

# Southampton to London Pipeline Project

## Volume 5

Consultation Report

Application Document: 5.1

Planning Inspectorate Reference Number: EN070005

APFP Regulation No. 5(2)(q)

Revision No. 1.0

May 2019



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# Executive Summary

## The project

Esso Petroleum Company, Limited (Esso) has submitted an application to seek a Development Consent Order (DCO) for the replacement of 90km of the company's 105km aviation fuel pipeline that runs from the Fawley Refinery near Southampton to the West London Terminal storage facility in Hounslow.

The replacement of the pipeline is vital in supporting secure supplies of aviation fuel for some of the UK's busiest airports, contributing significantly to the regional economy and national infrastructure.

Due to the length, purpose and function of the replacement pipeline this project is classified as a Nationally Significant Infrastructure Project (NSIP) by the Planning Act 2008 (as amended) (the Act).

## The Consultation Report

Under Part 5 of the Act, DCO applicants are required to carry out pre-application consultation with a range of people and bodies who may be affected by the proposed application for development consent. Applicants are also required to have regard to the feedback received as part of that consultation.

Esso's Consultation Report details the consultation and engagement that has been carried out both under Part 5 of the Act and on a non-statutory basis, the feedback received, how the applicant (Esso) has had regard to the feedback and how the feedback has influenced the proposed development which is the subject of the application for a DCO.

The Consultation Report is structured to allow the reader to easily identify the elements of the pre-application consultation that were undertaken on a statutory or non-statutory basis. It also includes details of engagement activities undertaken between these formal phases of consultation. The Consultation Report consists of:

## **Chapter One – Introduction**

The Introduction explains the context of the project and the role of the Consultation Report, alongside a project timeline and summary of the consultation activities.

It also sets out how Esso has complied with the relevant legislation, advice and guidance in:

- The Planning Act 2008
- The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
- Department for Communities and Local Government (now Ministry of Housing, Communities and Local Government) Planning Act 2008 – *Guidance on the pre-application process (March 2015)*
- Planning Inspectorate Advice Note fourteen: compiling the consultation report (*April 2012 – version 2*)

## **Chapter Two – Introducing the project and initial engagement activities**

This section sets out the initial engagement activities Esso undertook to introduce the project and how these activities helped shape the project's approach to consultation.

It details the guiding principles Esso has used since the beginning of the project and its engagement with a number of local authorities, parish councils and technical stakeholders.

It also explains the development of the Commitment to Community Consultation.

## **Chapter Three – Pipeline Corridor consultation (non-statutory consultation)**

The Pipeline Corridor consultation was Esso's first phase of consultation, which was undertaken on a non-statutory basis between 19 March and 30 April 2018. At this stage, Esso consulted on six corridors (three in the north, between Alton and the West London Terminal storage facility, and three in the south, between Boorley Green and Alton), that gave a general indication of where a potential pipeline route may be routed.

The chapter explains how Esso approached the Pipeline Corridor consultation, including how it consulted potentially prescribed consultees, potential Persons with an Interest in Land (PILs) and the local community.

Detailed information is provided on the methods used at the Pipeline Corridor consultation, including the consultation materials, methods of publicity and details of consultation exhibitions.

The chapter also provides a summary of the feedback Esso received to this consultation, how it had regard to this feedback and how this informed the selection of a preferred corridor. This chapter also explains how Esso communicated its selection of the preferred corridor.

## **Chapter Four – Engagement following non-statutory consultation**

Following the Pipeline Corridor consultation, Esso carried out work to prepare for its first phase of statutory consultation.

This included developing and releasing an Initial Working Route, which was typically around 20-30m wide along the length of the potential route of the replacement pipeline.

Esso also continued engagement with local authorities, parish councils, landowners and key stakeholder groups during this period.

This chapter also details how Esso developed its Statement of Community Consultation (SoCC), as required by section 47 of the 2008 Act. This included a draft SoCC that was subject to consultation with the relevant local authorities, as required. This chapter provides an overview of the comments received from local authorities and how these informed the SoCC as published.

## **Chapter Five – Preferred Route consultation (first statutory consultation)**

This chapter describes the statutory Preferred Route consultation which was carried out by Esso between 6 September and 19 October 2018. The consultation related to the whole length of the preferred route announced by Esso on 6 September 2018 and was carried out simultaneously under sections 42, 47 and 48 of the 2008 Act.

It explains how Esso consulted with prescribed bodies, local authorities, the Greater London Authority and PILs, as required by section 42 of the 2008 Act.

This includes explaining how Esso contacted these consultees, the materials they were provided with and the deadline for comments to the consultation.

Esso also notified the Secretary of State for Business, Energy and Industrial Strategy of its intention to submit an application for development consent.

This chapter also explains how Esso consulted the local community, under section 47 of the Act, including how it publicised the availability of the SoCC and how it complied with the approach set out in the SoCC.

Esso also publicised the application as required by section 48 of the 2008 Act and this chapter provides full details of this activity.

The Preferred Route consultation generated feedback that helped Esso review its proposals. This chapter provides details of the feedback Esso received and how it had regard to this feedback, as required by section 49 of the Act.



## **Chapter Six – Design Refinements consultation (second statutory consultation)**

The Design Refinements consultation was carried out as a further phase of statutory consultation (following the Preferred Route consultation) between 21 January and 19 February 2019.

This phase of consultation was carried out because – in discharging Esso's duty to have regard to views expressed during Preferred Route consultation – Esso identified opportunities to make specific, targeted changes to the proposals presented at the Preferred Route consultation. Esso also shared details of proposed temporary logistics hubs, which would support installation of the pipeline, in the Design Refinements consultation. These were shared at this stage as, following the Preferred Route consultation, there was a clearer understanding of where the pipeline route might go.

This section details the approach to the Design Refinements consultation, which was carried out in line with the SoCC and in consideration of the nature of each design refinement and temporary logistics hub. At the same time, the Design Refinements consultation was open to anyone who wished to take part.

It details the approach to consulting prescribed consultees, local planning authorities, and those with an interest in land. It explains how Esso consulted all prescribed bodies and local planning authorities as required by sections 42(1)(a)(b)&(c). It also explains the approach to consulting newly identified PILs.

It also explains how Esso consulted the local community on the design refinements and location of temporary logistics hubs. Esso identified the potential level of impact the design refinements might have on communities in the vicinity. Esso then carried out promotional activity to directly inform these communities of the Design Refinements consultation.

This section includes details of how Esso carried out this consultation in compliance with the SoCC published at the Preferred Route consultation.

This chapter also provides details of the feedback Esso received to the Design Refinements consultation, and how it has had regard for to this feedback.

## **Chapter Seven – Route release and ongoing engagement**

This chapter describes the activity undertaken between the close of the Design Refinements consultation and the submission of Esso's application for a Development Consent Order.

This included the release of the final route, which was issued publicly ahead of the submission of the application to provide the public, persons with an Interest in Land, prescribed bodies, local authorities – and any other interested parties – with an understanding of the final proposals.

# 1. Introduction

## 1.1 Introduction

- 1.1.1 Esso Petroleum Company, Limited (Esso) has submitted an application to seek a Development Consent Order (DCO) for the replacement of 90km of its 105km aviation fuel pipeline that runs from the Fawley Refinery near Southampton to the West London Terminal storage facility in Hounslow.
- 1.1.2 The replacement of the pipeline is vital in supporting secure supplies of aviation fuel for some of the UK's busiest airports, contributing significantly to the regional economy and national infrastructure.
- 1.1.3 The pipeline is a safe way to transport fuel. Through its replacement, it will be possible to keep around 100 road tankers off the road every day based on Esso's 2015 data for its existing pipeline. Once installed, the pipeline will be buried underground and would not be noticed by most people.
- 1.1.4 Due to the length, purpose and function of the replacement pipeline this project is classified as a Nationally Significant Infrastructure Project (NSIP) by the Planning Act 2008 (as amended) (the Act).
- 1.1.5 Under Part 5 of the Act, DCO applicants are required to carry out pre-application consultation with a range of people and bodies who may be affected by the proposed application for development consent. Applicants are also required to have regard to the feedback received as part of that consultation.
- 1.1.6 This Consultation Report details the consultation and engagement that has been carried out both under Part 5 of the Act and on a non-statutory basis, the feedback received, how the Applicant (Esso) has had regard to the feedback and how the feedback has influenced the proposed development, which is the subject of the application for a DCO.

## 1.2 Project timeline

1.2.1 This table provides key dates for activities described in this report. These activities are explained in more detail throughout the report. The table is designed to provide an overview of key consultation milestones, rather than a complete list of all engagement undertaken.

### **Summary of consultation undertaken in relation to the proposed development.**

<b>Non-statutory consultation (Pipeline Corridor consultation) (19 March – 30 April 2018) – which sought views on potential corridors for the route of the proposed replacement pipeline. See Chapter Three for full details.</b>	
<i>Activity</i>	<i>Date activity undertaken</i>
Letters and emails to PILs and key stakeholders	19 March 2018
Non-statutory consultation launch	19 March 2018
Following documents deposited at information points and on the project website (www.slproject.co.uk): <ul style="list-style-type: none"> <li>• Consultation brochure</li> <li>• Consultation map book</li> <li>• Consultation leaflet</li> </ul>	19 March 2018
Project website updated	19 March 2018
Consultation events held in locations along the route: <ul style="list-style-type: none"> <li>• Byfleet – 27 March 2018</li> <li>• Alton – 29 March 2018</li> <li>• Chobham – 6 April 2018</li> <li>• Wrecclesham – 7 April 2018</li> <li>• Addlestone and Chertsey – 9 April 2018</li> <li>• Frimley – 10 April 2018</li> <li>• Ropley 11 April 2018</li> <li>• Worplesdon – 12 April 2018</li> <li>• Church Crookham – 18 April 2018</li> <li>• Bishop’s Waltham – 20 April 2018</li> </ul>	27 March – 20 April 2018
Consultation deadline	30 April 2018 (11:45pm)
Preferred Corridor Announcement	30 May 2018
Initial Working Route for the replacement pipeline published on the website	27 June 2018

**Consultation on draft Statement of Community Consultation (SoCC) (9 July – 6 August 2018).** See Chapter Four for full details.

<i>Activity</i>	<i>Date activity undertaken</i>
Local authorities for the purposes of section 43(1) of the Act below issued the draft SoCC, via email, for statutory review: <ul style="list-style-type: none"> <li>• Surrey County Council</li> <li>• Hampshire County Council</li> <li>• Eastleigh Borough Council</li> <li>• Winchester City Council</li> <li>• East Hampshire District Council</li> <li>• Hart District Council</li> <li>• Rushmoor Borough Council</li> <li>• Surrey Heath Borough Council</li> <li>• Runnymede Borough Council</li> <li>• Spelthorne Borough Council</li> <li>• London Borough of Hounslow</li> <li>• South Downs National Park Authority</li> </ul>	9 July 2018 (therefore statutory review period started the day after, on 10 July 2018).
Statutory review period close (28 days from the day after the draft SoCC was received by local authorities on (sent via email on 9 July, period started 10 July 2018), as required by section 47(3) of the Act).	6 August 2018

**Statutory consultation (Preferred Route consultation) (6 September – 19 October 2018).** See Chapter Five for full details.

<i>Activity</i>	<i>Date activity undertaken</i>
Notice given to Secretary of State under section 46	5 September 2018
Section 42 letters issued to local authorities, prescribed bodies and persons with an Interest in Land	5 September 2018 (emails issued to prescribed consultees and local authorities on 6 September 2018)
Project website updated	6 September 2018
Statutory consultation launch	6 September 2018

<p>SoCC published and publicised as required under the Act. Notice stated where and when the SoCC could be inspected and was published on the website and in the following newspapers:</p> <ul style="list-style-type: none"> <li>• Aldershot News &amp; Mail: 12 &amp; 19 September 2018</li> <li>• Andover Advertiser: 7 &amp; 14 September 2018</li> <li>• Basingstoke Gazette: 6 &amp; 13 September 2018</li> <li>• Eastleigh Times: 6 &amp; 13 September 2018</li> <li>• Farnham Herald Series: 13 &amp; 20 September 2018</li> <li>• Guildford Dragon (online): 6 September 2018</li> <li>• Hampshire Chronicle: 6 &amp; 13 September 2018</li> <li>• Hampshire Independent: 7 &amp; 14 September 2018</li> <li>• Haslemere Herald: 13 &amp; 20 September 2018</li> <li>• Hounslow Chronicle and Informer: 7 &amp; 14 September 2018</li> <li>• Woking News and Mail: 6 &amp; 13 September 2018</li> <li>• Petersfield Post (The Post Series): 12 &amp; 19 September 2018</li> <li>• Richmond and Twickenham Times: 14 &amp; 21 September 2018</li> <li>• Romsey Advertiser: 7 &amp; 14 September 2018</li> <li>• Southern Daily Echo (Eastleigh Echo): 6, 7, &amp; 21 September 2018</li> <li>• Staines Chronicle and Informer: 7 &amp; 14 September 2018</li> <li>• Surrey and Hants News: 11 &amp; 18 September 2018</li> <li>• Surrey Advertiser (Guildford edition): 7 &amp; 14 September 2018</li> <li>• Surrey Advertiser (Runnymede and Spelthorne edition): 7 &amp; 14 September 2018</li> </ul>	<p>6 September – 21 September 2018</p>
<p>Section 48 notice published as required under the Act (including same local newspapers as SoCC notice – see above). A copy of the section 48 notice was also included in the mailing to prescribed bodies as required.</p>	<p>6 September – 21 September 2018</p>
<p>Project website updated</p>	<p>6 September 2018</p>
<p>Following consultation materials deposited at information points and published on the website:</p> <ul style="list-style-type: none"> <li>• Consultation brochure (including summary of the Preliminary Environmental Information Report)</li> <li>• SoCC</li> <li>• Map book</li> <li>• Consultation leaflet</li> </ul>	<p>6 September 2018</p>
<p>Publication of the Preliminary Environmental Information Report. Available on the project website and sent directly by post to prescribed consultees and local authorities.</p>	<p>6 September 2018</p>

<p>Consultation events held in following locations along the preferred route:</p> <ul style="list-style-type: none"> <li>• Alton – 27 September 2018</li> <li>• Deepcut and Lightwater – 28 September 2018</li> <li>• Chobham – 29 September 2018</li> <li>• Church Crookham – 1 October 2018</li> <li>• Bramdean – 2 October 2018</li> <li>• Frimley – 3 October 2018</li> <li>• Chertsey – 4 October 2018</li> <li>• Ropley – 5 October 2018</li> <li>• Bishop’s Waltham – 6 October 2018</li> <li>• Farnborough – 10 October 2018</li> <li>• Ashford – 13 October 2018</li> </ul>	27 September – 13 October 2018
Statutory consultation deadline	19 October 2018 (11:45pm in excess of the 28-day statutory minimum)
<p><b>Further statutory consultation (Design Refinements consultation) (21 January – 19 February 2019).</b> <i>See Chapter Six for full details.</i></p>	
<i>Activity</i>	<i>Date activity undertaken</i>
Update letter on consultation approach provided to the Secretary of State.	20 January 2019
Letters (and emails) issued to prescribed bodies and those with an interest in land.	20 January 2019 (Emails issued to prescribed bodies and local authorities on 21 January 2019)
Statutory consultation launch	21 January 2019
Interactive map on project website updated	21 January 2019
<p>Following consultation documents made available published on the website:</p> <ul style="list-style-type: none"> <li>• Consultation brochure</li> <li>• Response form</li> <li>• Leaflets detailing: <ul style="list-style-type: none"> <li>– Refinements in Cove Road</li> <li>– Refinements at Ashford</li> <li>– The proposed temporary logistics hubs</li> </ul> </li> </ul>	21 January 2019
Website updated	21 January 2019

Consultation events held: • Farnborough • Ashford	5 February 2019 and 9 February 2019
Statutory consultation deadline	19 February 2019 (11:59pm to comply with the 28-day statutory minimum)
Final route announcement	27 March 2019

## 1.3 The Consultation Report

- 1.3.1 The requirement to submit a Consultation Report as part of the application for development consent is set out in section 37(3)(c) of the 2008 Act. Section 37(7) confirms that the Consultation Report is a report giving details of:
- (a) what has been done in compliance with sections 42, 47 and 48 of the Act in relation to the proposed application;
  - (b) any relevant responses (within the meaning of section 49(3) of the Act); and
  - (c) the account taken of any relevant responses.
- 1.3.2 Information included for the purpose of subsection (a) can be found in this report in Chapters Five and Six. Relevant responses (subsection (b)), and how Esso has taken account of these responses (subsection (c)), are also set out in Chapters Five and Six.
- 1.3.3 Esso has had regard to the Department for Communities and Local Government's (now Ministry of Housing, Communities and Local Government) Guidance on the pre-application process document (March 2015). Esso had particular regard to paragraph 80 of that guidance, which sets out what a Consultation Report should cover. Chapter One details how Esso complied with this information.



## 1.4 Consultation overview

### Initial engagement (Chapter Two)

- 1.4.1 In December 2017, Esso began to talk publicly about its intention to replace 90km of its 105km aviation fuel pipeline. At this stage, Esso notified existing landowners, Members of Parliament, relevant portfolio holders at county, borough and district local authorities and planning officers at local authorities along the route of the existing pipeline about the emerging proposal to replace the pipeline.
- 1.4.2 While still early in the project, Esso published its proposals for the replacement of the existing pipeline via a dedicated project website and launched a public email and telephone number. These details remained available throughout the pre-application period (and remain open).
- 1.4.3 Esso also established a set of project objectives and guiding principles against which options for the replacement of the existing pipeline could be reviewed objectively. The project objectives were:
- to replace the pipeline from Boorley Green to the West London Terminal storage facility in Hounslow, via Alton in Hampshire, to connect to existing pipeline infrastructure;
  - to meet all the relevant planning requirements;
  - to maintain fuel supply during replacement; and
  - to develop and install a safe, buildable, operational and economically feasible pipeline.
- 1.4.4 While a deliverable project must meet these objectives, to make sure this was the case, a set of guiding principles were outlined to support the development and selection of the final route. The final route would be considered as having an advantage over alternatives if it:
- would benefit from existing equipment (infrastructure) and relationships with landowners;
  - would be likely to have better environmental outcomes versus the other options considered, especially relating to internationally and nationally important features along the final route;
  - would provide social and economic outcomes of greater benefit compared to the other corridors;
  - would pass through less complex or built-up areas (where possible);
  - would achieve compliance with relevant National Policy Statements; and
  - could be installed in a timely and realistic manner at reasonable cost.

- 1.4.5 Between December 2017 and March 2018, Esso continued to engage with landowners, local authorities, parish councils and elected councillors and Members of Parliament to highlight the project. This included holding forums for planning officers and elected members on 19 January and 23 February 2018. Esso held informal drop-in events for parish councils in Hampshire and Surrey during this period. Esso also met with key environmental consultees, including Natural England, Historic England and the Environment Agency to introduce the project. More information on this engagement is set out in Chapter Two.
- 1.4.6 In parallel, Esso developed a Commitment to Community Consultation (Appendix 2.3 and covered in Chapter Three). This would act as precursor to a Statement of Community Consultation (SoCC) (Appendix 4.8) and was shared with local authorities ahead of the non-statutory consultation on pipeline corridors in March 2018.

**Non-statutory consultation (Pipeline Corridor consultation) – see Chapter Three for full details**

- 1.4.7 Between 19 March and 30 April 2018, Esso held a period of non-statutory consultation, known as the Pipeline Corridor consultation. This is set out in Chapter Three and details how Esso developed the approach to and then undertook the non-statutory consultation with local authorities.
- 1.4.8 The Pipeline Corridor consultation provided local communities, potential Persons with Interest in Land (PILs) and potential prescribed bodies with an opportunity to engage and provide feedback on six potential corridors for the replacement pipeline. Chapter Three sets out how Esso identified these groups for the Pipeline Corridor consultation.
- 1.4.9 To promote the consultation, on 19 March 2018 Esso wrote to potential PILs, local authorities, third party infrastructure owners, environmental bodies, parish councils, residents associations, and the wider community. Information was provided in hard copy, made available on the project website and posted to information points. Exhibition events were held at points along each of the six corridors. Advertisements were placed in relevant local news outlets and the local media was notified via a press release.
- 1.4.10 Esso received 1,067 responses to the non-statutory consultation. Consultation responses were received on all six corridors, with those in the north receiving significantly more feedback than those in the south. The feedback was reviewed by an independent consultant and a Pipeline Corridor Consultation Report was developed (Appendix 3.11) that provided an overview and breakdown of the responses received.
- 1.4.11 Following the close of the non-statutory consultation, Esso conducted a detailed and thorough review of the feedback received and carried out ongoing environmental and technical studies to determine a preferred corridor.

- 1.4.12 Having carried out this assessment work, Esso identified corridor option G in the south and corridor option J in the north. These corridor options broadly followed the existing pipeline and received the most support from those that took part in the consultation, but also performed best against Esso's guiding principles. When the two options were combined, they formed the single preferred corridor.
- 1.4.13 Esso published the preferred corridor in May 2018. This took the form of an initial announcement to local authorities and elected members on 25 May 2018 at forums held in Surrey (Kingston) and Hampshire (Winchester) and on 30 May 2018 Esso wrote to potentially affected communities, PILs and stakeholders. In each case, a leaflet was issued outlining how the decision had been made. A media announcement was also issued on 30 May 2018.
- 1.4.14 Following the preferred corridor announcement, Esso developed an Initial Working Route for the replacement pipeline. This further refined the 200m corridor to approximately 30m in width (the development of the Initial Working Route is detailed in Chapter Four: Design Evolution of the Environmental Statement (**application document 6.2**)).
- 1.4.15 Esso published the Initial Working Route on the project website on 27 June 2018. This took the form of an updated interactive map. At the same time Esso also wrote to landowners affected by the Initial Working route with a map of their land interest and details of landowner engagement events.
- 1.4.16 Local authority officers were also notified via email of the Initial Working Route release, and briefings with officers wishing to meet with the project team were carried out in June and July 2018 to provide an overview of the Initial Working Route. Three parish council drop-in sessions were also held in June 2018 and 11 landowner events took place in July 2018, all of which were designed to provide opportunities for potentially affected parties to understand more about the Initial Working Route. The details of these briefings and meetings can be found in Chapter Four.

### **Statement of Community Consultation (SoCC)**

- 1.4.17 Following the release of the Initial Working Route, Esso prepared a draft SoCC (Appendix 4.5) ahead of the statutory consultation (Preferred Route consultation – Chapter Five) as required by section 47 of the Act. This set out how Esso intended to consult with the local community. The draft SoCC was issued by email to the relevant local authorities on 9 July 2018. As stated in the Act, the consultation period therefore started on 10 July 2018. The covering letters issued to local authorities explained that the deadline was 6 August 2018 (a 28-day period as stipulated under section 47(3) of the Act).
- 1.4.18 Details of how Esso developed the SoCC, the feedback received and how this was incorporated can be found in Chapter Four.

## **Statutory consultation (Preferred Route consultation) – See Chapter Five for full details**

- 1.4.19 Esso carried out a first phase of statutory consultation under sections 42, 47 and 48 of the Act in September and October 2018. This phase of statutory consultation was referred to as the Preferred Route consultation and was carried out between 6 September and 19 October 2018.
- 1.4.20 The proposals which were the subject of statutory consultation at this point were the preferred route of the replacement pipeline, including a number of sub-options, and the Preliminary Environmental Information (PEI), prepared in accordance with the relevant regulations. The Preferred Route was an evolution of the Initial Working Route. The details of how the Preferred Route was developed can be found in Chapter Four: Design Evolution of the Environmental Statement (**application document 6.2**).
- 1.4.21 At the launch of the Preferred Route consultation, documentation was made available on the website, at information points and sent directly to prescribed bodies, local authorities, PILs and the wider community.
- 1.4.22 In accordance with the Act, Esso publicised the statutory consultation and the proposed application. A press release was also issued, and a series of public exhibitions were organised and held, with 672 people attending. A description of the statutory consultation with bodies under section 42 of the Act and local communities (under section 47 and section 48) can be found in Chapter Five.
- 1.4.23 Alongside the Preferred Route consultation, Esso continued to engage with local authorities, landowners and other interested parties, offering and attending meetings where invited. These ongoing relationships helped to offer clarifications and provided an opportunity for stakeholders to raise issues for further consideration.
- 1.4.24 In response to the statutory consultation, 334 responses were received (which includes multiple responses from individuals or organisations). Of these, 125 were from members of the public and organisations under section 47, 176 from PILs under sections 42(1)(d) & section 44, 18 responses from prescribed consultees under section 42(1)(a) and 13 responses from local authorities under section 42(1)(b) & section 43 and section 42(1)(c).
- 1.4.25 A summary of all the relevant responses received at the Preferred Route consultation, along with how Esso had regard to them under section 49 of the Act can be found in Chapter Five. A full Preferred Route Consultation Summary Report, which provides details of the feedback received can be found in Appendix 5.24. An overview and how Esso responded to comments raised also available in Chapter Five.
- 1.4.26 Feedback collected at this stage allowed Esso to confirm the majority of the proposed replacement pipeline route. Along with further technical and environmental work, the feedback also allowed Esso to select the majority of sub-options presented at the statutory Preferred Route consultation.

## **Targeted statutory consultation (Design Refinements consultation) – See Chapter Six for full details**

- 1.4.27 As a result of the feedback received during the Preferred Route consultation and subsequent technical and environmental work, Esso made a series of refinements to the route and design of the project. These refinements were either material or non-material in nature. Material refinements were those that had the potential to impact new landowners or had new or different impacts on the environment or local communities. Material refinements were taken to a phase of targeted statutory consultation known as the Design Refinements consultation. Non-material refinements introduced no different impacts or did not affect any new landowners or communities and were therefore not part of the Design Refinements consultation.
- 1.4.28 Ahead of this second phase of statutory consultation (known as the Design Refinements consultation), Esso also met with local authorities – prioritised according to where refinements would be consulted upon. Four landowner meetings, three parish council and two residents association meetings were also held during this period to raise awareness of the Design Refinements consultation and discuss any initial comments that stakeholders may have.
- 1.4.29 The targeted statutory Design Refinements consultation was carried out between 21 January and 19 February 2019. This was a continuation of the statutory Preferred Route consultation and was targeted in areas where refinements were required. In line with the Preferred Route consultation, Esso engaged with local communities, and wrote to PILs, relevant local authorities and prescribed bodies at the start of the consultation period to explain what the changes were, how they may be affected and how to respond to the consultation. Details of how Esso complied with sections 42, 47 and 48 of the Act for this phase of statutory consultation can be found in Chapter Six.
- 1.4.30 Esso received 92 responses (which included multiple responses from individuals or organisations) to the Design Refinements consultation. 49 were from members of the public and organisations under sections 47, 27 from PILs under section 42(1)(d), six from prescribed consultees under sections 42(1)(a) and eight responses from local authorities under sections 42(1)(b) & section 43 and section 42(1)(c).
- 1.4.31 A summary of relevant responses and how Esso had regard to them can be found in Chapter Six. A full Design Refinements Consultation Report which details the feedback received can be found in Appendix 6.18.

