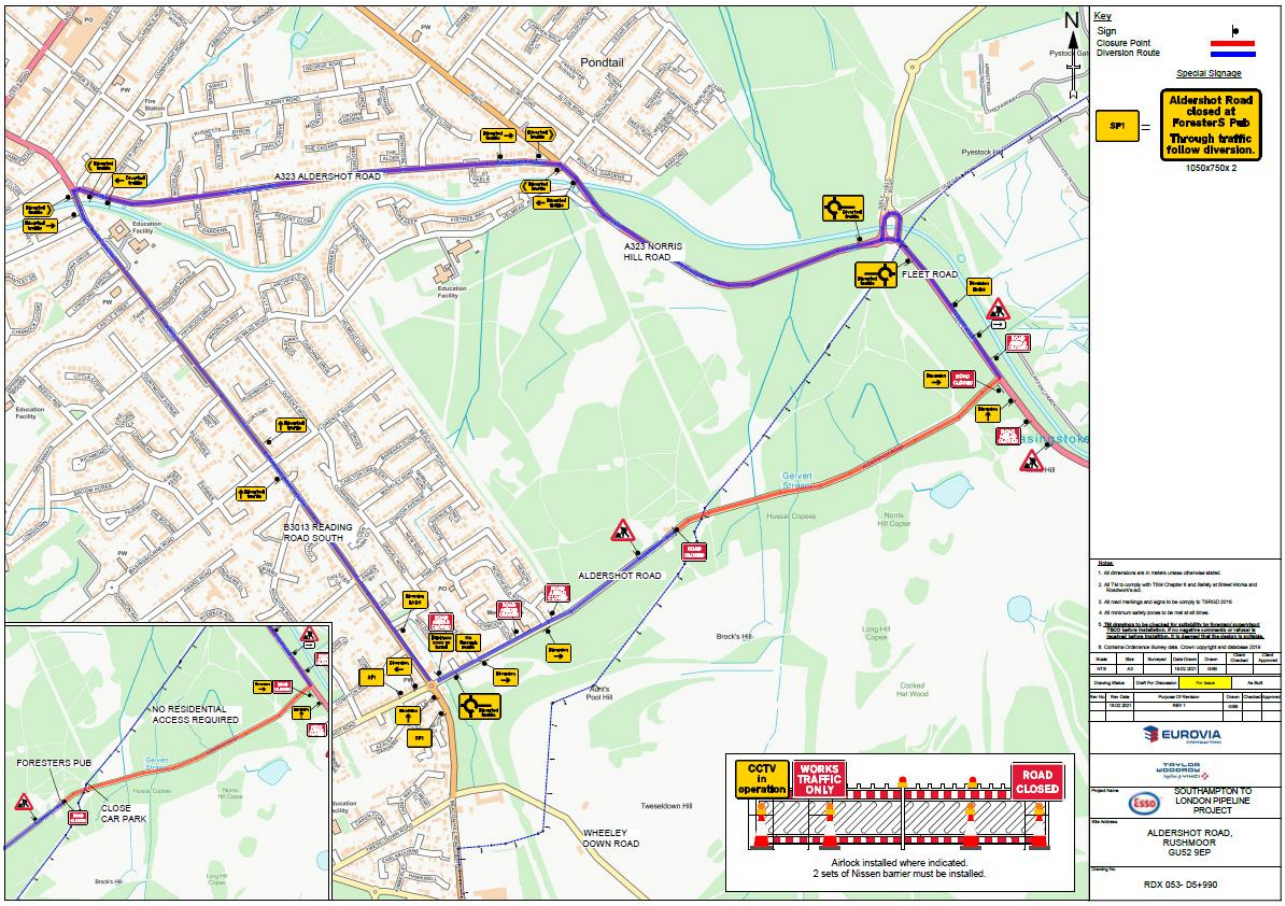

Church Crookham
NAISHES LANE
DARES LANE
SANDY LANE
ALDERSHOT ROAD
A287 ODIHAM ROAD
Swanmore Park
Soanes Copse
Wood Copse
Greendane Copse
Medical Care
EWSHOT LANE
Stillers Farm
Blackmore Copse
Education Facility
Long Gall Copse
Beacon Hill Cottages
Ridding's Copse
NAISHES LANE
Beacon Hill Farm
Oaklands Farm
Dares Farm
Hampton's Farm
Piiridden Copse
Abury Hill
DRAFT
N
Key
Sign
Closure Point
Diversion Route
NOTE-
DIVERSION ROUTE TO BE CHECKED FOR SUITABILITY
EUROVIA
SOUTHAMPTON TO LONDON PIPELINE PROJECT
NAISHES LANE
EWSHOT
GU10 5BP
D2+680- D2+690
D2+680- D2+690/OVERVIEW