## Final route release

- 1.4.32 Following the close of the Design Refinements consultation on 19 February 2019, Esso reviewed the feedback received and developed a final route. This route was announced publicly on 27 March 2019 ahead of the submission of Esso's application for development consent to allow the public, PILs, local authorities and prescribed bodies – and any other interested parties – an understanding of the final proposals. The final route was published on the website and in a booklet that was posted to residents living within 50m of the route on 27 March 2019.
- 1.4.33 Alongside the publication of the final route, Esso has continued to review the proposals and affected land parcels in terms of the appropriate land rights that need to be secured to deliver the project. Esso also acknowledges that engagement with stakeholders is ongoing. Where applicable, Esso and relevant parties have started to prepare Statements of Common Ground (SoCG), setting out matters on which there is agreement, as well as identifying those areas (if any) where agreement has not been reached.

## 1.5 How consultation feedback changed the proposals

### **Pipeline Corridor Consultation**

- 1.5.1 Corridor G in the south was favoured by 50 per cent of respondents, which was a key consideration in selecting this as part of the preferred corridor to progress. By comparison, Corridor D was favoured by 13 per cent of respondents, and Corridor F by 9 per cent.
- 1.5.2 Corridor J in the north was favoured by 70 per cent of respondents, which was a key consideration in selecting this as part of the preferred corridor to progress. By comparison, Corridor M was favoured by 8 per cent of respondents, while Corridor Q was favoured by 10 per cent.
- 1.5.3 The Frimley Park Hospital sub-option in the Pipeline Corridor consultation was deselected as a result of consultation feedback.

### **Preferred Route consultation**

- 1.5.4 Of the 20 sub-options presented as part of the Preferred Route consultation:
- Nine were selected primarily due to consultation feedback
  - Six were amended as part of the Design Refinements consultation
  - Four were selected by considering consultation responses and further technical information
  - One still requires further engagement with landowners so no selection has been made
- 1.5.5 In addition to the sub-options, consultation feedback also resulted in the following changes:
- The location of the pigging station was amended in response to the landowner's request
  - A number of modifications were made as a direct result of landowner feedback, which reduced potential impacts to land use and planned developments
  - A number of modifications were made to reduce impacts on trees or Ancient Woodland under two hectares
  - Additional trenchless crossings of key local roads were added, such as Petersfield Road
  - A commitment to narrow working in Queen Elizabeth Park was made to address consultation feedback on amenity and tree loss in this area
  - A commitment to narrow working in Turf Hill was made to address consultation feedback about on tree loss in this area

- A commitment to narrow working in Fordbridge Park was made to address consultation feedback about amenity, memorial tree and tree loss in this area

### **Design Refinements consultation**

1.5.6 Of the 17 design refinements proposed:

- Eight were the result of consultation feedback and engagement with landowners
- Two were the result of sub-option development
- Seven were the result of further technical information

1.5.7 Due to consultation feedback, four further amendments were made to the final route following the Design Refinements consultation:

- A compound was removed from within the grounds of Farnborough Hill School, alongside an access track
- The plans were amended to reflect the existing access paths in the Blackwater River Valley area
- The Order Limits were amended to avoid one commercial/property development in Chertsey
- A compound was removed from Ashford Road



## 1.6 Compliance with statutory requirements

- 1.6.1 Esso's pre-application consultation has met all of the relevant statutory consultation requirements and Esso considers it has complied with relevant guidance and advice.
- 1.6.2 The table below details those requirements – and the relevant guidance and advice from the Department for Communities and Local Government (now the Ministry of Housing, Communities and Local Government) and the Planning Inspectorate – and demonstrates the activities undertaken to meet them. Where relevant, the table cross-refers to chapters of this Consultation Report in order to avoid duplication.

### **Statutory requirements and Esso's response**

<b>Planning Act 2008</b>	
<b>Section</b>	
37(3)(c). An application for an order granting development consent must be accompanied by the consultation report.	This report fulfils Esso's requirement to produce a Consultation Report and is being submitted as part of the DCO application.
37(7). "the consultation report" means a report giving details of: (a) what has been done in compliance with sections 42, 47 and 48 in relation to a proposed application that has become the application, (b) any relevant responses, and (c) the account taken of any relevant responses.	Details of how Esso complied with subsection (a), details of the relevant responses received (subsection (b)) and the account taken of these responses (subsection (c)) can be found in Chapters Five and Six .
42. Duty to consult; including 42(1) (a) prescribed consultees, 42(1)(b) local authorities, 42(1)(c) the Greater London Authority and 42(1)(d) persons with an interest in land. 42(1)(a) duty to consult prescribed consultees.	<p>Details of how Esso consulted with the following groups at its statutory consultation:</p> <ul style="list-style-type: none"> <li>• Prescribed bodies – can be found in Chapters Five and Six.</li> <li>• Local authorities – can be found in Chapters Five and Six.</li> <li>• PILs – can be found in Chapters Five, Six and Seven.</li> </ul> <p>All prescribed consultees were written to at the start of the statutory Preferred Route and Design Refinements consultations and provided with consultation materials. More details about these consultations can be found in Chapters Five and Six.</p>
42(1)(a) duty to consult the Marine Management Organisation (MMO).	The proposed development will not affect any of the areas specified in section 42(2) and therefore the MMO has not been consulted.

42(1)(b) duty to consult in local authority that is within section 43(1)	All section 43 consultees were written to at the start of the statutory Preferred Route and Design Refinements consultations and provided with consultation materials. More details about these consultations can be found in Chapters Five and Six.
42(1)(c) duty to consult the Greater London Authority (GLA)	The GLA was written to at the start of the statutory Preferred Route and Design Refinements consultations and provided with consultation materials. More details about these consultations can be found in Chapters Five and Six.
42(1)(d) duty to consult each person within one or more of the categories set out in section 44	All identified PILs were consulted at the start of the statutory Preferred Route consultation, see Chapter Five for full details. The list of PILs was revised between the Preferred Route consultation and Design Refinement consultation to take into account refinements and temporarily logistics hub locations. Esso consulted with additional PILs identified through this process at the Design Refinements consultation, see Chapter Six for more details. The Book of Reference can be found as application document 4.3.
45(1)&(2) notification of the deadline for receipt of responses (must not be earlier than 28 days)	For the statutory Preferred Route consultation, the deadline for the receipt of responses was 19 October 2018 (giving a 43-day period). For the Design Refinements consultation, the deadline for the receipt of responses was 16 February 2018 (giving a 29-day period). This information was stated in letters sent to consultees and in all consultation materials, including the website.
46. Duty to notify Secretary of State of proposed application	Esso notified the Secretary of State (via the Planning Inspectorate) as detailed in Chapter Five.
47(1) duty to prepare a Statement of Community Consultation (SoCC)	Esso produced a SoCC in compliance with the statutory requirements. See Chapter Four for full details.
47(2) duty to consult relevant local authorities on the SoCC	Esso consulted all relevant local authorities on the contents of the draft SoCC, full details can be found in Chapter Four.

<p>47(3) deadline for the receipt by the Applicant of a local authority's response to consultation on the SoCC is the end of the period of 28 days. It begins on the day after the day on which the local authority receives the document</p>	<p>Esso issued the draft SoCC to the relevant local authorities by email on 9 July 2018. Esso provided a deadline for responses of 6 August 2018 – therefore providing 28 days from the day after the day of receipt.</p>
<p>47(5) duty to have regard to any response to the consultation on the draft SoCC</p>	<p>Comments were received from seven local authorities on the draft SoCC. These responses and how Esso had regard for them can be found in Chapter Four.</p>
<p>47(6) duty to:</p> <ol style="list-style-type: none"> <li>(1) Make the SoCC available for inspection by the public in a way that is reasonably convenient for people living in vicinity of the land;</li> <li>(2) Publish in a newspaper circulating in the vicinity of the land, a notice stating where and when the SoCC can be inspected; and</li> <li>(3) Publish the SoCC in such manner as may be prescribed.</li> </ol>	<p>The SoCC was made available for inspection by the public online, at information points, and at consultation events. Further details are provided in Chapter Five. SoCC notices (combined with the section 48 notice) explaining where and when the SoCC could be inspected were published in a number of newspapers circulating in the vicinity of the land. Full details are available in Chapter Five.</p>
<p>47(7) duty to carry out consultation in accordance with the proposals set out in the SoCC.</p>	<p>The details of how Esso carried out the statutory Preferred Route consultation in accordance with the SoCC can be found in Chapter Five. The details of how Esso carried out the statutory Design Refinements consultation in accordance with the SoCC can be found in Chapter Six.</p>
<p>48. Duty to publicise</p>	<p>Esso published a section 48 notice (combined with the SoCC notice) at the launch of the statutory Preferred Route consultation in the prescribed manner: in local newspapers within the vicinity of the land for two consecutive weeks, in one national newspaper (The Times) and in the London Gazette. Further details can be found in Chapter Five.</p>

<p>49. Duty to take account of responses to consultation and publicity.</p>	<p>Chapter Five details how Esso took account of the responses to the statutory Preferred Route consultation under section 42 and section 47. Chapter Six details how Esso took account of the responses to the statutory Design Refinements consultation under section 42 and section 47.</p> <p>Esso also held a non-statutory phase of consultation prior to its statutory consultations. Details of how Esso took account of responses to this consultation can be found in Chapter Three.</p> <p>Esso did not receive any responses that could be identified as being in response to publicity under section 48.</p>
<p>50(3). Duty to have regard to any guidance under this section.</p>	<p>The table overleaf sets out in detail how Esso has taken into account the published guidance on the pre-application process issued by Ministry of Housing, Communities &amp; Local Government.</p>

**The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017**

Regulation	Esso's response
<p>8. Duty to either request the Secretary of State to adopt a screening opinion or notify the Secretary of State that the application proposes to provide an Environmental Statement in respect of the development.</p>	<p>By submitting a request for a scoping opinion on 26 July 2018 the Secretary of State was deemed to have been notified of the proposal to provide an Environmental Statement.</p>
<p>12. Duty for the consultation statement prepared under section 47 of the Planning Act 2008 to state;</p> <p>(a) Whether the development for which the Applicant proposes to make an application for an order granting development consent is an Environment Impact Assessment (EIA) development; and</p> <p>(b) If that development is an EIA development, how the Applicant intends to publicise and consult on the Preliminary Environmental Information.</p>	<p>The SoCC notice published at the launch of the Preferred Route consultation stated that the proposed development was an EIA development and included how the Applicant would consult on the Preliminary Environmental Information.</p>
<p>13. Notice of Preliminary Environmental Information.</p>	<p>Regulation 13 letters were issued to Regulation 11 bodies alongside a copy of the section 48 notice. See Chapter Five for full details.</p>

**Department for Communities and Local Government guidance and Esso's approach**

<b>Department for Communities and Local Government (now Ministry of Housing, Communities and Local Government)</b> <b>Planning Act 2008 – Guidance on the pre-application process (March 2015)</b>	
Guidance	Esso's approach
<b>The pre-application consultation process</b>	
<p><b>Para 17</b> - When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.</p>	<p>Esso used a number of methods to provide information to consultees, including consultation brochures, direct mail leaflets and postcards. Where applicable, these made clear that Esso was consulting, what it was consulting on and how consultees could take part in the consultation.</p>
<p><b>Para 18</b> - Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.</p>	<p>Esso agreed that there were clear benefits to early engagement with consultees. To encourage this, Esso carried out early engagement with a number of stakeholders (Chapter Two) and a non-statutory stage of consultation (Chapter Three) on corridor options.</p>
<p><b>Para 19</b> - The pre-application consultation process is crucial to the effectiveness of the major infrastructure consenting regime. A thorough process can give the Secretary of State confidence that issues that will arise during the six-month examination period have been identified, considered, and – as far as possible – that applicants have sought to reach agreement on those issues. Without adequate consultation, the subsequent application will not be accepted when it is submitted. If the Secretary of State determines that the consultation is inadequate, he or she can recommend that the applicant carries out further consultation activity before the application can be accepted.</p>	<p>This report details how Esso has used consultation to support the development of the project, from broad corridor options (Chapter Three), to a more defined preferred pipeline route (Chapter Five). Esso sought to engage with stakeholders in relation to further refinements to its proposals through an additional Design Refinements consultation (Chapter Six).</p>

<p><b>Para 20</b> - Experience suggests that, to be of most value, consultation should be:</p> <ul style="list-style-type: none"> <li>• based on accurate information that gives consultees a clear view of what is proposed including any options;</li> <li>• shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed; and</li> <li>• engaging and accessible in style, encouraging consultees to react and offer their views.</li> </ul>	<p>Esso considers its approach to non-statutory consultation (Chapter Three) and statutory consultation (Chapters Five and Six) were designed appropriately to provide most value to local communities and to Esso.</p> <p>This included engagement at an early stage, when the proposals were still at a broad level of detail. Esso continued to update communities, through clear and accessible materials that were developed to be targeted appropriately to their audiences.</p> <p>Each phase of consultation (non-statutory and statutory) used a range of consultation materials and methods to encourage consultees to participate.</p>
<p><b>Para 21</b> – Where an Applicant has not been able to follow this guidance they should set out why this is the case, in the consultation report.</p>	<p>Esso has complied with Ministry of Housing, Communities &amp; Local Government guidance on the pre-application process, as set out in this table.</p>
<p><b>Para 23</b> - In brief, during the pre-application stage applicants are required to:</p> <ul style="list-style-type: none"> <li>• notify the Secretary of State of the proposed application;</li> </ul>	<ul style="list-style-type: none"> <li>• Details of how Esso notified the Secretary of State of the proposed application can be found in Chapter Five.</li> </ul>
<ul style="list-style-type: none"> <li>• identify whether the project requires an environmental impact assessment; where it does, confirm that they will be submitting an environmental statement along with the application, or that they will be seeking a screening opinion ahead of submitting the application;</li> </ul>	<ul style="list-style-type: none"> <li>• The project is an EIA development. As such, Esso sought a scoping opinion from the Secretary of State and notified the Secretary of State that an Environmental Statement would be submitted with the application. The scoping opinion was provided on 5 September 2018.</li> </ul>
<ul style="list-style-type: none"> <li>• produce a Statement of Community Consultation, in consultation with the relevant local authority or authorities, which describes how the applicant proposes to consult the local community about their project and then carry out consultation in accordance with that Statement;</li> </ul>	<ul style="list-style-type: none"> <li>• A SoCC was produced and consulted on with the relevant local planning authorities as required (see Chapter Four). Consultation was then undertaken in accordance with the SoCC, as set out in Chapter Five.</li> </ul>
<ul style="list-style-type: none"> <li>• make the Statement of Community Consultation available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land where the development is proposed, as required by section 47 of the Planning Act and Regulations;</li> </ul>	<ul style="list-style-type: none"> <li>• The SoCC was publicised and made available online and at information points in the project area (see Chapter Five).</li> </ul>

<ul style="list-style-type: none"> <li>• identify and consult statutory consultees as required by section 42 of the Planning Act and Regulations;</li> </ul>	<ul style="list-style-type: none"> <li>• Statutory consultees under section 42 and Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 were identified and consulted.</li> </ul>
<ul style="list-style-type: none"> <li>• publicise the proposed application in accordance with Regulations;</li> </ul>	<ul style="list-style-type: none"> <li>• The project was publicised as required by section 48 and Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (see Chapter Five).</li> </ul>
<ul style="list-style-type: none"> <li>• set a deadline for consultation responses of not less than 28 days from the day after receipt/last publication;</li> </ul>	<ul style="list-style-type: none"> <li>• At the statutory Preferred Route consultation, Esso sent notices to the relevant consultees on 6 September 2018, with a final deadline for responses set for 19 October 2018. This provided 43 days in which to respond.</li> <li>• The final publication date for the section 48 notice was 21 September 2018, this provided 29 days for consultees to respond.</li> <li>• As detailed in Chapter Six, Esso took a proportionate approach to the Design Refinements consultation. Esso provided a period of 29 days to respond (between 21 January and 19 February 2019). This deadline was communicated in letters and emails sent to consultees, in consultation materials, on the project website and in newspaper adverts.</li> </ul>
<ul style="list-style-type: none"> <li>• have regard to relevant responses to publicity and consultation;</li> </ul>	<ul style="list-style-type: none"> <li>• In accordance with the duty under section 49 of the Act, Esso has had regard to relevant responses received during the statutory Preferred Route and Design Refinements consultations as detailed in Chapters Five and Six.</li> </ul>
<ul style="list-style-type: none"> <li>• prepare a consultation report and submit it to the Secretary of State.</li> </ul>	<ul style="list-style-type: none"> <li>• This Consultation Report meets the requirements of section 37(3)(c) and 37(7) of the Act and is submitted to the Secretary of State as part of the DCO application for the project.</li> </ul>

**Para 24** – the aim should be to ensure that consultation is appropriate to the scale and nature of the project and where its impacts will be experienced.

- During its three phases of consultation, Esso has ensured that the consultation was appropriate to the scale and nature of the project.
- This has included writing directly to potential landowners, prescribed consultees and to local communities within a 50-metre buffer zone. Esso also engaged directly with elected representatives for these communities, as well as interest groups and hard to reach groups.
- Esso also took steps to raise awareness of the consultations more widely, using advertising in local newspapers, information points in community centres and taking advantage of existing social media channels (via local authorities).
- Full details of the methods used in these consultations are available in Chapters Three (Pipeline Corridor consultation), Five (Preferred Route consultation) and Six (Design Refinements Consultation).

**Para 25** - Consultation should be thorough, effective and proportionate.

- As detailed in Chapters Three, Five and Six, Esso undertook consultations that were thorough, effective and proportionate.
- Esso engaged at an early stage so that views could help influence the proposals. Esso consulted over three phases and feedback to these consultations helped Esso develop the proposals, starting with 200m corridors, to a defined pipeline route and then on a number of design refinements to this route.
- Esso carried out additional engagement outside of these phases of consultation, as detailed in Chapters Two, Four and Seven.
- Esso's pre-application consultation has also used a range of methods to effectively consult with consultees. This has included a range of consultation materials, a regularly updated project website and consultation exhibitions.
- Consultation materials contained varying levels of detail to enable consultees to engage and respond to the consultations at a level appropriate to them.



## Who should be consulted?

**Para 26** - The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage, but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the project itself.

- Chapters Five and Six detail how Esso identified and consulted the bodies required under the Act at the statutory Preferred Route and Design Refinements consultations.
- Esso also recognised that there may be bodies beyond those required to be consulted that have an interest in the project. Additional bodies were engaged with at the non-statutory and statutory stages of consultation as detailed in Chapters Three, Five and Six.

**Para 29** - Applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid unnecessary delays and the costs of having to make changes at later stages of the process. It is equally important that statutory consultees respond to a request for technical input in a timely manner. Applicants are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.

- Providing an early opportunity for consultees to comment on the proposals was the primary reason for holding an early phase of non-statutory consultation on corridor options. Chapter Three provides more details of the reasons for Esso carrying out this consultation and how this consultation was conducted.
- Esso also engaged with a number of consultees before the launch of the non-statutory consultation. Details of this engagement can be found in Chapter Two.

**Para 36** – where an applicant decides to consult people living in a wider area who could be affected by the project (e.g through visual or environmental impacts, or through increased traffic flow), that intention should be reflected in the SoCC.

The SoCC stated:  
*While the consultation will be open to anyone who wishes to take part, our promotional activity will target people who live in the vicinity of the land. The land we refer to is defined by the Order Limits.*  
However, Esso recognised that there may be interest in the project more widely and undertook activities to publicise the consultation beyond those living in the vicinity of the land. This included adverts in local newspapers, information points in community centres and using existing local social media channels (via local authorities).

## Local authorities

**Para 37** - prior to submitting their draft Statement of Community Consultation applicants may wish to seek to resolve any disagreements or clarifications about the public consultation design. An applicant is therefore likely to need to engage in discussions with local authorities over a longer period than the minimum requirements set out in the Act.

To support discussions over the design of the consultation, Esso produced a Commitment to Community Consultation (CtCC) document. Designed as a pre-cursor to the SoCC, the CtCC detailed Esso's approach to the non-statutory consultation. Esso invited comments from local authorities ahead of the publication of this document and more details can be found in Chapter Three.  
How Esso consulted with local authorities on its SoCC can be found in Chapter Four.

**Para 41** - Where a local authority raises an issue or concern on the Statement of Community Consultation which the applicant feels unable to address, the applicant is advised to explain in their consultation report their course of action to the Secretary of State when they submit their application.

The comments Esso received on its draft SoCC and how it addressed these comments can be found in Chapter Four.

**Para 43** - Local authorities are also themselves statutory consultees for any proposed major infrastructure project which is in or adjacent to their area. Applicants should engage with them as early as possible to ensure that the impacts of the development on the local area are understood and considered prior to the application being submitted to the Secretary of State.

Esso has consulted with the relevant local authorities throughout the process. This has included engagement with officers from various councils and these activities are detailed in each chapter of this report.

## Persons with an Interest in Land (PILS)

**Para 49** – Applicants will also need to identify and consult people who own, occupy or have another interest in the land in question, or who could be affected by a project in such a way that they may be able to make a claim for compensation.

Esso undertook diligent inquiry to identify and consult potential PILs throughout the pre-application process. Details of how Esso consulted PILs at each stage of consultation can be found in Chapter Three (Pipeline Corridor consultation), Chapter Five (Preferred Route consultation) and Chapter Six (Design Refinements consultation).

**Para 50** - It is the applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categorises those land interests) is up-to-date at the time of submission.

As well as consulting potential PILs over three phases of consultation, Esso has also carried out due diligence to ensure it has identified the correct person, and corresponding land interest, for those categories of persons set out in section 44 of the Act.  
Every reasonable effort has been made to ensure that the Book of Reference is up to date at the point of submission.

**Para 52** - Applicants should explain in the consultation report how they have dealt with any new interests in land emerging after conclusion of their statutory consultation having regard to their duties to consult and take account of any responses.

Esso has outlined how it has consulted with new PILs that have emerged following the conclusion of the Design Refinements consultation in Chapter Seven.

### Local communities

**Para 54** - In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultations in their area.

Esso's approach to its consultation with local communities, including hard to reach groups, can be found in Chapters Three (Pipeline Corridor consultation), Five (Preferred Route consultation) and Six (Design Refinements consultation).

**Para 55** - Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested.

Consultation brochures were the main method of informing consultees and the public – these were available on the website and at information locations. These included an explanation of what was being consulted on and which aspects could be influenced. These were designed to be clear and accessible and avoided using technical language. Esso also used direct mail leaflets and postcards to contact local communities potentially affected by the proposals. These were tailored to the level of information required and advised of the consultation and where further information could be found. Additional format documents were available on request, but no requests were received. The response form, which accompanied each phase of consultation, was also designed to clearly set out what aspects of the project Esso was seeking views on. Further, letters were sent to prescribed consultees, local authorities and PILs at the launch of the Preferred Route and Design Refinements consultations summarising what Esso was consulting on.

**Para 56** - Applicants are required to set out in their Statement of Community Consultation how they propose to consult those living in the vicinity of the land. They are encouraged to consider consulting beyond this where they think doing so may provide more information on the impacts of their proposals.

The SoCC provided an easy-to-follow overview of the consultation activities that Esso would carry out. These included direct mail leaflets sent to people living within a 50-metre buffer zone, the consultation brochure, updating the project website and holding consultation exhibitions throughout the project area. Information points were also placed in community centres along the proposed route. It also included some activities – such as advertisements in local newspapers – that were designed to provide information to those living beyond the immediate vicinity of the land. Full details of the SoCC can be found in Chapter Five.

**Para 57** - The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (e.g. libraries, council offices) and sent to local community groups as appropriate.

Esso considers its SoCC met all of the legislative requirements and guidance. It included details of the dates and times of consultation exhibitions, the newspapers Esso would advertise in and the special interest and hard to reach groups Esso would contact. Chapter Four explains how Esso developed its SoCC. The SoCC was available online and at all information points during the consultation period.

**Para 58** - Where possible, the first of the two required local newspaper advertisements (section 48 notices) should coincide approximately with the beginning of the consultation with communities.

The first newspaper notice published under section 48 was published as close to the launch of the first statutory consultation as possible (7 September 2018 with consultation starting on 6 September 2018). Chapter Five details all of the publications the notice appeared in and when these were published.

## When should consultation take place and how much is enough?

**Para 68** - To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time, consultees will need sufficient information on a project to be able to recognise and understand the impacts.

Providing an early opportunity for consultees to comment on the proposals was the primary reason for holding a non-statutory stage of consultation. Feedback from this phase of consultation helped Esso shape its proposals from 200m corridors to a defined pipeline route. The consultation materials provided at this stage provided sufficient information to enable consultees to understand the impacts and included details of why the replacement pipeline was needed, initial work Esso had undertaken and examples of construction methods and what it is like to live near a pipeline after installation. Chapter Three provides more details of the reasons for Esso carrying out this consultation and how this consultation was conducted.

**Para 70** - To manage the tension between consulting early, but also having project proposals that are firm enough to enable consultees to comment, applicants are encouraged to consider an iterative, phased consultation consisting of two (or more) stages, especially for large projects with long development periods.

Esso held three stages of consultation (one non-statutory and two statutory) which were iterative and provided opportunities to comment on more detailed proposals at each stage. The first stage of consultation was on corridor options, the second was on a more defined preferred route and the third was on a number of proposed design refinements to that preferred route.

**Para 71** - Where an iterative consultation is intended, it may be advisable for applicants to carry out the final stage of consultation with persons who have an interest in the land once they have worked up their project proposals in sufficient detail to identify affected land interests.

Esso began initial engagement and consultation with potential PILs at the non-statutory Pipeline Corridor consultation. Full details of these activities can be found in Chapter Three. Esso then undertook more detailed referencing following the Pipeline Corridor consultation and consulted PILs as required by the Act at the Preferred Route consultation. The proposals consulted on at the Preferred Route consultation were defined enough to allow Esso to identify and consult with affected PILs (see Chapter Five). Esso was also able to identify relevant PILs affected by design refinements or the temporary logistics hubs and consulted these PILs as required at the Design Refinements consultation, as explained in Chapter Six.

**Para 72** - Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project.

The first statutory consultation (Preferred Route consultation) ran for 43 days (between 6 September and 19 October 2018), well in excess of the 28-day statutory minimum to allow people to engage with and comment on the proposals.

The second statutory consultation (Design Refinements consultation) ran for 29 days (between 21 January and 19 February 2019), also in excess of the 28-day statutory minimum. Although this deadline was shorter than that for the Preferred Route consultation, it was considered sufficient due to the targeted nature of the consultation and narrow scope of the design refinements.

**Para 75** - If the application only changes to a small degree, or if the change only affects part of the development, then it is not necessary for an applicant to undertake a full re-consultation.

Following the Preferred Route consultation, Esso made a small number of changes to the design and route of the project. The effect of the changes was to change Esso's proposed application only to a small degree. Rather than undertake a full re-consultation, Esso therefore undertook targeted consultation in relation to some of these changes. Further details can be found in Chapter Six. This approach is in accordance with paragraph 75 of the guidance.

**Para 76** - In circumstances where a particular issue has arisen during the pre-application consultation, or where it is localised in nature, it may be appropriate to hold a non-statutory, targeted consultation. A developer's Statement of Community Consultation should be drafted so that it does not preclude this approach. A more bespoke approach can be adopted, which may allow developers to respond with more agility to the issue at hand. If adopting this approach, the emphasis should be on ensuring that relevant individuals and organisations are included.

Esso developed its approach to the Design Refinements consultation in-line with the SoCC and in consideration of the nature of each design refinement and logistics hubs. This resulted in a bespoke approach to consulting prescribed consultees and local planning authorities, PILs and local communities. At the same time, the Design Refinements consultation was open to anyone who wished to take part. Full details can be found in Chapter Six.

### **The consultation report and responding to consultees**

**Para 80** - The consultation report should:

- provide a general description of the consultation process undertaken, which can helpfully include a timeline;

A general description of the consultation process, along with a timeline, can be found in Chapter One.

<ul style="list-style-type: none"> <li>• set out specifically what the applicant has done in compliance with the requirements of the Planning Act, relevant secondary legislation, this guidance, and any relevant policies, guidance or advice published by Government or the Inspectorate;</li> </ul>	<p>This table is designed to provide an overview of how Esso has complied with the Act, relevant secondary legislation and has taken into account relevant guidance.</p>
<ul style="list-style-type: none"> <li>• set out how the applicant has taken account of any response to consultation with local authorities on what should be in the applicant’s Statement of Community Consultation;</li> </ul>	<p>Details of how Esso took into account the feedback it received from local authorities in response to its consultation on the draft SoCC can be found in Chapter Four.</p>
<ul style="list-style-type: none"> <li>• set out a summary of relevant responses to consultation (but not a complete list of responses);</li> </ul>	<p>A summary of the relevant responses to the statutory Preferred Route consultation can be found in Chapter Five and to the statutory Design Refinements consultation in Chapter Six.</p>
<ul style="list-style-type: none"> <li>• provide a description of how the application was informed and influenced by those responses, outlining any changes made as a result and showing how significant relevant responses will be addressed;</li> </ul>	<p>Details of how the project was influenced by feedback to its statutory consultations can be found in Chapter Five (Preferred Route consultation) and Chapter Six (Design Refinements consultation).</p>
<ul style="list-style-type: none"> <li>• provide an explanation as to why responses advising on major changes to a project were not followed, including advice from statutory consultees on impacts;</li> </ul>	<p>Chapters Five and Six detail how Esso has taken into account responses to the statutory consultations.</p>
<ul style="list-style-type: none"> <li>• where the applicant has not followed the advice of the local authority or not complied with this guidance or any relevant Advice Note published by the Inspectorate, provide an explanation for the action taken or not taken; and</li> </ul>	<p>Esso considers it has carried out a pre-application consultation that has taken account of advice from local authorities as well as legislation and relevant guidance.</p>
<ul style="list-style-type: none"> <li>• be expressed in terms sufficient to enable the Secretary of State to understand fully how the consultation process has been undertaken and significant effects addressed. However, it need not include full technical explanations of these matters</li> </ul>	<p>Esso considers this Consultation Report fully explains the pre-application consultation that has been carried out and how Esso has had regard to responses received during consultation.</p>

**Para 81** - It is good practice that those who have contributed to the consultation are informed of the results of the consultation exercise; how the information received by applicants has been used to shape and influence the project; and how any outstanding issues will be addressed before an application is submitted to the Inspectorate.

**Para 82** - As with the consultation itself, it is likely that different audiences will require different levels of information. The local community may be particularly interested in what the collective view of the community is and how this has been taken into account. Consultees with highly technical interests may seek more detailed information on what impacts and risks have been identified, and how they are proposed to be mitigated or managed.

Throughout the process, Esso has also communicated with those affected by the proposed schemes at points to make clear how feedback has been used and how it has (where applicable) influenced the scheme. Following the Pipeline Corridor consultation, Esso published the Decision Information Sheet, which explained which corridor had been chosen as the preferred corridor and the reasons for this choice. Details of this announcement can be found in Chapter Three. The consultation materials that accompanied the Design Refinements consultation also explained how Esso had considered the feedback received during the Preferred Route consultation and how this had shaped the proposals. Finally, ahead of submitting its application for a DCO, Esso published its final route. Details of the engagement activities Esso carried out in publicising its final route release can be found in Chapter Seven.

Within the Consultation Report, Esso has ordered feedback collected and how Esso had regard to it, by theme and by participant group – (i.e. prescribed bodies, local authorities, PILs and communities). In announcing the final route release, Esso produced a route release brochure with a level of detail sufficient to allow the local community to understand what decisions had been made. In sending this brochure to prescribed bodies, the offer of a meeting was made should organisations wish to discuss the proposals in more detail. Full details are available in Chapter Seven.



**Para 83** -The consultation report may not be the most appropriate format in which to respond to the points raised by various consultee groups and bodies. Applicants should therefore consider producing a summary note in plain English for the local community setting out headline findings and how they have been addressed, together with a link to the full consultation report for those interested. If helpful, this could be supplemented by events in the local area.

Esso published a route release brochure that was issued to those living within 50m of the final route and logistics hubs outlining the final proposals. This was also available on the website and was sent via email to prescribed bodies, local authorities, special interest groups, hard to reach groups and elected members. This brochure outlined how the final route had been developed and how feedback had been considered.

**Para 84** - A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis.

Chapters Three, Five and Six detail how Esso considered feedback from consultees during three phases of consultation. To better understand the views submitted in feedback, responses have been grouped into themes. Outside the designated consultation stages, engagement is ongoing with statutory consultees via correspondence, telephone and face-to-face meetings. This includes – but is not limited to – Natural England, the Environmental Agency and South Downs National Park Authority.

### Environmental Impact Assessment

**Para 91** -The applicable EIA regulations prescribe as follows:

- Regulation 10 requires that the applicant’s Statement of Community Consultation must state whether the project falls within the scope of the Directive, and, if it does, how the applicant intends to publicise and consult on the preliminary environmental information (see paragraphs 93 and 94) for requirements in relation to preliminary environmental information); and
- Regulation 11 requires that publicity of project proposals under section 48 of the Planning Act must also encompass the requirements of the environmental impact assessment process and at the time of publishing the proposed application, applicants must notify all environmental consultation bodies.

Esso’s SoCC stated that: *‘The size of the project, and its potential environmental impact, means that it is within the scope of the environmental impact assessment directive, and an environmental impact assessment (EIA) is required. Esso has formally notified the Secretary of State that an environmental statement will be provided.’*

The SoCC also explained that the PEI was being consulted on at the Preferred Route consultation and explained where and how it could be viewed.

The section 48 notice published at the Preferred Route consultation complied with the relevant EIA Regulations.

Regulation 13 letters were issued to all Regulation 11 parties with a copy of this notice and Esso has consulted all the relevant environmental consultation bodies. Full details can be found in Chapter Five.

## Preliminary Environmental Information (PEI)

**Para 93** - For the pre-application consultation process, applicants are advised to include sufficient preliminary environmental information to enable consultees to develop an informed view of the project. The information required may be different for different types and sizes of projects. It may also vary depending on the audience of a particular consultation. The preliminary environmental information is not expected to replicate or be a draft of the environmental statement. However, if the applicant considers this to be appropriate (and more cost-effective), it can be presented in this way. The key issue is that the information presented must provide clarity to all consultees. Applicants should be careful not to assume that non-specialist consultees would not be interested in any technical environmental information. It is therefore advisable to ensure access to such information is provided during all consultations.

The PEI Report provided at the Preferred Route consultation provided detailed information on the environmental assessment undertaken to date the report was published to enable consultees to develop an informed view of the project.

To make the information accessible to non-specialist consultees, a non-technical summary was included in the Preferred Route consultation brochure.

The full PEI Report was available to view on the project website and a hard copy was available at consultation exhibitions.

## *Planning Inspectorate Advice Note fourteen and Esso's approach*

### Planning Inspectorate Advice Note fourteen: compiling the consultation report (April 2012 – version 2)

#### Guidance

**Pg 2** - The primary purpose of the report is to capture and reflect upon all of the responses received from these three distinct pre-application consultee groups and explain how the developer has met its duty (section 49 of the Act) in the preparation of the application to have regard to the views expressed.

**Pg 2** - The report can also capture non-statutory or 'informal' consultation that takes place outside the requirements of the Planning Act 2008 so that the Secretary of State has a comprehensive picture of all the consultation activity relevant to a particular project.

#### Esso's approach

A summary of the responses received under section 42 and section 47 and how Esso has had regard to these can be found in Chapter Five (Preferred Route consultation) and Chapter Six (Design Refinements consultation). There were no responses received under section 48.

Details of Esso's non-statutory consultation can be found in Chapter Three.

**Pg 2** - Where Department for Communities and Local Government guidance has not been followed in terms of the pre-application consultation, then the consultation report is usually the most appropriate place to explain this. It is vital that the Secretary of State understands the reasons for not following published guidance.

Esso has taken into account Ministry of Housing, Communities & Local Government guidance as detailed in the table above.

**Pg 3** - Explanatory text should set the scene and provide an overview and narrative of the whole pre-application stage as it relates to the particular project. It would assist if a quick reference guide in bullet point form, summarising all the consultation activity in chronological order, is included near the start of the report. This section should define the whole pre-application consultation and explain the relationship between any initial strategic options stage, any subsequent informal consultation that may have taken place, and the statutory consultation carried out under the 2008 Act.

Chapter One provides an overview of the whole pre-application consultation and provides a chronology of the project in table form.

**Pg 3** – This includes prescribed statutory bodies, local authorities consulted under section 43 of the Act and those with an interest in land consulted under section 44 of the Act. These separate strands of consultees should be clearly identified.

Details of how these separate strands of consultee were consulted is available in Chapters Five and Six.

**Pg 3** - The applicant should include a full list of the prescribed consultees as part of the consultation report. If the prescribed consultees have been consulted on multiple occasions, perhaps at different phases of the consultation, then this should be explained. If the applicant's list of prescribed consultees varies in any way from the list of organisations set out in schedule 1 of the Applications: Prescribed Forms and Procedures Regulations 2009 (APFP) then this should be robustly justified. The list of organisations set out in schedule 1 of the APFP should be followed in terms of the order in which the consultees are presented. A short description of how section 43 of the Act has been applied in order to identify the relevant local authorities should be included. This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.

An explanation of how Esso identified prescribed consultees under section 42 of the Act is available in Chapters Five and Six. Esso has consulted with all bodies set out in schedule 1 of the APFP Regulations and used this as a framework in developing its list of prescribed consultees. A full list of the prescribed consultees for the project is available in Appendix 5.2 and an explanation (including a map) of how Esso identified relevant local authorities is available in Chapter Five.

<p><b>Pg 3</b> - It is important that those with an interest in the land consulted under section 44 of the Act are identified as a distinct element of the wider section 42 consultation. Section 44 consultees include those whose land would be subject to compulsory acquisition as part of the development consent order (DCO), those who may have a relevant claim and those whose land may be affected by the development.</p>	<p>Details of how Esso consulted PILs (under section 44 of the Act) can be found in Chapter Five, Chapter Six and Chapter Seven.</p>
<p><b>Pg 4</b> - Where compulsory acquisition forms part of the draft DCO the consultees who are also included in the Book of Reference for compulsory acquisition purposes should be highlighted in the consolidated list of prescribed consultees.</p>	<p>Relevant prescribed consultees have been highlighted in the list of prescribed consultees that appears in Appendix 5.2.</p>
<p><b>Pg 4</b> - It would be helpful to provide a summary of the rationale behind the SoCC methodology to assist the Secretary of State's understanding of the community consultation and provide a context for considering how the consultation was undertaken.</p>	<p>Esso's approach to developing its SoCC is detailed in Chapter Four. The SoCC was supported by the development of a pre-cursor document, the CtCC, details of which can be found in Chapter Two.</p>
<p><b>Pg 4</b> - Evidence should be submitted as part of the consultation report which shows which local authorities were consulted about the content of the draft SoCC; what the local authorities' comments were; confirmation that they were given 28 days to provide their comments and a description about how the applicant had regard to the local authorities' comments.</p>	<p>Details of how and which local authorities Esso consulted on its draft SoCC, including how it met the statutory requirements for this consultation, can be found in Chapter Four.</p>
<p><b>Pg 4</b> - Copies of the published SoCC as it appeared in the local press should be provided along with confirmation of which local newspapers it was published in and when.</p>	<p>Details of how Esso publicised the SoCC can be found in Chapter Five. A copy of the SoCC as published is available at Appendix 4.8.</p>
<p><b>Pg 4</b> - A copy of the section 48 notice as it appeared in the local and national newspapers, together with a description of where the notice was published and confirmation of the time period given for responses should be included in the report. Applicants should also provide confirmation that the section 48 notice was sent to the prescribed consultees at the same time as the notice was published.</p>	<p>Details of how and in which publications Esso published its notice under section 48, the time period given for responding and confirmation that a copy of this notice was sent to relevant prescribed consultees is available in Chapter Five. A copy of the section 48 notice as published is available at Appendix 5.7 .</p>
<p><b>Pg 4</b> – The section 48 publicity is best dealt with as a separate section within the report.</p>	<p>Chapter Five includes a separate section specifically on section 48 publicity.</p>

**Pg 4** - Any consultation not carried out under the provisions of the Act should be clearly indicated and identified separately in the report from the statutory consultation.

**Pg 5** - Consultation undertaken as part of the EIA regime is separate to that required under the Planning Act 2008. Applicants may wish to draw attention to consultation responses received under the EIA process, but any reference to this consultation should be kept separate from the statutory consultation carried out under the provisions of the Planning Act 2008.

**Pg 5** - If the level of response was significant it may be appropriate to group responses under headline issues. Care must be taken to ensure that in doing this the responses are not presented in a misleading way or out of context from the original views of the consultee. Where this approach has been adopted it should be clearly identified and explained in the main body of the report, including any safeguards and cross checking that took place to ensure that the responses were grouped appropriately.

**Pg 5** - A list of the individual responses received should be provided and categorised in an appropriate way. The summary of responses, if done well, can save a significant amount of explanatory text. We advise that applicants group responses under the three strands of consultation as follows:

- Section 42 prescribed consultees (including section 43 and section 44)
- Section 47 community consultees
- Section 48 responses to statutory publicity.

The list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form or scale of the scheme itself, or to mitigation or compensatory measures proposed, or have led to no change.

Esso carried out a non-statutory consultation between March and April 2018 which is addressed separately in this report. See Chapter Three for full details.

Chapter Five provides details of consultation Esso carried out on its PEI and under the EIA process.

Responses to the statutory consultations were processed by an independent consultant. Chapters Five and Six provide a summary of the key themes raised during these consultations and how these have been considered or addressed. These chapters also provide a thorough explanation of the process Esso used.

In Chapters Five and Six, Esso has categorised responses to both phases of statutory consultation in line with the advice given. This covers prescribed consultees and local authorities, PILs and communities. Furthermore, Esso grouped responses by theme and outlined not only how feedback had been considered, but whether any action was taken and where more information could be found within the relevant DCO documentation.

**Pg 5** - A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including where responses have been received after deadlines set by the applicant.

**Pg 5** – While it is advisable for applicants to seek to resolve as many areas of disagreement and concerns with consultees as possible, it is recognised this is not always possible. It is important that where a resolution has not been reached, the reasons why are set out clearly in the summary.

In Chapters Five and Six, Esso explained how it had regard to feedback and where this did not lead to a change, explained why. Seven late responses were received to the Preferred Route consultation, and none to the Design Refinements consultation.

This report describes and addresses any matters of disagreement raised during statutory and non-statutory consultation.

## 2. Introducing the project and initial engagement activities

### 2.1 Introduction

- 2.1.1 This Chapter sets out the approach to consultation and engagement with statutory and non-statutory consultees between the public launch of the project in December 2017 and the start of the first, non-statutory, consultation on 19 March 2018. It outlines the early work that was undertaken to engage with key stakeholders to introduce the project, identify initial engagement methods as well as conversations that informed the scope and direction of the Environmental Impact Assessment (EIA).

## 2.2 Engagement purpose and objectives

- 2.2.1 In addition to the statutory consultation requirements of the Act, Esso recognised at the very beginning of the project that it was critical to communicate with stakeholders as part of building good working relationships and for the project to progress smoothly.
- 2.2.2 Starting at the earliest stage of the project, ongoing engagement has helped to ensure that there were fewer unexpected issues raised during non-statutory and statutory consultation. It also ensured stakeholders were aware of the project design at the most appropriate stages and could ask questions.
- 2.2.3 Effective engagement with stakeholders also helped the project understand local issues and gain information for better decision-making.
- 2.2.4 Esso also developed guiding principles for the project, which would be applied through the development of the schemes. These principles were:
- If possible, the proposed route would benefit from existing equipment (infrastructure) and relationships with landowners;
  - that the route would aim to have better environmental outcomes versus the other alternative options, especially relating to internationally and nationally important areas along the final route;
  - that the route would provide social and economic outcomes of greater benefit;
  - if possible, the route would pass through less complex areas and avoid built-up areas;
  - the route should achieve compliance with National Policy Statements; and
  - the route could be installed in a timely and realistic manner at reasonable cost.



## 2.3 Stakeholder engagement overview

- 2.3.1 At the project outset, Esso aimed to make sure that the project was identifying and mapping stakeholders correctly rather than relying on desk-top research at consultation launch to inform engagement. This would also help it to access local insight as early as possible, meaning the project would be able to apply insight from local stakeholders, groups and bodies both to the project design and the best ways to engage local people. Equally, by engaging early with key stakeholders, the project could also identify any potential risks ahead of consultation.
- 2.3.2 Leading up to the project's non-statutory public consultation (which took place from 19 March to 30 April 2018) engagement with project stakeholders and interested parties was carried out. This initial phase of engagement, between December 2017 and non-statutory consultation, focused on introducing the project to a range of stakeholders and interested parties along the existing and emerging pipeline corridors, specifically targeting:
- Landowners (along the existing pipeline route)
  - Landowner membership bodies
  - Relevant officers at South Downs National Park Authority
  - Relevant Members of Parliament (MPs)
  - Relevant portfolio holders at local authorities
  - Relevant officers at district and county councils
  - Both Hampshire and Surrey highways authorities
  - Parish councils
  - Infrastructure and utilities companies which may be impacted by a replacement pipeline
  - Environmental, ecological and archaeological bodies (particularly those likely to become prescribed bodies during statutory consultation).
- 2.3.3 The project team used different ways to identify and engage with relevant bodies. This included holding briefings, workshops, introductory letters, and one-to-one meetings.

## 2.4 Introducing the project

2.4.1 On 4 December 2017, letters of introduction (Appendix 2.1) were sent to landowners, MPs, and both relevant portfolio holders and planning officers at local authorities along the route of the existing pipeline. The councils and local authorities affected by the existing pipeline are:

- Hampshire County Council
- South Downs National Park Authority
- Surrey County Council
- Eastleigh Borough Council
- Winchester City Council
- East Hampshire District Council
- Hart District Council
- Rushmoor Borough Council
- Surrey Heath Borough Council
- Runnymede Borough Council
- Spelthorne Borough Council
- London Borough of Hounslow

2.4.2 Parishes through which the existing pipeline runs were also engaged at this stage via parish councils (in areas that are parished). These were:

- Alton Town Council
- Bentley Parish Council
- Binsted Parish Council
- Bishop's Waltham Parish Council
- Botley Parish Council
- Bramdean and Hinton Ampner Parish Council
- Chawton Parish Council
- Church Crookham Parish Council
- Crondall Parish Council
- Durley Parish Council
- East Tisted Parish Council
- Ewshot Parish Council
- Exton Parish Meeting
- Farringdon Parish Council
- Fleet Town council
- Four Marks Parish Council
- Froyle Parish Council
- Kilmeston Parish Council
- Newton Valence Parish Council
- Ropley Parish Council
- Upham Parish Council
- Warnford Parish Meeting
- West Tisted Parish Council
- Worldham Parish Council

2.4.3 Groups and bodies in the vicinity of the existing pipeline were also sent letters of introduction (Appendix 2.1) at this stage in order to introduce the project, offer meetings and help establish likely areas of interest at an early point. These groups and organisations were identified either according to their likely future role as statutory undertakers, as management bodies for specific sites (such as Chobham Common) or likely to represent local and national interest in protecting woodland, open space, connectivity (transport) and recreation/leisure. These groups were:

- Affinity Water
- Autocycle Union
- Basingstoke Canal Authority
- Blackwater Valley Countryside Trust
- British Cycling
- British Horse Society
- BT Openreach
- Campaign for the Protection of Rural England (Hampshire)
- Campaign for the Protection of Rural England (national)
- Campaign for the Protection of Rural England (Surrey)
- Civil Aviation Authority
- Country Land & Business Association
- EDF Energy
- English Heritage
- Environment Agency
- Forestry Commission
- Hampshire and Isle of Wight Wildlife Trust
- Hampshire Cultural Trust
- Hampshire Field Club & Archaeological Society
- Heritage England
- Highways England
- Homes and Communities Agency (from January 2018, Homes England)
- Inland Waterways Association
- London Fire Brigade
- National Grid
- Natural England
- Network Rail
- North East Hampshire Historical and Archaeological Society
- Ramblers
- Scottish Gas Network
- South East Water
- Southern Water
- Surrey Nature Partnership
- Surrey Wildlife Trust
- Sustrans (national)
- Thames Water
- The Canal and River Trust
- The National Farmers Union
- The National Trust
- The office of the Hampshire Police and Crime Commissioner
- The office of the Surrey Police and Crime Commissioner
- The office of the Thames Valley Police and Crime Commissioner
- The Surrey and Sussex Associations of Local Councils
- The Watercress Line
- The Wildlife Trust (national)
- The Woodland Trust
- UK PIA
- UK Power Networks
- Virgin Media Networks

2.4.4 Owners of land through which the existing pipeline runs were also notified at this stage of the project, and were issued a letter informing them of the new project (Appendix 2.6).

2.4.5 The letters that were issued to the groups and individuals above outlined the requirement for a replacement pipeline, the planning process required to replace the pipeline, and overarching commitments for the project. Specifically, the project commitments were:

- Protect habitats by using a 10m working width when crossing boundaries between fields where there are hedgerows, trees or watercourses.
- Avoid all areas of existing classified Ancient Woodland.
- Reduce disruption to travel by using trenchless installation techniques for crossing trunk roads, motorways and railways.
- Include remotely operated valves to enable sections of the pipeline to be isolated, if necessary.
- Ensure that the principles of safe design have been incorporated into the design of the pipeline, as per Esso's design standards for fuel pipelines, relevant industry codes of practice, and the requirements of the Pipelines Safety Regulations 1996.
- Reduce impacts of habitats and soil quality by typically using a standard working width of 30m for open cut trench installation in rural areas.
- Protect waterways that are over 30m wide by using trenchless crossings.
- Install 'water stops' to reduce the risk of underground water impacting on materials that support the pipe.
- Avoid installation in existing Source Protection Zone 1 (SPZ 1) areas to reduce impacts on sources of drinking water.
- Monitor the operation of the pipeline 24 hours a day to detect any changes and remotely shut down the pipeline if needed.

2.4.6 The project website was also launched on 11 December 2017.

## 2.5 SLP forum launch

- 2.5.1 On 2 January 2018, invitations were issued to the first SLP Elected Member and Officers Forums. These went to portfolio holders at county and district councils, planning officers at relevant county and district councils, officers from South Downs National Park Authority, and MPs along the route of the existing pipeline.
- 2.5.2 The purpose of these forums was to bring together elected members and officers from across the project area, both to brief them on the project and to encourage, where possible, the joint sharing of information and insight. As a linear project crossing two county councils, one national park, and nine lower-tiered authorities, there was no lead authority so bringing together authorities helped address common issues and encourage cross-party engagement.
- 2.5.3 Four forums were held on 19 January 2018, outlined as below.

Title	Times	Location	Attendance
SLP Surrey Members Forum	9am – 10am	Richard Mayo Centre, Kingston	Councillor Mike Goodman, Surrey County Council
SLP Surrey Officers Forum	11am – 12pm	Richard Mayo Centre, Kingston	Head of Planning, Surrey County Council; Head of Planning, Local Borough of Hounslow; Planning Officer, Surrey Heath Borough Council
SLP Hampshire Members Forum	2:30pm – 3:30pm	Winnall Community Centre, Winchester	Head of Planning, South Downs National Park Authority; Infrastructure and Environment Lead, South Downs National Park Authority; Councillor Caroline Brook, Winchester City Council
SLP Hampshire Officers Forum	4:00pm – 5:00pm	Winnall Community Centre, Winchester	Planning Officer, East Hampshire District Council

- 2.5.4 The focus of each forum was the existing pipeline route, with maps showing the sections to the north and the south of Alton. A presentation was also delivered, covering the need for replacement, the expected timeline for the project and an overview of the DCO process. The project team also provided an overview of how the project would develop corridors for non-statutory consultation and a preferred route for statutory consultation.
- 2.5.5 Esso's aim at the first meeting was to provide an overview of the project, set out the project's key priorities, and to make sure the project team was communicating with the correct people at each authority.

- 2.5.6 At this stage, the overarching response from both officers and members was the need to engage with parish councils and appropriate community associations as soon as was realistic. There was also a recognition that remaining as close as possible to the existing route was preferable, and that managing and being clear about potential impacts on communities was important. At the Surrey members forum, an elected member suggested local groups and organisations close to Chobham would have an interest in the project if Chobham Common was affected. The elected member offered to coordinate sessions with Surrey Wildlife Trust, Chobham Common societies and Surrey Hills Area of Outstanding Natural Beauty (AONB). The project team acknowledged this would be beneficial and would agree on timescales for these meetings at the February forums (see 2.8).
- 2.5.7 Following this meeting, calls were made to those authorities unable to attend in order to offer and set up individual meetings with officers. These meetings, where secured, are outlined in the following section.