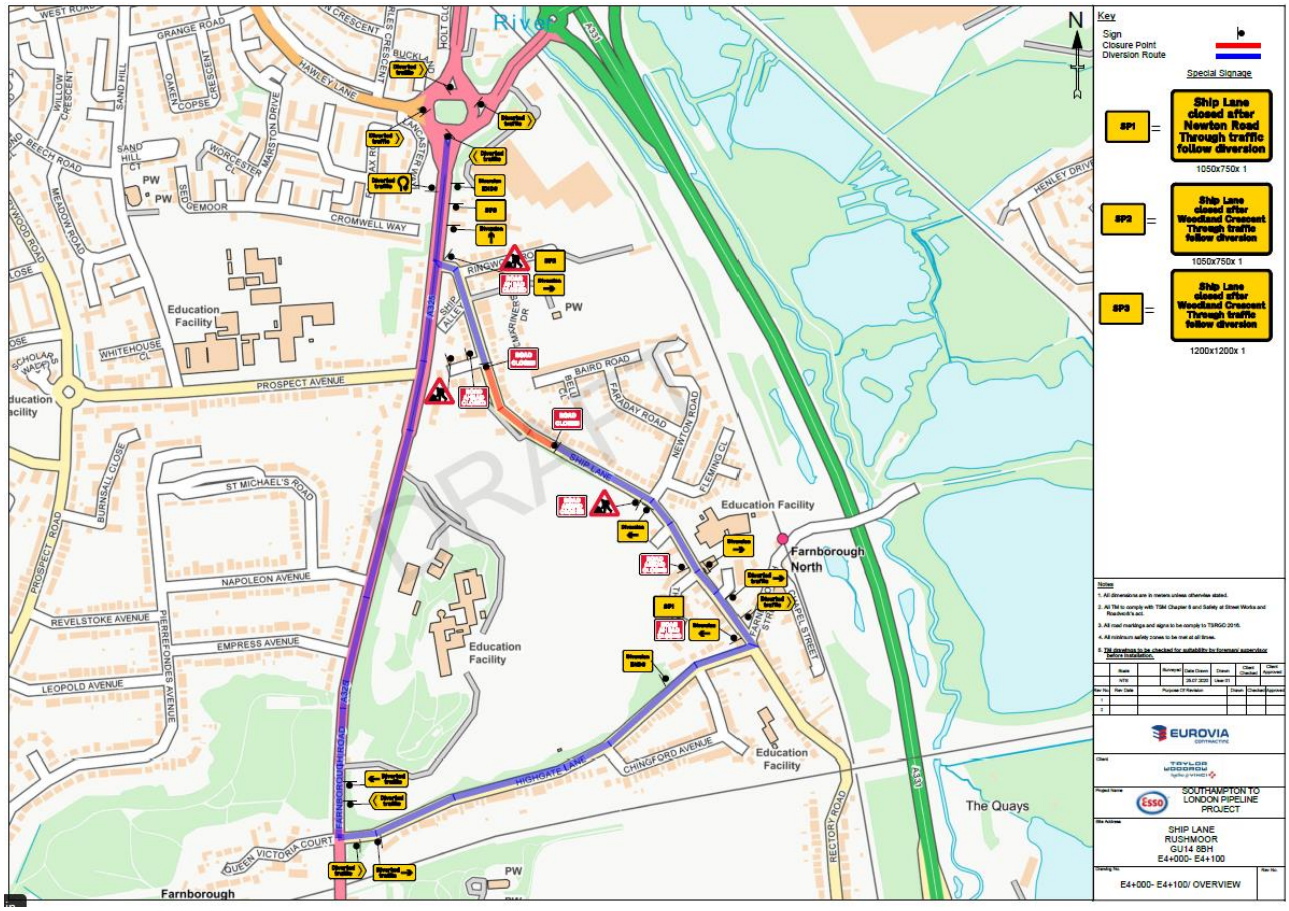

Church Crookham
ALDERSHOT ROAD
SANDY LANE
EWSHOT LANE
NAISHES LANE
Stillers Farm
Wood Copse
Soanes Copse
Swanmore Park
Blackmore Copse
Ridding's Copse
Hampton's Farm
Beacon Hill Farm
Long Gat Copse
Education Facility
Medical Care
Redfields House
Key
Sign
Closure Point
Diversion Route
Special Signage
SP1
Naishes Lane closed at Cavesson Close
Through traffic follow diversion
1050x750x 1
SP2
Naishes Lane closed at Church Crookham
Through traffic follow diversion
1050x750x 1
CCTV in operation
WORKS TRAFIC ONLY
ROAD CLOSED
Airlock installed where indicated.
2 sets of Nissen barrier must be installed.
AHEAD CLOSED
ROAD CLOSED
ROAD AHEAD CLOSED
Diversion
EUROVIA
SOUTHAMPTON TO LONDON PIPELINE PROJECT
NAISHES LANE, CHURCH CROOKHAM FLEET GU52 8BJ
RDX- D3+980