## 2.6 One-to-one meetings

2.6.1 Following the first set of SLP forums on 19 January 2018, the project team set up a series of meetings to introduce the project and begin discussion ahead of non-statutory consultation in March 2018. Those meetings included:

- 29 January 2018: First technical meeting with South Downs National Park Authority, Midhurst
- 1 February 2018: South Downs National Park Authority, conference call
- 13 February 2018: Basingstoke Canal Authority, Mychett
- 16 February 2018: Highways England, Guildford
- 19 February 2018: National Trust, Hinton Ampner
- 2 March 2018: Network Rail, Basingstoke
- 6 March 2018: Country Land & Business Association, Winnersh
- 7 March 2018: East Hampshire District Council, Petersfield
- 8 March 2018: Hampshire Highways, Winchester
- 13 March 2018: Runnymede Borough Council, Addlestone

2.6.2 The project team also engaged with the National Farmers Union and the Forestry Commission at this stage, although these meetings were held later in the spring, on 16 April 2018 and 19 April 2018, respectively.



## 2.7 Environmental Workshop

- 2.7.1 It was important from the project outset that the team responsible for the EIA and associated reports engaged early with relevant stakeholders. This included the Environment Agency, Natural England, Historic England and the Forestry Commission, county and district council officers as well as local wildlife and environmental groups such as Surrey Wildlife Trust and Hampshire Wildlife Trust.
- 2.7.2 In the early stage of the project, the team set up an initial workshop for the Environment Agency, Historic England and Natural England at Jacobs' New City Court office in London on 7 February 2018. All three bodies attended, and the project team shared the details of the existing route, the long-list of corridor options that were being considered and emerging proposals for the corridors that would be consulted on during non-statutory consultation in March and April 2018.
- 2.7.3 A separate meeting was held with the Forestry Commission to discuss the existing route and emerging consultation corridors on Thursday 19 April 2018 at Jacobs' office in Winnersh.
- 2.7.4 A more detailed technical meeting to discuss specific project areas and the survey strategy was also held with Natural England in Winnersh on Wednesday 21 March 2018.



## 2.8 Second Elected Member and Officers Forum and preparation for consultation

- 2.8.1 On 3 January 2018, invitations to the second SLP Elected Member and Officers Forums were issued to relevant portfolio holders at county and district councils, planning officers at relevant county and district councils, officers from South Downs National Park Authority, and MPs along the route of the existing pipeline.
- 2.8.2 Following feedback from the first set of forums, the venues were changed. In Surrey, the elected members and officers forums would take place at Surrey County Hall in Kingston, and the Hampshire Record Office in Winchester. Both venues provided better access and facilities.

The forums were held on 23 February 2018. Attendance was as follows:

Title	Times	Location	Attendance
SLP Surrey Members Forum	9am – 10am	Surrey County Hall, Kingston	Councillor Mike Goodman, Surrey County Council
SLP Surrey Officers Forum	11am – 12pm	Surrey County Hall, Kingston	Planning Officer, Surrey County Council; Planning Officer, Surrey Heath Borough Council; Head of Planning, Spelthorne Borough Council
SLP Hampshire Members Forum	2:30pm – 3:30pm	Hampshire Record Office, Winchester	None
SLP Hampshire Officers Forum	4:00pm – 5:00pm	Hampshire Record Office, Winchester	Head of Planning, Hampshire County Council; Planning Officer, Winchester City Council

- 2.8.3 The purpose of this second set of forums was to highlight the details of non-statutory consultation on corridor options. This was the same information that was shared at the environmental workshop in early February 2018, but with additional information on how the project would advertise and engage with the public, as well as how the public could have their say.
- 2.8.4 The project team also shared the details of event venues and invited feedback. There was agreement the venues and locations were suitable.

- 2.8.5 Officers and elected members were also introduced to the Commitment to Community Consultation (CtCC) (Appendix 2.3), which outlined the project's approach to consultation. The document would later form the basis of the project's Statement of Community Consultation (SoCC). Officers and elected members were encouraged to provide feedback on the document.
- 2.8.6 Two comments were made. The first from Runnymede officers who asked Esso to consider including residents associations on the list of community associations to be engaged during non-statutory consultation. The second comment came from Surrey Heath Borough Council, which asked Esso to be aware of using social media as the council has a successful and well-used Twitter feed.
- 2.8.7 The project team noted both points, asking for the details of residents associations and highlighting the intention to provide local authorities with material for social media channels (see Chapter Three for more on the approach to social media). These points were included in the CtCC and later informed the SoCC.
- 2.8.8 The project noted that engagement would begin with three further local authorities affected by the consultation corridors, all within Surrey: Guildford Borough Council, Woking Borough Council and Waverley Borough Council.
- 2.8.9 It was explained that the project would engage with parish councils affected by the consultation corridors through a set of drop-in sessions in February 2018. At the Surrey members briefing, the elected member present offered to coordinate a meeting with Chobham Parish Council and associated local interest groups – such as the Chobham Society. This was agreed, and the meeting occurred on 5 April 2018. This is covered in Chapter Three.
- 2.8.10 A briefing note that summarised the second forum and included the details of consultation corridors in each district, borough or county area was sent to officers at each district, borough and county council following this meeting (Appendix 2.5). This happened irrespective of whether or not they attended the session. This note was issued on 1 March 2018.

## 2.9 Engaging additional stakeholders

2.9.1 In developing proposals for non-statutory consultation, corridor options were developed that affected new parishes and borough councils. Following the project's introduction and initial conversations with authorities and landowners affected by the existing route, the project contacted these authorities ahead of consultation launch.

The new borough and parish councils were:

- Guildford Borough Council
- Waverley Borough Council
- Woking Borough Council
- Farnham Town Council, Surrey
- Frensham Parish Council, Surrey
- Tilford Parish Council, Surrey
- Seale and Sands Parish Council, Surrey
- Tongham Parish Council, Surrey
- Wanborough Parish Council, Surrey
- Normandy Parish Council, Surrey
- Worplesdon Parish Council, Surrey
- Send Parish Council, Surrey
- Ropley Parish Council, Hampshire
- Wisley Parish Council, Surrey
- Medstead Parish Council, Hampshire
- Wield Parish Council, Hampshire
- Bentworth Parish Council, Hampshire
- Lasham Parish Council, Hampshire
- Shalden Parish Council, Hampshire
- Beech Parish Council, Hampshire

2.9.2 For the additional affected borough councils, the project team identified and contacted planning officers before issuing a project background briefing note on 1 March 2018. This mirrored the note issued to all borough, district and county council officers. Calls were then made to each of the three borough councils, and meetings were set up with each as follows:

- 12 March 2018, Guildford Borough Council
- 20 March 2018, Woking Borough Council (taking place after the start of Pipeline Corridor consultation)
- 30 April 2018, Waverley Borough Council (taking place after the start of Pipeline Corridor consultation)

2.9.3 Engagement with parishes along the corridors that did not include the existing pipeline was driven through drop-in sessions held in March 2018 (see 2.10).

## 2.10 Parish council engagement

- 2.10.1 Parish councils have an important role to play in the project, not only as future statutory stakeholders, but as elected representatives of individual communities. They can provide essential local insight and views and act as a gateway to residents. Esso's aim was to engage as early as possible with parish councils to give them the opportunity to learn more about the project and share information with their wider communities.
- 2.10.2 When considered in the context of the non-statutory consultation corridors, first discussed at the second forum on 23 February 2018, there were 45 potentially affected parish councils. Rather than meet each parish individually at an early stage of the project, Esso instead held drop-in events for parishes along the consultation corridors.
- 2.10.3 Following discussions with Surrey County Council, it was initially proposed that Esso would organise drop-in events in Hampshire and attend the Surrey Local Councils Spring Conference to present to all Surrey parishes. As a result, the project issued invitations to 32 Hampshire parish council clerks on 21 February 2018, inviting them to two evening drop-in events. These were held at the following venues:

Title	Times	Venue
5 March 2018	4pm – 7pm	Alton Community Centre, Alton
6 March 2018	4pm – 7pm	Jubilee Hall, Bishop's Waltham

- 2.10.4 Due to poor weather in February 2018, the Surrey Local Councils Spring Conference was cancelled. The project team instead organised a third meeting, this time for parishes in Surrey. An invitation to this event was issued on 9 March 2018. The event was held as follows:

Title	Times	Venue
13 March 2018	4pm – 7pm	The Windlesham Club and Theatre, Windlesham

- 2.10.5 In all invitations, Esso offered a future discussion if a parish could not attend and wanted more information.

2.10.6 At each event, the project team provided provisional maps of the likely consultation corridors as they would appear in Pipeline Corridor consultation. Parish councils which attended included:

- Church Crookham Parish Council
- Windlesham Parish Council
- Chobham Parish Council
- Alton Town Council
- Worldham Parish Council
- Medstead Parish Council

2.10.7 While attendance was low, at non-statutory consultation launch on 12 March 2018, Chobham, Bentley and Farnham town/parish councils and Holybourne Residents Association requested introductory meetings. The project responded to these requests, and these meetings are outlined in Chapter Three.

## 2.11 Conclusion and next steps

2.11.1 Following this phase of the project, the following points were raised for consideration by the project.

Stakeholder(s)	Point of consideration	Action taken
Chobham Parish Council	Make sure the project engages not only with the parish, but with relevant local groups as advised.	Chobham Society and Chobham Preservation Society added to the non-statutory consultation database.
Country Land & Business Association	Ask that the project supports a land agent briefing later at a later stage of the project.	Agreed to support an event during non-statutory consultation.
Environment Agency	Make sure the project engages with the Forestry Commission as early as possible to discuss the project.	Contact made with the Forestry Commission and a meeting was arranged for 19 April 2018.
Hampshire County Council	Review locations for future forum meetings in Winchester.	Agreed and forums after January were moved to the Hampshire Record Office. The project also reviewed the forum in Surrey and moved the meeting location to Surrey County Hall to be closer to officers and elected members.
Spelthorne Borough Council	Ensure engagement with relevant resident associations.	Agreed to include engagement with residents associations in the Commitment to Community Consultation.
Surrey County Council Highways Authority	Ask that the project presents at the Surrey County Quarterly Works Coordination meeting on 27 July 2018.	Agreed.
Windlesham Parish Council	Make sure the project engages with the Windlesham Society.	The project added the Windlesham Society to the non-statutory consultation database.

2.11.2 Following this initial phase of engagement, the project progressed into non-statutory consultation. This is detailed in Chapter Three.

# 3. Pipeline Corridor consultation (non-statutory consultation)

## 3.1 Introduction

- 3.1.1 This chapter describes the Pipeline Corridor consultation carried out by Esso between 19 March 2018 and 30 April 2018. This non-statutory consultation was held to seek views from communities and interested stakeholders on wide (approximately 200m) corridor options from Boorley Green, Hampshire to the West London Terminal Storage Facility, Hounslow. The corridors presented gave a general indication of where a potential pipeline route may be routed.
- 3.1.2 The Pipeline Corridor consultation culminated in the selection of a preferred corridor, from which a preferred route was developed and consulted on as part of the statutory Preferred Route consultation described in Chapter Five of this report.
- 3.1.3 In deciding when to launch the Pipeline Corridor consultation, Esso noted the Department for Communities and Local Government's Planning Act 2008: Guidance on the pre-application process (2015, pg.18) document.

**“ To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time, consultees will need sufficient information on a project to be able to recognise and understand the impacts.”<sup>1</sup>**

- 3.1.4 Chapter Two described the engagement undertaken to inform the early stages of the project and initial engagement with stakeholders. For example, Esso engaged with elected representatives, parish councils and technical stakeholders to gather local data and seek early dialogue about potential community concerns.
- 3.1.5 The shortlisted corridors, which were taken to Pipeline Corridor consultation, included three corridor options between Boorley Green and Esso's pipeline pumping station at Alton and three corridor options between the pipeline pumping station at Alton and the West London Terminal Storage Facility.

<sup>1</sup> Pg. 18 [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/418009/150326\\_Pre-Application\\_Guidance.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/418009/150326_Pre-Application_Guidance.pdf)

- 3.1.6 The proposals at this stage were set out so as to allow local people to understand where the replacement pipeline could ultimately be routed, while allowing for feedback to help refine the corridors down to a more defined pipeline route.
- 3.1.7 The Pipeline Corridor consultation played an important role in introducing the project to the wider community. It also explained why developing corridor options away from the existing pipeline was an important step for the project.
- 3.1.8 At an early stage of the project, it was decided that the non-statutory consultation should, where practicable, mirror the requirements of a statutory consultation. Where the Pipeline Corridor consultation differed is in the approach to engaging stakeholders. Rather than apply the full requirements of a statutory consultation Esso took a proportionate approach to consulting prescribed bodies, with a focus on bodies already engaged, utilities operators, local authorities, parish councils and national environmental, historical and ecological bodies.
- 3.1.9 In broad terms, Esso's Pipeline Corridor consultation targeted three groups:
- The local community – people living near to the project who may be affected by the development, permanently or temporarily. As well as local people, this group included elected representatives, hard to reach groups and local interest groups.
  - Potential Persons with an Interest in Land (PILs) – those who potentially would have an interest in land affected by the project.
  - Potential prescribed bodies – Esso consulted a number of those organisations listed in the Planning Act 2008 and associated regulations, which includes parish councils, relevant local authorities and specialist bodies. More details on Esso's approach can be found below in 3.7.



## 3.2 Purpose of the Pipeline Corridor consultation

- 3.2.1 The Pipeline Corridor consultation provided an important opportunity for local people, communities and potentially prescribed bodies to influence how the project was developed at an early stage.
- 3.2.2 Feedback generated by the Pipeline Corridor consultation would allow Esso to better understand any concerns and issues, such as potential impacts on local communities and the environment and ensure that the project is delivered in a way that considered the concerns raised by those stakeholders.
- 3.2.3 Esso made clear that the views expressed during the non-statutory consultation would be considered, alongside other relevant information, in the decision-making process to select the preferred corridor. Further statutory consultation would then be carried out on a proposed route that followed the preferred corridor.

## 3.3 Shaping the approach to the Pipeline Corridor consultation

- 3.3.1 Esso was committed to carrying out a fair, inclusive and open consultation that was informative, accessible and gave people the opportunity to find the information they needed to respond effectively.
- 3.3.2 To support this approach, Esso developed a Commitment to Community Consultation (CtCC) See Appendix 2.3.
- 3.3.3 Under section 47 of the Planning Act 2008, an applicant is required to publish a Statement of Community Consultation (SoCC) ahead of its statutory consultation.
- 3.3.4 Recognising this requirement, the CtCC was developed as a precursor to the SoCC. It included, as far as possible, the information required in a SoCC. For example, it provided information to consultees on the consenting process, on the people Esso would seek to consult, where they could find out more information and how they could provide their feedback.
- 3.3.5 The measures set out in the CtCC were developed using industry best practice methods, experience from other Nationally Significant Infrastructure Projects (NSIP) consultations and relevant guidance from the Planning Inspectorate<sup>2</sup> and the Department of Communities and Local Government<sup>3</sup>.
- 3.3.6 To take advantage of important local knowledge, Esso presented a draft of the CtCC at the February 2018 Members Forum (see Chapter Two). This provided local authorities with early insight into the approach to consultation and an opportunity to suggest ways Esso could improve its consultation approach. The CtCC was issued to all local authorities at consultation launch on 19 March 2018 with a covering email (Appendix 2.4). No comments on the CtCC were received back.
- 3.3.7 Undertaking a CtCC provided local authorities with an early opportunity to review and comment on Esso's consultation commitments.

<sup>2</sup> <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/04/Advice-note-14v2.pdf>

<sup>3</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/418009/150326\\_Pre-Application\\_Guidance.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/418009/150326_Pre-Application_Guidance.pdf)

## 3.4 What Esso consulted on at the Pipeline Corridor consultation

3.4.1 Esso presented six pipeline corridor options that had been identified from initial assessment work, three in the south (Options D, F and G) and three in the north (Options J, M and Q). Chapters 8 and 9 of the Pipeline Corridor Consultation Brochure (Appendix 3.1) detail the options that were not taken forward to Pipeline Corridor consultation and the reasons for including the six corridor options.

3.4.2 There were also three sub-options included in the Pipeline Corridor consultation – areas where the corridor could follow alternative routes but are not separate corridors. These were:

Corridor	Sub-option	Description
J	Between Fleet Road and the Maultway	The first sub-option followed the existing pipeline route, until it joined back up with the other sub-option at The Maultway and Deepcut Bridge Road.
		The second sub-option headed from the Fleet Road/railway line towards where the A325 crosses the A331. From here it closely followed the Chobham Road (B311) and the Old Bisley Road. At The Maultway it joined up with the other sub-option.
J	Chobham Common / Stonehill Road	The first sub-option followed the existing pipeline route through Chobham Common until it joined up with the other sub-option just north of the Longcross Road and Stonehill Road junction.
		The second sub-option travelled easterly from the B383 near Burrow Hill Green and aimed to avoid crossing Chobham Common. Near Dunstall Green it turned north to follow the Stonehill Road until it joined up with the other sub-option just north of the Longcross Road and Stonehill Road junction.
J,M and Q	West of Queen Mary Reservoir	The first sub-option followed the existing pipeline route to the west of the Queen Mary Reservoir embankment. At the Staines Bypass the corridor merged back together.
		The second sub-option diverted from the reservoir running through residential areas. At the Staines Bypass the corridor merged back together.

3.4.3 The options presented at the Pipeline Corridor consultation all performed well, but in different ways, and had different merits. Esso therefore asked for views on these corridors that would help inform the selection of a single corridor (one in the south and one in the north) to progress to the next stage – a statutory consultation to help determine the final route of the pipeline that followed the selected corridor.

- 3.4.4 Esso had identified a favoured corridor in the south (G) and in the north (J) that it believed performed best when measured against the project's guiding principles (see Chapter Two). This initial view was informed by early feedback from relevant local authorities and environmental bodies. However, it was made clear that Esso remained open to other options and would consider the outcome of the Pipeline Corridor consultation before selecting a preferred corridor.
- 3.4.5 Esso was keen to understand how strongly people favoured or opposed each corridor and what issues (such as engineering, construction, environmental, cultural heritage etc.) their opinions were based on. This was set out in the response form (see 3.5).

## 3.5 Helping people understand the proposals

- 3.5.1 To help those taking part understand the proposals, a range of materials was produced and published at the launch of the non-statutory consultation.
- 3.5.2 The materials provided varying levels of detail to allow people to engage with the project in a manner they were comfortable with. All materials had a strong visual element, to help explain more complex aspects of the proposals.
- 3.5.3 The materials published for the Pipeline Corridor consultation were:
- **Pipeline Corridor consultation brochure** – an overview of the complete proposals, including maps and information on the corridor options being put forward. It also explained how people could take part in the non-statutory consultation (Appendix 3.2).
  - **Pipeline Corridor consultation leaflet** – an easily accessible introduction to the proposals, including a general map of the project (Appendix 3.1).
  - **Pipeline Corridor consultation map book** – detailed maps of specific sections of each corridor, giving more information than the maps available in other documents (Appendix 3.3).
  - **Pipeline Corridor consultation response form** – an easy way for people to record and submit their feedback on the project (Appendix 3.4).
  - **Project website** – updated with the latest proposals and Pipeline Corridor consultation materials, it included an interactive map, showing the proposals and section-specific information. It also included videos and all the documents published for the Pipeline Corridor consultation. To support this, an e-newsletter (Appendix 3.5) was issued to those who had subscribed via the website, which explained that the consultation had been launched and linked to the updated website.
- 3.5.4 To encourage participation in the Pipeline Corridor consultation and to ensure materials were accessible, these materials were available in large or alternative formats on request. No requests for additional materials were received.
- 3.5.5 Esso recognised the importance of social media at an early stage. It was also recognised that Esso's existing social media channels would not be appropriate, as these had a national or international focus. Instead, Esso aimed to take advantage of existing social media channels with a localised Hampshire or Surrey focus. Rather than use Esso's own channels, at the launch of Pipeline Corridor consultation Esso provided a set of posts for social media to local authorities. These could be used by local authorities as they decided but pointed people towards the project website and consultation exhibitions (see 3.10 for more information).

## 3.6 Consulting Persons with an Interest in Land

- 3.6.1 As well as the methods used to consult members of the local community detailed in section 3.9, Esso carried out additional activity to engage with those with an interest in land affected by the corridor options.
- 3.6.2 As explained in Chapter Two, Esso engaged with landowners on the existing pipeline route in the early stages of the project. Ahead of the launch of the Pipeline Corridor consultation, Esso developed a 'referencing corridor' in all six consultation corridors, which took into account land boundaries. Fisher German, the project's land agents, used this information to identify those with a potential interest in land within the corridor options.
- 3.6.3 At the launch of the Pipeline Corridor consultation, Esso wrote to all those who may have an interest in land in the proposed corridors with:
- A letter – this provided information about the project and the consultation. It explained that Esso believed the recipient may have an interest in land and explained that Esso was now looking to confirm land interests.
  - Persons within an Interest in Land Questionnaire – this form asked recipients to confirm contact details, the occupier status and any proposed uses for the land.
  - Persons with an Interest in Land Plan – This plan showed the assumed extent of land as indicated by the Land Registry. It also asked recipients to indicate any other potential land interests that they were aware of not shown on the plan.
- 3.6.4 A chapter of the consultation brochure was dedicated to explaining how Esso would work with landowners and introduced Fisher German as Esso's appointed land agents.

## 3.7 Developing consultee lists

- 3.7.1 The Act requires applicants to consult with a range of prescribed bodies and local authorities (including the Greater London Authority) at its statutory consultation, under sections 42 (1)(a),(b)&(c). Esso considered it appropriate to engage with key groups that would make up that list before its statutory consultation. As set out in Chapter Two, Esso had discussions with many of these organisations in early 2018.
- 3.7.2 At an early stage of the project, Esso decided that the Pipeline Corridor consultation should, where practicable, mirror the requirements of a statutory consultation. Where the Pipeline Corridor consultation would differ was in its approach to engaging stakeholders. Rather than apply the full requirements of a statutory consultation, Esso took a proportionate approach to consulting those bodies who are prescribed under sections 42 (1)(a),(b)&(c), with a focus on bodies already engaged, utilities operators, local authorities, parish councils and national environment organisations. Esso did not include neighbouring authorities, Clinical Commissioning Groups (CCGs) or other pipeline operators at this stage. The full list of potentially prescribed bodies can be viewed in Appendix 3.6.
- 3.7.3 All these bodies were sent a copy of the consultation brochure at the launch of the Pipeline Corridor consultation, which included information on how to take part. These groups and organisations were advised of the response channels.
- 3.7.4 Esso received requests to provide briefings during the Pipeline Corridor consultation to three of these bodies and was happy to do so. These were:
- Tuesday 20 March 2018, Woking Borough Council
  - Thursday 19 April, Forestry Commission
  - Monday 30 April 2018, Waverley Borough Council
- 3.7.5 Parish councils are prescribed consultees for the purposes of section 42(1)(a) of the Act and have an important function to play as representatives of their local communities. Recognising this, the contact with parish councils also included an offer of a briefing about the project. Where parishes agreed to a briefing, they were carried out by members of the Esso team from a range of disciplines and allowed parish council members to find out more about the proposals in their area.

3.7.6 Esso briefed the following parish councils during the Pipeline Corridor consultation:

- Worplesdon Parish Council – Wednesday 4 April 2018
- Chobham Parish Council – Thursday 5 April 2018
- Bentley Parish Council – Monday 16 April 2018
- Farnham Town Council – Monday 23 April 2018



## 3.8 Consulting the local community

3.8.1 People living close to the six potential pipeline corridors had an important role in shaping the development of the project through the Pipeline Corridor consultation. The approach to consulting the local community consisted of contacting those living closest to the proposals directly and carrying out a range of activities to raise awareness of the non-statutory consultation more widely.

### 3.8.2 Consulting those nearest the proposals

- Esso identified a zone that reflected the most likely area of potential impacts and included those who were likely to have the most interest in the project. This consisted of the pipeline corridors and an area broadly 50 metres either side of pipeline corridors.
- At the launch of the Pipeline Corridor consultation, Esso sent residents and businesses with postcodes inside this zone a copy of the consultation leaflet. Where in doubt Esso extended the zone on a precautionary basis. The consultation leaflet provided an overview map of the consultation corridors and information on where more information could be found, including the location of consultation events. In total, 26,405 households or businesses were sent a consultation leaflet.

### 3.8.3 Consulting elected community representatives

- Esso consulted elected representatives (MPs, county and district councillors, parish and town councils) representing constituencies, wards or communities within the proposed consultation corridors. Esso also engaged with the relevant portfolio holders at each of the local authorities.
- All of these representatives were written to at the launch of the Pipeline Corridor consultation and provided with information on how to take part in the consultation. Copies of the Pipeline Corridor consultation brochure were included.

### 3.8.4 Hard to reach groups

- Part of Esso's early discussions with local authorities and other stakeholders focused on ways to identify any individuals and groups that may experience difficulties taking part in the consultation. These groups could include young people, people with a physical disability or learning difficulties, people whose first language is not English or visitors to the area. Esso also asked attendees at the February 2018 Members and Officers Forums to suggest suitable groups.
- This was supported by additional research by Esso; the only suggestions received initially were via Surrey County Council, asking Esso to consider the Chobham Society, Windlesham Society and to engage with Surrey Wildlife Trust. All three were included in the consultation list.

### 3.8.5 Special interest groups

- Esso identified a number of local interest groups who may have particular knowledge or specialisms that could help inform and improve the project. These groups were written to at the launch of the Pipeline Corridor consultation and provided with information on how to take part in the consultation. Copies of the Pipeline Corridor consultation brochure were included.
- A list of both hard to reach and special interest groups are available in Appendix 3.7.

## 3.9 Raising awareness of the Pipeline Corridor consultation

3.9.1 Esso recognised that there may be interest in the project from members of the public or stakeholders beyond the mailing zone. To promote the project more widely, a range of consultation activities were undertaken outside the mailing zone.

**3.9.2 Local advertising** – Esso identified key local newspapers that would provide coverage of the full project area and carried out a programme of print and online advertising. The advert provided a brief overview of the project and the dates of consultation exhibitions (see 3.10).

- Surrey Advertiser (23 March 2018) (Readership: 111,685)
- Hampshire Chronicle (22 March 2018) (Readership: 46,573)
- Surrey Comet (23 March 2018) (Readership: 28,893)
- Bracknell News (21 March 2018) (Readership: 25,998)
- Aldershot News and Mail Series (21 March 2018) (Readership: 34,408)

3.9.3 A sample advert is in Appendix 3.8.

**3.9.4 Press releases** – in addition to placing adverts, Esso also identified a broader range of local publications and carried out a programme of press releases. A list of these publications is available in Appendix 3.9.

3.9.5 Esso's approach to publicising its non-statutory consultation was successful in generating widespread media coverage of the project in the local area. In total, 41 pieces of media coverage were published during the consultation. The coverage was published in a range of platforms:

- 19 online
- 7 print (regional newspapers)
- 15 broadcast media (BBC Radio / local news)
- 1 magazine article

3.9.6 Examples of written coverage (print and digital) received during the Pipeline Corridor consultation can be found in Appendix 3.10.

- 3.9.7 The project was also the focus of social media activity during the Pipeline Corridor consultation. Esso's approach to social media was to take advantage of existing social media channels to publicise the Pipeline Corridor consultation. To do this, Esso worked with the relevant local authorities to provide information that could be published through their existing channels.
- 3.9.8 Social media activity was also driven by news coverage in local and regional media. The project was referred to 94 times on social media by 61 unique authors during the non-statutory consultation, primarily on Twitter and a small number of posts on Facebook.
- 3.9.9 Coverage on social media was received from a mix of members of the public, media outlets and local authorities. Social media coverage was largely factual, confirming that Esso was undertaking a Pipeline Corridor consultation on selected pipeline corridor options, with very few views, positive or negative, expressed about the project. Social media mentions of the project were steady throughout the consultation period.

## 3.10 Making information available

- 3.10.1 All of the information published during the non-statutory consultation was available online and specific information was sent to different groups as appropriate. However, Esso recognised a need for information to be available more widely within communities that may be impacted by the project.
- 3.10.2 Esso undertook various activities to make sure that the Pipeline Corridor consultation was accessible and had a ‘communications reach’ that would cover the local communities. This included:
- Making all information available on the project website, in interactive or PDF formats.
  - Depositing materials at community ‘information points’ (see below)
  - Exhibitions to give local people an opportunity to ask questions (see below)

### Project website

- 3.10.3 The project website, which was launched in December 2017, was fully updated at the launch of the Pipeline Corridor consultation. The website included:
- **Project materials** – the materials published to support the Pipeline Corridor consultation were all available on the website and could be downloaded.
  - **Interactive map** – an interactive map of the corridors options was available, which included a postcode search function. This interactive map allowed people to easily locate the proposals in relation to their local area. The map also included a range of additional layers (such as environmental designations and school locations) which could be toggled on and off.
  - **Videos** – Esso published a series of videos to help people better understand aspects of the proposals. These videos were:
    - **summary video** – this video introduced the project, described the UK pipeline network and Esso’s role and explained why the pipeline needed to be replaced. It also included a fly-through of the corridors, detailing the options Esso was consulting on.
    - **section video** – fly throughs of specific sections of the corridor options.
    - **landowner video** – this showed a series of interviews with landowners on the existing pipeline route, talking about their experiences of having the pipeline on their land.
  - **Frequently Asked Questions** – the website included a Frequently Asked Questions (FAQ) section, which included background about the project.

## Information points

3.10.4 Esso identified a number of libraries and civic locations that would be suitable for use as information points. These were community venues throughout the project area that offered good accessibility and would be well known by those living in the community.

3.10.5 At the start of the Pipeline Corridor consultation, copies of the consultation brochure, consultation leaflet and map book were placed at information points and people were welcome to take copies with them.

3.10.6 The following locations were used as information points:

- Addlestone Library
- Ash Library
- Ashford Library
- Ashford Community Centre
- Byfleet Library
- Chertsey Library
- Farnham Library
- The Wrecclesham Community Centre
- Brightwells Gostrey Centre, Farnham
- Frimley Green Library
- Guildford Library
- Knaphill Library
- Lightwater Library
- New Haw Library
- New Haw Community Centre
- Lancaster Hall, Send
- Parkview Centre for the Community
- Shepperton Library
- Staines Library
- Staines Community Centre
- Stanwell Library
- Wanborough Village Hall
- West Byfleet Library
- Westfield Moorcroft Centre for the Community
- Weybridge Library
- Weybridge Centre for the Community
- Woking Library
- The Maybury Centre, Woking
- The Vyne Centre for the Community, Woking
- Old Woking Library
- Worplesdon Memorial Hall

## Exhibitions

- 3.10.7 Consultation exhibitions offer an important opportunity for members of the public to meet Esso's team, discuss the proposals and ask any questions they may have.
- 3.10.8 Venues were chosen that offered coverage throughout the project area, in accessible locations or near local communities. These venues were shared with local authorities present at the February SLP Officers and Members Forums (see Chapter Two).
- 3.10.9 Each exhibition included display panels showing the proposed pipeline corridors, as well as area specific information. Background to the project and information on earlier development work was also available. Copies of all the Pipeline Corridor consultation materials and information on how to take part in the Pipeline Corridor consultation were available and people were able to take these away with them.
- 3.10.10 To ensure people's questions to be answered appropriately, each exhibition was staffed by members of Esso's team from a full range of disciplines (Esso operations, engineering, environmental, community engagement, Esso's appointed land agents etc).
- 3.10.11 Exhibitions were held on different days and times, including Saturdays, to maximise accessibility. The programme of exhibitions started approximately a week after the launch of the Pipeline Corridor consultation to give people notice of the events and time to consider any questions they may have had. The dates, times, venues and attendance at each are overleaf.

<b>Date</b>	<b>Time</b>	<b>Venue</b>	<b>Attendance</b>
Tues 27 March 2018	1400 – 2000	St Mary's Centre for the Community, Stream Close, Byfleet, Surrey, KT14 7LZ	259
Thurs 29 March 2018	1400 – 2000	Alton Community Centre, Amery Street, Alton, Hampshire, GU34 1HN	140
Tues 3 April 2018	1400 – 2000	Ashford Community Centre, Woodthorpe Road, Ashford, Middlesex, TW15 3NJ	215
Fri 6 April 2018	1400 – 2000	Chobham Village Hall, Station Road, Chobham, GU24 8AQ	166
Sat 7 April 2018	1100 – 1700	The Wrecclesham Community Centre, Greenfield Road, Wrecclesham, Farnham, Surrey, GU9 8TJ	136
Mon 9 April 2018	1400 – 2000	Chertsey Hall, Heriot Road, Chertsey, Surrey, KT16 9DR	144
Tues 10 April 2018	1400 – 2000	Lakeside Country Club, The Lakeside Complex, Wharf Road, Frimley Green, Surrey GU16 6PT	512
Weds 11 April 2018	1400 – 2000	Ropley Parish Hall, Vicarage Lane, Ropley, Alresford, SO24 ODU	75
Thurs 12 April 2018	1300 – 1900	Worplesdon Memorial Hall, Perry Hill, Worplesdon, Guildford, Surrey GU3 3RF	169
Weds 18 April 2018	1400 – 2000	Church Crookham Baptist Church, 64 Basingbourne Road, Fleet, GU52 6TH	82
Fri 20 April 2018	1400 – 2000	Jubilee Hall, Little Shore Lane, Bishop's Waltham, Southampton SO32 1ED	55

3.10.12 Consultation exhibitions were well attended, with over 1,900 people visiting. While Esso's team were able to answer questions and discuss the proposals, it was made clear to attendees that any feedback needed to be submitted in writing (via the website, email or response form) in order to be formally considered.



## 3.11 Enquiry channels

- 3.11.1 To support information locations and exhibitions, Esso continued to operate its enquiry channels (telephone, email and letters) throughout the non-statutory consultation.

## 3.12 Responding to the Pipeline Corridor consultation

3.12.1 There were several channels for submitting feedback.

- Response form – available on the project website or in hard copy at events or on request
- By email – [info@slpproject.co.uk](mailto:info@slpproject.co.uk)
- By post – FREEPOST SLP PROJECT

3.12.2 It was noted that the preferred and most efficient route to respond was to use the response form via the online portal, accessed through the project website. However, all written feedback – regardless of the method of submission – was treated equally.

3.12.3 A small amount of correspondence was sent to other addresses linked to the project, such as directly to Fisher German (the project's land agents) or Esso's registered office in Leatherhead. These responses were redirected to the project address and considered along with the other feedback.

3.12.4 Esso did not receive any responses after the non-statutory consultation deadline.

## 3.13 Responses to the Pipeline Corridor consultation

- 3.13.1 The Pipeline Corridor consultation ended on 30 April 2018 at 11.45pm, allowing stakeholders 42 days to participate in and comment on the proposals. At this time the online form was switched off, but to make allowances for delays to postal deliveries all posted responses received with a postmark date of 1 May or earlier were accepted. No late responses to the Pipeline Corridor consultation were received.
- 3.13.2 During the Pipeline Corridor consultation, Esso received a total of 1,067 responses, 96 of which were submitted on behalf of an organisations (as opposed to a member of the public or individual with an interest in land).
- 3.13.3 The following key stakeholders responded to the non-statutory consultation:
- Alton Town Council
  - Ashford and St Peter's Hospital NHS Foundation Trust
  - Bramdean & Hinton Ampner Parish Council
  - Chawton Parish Council
  - Chobham Parish Council
  - Church Crookham Parish Council
  - East Hampshire District Council
  - Eastleigh Borough Council
  - Environment Agency
  - Farnham Town Council
  - Forestry Commission England
  - Four Marks Parish Council
  - Frensham Parish Council
  - Guildford Borough Council
  - Hampshire County Council
  - Hart District Council
  - Highways England
  - Historic England
  - Natural England
  - Normandy Parish Council
  - Ropley Parish Council
  - Runnymede Borough Council
  - Send Parish Council
  - Shalden Parish Council
  - South Downs National Park Authority
  - Spelthorne Borough Council
  - Surrey County Council
  - Surrey Heath Borough Council
  - Surrey Hills AONB Board
  - Surrey Wildlife Trust
  - Waverley Borough Council
  - West End Parish Council
  - Windlesham Parish Council
  - Woking Borough Council
  - Worplesdon Parish Council

3.13.4 A number of response channels were provided to take part in the Pipeline Corridor consultation. The overwhelming majority of feedback (86 per cent) was provided using the response form, either online or in hard copy. The breakdown of response methods was as follows:

- Online response form: 890
- Hard copy response form: 34
- Email/letter: 125
- Email response form: 18

3.13.5 An independent consultant reviewed and analysed all responses received to the Pipeline Corridor consultation. This consultation specialist produced the Pipeline Corridor Consultation Report (Appendix 3.11), which summarised the views shared by respondents, highlighting any issues and concerns, and additional information provided in responses. The report was published on the SLP Project website.

## 3.14 Reach of the Pipeline Corridor consultation

3.14.1 Esso considers the approach to its Pipeline Corridor consultation to have been successful, as evidenced by the following results:

- 26,405 homes and businesses sent a consultation leaflet
- 5,545 PILs written to
- 206 consultees written to
- Over 1,900 event attendees
- 41 pieces of media coverage across online, print and broadcast platforms
- 94 social media posts from 61 unique authors
- 218,664 combined readership of the publications which carried adverts
- Over 14,000 unique website hits
- Website videos viewed 4,537 times
- 1,067 pieces of feedback received

## 3.15 Analysing consultation feedback and identifying themes

3.15.1 To ensure consistency, the independent company analysing the responses developed a coding framework largely following the structure of the response form. Each code represented a specific comment, and these were grouped together according to unifying themes and sentiments.

3.15.2 The table below shows an extract that illustrates the approach to developing codes. The full coding framework can be found in Appendix B of the Pipeline Corridor Consultation Summary Report within Appendix 3.11 of this report.

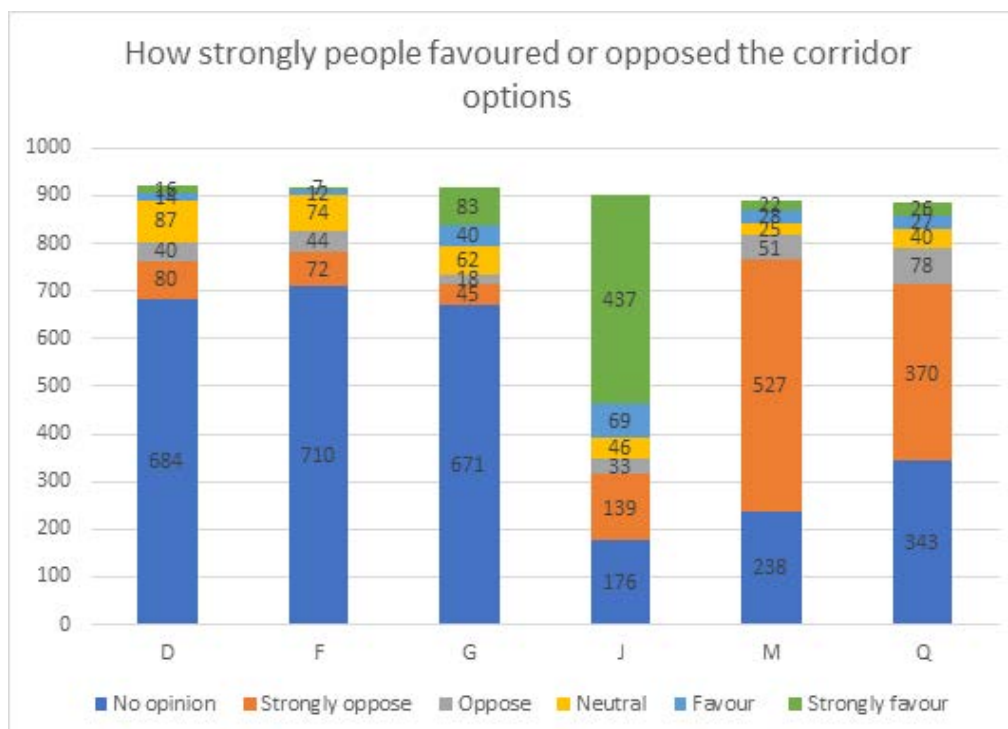
Corridor	Sentiment	Theme	Specific point	Final code	Explanation
Northern Corridor J (NJ)	Support	Engineering	Follows the existing route/arrangements in place/terrain known	NJ – Support Engineering – follows the existing route/arrangements in place /terrain known	Northern Corridor J is supported because it follows the existing route
	Oppose	Socioeconomic (SOC)	Densely populated area/proximity to properties	NJ – Oppose SOC – densely populated area/proximity to properties	Northern Corridor J is opposed because it goes through a residential area

3.15.3 The independent consultant on the project began the development of the coding framework based on a review of a sample of early responses to the Pipeline Corridor consultation. After creating the basic thematic structure of the framework, codes were added in response to new issues being encountered in responses. Once the framework had been developed sufficiently other analysts became involved in its application and further development.

3.15.4 The application of a code to part of a response was achieved by highlighting the relevant text and recording the selection. A single submission could receive multiple codes and codes were applied to all text within responses.

## 3.16 Key findings from the Pipeline Corridor consultation

- 3.16.1 Consultation responses were received on all six consultation corridors and provided Esso with feedback to support choosing a preferred corridor. The detailed findings of the Pipeline Corridor consultation can be found in Pipeline Consultation Summary Report (Appendix 3.11). The below provides a summary of the key findings for each corridor.
- 3.16.2 The northern options (J, M and Q) received significantly more responses than the southern options (D, F and G).
- 3.16.3 Of the six corridor options, G in the south and J in the north were most favoured.



## 3.17 Southern corridor options

### Corridor D

- 3.17.1 Fifty one per cent of respondents who expressed an opinion opposed or strongly opposed this option. 13 per cent of respondents who expressed an opinion favoured or strongly favoured this option.
- 3.17.2 The key reasons given for opposing this option were (in order of how often the reason was mentioned):
- **Too far from current route:** Respondents argued that the pipeline should follow the existing route and stated that Corridor D is further from this. Some respondents felt that the corridor was too long and would affect new areas.
  - **Concern about potential impact on water:** There were concerns that this corridor would affect water source protection zones and water sources or pumping stations in the Lasham area.
  - **Concern about potential impact on property:** Respondents said that this corridor would adversely affect their properties.
  - **Concern about construction traffic:** There were concerns that as Chalky Hall is a single track road, it would be unsuitable for construction traffic.
  - **Concern about impact on wildlife:** Respondents argued that the area is rich in biodiversity and provides a habitat for protected species such as great crested newts, barn owls and various bat species.
- 3.17.3 In contrast, the key reasons given in support of Corridor D, while lower in number, were (in order of how often the reason was mentioned):
- **Proximity to the current route:** Respondents said that it was close enough to the existing pipeline.
  - **Avoids Ancient Woodland:** Respondents argued that this corridor would avoid the Chawton Park Ancient Woodland.

### Corridor F

- 3.17.4 Fifty six per cent of respondents who expressed an opinion opposed or strongly opposed this option. Nine per cent of respondents who expressed an opinion favoured or strongly favoured this option.
- 3.17.5 The key reasons given for opposing this option were (in order of how often the reason was mentioned):
- **Concern about potential impact on future development:** There were concerns that this corridor would impact upon an area near Alton where a new housing development, a sports centre and road changes are planned.



- **Concern about potential impact on daily life:** It was felt this corridor would cause disruption in Alton during pipeline installation, with specific reference to the public open space at Windmill Hill. Respondents argued that the area has already been subjected to extensive building and road works and further disruption should be avoided.
- **Too far from current route:** Respondents felt that the pipeline should follow the existing corridor in order to minimise any potential impacts and felt Corridor F deviates from this.

3.17.6 In contrast, the key reasons given in support of Corridor F, while lower in number, were (in order of how often the reason was mentioned):

- **Proximity to the current route:** Respondents said that it followed close to the existing pipeline.
- **Lower impact on South Downs National Park:** Respondents argued that this corridor would avoid re-entering the National Park and therefore would have lower environmental impacts compared to the other southern options.
- **Its length:** Respondents argued that due to its shorter length compared to Corridor D, it would cause less disruption.

## Corridor G

3.17.7 Twenty six per cent of respondents who expressed an opinion opposed or strongly opposed this option. 50 per cent of respondents who expressed an opinion favoured or strongly favoured this option.

3.17.8 The key reasons given for favouring this option were (in order of how often the reason was mentioned):

- **Follows the existing route:** Respondents strongly supported following the corridor of the existing pipeline and felt that Corridor G did this best. They said that this made use of existing infrastructure and landowner relationships while reducing potential impacts or disruption and reducing costs.
- **Avoids residential areas:** Respondents said that Corridor G would avoid large residential areas and population centres, therefore impacting fewer properties.
- **Avoids historic sites:** Respondents argued that this corridor would have the least impact on heritage sites (without giving further details).

3.17.9 In contrast, the key reasons given for opposing Corridor G, while lower in number, were (in order of how often the reason was mentioned):

- **Concern about potential impact on community facilities:** There were concerns that it would impact on local golf course facilities.
- **Concern about potential impact on individual properties:** Respondents who lived in close proximity to the proposed corridor were concerned about the potential impact on their properties.

## 3.18 Northern corridor options

### Corridor J

3.18.1 Twenty three per cent of respondents who expressed an opinion opposed or strongly opposed this option. 70 per cent of respondents who expressed an opinion favoured or strongly favoured this option.

3.18.2 The key reasons given for favouring this option were (in order of how often the reason was mentioned):

- **Follows the existing route:** Respondents strongly supported following the route of the existing pipeline and felt that Corridor J did this best. They said that this would be faster to implement, would make use of existing agreements and knowledge, minimise impacts or disruption and reduce costs.
- **Reduces potential environmental impact:** Respondents felt that by largely following the existing route, Corridor J would reduce the potential environmental impact of pipeline installation. Respondents also said that this option would avoid woodland areas or designated sites.
- **Avoids residential areas:** Respondents favoured Corridor J as they said it avoids residential or built up areas, particularly Farnham, but also the surrounding villages.
- **Reduces potential impact on historic sites:** Respondents felt that this option would avoid damaging the heritage assets and historic sites of Farnham.

3.18.3 In contrast, the key reasons given for opposing Corridor J, while lower in number, were (in order of how often the reason was mentioned):

- **Impact on residential properties:** Respondents were concerned that installing a pipeline in close proximity to their property would affect its value, causing blight and limiting the way they could use their land in the future.
- **Congestion:** There were concerns that as local roads (Chertsey Road, Cove Road, Chobham Road) were already experiencing significant traffic, installing a pipeline would cause further congestion and delays.
- **Impact on nature and wildlife:** Respondents highlighted a number of designated areas that could be impacted (Brentmoor Heath, Bourley and Longley Valley Site of Special Scientific Interest (SSSI), Eelmoor Marsh SSSI, Colony Bog and Bagshot Heath SSSI and Chobham Common SSSI) alongside wildlife such as badgers, bats, bird and deer.

## Corridor M

3.18.4 Eighty nine per cent of respondents who expressed an opinion opposed or strongly opposed it. Eight per cent of respondents who expressed an opinion favoured or strongly favoured this option.

3.18.5 The key reasons given for rejecting this option were (in order of how often the reason was mentioned):

- **Concern about traffic congestion:** There were concerns that the local roads were too narrow and were already experiencing significant traffic congestion, which would be further exacerbated if the project went ahead. Communities often mentioned in this regard were Farnham, Pyrford and West Byfleet.
- **Concern about the potential impact on historic sites:** There were strong concerns that the proposed pipeline would affect multiple historic sites in Farnham, including Castle Street – where there are several listed buildings. Respondents argued that Farnham has more heritage assets than any other part of the corridors.
- **Concern about the potential impact on planned developments:** Respondents referred to two major planned developments in Farnham town centre, Woolmead and Brightwells, which were scheduled for 2018 and voiced concerns that the town would be brought to a standstill if another infrastructure project was carried out at the same time.
- **Concern about the potential impact on businesses and daily life:** Respondents pointed out that the local area, particularly Farnham, was densely populated and home to numerous commercial properties which would be adversely affected by the proposed pipeline.
- **Concern about the potential impact on the environment and flood risk:** In addition to general environmental concerns, respondents raised flooding concerns either due to the proximity of River Wey or the presence of high water tables. Respondents noted that the area was located within a floodplain and floods regularly.

3.18.6 In contrast, the key reasons given in support of Corridor M, while lower in number, were (in order of how often the reason was mentioned):

- **Avoids residential areas:** Respondents argued that as Corridor M had lower population than Corridor J, fewer people would be impacted.
- **Reduces potential environmental impact:** Respondents argued that Corridor M would have lower ecological impacts than Corridor J, often without giving further details.

## Corridor Q

- 3.18.7 Eighty three per cent of respondents who expressed an opinion opposed or strongly opposed it. 10 per cent of respondents who expressed an opinion favoured or strongly favoured this option.
- 3.18.8 The key reasons given for rejecting this option were (in order of how often the reason was mentioned):
- **Concern about wildlife and ancient woodland:** As well as concerns about possible damage to Ancient Woodland at Alice Holt Forest, respondents said that the proposed pipeline would affect wildlife and habitats near the River Wey and in Alice Holt Forest, Bourne Woods and the Frensham Ponds. Species named included butterflies, adders, dormice and warblers.
  - **Concern about the potential impact on the environment and designated sites:** In addition to general environmental concerns, respondents raised concerns about possible impacts on designated sites, most notably the South Downs National Park and the Surrey Hills Area of Outstanding Natural Beauty.
  - **Concern about disruption and the potential impact on planned developments:** As well as expressing concerns about disruption during the installation period, respondents referred to two major planned developments in Farnham town centre, Woolmead and Brightwells, and voiced concerns about the combined impact of these and pipeline installation.
  - **Concern about potential flood risk:** Respondents raised flooding concerns due to the proximity of the River Wey floodplain.
  - **Concern about the potential impact on historic sites:** There were concerns that the pipeline would affect historic sites such as Farnham Castle and Waverley Abbey, as well as listed buildings, archaeological sites and churches including St Mary's in Frensham and St Nicholas' in Pyrford.
- 3.18.9 In contrast, the key reasons given in support of Corridor Q, while lower in number, were (in order of how often the reason was mentioned):
- **Avoids residential areas:** Respondents argued that as Corridor Q has lower population than Corridor J, fewer people would be impacted.
  - **Reduces potential environmental impact:** in the same way as Corridor M, respondents argued that Corridor Q would have lower ecological impact than Corridor J.

## 3.19 Sub-options

3.19.1 Most of those who commented on the three sub-options expressed opposition to the options which deviated from the existing pipeline corridor.

### **Sub-options between Fleet Road and the Maultway**

3.19.2 Respondents generally supported the sub-option that followed the existing pipeline.

3.19.3 The sub-option in this area that went via Portsmouth Road, Chobham Road and Old Bisley Road was the most commented on during the non-statutory consultation. Respondents said that this sub-option would lead to severe congestion during installation. It was noted that the roads were already busy and that there was a hospital and four schools in the area.

3.19.4 Respondents also argued that any increase in traffic could affect emergency services' access to the hospital.

3.19.5 With regards to the sub-option that followed the existing pipeline, respondents felt that this option would avoid the Colony Bog & Bagshot Heath SSSI.

### **Chobham Common / Stonehill Road sub-options**

3.19.6 Respondents supporting the sub-option via Chobham Common felt that it would reduce impacts on the residential areas surrounding the other sub-option. Respondents argued that it would be better for the pipeline to follow the existing route.

3.19.7 Those preferring the sub-option via Stonehill Road argued that this option would have less impact on the local biodiversity as it avoids the Chobham Common.

### **West of Queen Mary Reservoir**

3.19.8 No comments were received in support of the sub-option that impacted residential areas west of Queen Mary Reservoir. A low number of responses were received supporting the sub-option that followed the existing pipeline as it would reduce impacts on the narrow residential roads.

## 3.20 How the preferred corridor was selected

- 3.20.1 The independent report which had careful regard to responses received, contributed significantly to the route corridor selection process. In parallel to the non-statutory consultation, Esso continued with its environmental and technical studies and these were considered alongside the feedback to support the corridor selection process.
- 3.20.2 The preferred corridor was selected following a detailed and thorough review by the project team. The preferred corridor was also tested against the guiding principles set for the project (see Chapter Two) as well as public and stakeholder feedback.
- 3.20.3 Having carried out this assessment work, Esso had identified corridor option G in the south and corridor option J in the north as the preferred corridor. At this stage, Esso also confirmed it was de-selecting the sub-option that went via Portsmouth Road, Chobham Road and Old Bisley Road. The other sub-options were taken forward for further technical assessments, but feedback was noted and considered during further development of the project's proposals.
- 3.20.4 These corridors received the most support from those who took part in the Pipeline Corridor consultation. Corridor G and corridor J also performed best when measured against the guiding principles for the project and were also the corridors that most closely follow the existing pipeline. When the two selected options were combined, they formed the single preferred corridor.
- 3.20.5 The work undertaken to select the preferred corridor is summarised in the Decision Information Sheet (Appendix 3.12). This was published to the website on 30 May 2018 (see 3.21).