Kilmeston
St Andrew's House
Beauworth
West Wood
Unnamed Road
Yew Tree Farm
Down Farm
Kilmeston Road
College Down Farm
Millbarrow Farm
Kilmeston Down
North Lodge
Hill View Farm
Wind Farm Cottages
High Dell Farm
Wheely Down Road
Rooksgrove Farm
Wyn Cottages
Lomer Farm
FOR INFORMATION
LOCATION PLAN
NOTES
LEGEND
ORDER LIMITS
ROAD CLOSURE
DIVERSION ROUTE
DIVERSION TRAFFIC DIRECTION
TEMPORARY SIGNAGE
JACOBS
Southampton to London Pipeline Project
DIVERSION PLAN
KILMESTON ROAD
ROAD CLOSURE
Initial Status or WIP
DO NOT SCALE
P01.1
B2325300-JAC-000-CIV-DRG-005014


ACCESS GATE
MILLBARROWS
BEACON HILL LANE
PRESHAW LANE
SAILORS LANE
STAKES LANE
NO RESIDENTIAL ACCESS REQUIRED
Little Preshaw
Key
Sign
Closure Point
Diversion Route
N
CCTV in operation
WORKS TRAFFIC ONLY
ROAD CLOSED
Airlock installed where indicated.
2 sets of Nissen barrier must be installed.
EUROVIA
SOUTHAMPTON TO LONDON PIPELINE PROJECT
LOWER PRESHAW LANE, PRESHAW ESTATE SO32 1QF
RDX 013- A10+000


N
Key
Sign
Closure Point
Diversion Route
Shorley
Beauworth
CHURCH ROAD
KILMESTON ROAD
JOANS ACRE LANE
RIVERSDOWN ROAD
WHEELEY DOWN ROAD
LAST ACCESS Joan's Acre POINT
NO RESIDENTIAL ACCESS REQUIRED
ROAD CLOSED
ROAD CLOSED
FARM/ GROWERS
CCTV in operation
WORKS TRAFFIC ONLY
ROAD CLOSED
Airlock installed where indicated.
2 sets of Nissen barrier must be installed.
EUROVIA
SOUTHAMPTON TO LONDON PIPELINE PROJECT
BROCKWOOD BOTTOM/ JOANS ACRE LANE, BRAMDEAN SO24 0LF
RDX 013- A18+030


Key
Sign
Closure Point
Diversion Route
Special Signage
SP1
Aldershot Road closed at Forester'S Pub
Through traffic follow diversion.
1050x750x 2
Pondtail
A323 ALDERSHOT ROAD
A323 NORRIS HILL ROAD
FLEET ROAD
B3013 READING ROAD SOUTH
ALDERSHOT ROAD
NO RESIDENTIAL ACCESS REQUIRED
FORESTERS PUB
CLOSE CAR PARK
WHEELEY DOWN ROAD
CCTV in operation
WORKS TRAFFIC ONLY
ROAD CLOSED
Airlock installed where indicated.
2 sets of Nissen barrier must be installed.
EUROVIA
SOUTHAMPTON TO LONDON PIPELINE PROJECT
ALDERSHOT ROAD, RUSHMOOR GU52 9EP
RDX 053- D5+990


Key
Sign
Closure Point
Diversion Route
Special Signage
SP1
Ship Lane closed after Newton Road Through traffic follow diversion
1050x750x 1
SP2
Ship Lane closed after Woodland Crescent Through traffic follow diversion
1050x750x 1
SP3
Ship Lane closed after Woodland Crescent Through traffic follow diversion
1200x1200x 1
N
Notes
1. All dimensions are in meters unless otherwise stated.
2. All TM to comply with TSM Chapter 8 and Safety at Street Works and Roadworks act.
3. All road markings and signs to be comply to TSRGD 2016.
4. All minimum safety zones to be met at all times.
5. TM diversion to be checked for suitability by forewarn supervisor before installation.
EUROVIA
TAYLOR WOODROW
SOUTHAMPTON TO LONDON PIPELINE PROJECT
SHIP LANE
RUSHMOOR
GU14 5BH
E4+000- E4+100
E4+000- E4+100/ OVERVIEW
River
Education Facility
Farnborough North
The Quays
Farnborough
SHIP LANE
HIGHGATE LANE
CHINGFORD AVENUE
QUEEN VICTORIA COURT
PROSPECT AVENUE
ST MICHAEL'S ROAD
NAPOLEON AVENUE
REVELSTOKE AVENUE
EMPRESS AVENUE
LEOPOLD AVENUE
BAIRD ROAD
FARADAY ROAD
NEWTON ROAD
CROMWELL WAY
HAWLEY LANE
GRANGE ROAD
RECTORY ROAD
PW