## 3.21 Announcing the preferred corridor selection

- 3.21.1 Having considered the feedback alongside further technical assessments Esso decided on a preferred corridor, as detailed on previous page. This decision was announced through the 'preferred corridor announcement' in May 2018.
- 3.21.2 The announcement took two forms – an initial announcement to stakeholders (local authorities and elected members) from 25 May 2018 and to the wider public on 30 May 2018.
- 3.21.3 Esso invited officers and members from the local authorities consulted at the Pipeline Corridor consultation to forums on 25 May 2018. These took place in Kingston for Surrey councils and Winchester for Hampshire councils. These forums followed a similar format to the previous forums (see Chapter Two), with a briefing for officers and a briefing for members in Surrey (County Hall, Kingston) in the morning, and Hampshire (Hampshire Record Office, Winchester) in the afternoon.
- 3.21.4 Representatives from the following local authorities attended:
- Surrey County Council (officers and one elected member)
  - Hampshire County Council (officer)
  - Surrey Heath Borough Council (officer)
  - Runnymede Borough Council (officers)
  - Winchester City Council (officer)
  - Eastleigh Borough Council (officer)
  - Rushmoor Borough Council (officer)
- 3.21.5 At these forums, Esso presented the findings of the Pipeline Corridor consultation, explained how the preferred corridor had been chosen and what that preferred corridor was.
- 3.21.6 The aim of these forums was to ensure that attendees had a full understanding of how Esso had made its decision and would allow members or officers to answer questions they may receive from members of the public after the decision had been made public. Esso also explained how it would be announcing the decision more widely.

3.21.7 To announce the decision to the public, Esso also:

- Sent a leaflet summarising the decision to local residents and their representatives (Appendix 3.13)
- Wrote to Persons with an Interest in Land – including those on de-selected corridors (Appendix 3.14)
- Emailed a letter to key stakeholders and interested parties – including parish councils (Appendix 3.15)
- Issued an e-newsletter to those that had signed up on the website (Appendix 3.16)
- Updated the project website ([www.slpproject.co.uk](http://www.slpproject.co.uk))
- Issued press release (Appendix 3.17) to local print and broadcast titles set out in Appendix 3.9

3.21.8 Officers at local authorities (districts, boroughs and county councils) were also re-issued with the CtCC, signposting the future consultation which would take place on the project's SoCC and offering the opportunity for comment again. No comments were received at this stage.

3.21.9 The engagement with local authorities at this stage included the three authorities – Woking Borough Council, Guildford Borough Council and Waverley Borough Council – that were no longer directly affected due to the corridor choice. In confirming the corridor choice, Esso spoke directly to officers at the three authorities to explain that while they would no longer be affected by a corridor, they would still be consulted at statutory consultation as a neighbouring authority (see Chapter Four).

3.21.10 When the preferred corridor was announced, Esso also updated communities and stakeholders on the next steps for the process. This explained that the project would develop the route for the pipeline and aim to release an Initial Working Route in summer 2018.

3.21.11 It then explained that over the summer of 2018, Esso would further refine the Initial Working Route within corridors G (in the south) and J (in the north) into the preferred route, taking into account (where relevant) comments received during the non-statutory consultation.



## 3.22 Next steps

- 3.22.1 Chapter Four details the work that Esso undertook between the Pipeline Corridor and Preferred Route consultations. This includes its publication and promotion around the Initial Working Route as well as further engagement with stakeholders.

## 4. Engagement following non-statutory consultation

### 4.1 Introduction

- 4.1.1 This chapter describes the work Esso carried out following the announcement of the preferred corridor (30 May 2018). This period focused on work to outline an Initial Working Route and continue engagement with landowners, local authorities, parish councils, and other key stakeholders, such as Natural England and the Environment Agency. Esso also held three workshops with key stakeholders in August 2018 on the content of the Scoping Report that had been submitted to the Planning Inspectorate on 26 July 2018 (see 4.7). This was to allow those stakeholders, as bodies which the Secretary of State must consult with on receipt of an application for a scoping opinion, to provide initial thoughts on the Scoping Report.
- 4.1.2 As the project approached a statutory consultation, work was also undertaken to develop the Statement of Community Consultation (SoCC) and carry out consultation with local authorities as required by section 47 of the Act 2008.

## 4.2 Developing an Initial Working Route

- 4.2.1 As explained in Chapter Two, following the close of non-statutory consultation Esso reviewed the feedback that had been received and used this to assess the corridor options. On 30 May 2018, Esso announced the preferred corridors – G in the south and J in the north. The methods used to announce the preferred corridor and how this decision was made can be found in Chapter Three.
- 4.2.2 As part of communications announcing the preferred corridor, Esso also explained the next steps for the project.
- 4.2.3 This set out a process for identifying an Initial Working Route, which refined the preferred corridor from approximately 200m in width along the length of the corridor to around 20-30m wide along the length of the route. This announcement was made in response to requests from residents and landowners to offer more detail and provide an early view of where Esso might seek to install the pipeline. The Initial Working Route was published on the project website on 27 June 2018.
- 4.2.4 This Initial Working Route was used primarily to facilitate more detailed conversations with landowners and stakeholders. These meetings are detailed in the following sections (one meeting with Spelthorne Borough Council did take place ahead of the publication date).
- 4.2.5 Comments received from these conversations would be used to consider the Initial Working Route further and create a preferred route. This preferred route would then be the subject of the statutory consultation (see Chapter Five).

## 4.3 Engagement with local authorities, highways authorities and key stakeholder groups

- 4.3.1 Alongside the development of the Initial Working Route, Esso continued engagement with local authorities and parish councils.
- 4.3.2 Following the announcement of the preferred corridor, each local authority along the preferred corridor was approached and offered a briefing.
- 4.3.3 The aim of these briefings was to demonstrate how the project had taken into account feedback from the non-statutory consultation, how this had informed the preferred corridor selection and to provide an overview of the Initial Working Route. The project also provided timescales for the consultation with local authorities on the SoCC and a briefing to elected members at each authority was offered. Briefings were held with:
- Spelthorne Borough Council officers (15 June 2018, *pre-Initial Working Route announcement*)
  - Surrey Heath Borough Council officers (27 June 2018)
  - South Downs National Park Authority officers (27 June 2018)
  - Runnymede Borough Council officers (3 July 2018)
  - Rushmoor Borough Council ward members (5 July 2018)
  - Spelthorne Borough Council ward members (16 July 2018)
  - Rushmoor Borough Council officers (25 July 2018)
- 4.3.4 The project also met with the two highways authorities affected by the project during this period to discuss the emerging Initial Working Route and provide an overview of key road crossings. The meetings were held as follows:
- Surrey Highways, Surrey County Council (21 June 2018)
  - Hampshire Highways, Hampshire County Council (14 August 2018)
- 4.3.5 As part of this phase of engagement, key environment, heritage and ecological bodies were also approached and offered a briefing on the outcomes of consultation, the preferred corridor, the Initial Working Route and progress to statutory consultation. Meetings were held with:
- Natural England (14 June 2018)
  - Environment Agency (14 June 2018)
  - Historic England (21 June 2018)
  - South Downs National Park Authority (27 June 2018)

## 4.4 Engagement with parish councils

4.4.1 At the announcement of the preferred corridor on 30 May 2018 (see Chapter Three), all parish councils were notified of the announcement and, separately, invited to attend one of three drop-in events. This mirrored the approach taken in February 2018 and provided an opportunity for parishes to meet the project team and ask questions. The invitation also offered meetings or calls as an alternative if parishes were unable to attend one of the events.

4.4.2 The invitation was issued to:

- Alton Town Council
- Beech Parish Council
- Bentley Parish Council
- Bentworth Parish Council
- Brighton Parish Council
- Binsted Parish Council
- Bishop's Waltham Parish Council
- Botley Parish Council
- Bramdean and Hinton Ampner Parish Council
- Chawton Parish Council
- Chobham Parish Council
- Church Crookham Parish Council
- Crondall Parish Council
- Durley Parish Council
- East Tisted Parish Council
- Ewshot Parish Council
- Exton Parish Council
- Farnham Town Council
- Farringdon Parish Council
- Fleet Town Council
- Four Marks Parish Council
- Frencham Parish Council
- Froyle Parish Council
- Kilmeston Parish Council
- Lasham Parish Council
- Medstead Parish Council
- Newton Valence Parish Council
- Normandy Parish Council
- Ropley Parish Council
- Seale and Sands Parish Council
- Send Parish Council
- Shalden Parish Council
- Tilford Parish Council
- Tongham Parish Council
- Upham Parish Council
- Wanborough Parish Council
- Warnford Parish Council
- West End Parish Council
- West Tisted Parish Council
- Wield Parish Council
- Windlesham Parish Council
- Witley Parish Council
- Worldham Parish Council
- Worplesdon Parish Council

4.4.3 The drop-in sessions were held on:

- 4pm – 7pm, 20 June 2018 – Alton Community Centre, Alton
- 4pm – 7pm, 21 June 2018 – Jubilee Hall, Bishop's Waltham
- 4pm – 7pm, 29 June 2018 – Windlesham Club and Theatre, Windlesham

Attendance at these sessions was light, with only Durley Parish Council, Four Marks Parish Council, and Ropley Parish Council in attendance. Large printed maps showing the Initial Working Route were provided, along with a laptop showing the Initial Working Route. No significant issues were raised by any parishes present.

4.4.4 A separate meeting was organised with Chobham Parish Council and the Chobham Society at the request of Surrey County Council. This was held on 27 June 2018 and the project team presented the Initial Working Route and discussed next steps for the project.

## 4.5 Publicising the Initial Working Route

4.5.1 The Initial Working Route was published on the project website on 27 June 2018. It was uploaded to the project website and a press release (Appendix 4.1) was sent to publications that had been used to publicise non-statutory consultation.

These publications were:

- Alton Herald
- Andover Advertiser
- Basingstoke Gazette
- BBC South
- BBC Sussex & Surrey
- Farnham Herald
- Guilford Dragon
- Hampshire Chronicle
- Hampshire Life
- Haslemere Herald
- Petersfield Post
- Romsey Advertiser
- Surrey & Hants News
- Surrey Advertiser
- The Farnham Herald Series
- Woking News & Mail

4.5.2 An e-newsletter update was also issued to those who subscribed via the project website (Appendix 4.2).

## 4.6 Landowner events

- 4.6.1 A key reason for publishing the Initial Working Route was to facilitate more detailed conversations with affected landowners and to give additional clarity on potential impacts on their land.
- 4.6.2 Recognising the important role that landowners would play in refining the Initial Working Route, Esso felt it appropriate to hold a series of engagement events aimed at landowners.
- 4.6.3 Esso wrote to all Persons with an Interest in Land (Appendix 4.3) affected by the Initial Working Route with details of these engagement events. People were invited to book an appointment on a one-to-one basis. The events were staffed by project team members from a broad range of disciplines, to ensure that queries from attendees could be answered wherever possible. The events provided an important opportunity for landowners to understand and comment on the Initial Working Route. Comments received as part of this engagement were used by Esso to inform ongoing refinements to the Initial Working Route.
- 4.6.4 The events were held on a range of days and times, including Saturdays, to maximise accessibility.



Date	Time	Venue
Friday 13 July 2018	1600 – 2000	Bramdean and Hinton Ampner Village Hall, Wood Lane, Bramdean, SO24 0JN
Saturday 14 July 2018	1400 – 1800	Ashford Community Centre, Woodthorpe Road, Ashford, Middlesex, TW15 3NJ
Tuesday 17 July 2018	1600 – 2000	The Chertsey Hall, Heriot Road, Chertsey, Surrey, KT16 9DR
Thursday 19 July 2018	1600 – 2000	Chobham Parish Pavilion, Recreation Ground, Station Road, GU24 8AJ
Friday 20 July 2018	1600 – 2000	Farnborough Sixth Form College, Prospect Avenue, Farnborough, GU14 8JX
Saturday 21 July 2018	1100 – 1500	Mytchett Primary School, Hamesmoor Road, Mytchett, Camberley, GU16 6JB
Tuesday 24 July 2018	1600 – 2000	Ropley Parish Hall, Vicarage Lane, Ropley, Alresford, SO24 0DU
Friday 27 July 2018	1600 – 2000	Church Crookham Community Centre, Boyce Road, Church Crookham, Hampshire, GU52 8AQ
Saturday 28 July 2018	1100 – 1500	Jubilee Hall, Little Shore Lane, Bishop's Waltham, Southampton, SO32 1ED
Monday 30 July 2018	1600 – 2000	The Briars Centre, Briar Avenue, Lightwater, Surrey, GU18 5UN
Thursday 2 August 2018	1600 – 2000	Alton Community Centre, Amery Street, Alton, Hampshire, GU34 1HN

- 4.6.5 Esso also held a breakfast briefing with the National Farmers Union (NFU) on 8 August 2018 to meet with land agents in Hampshire and Surrey to provide an overview of the project. This was a meeting requested during non-statutory consultation.
- 4.6.6 Esso also produced fridge magnets for landowners to share the project's contact details (Appendix 4.4) and these were sent to landowners following these events.

## 4.7 EIA consultation – Scoping Report

- 4.7.1 Scoping is a process by which a person who proposes to make an application for an order granting development consent may ask the Planning Inspectorate (on behalf of the Secretary of State) to state in writing their opinion as to the scope, and level of detail, of the information to be provided in an Environmental Statement (ES). As the project relates to development which is an Environmental Impact Assessment (EIA) development, for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, the DCO application must be accompanied by an ES.
- 4.7.2 Scoping provides information on the proposals and identifies where the project is likely to give rise to significant environmental effects. It sets out the intended scope of the Environmental Impact Assessment to be reported in the ES.
- 4.7.3 Esso submitted a request for a formal Scoping Opinion to the Planning Inspectorate in July 2018. This took the form of a letter accompanied by a Scoping Report. The Scoping Report provided a description of the emerging proposals, including a proposed alignment for the replacement pipeline route, identified existing features within proximity to the proposed replacement pipeline route, such as ecological designations, residential areas, heritage assets and surface and groundwater features. The report also provided an explanation of the likely significant effects of the project on the environment. If likely significant effects were identified, then these features and effects were put forward for inclusion in the ES. The Scoping Report also took into consideration design features and measures to ‘scope out’ certain aspects from the EIA. Where issues were scoped out, the report outlined the reasons why the project thought they should not be included in the assessment.
- 4.7.4 In September 2018 the Planning Inspectorate (on behalf of the Secretary of State) adopted a Scoping Opinion for the project. This document provided a general opinion on the scope of the EIA, advised what should be included in the ES and commented on all of the individual features that the Scoping Report had scoped in or out of the assessment.
- 4.7.5 As part of the scoping process the Planning Inspectorate was required to consult a set of prescribed bodies including statutory bodies such as the Environment Agency and Natural England, and the local authorities impacted by the project.
- 4.7.6 To support the consultation exercise, Esso organised a series of workshops for environmental bodies and local authorities. The aim of these workshops was to allow stakeholders to raise any queries about the Scoping Report, ahead of their formal submissions to the Planning Inspectorate. It also allowed the project’s environmental team to understand the likely topics arising from the feedback, so these could be considered at an earlier stage.

4.7.7 Workshops were held at Jacobs' office in Winnersh on 6 August, 21 August and 30 August 2018. A fourth workshop was due to be held on 14 August 2018 but was cancelled due to low attendance.

4.7.8 Invitations were issued to the main point of contact at each organisation on 17 July 2018 and, where possible, specific subject matter experts, at the following organisations:

- Natural England
- Historic England
- Environment Agency
- South Downs National Park
- Surrey Wildlife Trust
- Hampshire and Isle of Wight Wildlife Trust
- Forestry Commission
- Hampshire County Council
- Surrey County Council
- Eastleigh Borough Council
- Winchester City Council
- East Hampshire District Council
- Hart District Council
- Rushmoor Borough Council
- Surrey Heath Borough Council
- Runnymede Borough Council
- Spelthorne Borough Council
- Hounslow Borough Council

4.7.9 Calls were made to each authority to follow up the invitation in July and August, and confirmed attendance at the three forums was as follows:

**6 August 2018:**

- One officer from Surrey Heath Borough Council
- Three officers from Runnymede Borough Council
- One officer from Historic England

**21 August 2018:**

- Two officers from Runnymede Borough Council
- One officer from Spelthorne Borough Council
- One officer from Surrey County Council
- One officer from Surrey Heath Borough Council
- Two officers from the Forestry Commission

### 30 August 2018:

- One officer Natural England
- One officer from Hampshire County Council
- Four officers from Surrey County Council
- One officer from Rushmoor Borough Council

4.7.10 At these workshops, the project team provided an overview of the Scoping Report and the decision making that had informed its development. The project also provided a walkthrough of the Initial Working Route and how the development of the route had also informed the Scoping Report. Those present were given the opportunity to ask questions. Key points raised included:

- Avoiding SSSIs, Ancient Woodland and other sites of ecological, environmental or historical importance was supported, but scoping out impacts entirely should be considered carefully. This point was raised by Spelthorne Borough Council and Historic England.
- Making sure the planned route avoided planned development – such as housing, particularly in Eastleigh borough, but also close to the River Thames where major infrastructure projects are currently proposed.
- The Forestry Commission noted that woodland covered by felling licences may need to be scoped in as licences may need to be modified as a result of the final route.
- There was a preference from Historic England for *in situ* preservation of any archaeological remains potentially discovered as a result of the works.
- There was broad agreement from those officers present – in particular Runnymede Borough Council, Spelthorne Borough Council and Surrey Heath Borough Council – on the approach to scoping contaminated (or potentially) land. There was a recognition from councils in the northern section of the route that historic landfills could pose a significant challenge.
- There was acknowledgement from the project team that potential impacts could be scoped back in if required at a later stage. This included potential impacts on badger setts or ground nesting birds. The project team acknowledged that protecting species or managing construction impacts would be done via existing legislation or avoided altogether – such as in the case of Ancient Woodland.

4.7.11 A separate technical meeting was held with officers from South Downs National Park Authority on 25 July 2018. This covered the broad approach to the Scoping Report, a walkthrough of the Initial Working Route, and some discussion on construction environmental management, landscape and visual impact assessments and tree surveys.

## 4.8 Developing the Statement of Community Consultation

- 4.8.1 Section 47 of the Planning Act 2008 requires developers to publish a SoCC detailing how the applicant proposes to consult, about the proposed application, people living in the vicinity of the land.
- 4.8.2 As outlined in Chapter One, at an early stage in the project, Esso published its CtCC document, which set out the approach to consultation that would be taken for the duration of the consenting process. The approach taken to the development of the SoCC built on the CtCC, specifically that Esso would carry out a consultation that would be fair, inclusive and open and is informative, accessible and gives people the opportunity to find the information they need to respond effectively.
- 4.8.3 The content of the CtCC, and the learnings gathered during the non-statutory stage of consultation, informed the content of the SoCC.

## 4.9 Engaging with local authorities on the SoCC

- 4.9.1 As required by section 47(2) of the Planning Act 2008, a vital step in refining the content of the SoCC is to seek the input of the local authorities affected by the project. Esso recognised that local authorities have expert knowledge of the local community and considerable expertise in consulting local people and, as such, may have additional information or insights that would ensure the consultation is comprehensive.
- 4.9.2 Throughout the project Esso sought to engage with the relevant local authorities and ensure they are kept up to date with the latest information and project milestones via project forums and one-to-one meetings (see Chapters Two and Three).
- 4.9.3 At the forums held in May 2018, the project informed attendees that a draft SoCC was in the process of being developed. The project discussed how and when it planned to consult with local authorities on its content. Esso shared the CtCC with attendees and, following the forum, the document was sent to all relevant local authorities. The local authorities were invited to provide any feedback on the CtCC, but none did so at this stage.

## 4.10 Consultation on the draft SoCC

- 4.10.1 Having used the CtCC to develop a SoCC, Esso carried out a consultation on the draft SoCC (Appendix 4.5) with the relevant local authorities as required by section 47(2) of the Planning Act 2008.
- 4.10.2 On 9 July 2018 the draft SoCC was issued by email (Appendix 4.6) to project contacts within planning departments at the following local authorities, all of which are relevant section 43 'B' and 'C' local authorities as defined by the Planning Act 2008:
- Surrey County Council
  - Hampshire County Council
  - Eastleigh Borough Council
  - Winchester City Council
  - East Hampshire District Council
  - Hart District Council
  - Rushmoor Borough Council
  - Surrey Heath Borough Council
  - Runnymede Borough Council
  - Spelthorne Borough Council
  - London Borough of Hounslow
  - South Downs National Park Authority
- 4.10.3 Each council was subsequently contacted to confirm receipt of the email and draft SoCC.
- 4.10.4 In line with statutory requirements, the local authorities were asked to provide feedback within 28 days, commencing the day after the draft SoCC was received by local authorities (i.e. 10 July 2018).
- 4.10.5 Therefore, the deadline for feedback was 6 August 2018.
- 4.10.6 The table overleaf the feedback received from the local authorities, and how the project has regard to these in preparing the final version of the SoCC (full responses are included as Appendix 4.7).

Local Authority	Comments	Project Response
<b>Hampshire County Council</b>	Asked whether Esso will be contacting elected members at parish, district and county level or whether this would be left to central points of contact at those organisations. Suggested the project consider directly contacting elected members in areas affected by the proposals during consultation so they are aware of the project/consultation.	Incorporated – Parishes, county, borough and district wards to be contacted were added to the SoCC appendices.
<b>Eastleigh Borough Council</b>	Requested that The Echo and Eastleigh Times were added to Appendix A (local papers). Requested Hedge End Town Council was added to Appendix D (Information points).	SoCC amended accordingly
<b>Rushmoor Borough Council</b>	Asked that the Hampshire Independent was included in the media list.	SoCC amended accordingly
<b>Surrey Heath Borough Council</b>	Include 'social media' section and 'press release' section in the table in section 6 of the document. This would provide greater coverage and access harder to reach groups, such as young people. Expand existing text to include the purposes and benefits of community involvement, including the principles that underpin it.	Project agreed. In the same way as the non-statutory consultation, the approach to social media is to provide prepared content to local authorities and other community partners to cascade through their established social media networks. This is because it has a greater chance of engaging with hard to reach groups, or residents who are not already aware of the project. (See Chapter Four for further information). Agreed. The SoCC was amended to include a paragraph outlining the purpose of consultation. It does not explicitly include consultation principles. This is because the project did not produce bespoke consultation principles. However, the project has aimed to meet public consultation principles as outlined by the government's Consultation Principles 2018 ( <a href="https://www.gov.uk/government/publications/consultation-principles-guidance">https://www.gov.uk/government/publications/consultation-principles-guidance</a> )



<b>Runnymede Borough Council</b>	Appendix B – The Runnymede Access Liaison Group (RALG) should be included <a href="http://www.ralg.org.uk">www.ralg.org.uk</a>	SoCC amended accordingly.
	Appendix C – The Runnymede Business Partnership (RBP) should be included.	SoCC amended accordingly.
	Appendix C – The Chertsey Society should be included <a href="http://www.chertseysociety.org.uk">www.chertseysociety.org.uk</a>	SoCC amended accordingly.
	Exhibition programme – the last event was held at Chertsey Hall. It would be preferable if the upcoming event was also held there.	This was confirmed as the consultation event venue.
	Please can all residents' associations be emailed as well as contacted by post to enable information to be easily forwarded. Residents Associations are not specifically listed in the document.	Agreed, added to Appendix C of the SoCC.
	Include reference to member consultation.	Agreed, Chapter 6 was updated to include elected member activity. A list of all elected member wards, county and borough/districts was included as an appendix.
<b>Spelthorne Borough Council</b>	Include a section on the success (or otherwise) of the first consultation and what lessons were learned that have informed this next stage of statutory consultation.	A paragraph was added into Chapter 2 of the SoCC detailing the level of engagement achieved. However as this is not part of the SoCC remit, Esso signposted readers to the report on the non-statutory consultation that describes what respondents thought about how the non-statutory consultation was run. This was available on the project website at consultation.
	In Appendix C under 'economic and business groups', include the Spelthorne Business Forum and the Surrey Chambers of Commerce.	SoCC amended accordingly.
	Suggested contacting the Economic Development Manager, for further information as the Council has lots of ties with the local business community.	Agreed and actioned.
	Include a list of Residents Associations the project is planning to engage with.	Agreed, added to Appendix C of the SoCC.

<b>South Downs National Park Authority</b>	Include promotion activity to reach users of the impacted area as well as those who live on or near it, to mirror the statutory purpose of the National Park.	Promotional activity captures this audience, for example local newspaper advertising, press releases and social media. As such no further amendment to the draft SoCC has been made. The project will continue to liaise with the Authority to provide information about the project and statutory consultation for potential inclusion in the South Downs National Park's monthly newsletter.
	Posters should be circulated to Parish Councils to be included on Parish notice boards as this has proven successful when seeking consultation feedback on the SDNPA Local Plan.	This was set out in chapter 6 of the SoCC.
	Include an article / short piece of text and distribute for inclusion in Parish Council newsletters.	Agreed, this was added to Chapter 6 of the SoCC.
	Include Rural Community Councils (Action Hampshire) and the Council for Voluntary Services (WACA and Community First Hampshire).	Agreed, these were added to Appendix B of the SoCC.
	Clarify that people can reply without completing the questionnaire.	Agreed, Chapter 10 of the SoCC was amended.
	Preference for using village halls for events.	The project aimed, as far as possible, to use the same venues as during non-statutory consultation – some of which are village halls. If these were not available, the preference was for alternative venues that serve the local community.
	Include more exhibitions to demonstrate a commitment to rural communities.	An additional event was held at Bramdean & Hinton Ampner Village Hall, Wood Lane, SO24 0JN which is in the National Park.

## 4.11 Next steps

- 4.11.1 Having carried out the work outlined in this chapter, Esso considered it had a project that was appropriate for statutory consultation. As described in Chapter Five, the statutory consultation (Preferred Route consultation) was launched on 6 September 2018. At the same time, the updated SoCC (Appendix 4.8) was published on the project website.
- 4.11.2 The detail of engagement leading into statutory consultation, and the statutory consulted itself is included in Chapter Five.

# 5. Preferred Route consultation (first statutory consultation)

## 5.1 Introduction

- 5.1.1 This chapter describes the statutory Preferred Route consultation which was carried out by Esso between 6 September and 19 October 2018. The consultation related to the whole length of the preferred route announced by Esso on 6 September 2018.
- 5.1.2 This chapter details and provides information required under section 37(7)(a) of the Act, specifically what Esso did to comply with sections 42, 47 and 48 of the Act in relation to the proposed application. It also explains how Esso complied with its duty under section 49 of the Act to have regard to responses received to the statutory Preferred Route consultation.
- 5.1.3 This chapter also details Esso's activities to notify the Secretary of State for Business, Energy and Industrial Strategy of the proposed application, as required by section 46 of the Act.
- 5.1.4 The Preferred Route consultation culminated in the confirmation of the majority of the preferred route. However, a series of refinements were considered and consulted on in a subsequent phase of statutory consultation. The detail of this phase of activity is included in Chapter Six.

## 5.2 Preparing for consultation launch

5.2.1 On 24 August 2018, Esso held local authority officer and member forums to introduce and provide an overview of the Preferred Route consultation ahead of launch. The purpose of these forums was to:

- Provide an overview of activity that had taken place since the release of the Initial Working Route on 27 June 2018 (see Chapter Four);
- Provide an overview of the Preferred Route consultation in support of the Statement of Community Consultation (SoCC);
- Provide an overview of engagement in support of the Scoping Report; and
- Highlight the content and purpose of the Preferred Route consultation ahead of launch.

5.2.2 Esso invited officers and members from the local authorities consulted at the non-statutory Pipeline Corridor consultation to the forum. These took place in Kingston for Surrey councils and Winchester for Hampshire councils. These followed the same format as previous forums, with briefings for members and for officers in Surrey (County Hall, Kingston) in the morning, and for Hampshire members and officers (Hampshire Record Office, Winchester) in the afternoon.

5.2.3 Representatives from the following local authorities attended:

- Surrey County Council (officers and one elected member)
- Runnymede Borough Council (officers)
- Surrey Heath Borough Council (officers)
- Eastleigh Borough Council (officers)

5.2.4 One action was taken as a result of the forums, which was to arrange a site visit with Runnymede Borough Council officers at Chertsey Meads.

## 5.3 Consultation purpose

- 5.3.1 This phase of consultation built on the Pipeline Corridor consultation (see Chapter Three) and engagement carried out with local authorities and landowners between April and September 2018 (see Chapter Four).
- 5.3.2 The purpose of this phase of consultation was to seek the views of communities, landowners, prescribed bodies and stakeholders on the preferred pipeline route between Boorley Green and Esso's West London Terminal storage facility.
- 5.3.3 This stage of consultation was designed to discharge Esso's requirement to consult under the Act.
- 5.3.4 Feedback generated by the consultation would allow Esso to better understand any concerns and issues, such as potential impacts on local communities and the environment and ensure that the project is delivered in a way that considers all parties.

## 5.4 Developing the preferred route

- 5.4.1 The Pipeline Corridor consultation held in spring 2018 (see Chapter Three) resulted in the selection of a preferred corridor for the replacement pipeline. In June 2018, Esso released an Initial Working Route (see Chapter Four) via the project website. The Initial Working Route was a refinement of the preferred corridor, reducing the typically 200-metre-wide corridor to a route that was around 20-30 metres wide.
- 5.4.2 The purpose of the release of the Initial Working Route was to allow for more detailed conversations with landowners and other stakeholder groups between June and August 2018. The details of this engagement can be found in Chapter Four.
- 5.4.3 This engagement helped Esso confirm that the Initial Working Route would form the preferred route presented at the statutory Preferred Route consultation.

## 5.5 What was consulted on at the statutory Preferred Route consultation?

5.5.1 Esso presented the preferred route split into eight sections to aid the public wishing to focus on a specific area (or areas) of the proposed preferred route. These sections were:

Section	Geographical description	Section summary
A	Boorley Green to Bramdean	Section A is largely rural and runs through agricultural land. Most of this section sits within the South Downs National Park. It spans Eastleigh Borough and Winchester City councils.
B	Bramdean to south of Alton	Section B is also largely rural, similar to Section A, and lies mainly within the South Downs National Park – re-entering the park near Four Marks. It spans Eastleigh Borough and Winchester City councils.
C	South of Alton to Crondall	Section C is largely rural with long stretches passing through agricultural land. It spans the East Hampshire and Hart District councils.
D	Crondall to Farnborough	Section D runs through both rural and urban areas with a significant proportion passing through land owned by the Ministry of Defence (MoD). There are a number of Sites of Special Scientific Interest (SSSI) and European designated wildlife sites along this part of the route.
E	Farnborough to Bisley and Pirbright Ranges	Section E runs through both rural and urban areas with a significant proportion passing through land owned by the Ministry of Defence (MoD). It spans Rushmoor Borough Council and Surrey Heath Borough Council.
F	Bisley and Pirbright Ranges to M25	Section F runs through both rural and urban areas, including one area of land owned by the Ministry of Defence (MoD) and a number of Sites of Special Scientific Interest (SSSI) such as Colony Bog. It spans Surrey Heath Borough Council and Runnymede Borough Council
G	M25 to M3	Section G is largely urban, but also includes a Site of Special Scientific Interest (SSSI). It spans Runnymede Borough Council and Spelthorne District Council.
H	M3 to the West London Storage Facility	Section H is largely urban. It spans Spelthorne Borough Council and ends just within the London Borough of Hounslow.



- 5.5.2 These sections also form the basis of assessment in some chapters in the Environmental Statement (**application document 6.1**) and the Planning Statement (**application document 7.1**).
- 5.5.3 Along certain sections of the preferred route, Esso presented sub-options for views and comment. The detail of these sub-options is provided over, along with the rationale for their inclusion.

Section	Sub-option(s) presented
A	<ul style="list-style-type: none"> <li>• <b>A1 – Boorley Green sub-option:</b> Two sub-options presented, A1a and A1b designed to take account of new and ongoing development close to Maddoxford Road.</li> <li>• <b>A2 – Hinton Ampner sub-option:</b> Two sub-options presented, A2a and A2b designed to take account of sites of environmental and cultural importance in the local area – particularly Joan’s Acre Wood, Brockwood Copse and Roadside Strips Site of Importance for Nature Conservation (SINC). A2a routed through the Hinton Ampner National Trust estate, whereas A2b routed around the estate.</li> </ul>
D	<ul style="list-style-type: none"> <li>• <b>D1 – Oak Park golf course sub-option:</b> Two sub-options presented, D1a and D1b, which offered alternative crossings of the golf course.</li> <li>• <b>D2 – Fleet Business Park sub-option:</b> Two sub-options presented to take account of impacts on businesses, local SINC’s and traffic. D2a avoids Soanes and Wood Copses but would potentially impact roads. D2b crosses a local copse and some SINC land.</li> <li>• <b>D3 – Beacon Hill Road sub-option:</b> Two sub-options presented to consider new development plans close to Beacon Hill Road in Fleet. D3a travels along Beacon Hill Road before crossing land at the Peter Driver Sports Ground in Church Crookham into Tweseldown Racecourse. D3b crosses through a development south of the Peter Driver Sports Group before entering land at Tweseldown Racecourse.</li> <li>• <b>D4 – Norris Hill sub-option:</b> Two sub-options presented in the vicinity of Hussar Copses, south of Norris Hill Road to avoid ecologically sensitive areas. D4a follows the existing pipeline while D4b follows an existing track through the area.</li> </ul>

E	<ul style="list-style-type: none"> <li>• <b>E1 – Cove Brook Park area:</b> Two sub-options presented to reduce potential impacts to the recreation areas around Cove Brook in Farnborough. E1a follows the recreation area to the west and E1b is closer to Cove Brook and while reducing the impact on recreation space, may introduce potential impacts to wetland habitats.</li> <li>• <b>E2 – Cove Road:</b> Two sub-options presented to avoid impacts on a densely populated area in Farnborough. E2a would use a trenchless crossing to avoid impacts on the local road network but would be dependent on suitable ground conditions. E2b follows Highfield Path and would introduce more street works. Both options cross the South Western main railway line to Farnborough Station.</li> <li>• <b>E3 – Cabrol Road:</b> Three sub-options considering potential impacts on residents, allotments and parkland. E3a would follow the existing pipeline; E3b includes a diversion and open cut trench to avoid Stakes Lane but would impact allotments, and E3c would avoid allotments but introduce further street works at Cabrol Road.</li> <li>• <b>E4 – Farnborough North:</b> Two sub-options to minimise potential impacts arising from crossing two railway lines, the A331 and the River Blackwater and Fisheries. E4a follows Ship Lane/Ringwood Road to cross the railway lines and the A331 using trenchless technology. E4b crosses further south close to Henry Tyndale School and Farnborough North station.</li> <li>• <b>E5 – Pine Ridge golf course:</b> Two sub-options taking into account potential impacts on local businesses and environmental considerations close to the golf course. E5a follows the existing pipeline across the golf course, and E5b follows an existing track along the edge of Deepcut Bridge Road.</li> </ul>
F	<ul style="list-style-type: none"> <li>• <b>F1 – Red Road:</b> Three sub-options in an area close to Colony Bog and Red Road near Lightwater. F1a crosses Red Road (B311) at the junction with Lightwater Road and follows an existing track to Guildford Road. F1b follows Red Road before following Guildford Road to the existing pipeline route. F1c follows an existing track, avoiding most of Guildford Road and Red Road.</li> <li>• <b>F2 – Chobham Common:</b> Two sub-options either through the Common or avoiding it in favour of local roads. F2a follows the existing pipeline through Chobham Common before crossing into Foxhills golf course. F2b avoids the Common by running along Stonehill Road.</li> <li>• <b>F3 – Silverlands:</b> Two sub-options which consider potential impacts on local businesses and trees. F3a passes through woodland to the north of local businesses, with an option to use a trenchless crossing to reduce tree removal. F3b uses land owned by local businesses, and as a result may cause some disruption to their operations.</li> <li>• <b>F4 – Guildford Road (A320) and M25 sub-options:</b> Two sub-options presented to cross the A320 and M25. F4a crosses north of Salesian School and F4b crosses through the grounds of the school to the south.</li> </ul>

<b>G</b>	<ul style="list-style-type: none"> <li>• <b>G1 – Chertsey railway:</b> Two sub-options to cross the railway. G1a uses trenchless technology to cross the railway before following Roakes Avenue. G1b also uses a trenchless crossing before following Canford Drive.</li> <li>• <b>G2 - River Thames:</b> Two sub-options, G2a and G2b, within Chertsey Meads in Runnymede designed to minimise impacts on the Meads while allowing crossing underneath the River Thames and avoiding Dumsey Meadow SSSI in Spelthorne.</li> </ul>
<b>H</b>	<ul style="list-style-type: none"> <li>• <b>H1 – Queen Mary Reservoir:</b> Two sub-options south of Ashford. H1a follows the existing pipeline route to the west of the Queen Mary Reservoir embankment. H1b diverts from the reservoir running through the Matthew Arnold School sports field and through a residential area.</li> <li>• <b>H2 – Ashford station:</b> Three sub-options in an urban environment in the area of the station. H2a uses a trenchless crossing from West Close to St James School. H2b crosses the railway from the station car park before crossing Stanwell Road. H2c uses two trenchless crossings, one from Station Road to Clarendon Primary School and the second to cross below the railway to St James School grounds.</li> <li>• <b>H3 – Thomas Knyvett College:</b> Two sub-options presented. H3a lies to the western edge of the college’s playing fields. H3b passes through the eastern part of the college’s playing fields.</li> </ul>

## 5.6 Preliminary Environmental Information and EIA consultation

- 5.6.1 As part of the Preferred Route consultation, Esso also consulted on the findings of its preliminary environmental assessment. The findings were detailed in the Preliminary Environmental Information (PEI) Report and summarised in a non-technical summary included in the Preferred Route consultation brochure (Appendix 5.1).
- 5.6.2 As required by Regulation 12 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations), Esso confirmed in its SoCC (see Appendix 4.8) that the project was EIA development. The SoCC also confirmed that Esso was consulting on the PEI Report and publicised where it could be viewed.
- 5.6.3 Section 48 of the Planning Act required Esso to publish a notice of its intention to submit an application for development consent (see 5.13 for more information on the section 48 notice). Information about the availability of the PEI was included in the section 48 notice.
- 5.6.4 Regulation 13 of the EIA Regulations also required Esso to send this notice to the “consultation bodies”, as defined by regulation 3(1) of those Regulations. This was included with the section 42 letters sent to those bodies on 6 September 2018. A full list of the bodies that received the section 42 letter is included in Appendix 5.2.
- 5.6.5 The PEI Report was made available to all consultees via the project website and with copies made available at public consultation events.
- 5.6.6 The PEI Report was consulted on and the response form published at the Preferred Route consultation included a specific question on the PEI Report. Feedback related to the PEI can be found in Chapter Five.

## 5.7 Helping people understand the proposals

- 5.7.1 A range of materials were produced and published at the launch of the Preferred Route consultation, to help people understand the proposals. Esso's approach to these materials built on positive feedback received about materials presented at the non-statutory Pipeline Corridor consultation.
- 5.7.2 The materials were once again developed with varying levels of detail and had a strong visual element to help explain more complex aspects of the proposals.
- **Preferred Route consultation brochure** (Appendix 5.1) – this provided an overview of the proposals, including maps and information on the pipeline route being proposed. The consultation brochure incorporated a non-technical summary of the PEI Report (see below). The brochure also explained how people could take part in the consultation and included reference to the deadline for receipt of responses. The consultation brochure also included a copy of the response form.
  - **Preliminary Environmental Information Report** – this provided information on the preliminary environmental information available for the project area, mitigation measures envisaged for the project, potential effects that might occur without taking account of the mitigation measures and potential likely significant effects that remain following the application of mitigation. It was available on the project website and hard copies were available on request. This preliminary information was designed to enable consultees to access environmental information to inform their consultation response.
  - **Preferred Route response form** (Appendix 5.3) – this questionnaire provided an easy way for people to record and submit their feedback on the project. It was available as an online form and was also included in the consultation brochure. The response form set out a series of questions about the proposals and the PEI to prompt feedback.
  - **Preferred Route direct mail leaflet** (Appendix 5.4) – this provided an easily accessible introduction to the proposals and included a general map of the pipeline route, details of the project's consultation events, and locations where printed copies of the consultation brochure and map book could be viewed.
  - **Preferred Route map book** (Appendix 5.5) – this included detailed maps of the preferred route, giving more detail than the maps available in the consultation brochure.
  - **Project website** – the project website was updated with the latest proposals. It included the interactive map, online response form and all the documents listed above.
- 5.7.3 To encourage participation in the consultation and to ensure materials were accessible, these materials were available in large or alternative formats on request. No requests for additional information or materials were received.

## **Social media**

- 5.7.4 At the Preferred Route consultation, Esso repeated the approach to social media that had been successful at the Pipeline Corridor consultation. Esso provided social media content – publicising the consultation and consultation events – to local authorities for use on their own social media accounts.

## 5.8 Consulting bodies under section 42(1)(a)(b) & (c)

- 5.8.1 Section 42(1)(a) of the Act requires applicants to consult with a number of ‘prescribed’ bodies. Persons prescribed under section 42(1)(a) are listed in column 1 of Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended).
- 5.8.2 Section 42(1)(aa) requires consultation with the Marine Management Organisation (MMO) in certain circumstances and is not relevant to the project because the crossing of the River Thames is upstream of Teddington Lock, where the River Thames is not tidal. The MMO has therefore not been consulted.
- 5.8.3 Section 42(1) requires that each local authority within section 43 must be consulted, these are:
- (1) A local authority is within this section if the land is in the authority’s area.
  - (2) A local authority (“A”) is within this section if— (a) the land is in the area of another local authority (“B”), (aa) B is a unitary council or a lower-tier district council, and (b) any part of the boundary of A’s area is also a part of the boundary of B’s area.
  - (2A) If the land is in the area of an upper-tier county council (“C”), a local authority (“D”) is within this section if— (a) D is not a lower-tier district council, and (b) any part of the boundary of D’s area is also part of the boundary of C’s area.
- 5.8.4 Section 42(1)(c) requires consultation with the Greater London Authority, if the land is in Greater London. Esso’s West London Terminal storage facility is within the London Borough of Hounslow and therefore within Greater London. The project therefore consulted the Greater London Authority at the Preferred Route consultation.

### **Prescribed bodies – section 42(1)(a)**

- 5.8.5 A full list of the bodies consulted under section 42(1)(a), as identified through Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 can be found at Appendix 5.2.

### **Local authorities – section 42(1)(b) & section 43**

- 5.8.6 Due to the linear nature of the project, the proposed pipeline crossed a number of local authority boundaries. The relevant host local authorities for the project, consulted at this statutory Preferred Route consultation were:

**‘B’ local authorities – directly affected lower tier authorities:**

- Eastleigh Borough Council
- Winchester City Council
- South Downs National Park Authority
- East Hampshire District Council
- Hart District Council
- Rushmoor Borough Council
- Surrey Heath Borough Council
- Runnymede Borough Council
- Spelthorne Council
- London Borough of Hounslow

**‘C’ local authorities – directly affected upper tier authorities:**

- Surrey County Council
- Hampshire County Council

5.8.7 As required by the Planning Act 2008, Esso also consulted those local authorities who neighboured the host local authorities. These were:

**‘A’ local authorities – adjoining lower tier local authorities:**

- New Forest District Council
- Southampton City Council
- Fareham Borough Council
- Portsmouth City Council
- Havant Borough Council
- Chichester District Council
- Waverley Borough Council
- Guildford Borough Council
- Woking Borough Council
- Elmbridge Borough Council
- West Berkshire Council
- New Forest National Park Authority
- London Borough of Richmond-upon-Thames
- London Borough of Hammersmith and Fulham
- London Borough of Ealing
- London Borough of Bromley
- London Borough of Hillingdon
- Slough Borough Council
- Royal Borough of Windsor & Maidenhead
- Royal Borough of Kingston Upon Thames
- Bracknell Forest Council
- London Borough of Sutton
- Wokingham Borough Council
- London Borough of Croydon
- Basingstoke and Dean Borough Council
- Test Valley Borough Council



**‘D’ local authorities – adjoining upper tier authorities:**

- West Sussex County Council
- East Sussex County Council
- Kent County Council
- Wiltshire Council

5.8.8 The illustration shows the relationship of the local authorities consulted under sections (42(1)(b) & (43). It lists these local authorities as they meet the tests of the Act, i.e. as A, B, C or D authorities.



5.8.9 At the launch of the Preferred Route consultation on 6 September 2018, prescribed bodies and local authorities were issued:

- **Letter** – explaining why they were being contacted, providing an overview of the consultation, including how to take part and the available response channels, and specifying that responses should be submitted by 23:45 on 19 October 2018, thus providing a period in excess of the statutory minimum 28 days to respond to the consultation under section 45 of the Act (Appendix 5.6)
- **Consultation Brochure** (*including the non-technical summary of the PEI Report*) – as described above in 5.7.2 (Appendix 5.1)
- **Map Book** – as described above (Appendix 5.5)
- **Notice published under sections 47 and 48** (Appendix 5.7)

5.8.10 An incorrect address for Exton Parish Council was used and postal material was sent in error to the corresponding wrong address. However, emailed materials were sent to the correct address at consultation launch on 6 September 2018 and the project team addressed the issue with hard copies re-sent correctly on 19 September 2018. The parish council was therefore consulted for at least the 28 days required.

## 5.9 Consulting those with an interest in land (sections 42(1)(d) & 44)

- 5.9.1 Section 42(1)(d) & section 44 of the Act sets out how a project must consult with those who own, or have an interest in, land affected by a project. These are referred to as Persons with an Interest in Land (PILs)
- 5.9.2 As set out in earlier chapters, Esso undertook a large amount of early engagement work to identify, and consult with, those whose land may be affected by the replacement pipeline route.
- 5.9.3 Esso has sought to identify all those with an interest in land affected by the project. Where land was registered, diligent enquiries have been made through the use of public sources, such as title registration data from HM Land Registry (including regular updates), to identify people with an interest in land from whom land rights may be required.
- 5.9.4 Where land was unregistered, enquiries were made with neighbouring landowners and if still unknown site notices were erected. Additional information was also sourced from other data sources including 192.com, Companies House and Google.
- 5.9.5 Esso then sent a specific land referencing form (Appendix 5.9) and plan/s to those who may have interest in land affected by the project, asking for information to be confirmed on ownership and extent of ownership, occupation and other interests in the land.
- 5.9.6 If these forms and plans were not returned, Esso initiated contact referencing which included two site visits. As well as this, a follow-up letter was also sent to the registered address (Appendix 5.10).
- 5.9.7 To ensure all PILs were land referenced, a review of the registered titles was completed.
- 5.9.8 At the launch of the Preferred Route consultation on 6 September 2018, those with all those who may have an interest in land were issued a letter (Appendix 5.11) explaining why they were being contacted, providing an overview of the consultation, including how to take part and the available response channels, and specifying that responses should be submitted by 23:45 on 19 October 2018, thus providing a period in excess of the statutory minimum 28 days to respond to the consultation under section 45 of the Act.

5.9.9 Additionally:

- Category 1 PILs were issued a map indicating the preferred route of the pipeline and Order Limits (which also includes the temporary working areas) in relation to their land.
- Category 2 PILs were issued a schedule that described the land in which Esso believed they had an interest, or in respect of land which Esso believed that they had the power to sell, convey or release.

5.9.10 All PILs also received a direct mail leaflet separately through the post.

5.9.11 In total, Esso wrote to 2,380 people who may have an interest in land at the launch of the Preferred Route consultation.

5.9.12 Chapter 11 of the Consultation Brochure explained how Esso was working with landowners and how they could take part in the statutory consultation. It also outlined the next steps of the project, explaining that land interests and rights will be required by Esso and defined the concept of an easement agreement. The Consultation Brochure also described how those with an interest in land could take part in the Development Consent Order process.

## 5.10 Notifying the Secretary of State under section 46

- 5.10.1 Section 46 of the Act requires an applicant to notify the Secretary of State of the proposed application for a Development Consent Order. This must be done on, or before, the commencement of the statutory consultation under section 42 and the Secretary of State must be supplied with the same information as is proposed to be used for the section 42 consultation.
- 5.10.2 On 5 September 2018 (in advance of the launch of the Preferred Route consultation on 6 September 2018), Esso notified the Secretary of State, via the Planning Inspectorate, of its intention to submit an application for a Development Consent Order. The letter, which was sent to the Planning Inspectorate by email, also included electronic copies of the following consultation documents (that were the same as those sent to section 42 consultees):
- The section 42 letter
  - Combined section 47 and section 48 notice
  - Consultation leaflet sent to PILs (as well as the local community under section 47 of the Act)
  - Response form sent to PILs
  - Consultation brochure, including the PEI Report – Non-Technical Summary, sent to prescribed bodies and local authorities
  - Map book sent to prescribed consultees and local authorities
  - PEI Report and associated plans and figures
  - SoCC
- 5.10.3 Copies of the letter of notification sent by Esso under section 46 and the acknowledgement of the section 46 notification received from the Planning Inspectorate on 6 September 2018 can be found in Appendix 5.12.

## 5.11 Consulting the local community under section 47

- 5.11.1 Section 47 of the Act sets out an applicant's duty to consult the local community about a proposed application.
- 5.11.2 Chapter Four details how Esso developed its SoCC and the consultation it undertook with local authorities.
- 5.11.3 The SoCC was published on 6 September 2018, at the same time as the launch of the Preferred Route consultation. It was available on the project website and at information point locations (see 4.15), thus discharging the duty under section 47(6)(za) of the Act. A copy of the published SoCC can be found in Appendix 4.8 and cuttings of all the published notices can be found in the Copies of Newspaper Notices (**application document 1.3**).
- 5.11.4 Section 47(6)(a) requires an applicant to publish a notice in a newspaper circulating 'in the vicinity of the land' stating where and when the SoCC can be inspected. Esso combined this notice with its notice under section 48 of the Act. A copy of this notice can be found in Appendix 5.7.
- 5.11.5 Esso combined its notices required under section 47 and section 48. As the notice under section 48 is required to appear in local newspapers for two consecutive weeks, the section 47 notice also appeared for two consecutive weeks (as in the table below).
- 5.11.6 The combined notice was published in the following newspapers circulating 'in the vicinity of the land' (see over):

<b>Publication</b>	<b>Publication date</b>
Aldershot News & Mail	12 & 19 September
Andover Advertiser	7 & 14 September
Basingstoke Gazette	6 & 13 September
Eastleigh Times	6 & 13 September
Farnham Herald Series	13 & 20 September
Guildford Dragon	Online publication
Hampshire Chronicle	6 & 13 September
Hampshire Independent	7 & 14 September
Haslemere Herald	13 & 20 September
Hounslow Chronicle and Informer	7 & 14 September
Woking News and Mail	6 & 13 September
Petersfield Post (The Post Series)	12 & 19 September
Richmond and Twickenham Times	14 & 21 September
Romsey Advertiser	7 & 14 September
Southern Daily Echo (Eastleigh Echo)	6, 7 and 21 September
Staines Chronicle and Informer	7 & 14 September
Surrey and Hants News	11 & 18 September
Surrey Advertiser (Guildford edition)	7 & 14 September
Surrey Advertiser (Runnymede and Spelthorne edition)	7 & 14 September
<i>National newspaper &amp; London Gazette – once only</i>	
The Times	6 September
The London Gazette	7 September



## 5.12 Adhering to the commitments in the Statement of Community Consultation

- 5.12.1 The table over sets out the commitments that Esso made in its SoCC and how it met those commitments through its statutory Preferred Route consultation in accordance with the duty in section 47(7) of the Act. The second column lists the commitments Esso made in the SoCC as published at the launch of the Preferred Route consultation while the third column details how Esso met these commitments. The first column provides a reference to the commitment in the SoCC.

Where in SoCC	Commitment (as appeared in the SoCC published at the launch of the Preferred Route consultation)	How Esso fulfilled this commitment
Chapter 5 (p8)	<p><b>Preliminary Environmental Information Report</b></p> <p>We will make the full Preliminary Environmental Information (PEI) Report available and include a non-technical summary of this information within the project's Consultation Brochure.</p>	<ul style="list-style-type: none"> <li>• A non-technical summary of the PEI was included in Chapter 9 of the Consultation Brochure (Appendix 5.1).</li> <li>• The PEI Report was available on the website from the launch of the Preferred Route consultation.</li> <li>• Reference copies of the PEI Report were available at all consultation exhibitions.</li> </ul>
Chapter 6 (p9)	<p><b>Direct mail leaflet</b></p> <p>This is a printed leaflet that will summarise the proposed scheme and Preliminary Environmental Information, consultation activities such as local exhibition and how to take part. It will be sent by post. As a minimum, the direct mail leaflet will target those people who live in the vicinity of the land or land parcels required by the scheme (the order limits). This area will be expanded to capture homes that are next to roads that are within the order limits. To implement this, a 50 metre postcode buffer zone around the order limits will be applied. All properties within this zone will receive a direct mail leaflet.</p>	<ul style="list-style-type: none"> <li>• Direct mail leaflet issued (Appendix 5.4) at the launch of Preferred Route consultation included details of the project, events, sections and PEI.</li> <li>• Buffer zone developed of 50 metres around order limits.</li> <li>• All properties (total 7,521) within buffer zone issued with direct mail leaflet at the launch of the Preferred Route consultation.</li> <li>• Materials were issued to coincide with the launch of the Preferred Route consultation, on 6 September 2018, providing a period in excess of the minimum statutory 28 days to respond to the consultation.</li> </ul>
Chapter 6 (p9)	<p><b>Newspaper adverts</b></p> <p>Adverts in local newspapers will provide information about the consultation, where the SoCC can be viewed and the public exhibition dates. The local newspapers selected will provide coverage of the order limits. Given the nature of local newspapers, the catchment area will include a large proportion of communities surrounding the scheme. These local newspapers are listed in Appendix A.</p>	<ul style="list-style-type: none"> <li>• Adverts were taken out in all publications listed in Appendix A of the SoCC in the early weeks of the Preferred Route consultation (see 5.11 and 5.14 for more information).</li> <li>• The notices under section 47 and section 48 of the Planning Act 2008 were published, as required, in all local newspapers in Appendix A of the SoCC.</li> </ul>

Chapter 6 (p9)	<p><b>Newspaper adverts</b></p> <p>As per section 48 requirements, our proposals will be advertised nationally. The national publications selected are the London Gazette and The Times.</p>	<ul style="list-style-type: none"> <li>• The notices under section 47 and section 48 of the Planning Act 2008 were published in The Times (Thursday 6 September) and London Gazette (Friday 7 September).</li> <li>• See 5.13 for more information.</li> </ul>
Chapter 6 (p9)	<p><b>Press release</b></p> <p>A press release will provide information about the consultation events and how people can participate and respond to the consultation. The press release will be issued to all local newspapers listed in Appendix A. The catchment area will include a large proportion of communities surrounding the scheme.</p>	<ul style="list-style-type: none"> <li>• A press release was issued to all newspapers listed in Appendix A of the SoCC (Appendix 5.14).</li> <li>• In total, 25 pieces of media coverage were published during the Preferred Route consultation.</li> </ul>
Chapter 6 (p9)	<p><b>Website</b></p> <p>The website will contain all consultation material. The web address will be included on all printed materials, including adverts.</p>	<ul style="list-style-type: none"> <li>• All material published for the Preferred Route consultation was available from the website at the launch of the Preferred Route consultation.</li> <li>• Printed materials, including Consultation Brochure (Appendix 5.1), Map Book (Appendix 5.5), PEI Report, direct mail leaflet (Appendix 5.4) and newspaper adverts (Appendix 5.13) included the website address.</li> <li>• 4,498 people visited the project website during the Preferred Route consultation.</li> </ul>
Chapter 6 (p9)	<p><b>E-newsletter</b></p> <p>E-newsletter to summarise the proposed scheme consultation activities, such as local exhibition and how to take part in the consultation.</p> <p>It was identified that a further 54 subscribers within the vicinity of the pipeline route who were not 'PILs' did not receive the e-newsletter at the launch of the statutory consultation. As this was only one of a number of methods of alerting the wider community to the consultation, the project team considered that this error would not have disadvantaged those looking to take part in the consultation.</p>	<ul style="list-style-type: none"> <li>• An e-newsletter (Appendix 5.8) was sent on day of launch of the Preferred Route consultation.</li> <li>• The e-newsletter was sent to all email subscribers (total: 55).</li> <li>• It was identified that a further 54 subscribers within the vicinity of the pipeline route who were not 'PILs' did not receive the e-newsletter at the launch of the statutory consultation. As this was only one of a number of methods of alerting the wider community to the consultation, the project team considered that this error would not have disadvantaged those looking to take part in the consultation.</li> </ul>

Chapter 6 (p10)	<p><b>Information points</b></p> <p>Reference copies of consultation materials for those who prefer to view hard copy documents, or may have limited access to the internet, will be made available locally. This will include the:</p> <ul style="list-style-type: none"> <li>• Consultation Brochure (including Non-Technical Summary of the Preliminary Environmental Information)</li> <li>• Direct mail leaflet</li> </ul>	<ul style="list-style-type: none"> <li>• Information points were set up in all the locations listed in Appendix D of the SoCC from 6 September 2018.</li> <li>• Each information point included reference copies of the consultation materials: <ul style="list-style-type: none"> <li>– Consultation Brochure</li> <li>– Direct mail leaflet</li> <li>– Map book</li> <li>– SoCC</li> </ul> </li> </ul>
Chapter 6 (p10)	<p><b>Posters</b></p> <p>Posters will be provided to information deposit points (see Appendix D) to be displayed locally. Copies of the posters will also be available on request.</p>	<ul style="list-style-type: none"> <li>• Posters (Appendix 5.15), providing more information about the consultation were also put up at information points.</li> <li>• Esso received no requests for posters.</li> </ul>
Chapter 6 (p10)	<p><b>Consultation exhibitions</b></p> <p>A minimum of eight events will be held along the proposed scheme. These will be located taking account of our experience from the corridor options consultation. Should there be less than eight events due to unforeseen circumstances, such as extreme weather, additional events will be rearranged within the consultation period as appropriate, and details will be published on our website.</p>	<ul style="list-style-type: none"> <li>• A total of 11 exhibitions were held along the proposed pipeline route.</li> <li>• Details of the exhibitions were included in the Consultation Brochures (Appendix 5.1), newspaper adverts (Appendix 5.13), poster (Appendix 5.15) and on the project website.</li> <li>• A total of 672 people visited the Preferred Route consultation exhibitions.</li> <li>• No exhibitions were adversely affected by unforeseen circumstances.</li> </ul>
Chapter 6 (p10)	<p><b>Elected representatives</b></p> <p>A letter will be sent to elected members (County, District and Borough wards) to announce the consultation and direct elected members to the consultation materials. Where possible, this will be sent by email. If email is not available, it will be sent by post. The letter will be sent to all elected members representing County, District and Borough wards crossed by the proposed pipeline route.</p>	<ul style="list-style-type: none"> <li>• Esso identified all councillors at county or borough level representing wards crossed by the proposed pipeline route (Appendix 5.16).</li> <li>• These councillors (total: 136) were issued with a letter (by email or post) that provided details of the consultation, explained the activities Esso was undertaking and advised where further information could be found (Appendix 5.17).</li> <li>• Materials were issued to coincide with the launch of the Preferred Route consultation, on 6 September 2018.</li> </ul>

Chapter 6 (p10)	<p><b>Community and local interest groups</b> A letter will be sent to community or representative groups and local interest groups to announce the consultation and direct readers to the consultation materials. This letter will also encourage these groups to disseminate information about the consultation. This will either be sent by post or by email, if known. This will be sent to the identified: community and representative groups (including residents associations); and local interest groups that have been identified to us and are listed in Appendix C</p>	<ul style="list-style-type: none"> <li>• Esso identified a range of community and local interest groups that may have an interest in the project.</li> <li>• A list of community and residents associations identified is available at Appendix 5.18.</li> <li>• A list of local interest groups identified is available in Appendix 5.19.</li> <li>• These groups (total: 57) were issued with a letter (by email or post) that provided details of the consultation, explained the activities Esso was undertaking and advised where further information could be found (Appendix 5.20).</li> <li>• Materials were issued to coincide with the launch of the Preferred Route consultation, on 6 September 2018.</li> </ul>
Chapter 6 (p10)	<p><b>Social media</b> Neutral social media content will be produced and sent to the local authorities listed in Appendix E (p25). We will also make this available to any community or local interest groups upon request.</p>	<ul style="list-style-type: none"> <li>• Esso provided local authorities with draft social media content at the launch of consultation.</li> <li>• No requests for additional social media content were received.</li> </ul>
Chapter 6 (p10)	<p><b>Parish councils</b> Neutral newsletter content will be produced and sent to local parish councils.</p>	<ul style="list-style-type: none"> <li>• Information about the project and the Preferred Route consultation that could be used in parish newsletters was issued, alongside other statutory information, at the launch of the Preferred Route consultation.</li> </ul>
Chapter 6 (p11)	<p><b>Hard to reach groups</b> We will put in place proportionate and suitable approaches to provide access to the consultation according to the needs of these groups. This may include home visits, materials in other formats or translations, bespoke presentations, information in specific publications or dissemination of information via representative organisations.</p>	<ul style="list-style-type: none"> <li>• Esso approached a number of hard to reach groups at the launch of the Preferred Route consultation.</li> <li>• Esso received no requests for additional format consultation materials.</li> </ul>

Chapter 6 (p11)	<p><b>Hard to reach groups</b></p> <p>Before the start of consultation, we will contact community and representative organisations to understand any approaches that might be implemented as part of the consultation.</p>	<ul style="list-style-type: none"> <li>• Esso wrote to all identified hard to reach groups (see Appendix 5.21) at the launch of the Preferred Route consultation. A copy of this email is available at Appendix 5.22.</li> </ul>
Chapter 6 (p11)	<p><b>Local interest groups</b></p> <p>We have identified a number of local interest groups who may have knowledge or specialisms that could help inform the project (such as local heritage, wildlife, recreation etc.) and will be contacting them as part of this consultation. These groups will be contacted in writing, at the start of the consultation, with information about the proposals and invited to share their views. A list of the bodies that we intend to contact is in Appendix C.</p>	<ul style="list-style-type: none"> <li>• Esso engaged with the local interest groups listed in Appendix C of the SoCC at the launch of the consultation.</li> </ul>
Chapter 7 (p12)	<p><b>Preliminary Environmental Information (PEI) Report</b></p> <p>This provides information on the likely significant environmental effects of the proposed development. It will be available in a digital format on the project website. Hard copies will be available on request.</p>	<ul style="list-style-type: none"> <li>• The PEI Report was available in digital format on the project website at the launch of the Preferred Route consultation. Reference copies were also available at consultation exhibitions.</li> <li>• A summary of the PEI Report was also included in the Consultation Brochure (Appendix 5.1).</li> <li>• Esso received no requests for hard copies of the PEI Report.</li> </ul>
Chapter 7 (p12)	<p><b>Response form</b></p> <p>This questionnaire will provide an easy way for people to record and submit their feedback on the project. It is available as an online form and will be included in the consultation brochure. The response form will set out a series of questions about the proposals and the Preliminary Environmental Information to prompt feedback.</p>	<ul style="list-style-type: none"> <li>• The response form was designed to make it easy for people to provide comments on the proposals or specific sections of the proposed pipeline route. It also included questions about the Preliminary Environmental Information.</li> <li>• The response form (Appendix 5.3) was available in online format from the launch of the Preferred Route consultation.</li> <li>• The response form was available in the Consultation Brochure (Appendix 5.1).</li> <li>• A total of 234 response forms were received during the Preferred Route consultation.</li> </ul>

Chapter 7 (p12)	<p><b>Project website</b></p> <p>The project website (<a href="http://www.slpproject.co.uk">www.slpproject.co.uk</a>) will be updated with the latest proposals. It will include the interactive map, online response form and all documents listed above.</p>	<ul style="list-style-type: none"> <li>• The project website was updated on the day of launch of the Preferred Route consultation.</li> <li>• The update included all the Preferred Route consultation materials, an updated interactive map and online response form. The videos were also updated.</li> <li>• A total of 4,498 website visits were received during the Preferred Route consultation.</li> </ul>
Chapter 7 (p12)	<p><b>Accessing consultation materials</b></p> <p>All material publicising the consultation and communications will provide guidance on how to access the consultation materials and learn more about the project</p>	<ul style="list-style-type: none"> <li>• Printed materials, including Consultation Brochure (Appendix 5.1), Map Book (Appendix 5.5), PEI Report, direct mail leaflet (Appendix 5.4) and newspaper adverts (Appendix 5.13) included the website address where all the materials could be found.</li> </ul>
Chapter 8 (p13)	<p><b>Consultation exhibitions</b></p> <p>Exhibitions will include displays showing the order limits, preferred route and area specific information, as well as background on the project. Information will also be available on how to take part in the consultation. Exhibitions will be publicised:</p> <ul style="list-style-type: none"> <li>• on the website</li> <li>• by adverts in local newspapers</li> <li>• in the direct mail leaflet</li> </ul>	<ul style="list-style-type: none"> <li>• A total of 11 exhibitions were held along the proposed pipeline route..</li> <li>• Details of the exhibitions were included in the Consultation Brochure (Appendix 5.1), direct mail leaflet (Appendix 5.4), adverts (Appendix 5.13), poster (Appendix 5.15) and on the project website.</li> <li>• A total of 672 people visited the Preferred Route consultation exhibitions.</li> <li>• The displays available at the exhibitions included updated information including the order limits and preferred route.</li> <li>• Information on how to take part in the consultation was also available.</li> </ul>
Chapter 9 (p14)	<p><b>Enquiry channels</b></p> <p>The following general enquiry channels will be available throughout the consultation:</p> <ul style="list-style-type: none"> <li>• Tel: 07925 068 905</li> <li>• Email: <a href="mailto:info@slpproject.co.uk">info@slpproject.co.uk</a></li> <li>• Address: SLP Project, 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU</li> </ul>	<ul style="list-style-type: none"> <li>• The enquiry channels (telephone, email and post) available at the earlier stages of the project were available throughout the Preferred Route consultation.</li> </ul>

Chapter 9 (p14)	<p><b>Hard copy documents</b></p> <p>One copy of each of the consultation documents (except the Preliminary Environmental Information Report) can be obtained free of charge by contacting the project team using the contact details provided.</p> <p>A hard copy of the Preliminary Environmental Information Report can be provided, but this will incur a charge of £20 per copy for printing and delivery. Digital copies can be provided free of charge.</p>	<ul style="list-style-type: none"> <li>• No requests for hard copy documents were received.</li> </ul>
Chapter 10 (p15)	<p><b>Submitting feedback</b></p> <p>Feedback can be submitted in the following ways:</p> <ul style="list-style-type: none"> <li>• Online response form.</li> <li>• Hard copy response form – a Word version is available on the project website. It is at the back of the consultation brochure which is available in hard copy at events or on request. This should be sent to the addresses set out below.</li> <li>• Free text written responses. These should be sent to the addresses below.</li> </ul>	<ul style="list-style-type: none"> <li>• The response channels listed were available from the launch of the Preferred Route consultation.</li> <li>• In total 334 pieces of feedback were received in the following way: <ul style="list-style-type: none"> <li>– Email/letter – 68</li> <li>– Online response form – 200</li> <li>– Hard copy response form – 44</li> <li>– Response form via email – 22</li> </ul> </li> <li>• Details of how Esso has had regard to the feedback received is available in 5.20.</li> </ul>
Chapter 11 (p16)	<p><b>How we will use feedback</b></p> <p>When this consultation closes, an independent consultation expert will review and analyse all responses. The consultation expert will produce a report on the views shared by anyone who submits a valid response to this consultation, highlighting any issues and concerns, and additional information provided in responses.</p> <p>We will also publish our response to the issues raised in the consultation and provide an overview of how the proposals have been changed as a result of consultation feedback and, where no change has been made, why the proposals have not been amended.</p> <p>The full consultation report and our response to the issues raised will be included in the application for development consent. These documents will be made available at information points in the local area and on the project webpage.</p>	<ul style="list-style-type: none"> <li>• 5.20 of the report details how Esso considered feedback received during the Preferred Route consultation.</li> <li>• This report constitutes the Consultation Report summarising the response to issues received during the Preferred Route consultation.</li> </ul>



Chapter 12 (p17)	<p><b>Further consultation</b></p> <p>Following the Preferred Route consultation, there may be changes to our proposals. If we judge that these are significant, or if new statutory consultees are affected, we will undertake a further targeted consultation to ensure that those affected by any changes to our proposals have an opportunity to comment upon them.</p> <p>Design refinements may be packaged into a single consultation exercise, with the notification and consultation materials tailored to the relevant recipients for each proposed change. As with all our consultations, a design refinement consultation will be promoted via our website and open to anyone who wishes to take part. Additional promotional and notification activity will include letters or direct mail leaflets issued, as necessary, to those directly affected:</p> <ul style="list-style-type: none"> <li>• County Councils and District Councils, via planning leads</li> <li>• Parish councils, via chairpersons</li> <li>• The local community</li> <li>• Section 42 consultees</li> </ul>	<ul style="list-style-type: none"> <li>• Esso held an additional stage of statutory consultation on design refinements in January and February 2019. Further information on this consultation is available in Chapter Six.</li> <li>• Additional section 42 consultation was undertaken with new PILs identified following a minor modification arising from the design refinements consultation. Further information on this consultation is available in Chapter Seven.</li> </ul>
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## 5.13 Publicity under section 48 of the Planning Act

- 5.13.1 Section 48 of the Act sets out how an applicant must publicise its proposed application for a Development Consent Order.
- 5.13.2 The statutory publicity requirements are set out in Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended (APFP Regulations).
- 5.13.3 Esso's section 48 notice was written to meet all the requirements under Regulation 4 (3) of the APFP Regulations, which are:
- (a) the name and address of the applicant; *Esso included its address on the section 48 notice – Ermyn House, Ermyn Way, Leatherhead, Surrey, KT22 8UX.*
  - (b) a statement that the applicant intends to make an application for development consent to the Secretary of State; *In paragraph one of the section 48 notice, Esso notified of its intention to apply to the Secretary of State for Business, Energy, and Industrial Strategy for a Development Consent Order under section 37 of the Act.*
  - (c) a statement as to whether the application is EIA development; *In paragraph five, Esso noted that the proposed project is an EIA Development.*
  - (d) a summary of the main proposals, specifying the location or route of the proposed development; *In paragraph three, Esso outlined the proposed works, covering the construction of a new pipeline, above ground infrastructure, temporary compounds for construction works, both permanent and temporary access from the public highway, temporary stopped up or diversion of certain streets, public rights of way and footpaths, and other associated development and construction activities.*
  - (e) a statement that the documents, plans and maps showing the nature and location of the proposed development are available for inspection free of charge at the places (including at least one address in the vicinity of the proposed development) and times set out in the notice; *In paragraph six, Esso noted that copies of the SoCC, construction brochure (including the non-technical summary of the PEI), a leaflet summarising the main elements of the proposed development and a map book were made available at information points listed in the notice (and available in this report at 5.15).*
  - (f) the latest date on which those documents, plans and maps will be available for inspection (being a date not earlier than the deadline in sub-paragraph (i)); *Paragraph nine sets out a final response date of 19 October 2018 at 11:45.*
  - (g) whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge; *In paragraph nine, Esso outlined a charge of £20 per hard copy of the full PEI Report (PEIR).*
  - (h) details of how to respond to the publicity; *Esso outlined how those wishing to take part could respond in paragraph nine.*

- (i) a deadline for receipt of those responses by the applicant, being not less than 28 days following the date when the notice is last published. *Esso outlined a date of 19 October 2018 as the final date for responding in paragraph nine. This was in excess of the stipulated 28-day period from the date of the final publication of the section 48 notice, which was 21 September 2018.*

5.13.4 A copy of the section 48 notice is available in Appendix 5.7.

### **Publishing the section 48 notice**

5.13.5 For a project such as the SLP Project, the APFP Regulations require the notice for this project to be published for:

- two consecutive weeks in a local newspaper circulating in the vicinity in which the proposed development is situated
- once in a national newspaper
- once in the London Gazette

5.13.6 The publication of the section 48 notice coincided with the launch of the Preferred Route consultation. The notice was published in the following publications:

<b>Publication</b>	<b>Publication date</b>
<i>Local newspaper circulating in the vicinity – two consecutive weeks</i>	
Aldershot News & Mail	12 & 19 September
Andover Advertiser	7 & 14 September
Basingstoke Gazette	6 & 13 September
Eastleigh Times	6 & 13 September
Farnham Herald Series	13 & 20 September
Guildford Dragon	Online publication
Hampshire Chronicle	6 & 13 September
Hampshire Independent	7 & 14 September
Haslemere Herald	13 & 20 September
Hounslow Chronicle and Informer	7 & 14 September
Woking News and Mail	6 & 13 September
Petersfield Post (The Post Series)	12 & 19 September
Richmond and Twickenham Times	14 & 21 September (see section 5.13.8)
Romsey Advertiser	7 & 14 September
Southern Daily Echo (Eastleigh Echo)	6, 7, and 21 September (see section 5.13.7)
Staines Chronicle and Informer	7 & 14 September
Surrey and Hants News	11 & 18 September
Surrey Advertiser (Guildford edition)	7 & 14 September

- 5.13.7 The Southern Daily Echo erroneously published the section 48 notice on two consecutive days (6 & 7 September 2018) rather than over two consecutive weeks (7 & 14 September 2018). However, the notice was published correctly in several newspapers covering the same circulation area as the Southern Daily Echo (and in the vicinity of the land of the proposed development) – including the Hampshire Chronicle. Esso therefore considers it met the requirements of the Act. The Southern Daily Echo also re-ran the notice on 21 September 2018.
- 5.13.8 It was intended that the section 48 notice was to be included in the 7 and 14 September editions of the Richmond and Twickenham Times, however the notice was not included in the edition on 7 September 2018. As a result, the notice was included in the 14 and 21 September 2018 editions of the publication.
- 5.13.9 In each case, a full 28 days was still available to respond to consultation, since the consultation remained open until 23.45 on 19 October 2018.
- 5.13.10 Copies of the section 48 notice in each publication can be found in the Copies of Newspaper Notices (**application document 1.3**).

#### **Feedback in response to publicity under section 48**

- 5.13.11 Esso did not receive any feedback that could be identified as being specifically submitted as a result of the publicity it carried out as required by section 48 of the Act.

## 5.14 Raising awareness of the statutory Preferred Route consultation

- 5.14.1 As with the Pipeline Corridor consultation, Esso recognised the importance of ensuring the consultation was promoted beyond the consultation area.
- 5.14.2 Esso undertook to further publicise the consultation in addition to the statutory notices required under the Act.
- 5.14.3 Esso ran advertisements in all the publications carrying statutory notices (see above). These adverts were in an easy-to-follow format and contained information on the consultation, how to respond and where consultation exhibitions were taking place.
- 5.14.4 The total readership of the 21 publications that contained the adverts was 662,325.
- 5.14.5 Press releases – a press release was sent to local newspapers with information about the consultation events and how people could participate and respond to the consultation.
- 5.14.6 Esso considers its publicity activity at the statutory Preferred Route consultation to have been successful in achieving widespread coverage of the consultation in the project area. In total, 25 pieces of media coverage were published during the Preferred Route consultation. These included:
- 12 online
  - 12 print
  - 1 magazine
- 5.14.7 Examples of written coverage (print and digital) received during the Preferred Route consultation can be found in Appendix 5.23.
- 5.14.8 The project continued to receive social media coverage during the Preferred Route consultation. Building on the successful approach used at the non-statutory consultation, this involved taking advantage of existing local authority social media channels.
- 5.14.9 This approach – as well as social media coverage driven by news stories – resulted in approximately 63 project references on social media by approximately 37 unique authors during the Preferred Route consultation.
- 5.14.10 Social media coverage came from a mix of audiences, including members of the public, local news outlets and local authorities. As with non-statutory consultation, the coverage was broadly factual with very few opinions – positive or negative – put forward.

## 5.15 Making information available

5.15.1 Esso made all the material published for the Preferred Route consultation available on its website from the 6 September 2018. Specific information was also sent to key stakeholder groups (see 5.8 and 5.9).

5.15.2 To ensure a wide ‘communication reach’, Esso undertook additional activities:

- Making all information available on the project website, in interactive and PDF format
- Depositing materials at community ‘information points’ (see below)
- Organising exhibition to give local people an opportunity to ask questions (see below)

### Project website

5.15.3 The project website was fully updated at the launch of the Preferred Route consultation. The website included:

- **Project materials** – the materials published to support the Preferred Route consultation (see above) were all available on the website and could be downloaded.
- **Interactive map** – an interactive map of the pipeline route was available, which included a postcode search function. This interactive map allowed people to easily locate the proposals in relation to their local area. The map also included a range of additional layers (such as environmental designations, school locations or listed buildings) which could be toggled on and off.
- **Videos** – Esso published updated videos to help people better understand aspects of the proposals. These were:
  - **summary video** – this introduced the pipeline route consultation. It included a fly-through of the pipeline routes and highlighted key access roads and temporary compounds.
  - **section videos** – fly throughs of specific sections of the pipeline routes.
  - **landowner video** – this showed a series of interviews with landowners on the existing pipeline route, talking about their experiences of having the pipeline on their land.
- **FAQ** – the website included a Frequently Asked Questions (FAQ) section, which included background about the project. The FAQ was updated by taking into account questions raised during the non-statutory Pipeline Options consultation, as well as ongoing engagement.

## Information points

- 5.15.4 As at Pipeline Corridor consultation, Esso used a number of libraries and civic locations that would be suitable for use as information points. These were community venues throughout the project area that offered good accessibility and would be well known by those living in the community.
- 5.15.5 At the start of consultation, copies of the Consultation Brochure, Consultation Leaflet and Map Book were placed at information points and people were welcome to take copies with them.
- 5.15.6 The following locations were used as information points:
- Addlestone Library
  - Alton Library
  - Alton Community Centre
  - Ashford Library
  - Ashford Community Centre
  - Bishop's Waltham Library
  - Chertsey Library
  - Farnborough Library
  - Frimley Green Library
  - Guildford Library
  - Lightwater Library
  - Shepperton Library
  - Staines Library
  - Stanwell Library
  - Weybridge Library
  - Weybridge Centre for the Community

## Exhibitions

- 5.15.7 Consultation exhibitions are an important opportunity for members of the public to meet Esso's project team, discuss the proposals, understand why certain decisions had been made and ask any questions they may have.
- 5.15.8 In choosing venues, Esso reviewed the locations used for exhibitions at the Pipeline Corridor consultation. Esso also took into account the more defined nature of the proposals at the statutory Preferred Route consultation and reviewed the venues to ensure there was still good coverage throughout the project area.
- 5.15.9 Where venues were used that had not been used at Pipeline Corridor consultation, these were chosen in accessible locations or near local communities.
- 5.15.10 Each exhibition included display panels showing the proposed pipeline route, as well as area specific information. Background to the project and information on earlier work was also available.

- 5.15.11 Copies of all the Preferred Route consultation materials and information on how to take part in the Preferred Route consultation were available and people were able to take these away with them.
- 5.15.12 To ensure people's questions could be answered appropriately, each exhibition was staffed by members of Esso's project team from a full range of disciplines (operations, engineering, environmental, planning, community engagement and land agents).
- 5.15.13 While Esso's project team were able to answer questions and discuss the proposals, it was made clear to attendees that any consultation feedback needed to be submitted in writing (via the website, email or response form) in order to be formally considered.
- 5.15.14 Exhibitions were held on different days and times, including Saturdays, to maximise accessibility. The programme of exhibitions started three weeks after the launch of the Preferred Route consultation to give people notice of the events and time to consider any questions they may have had. The dates, times, venues and attendance at each are shown below:

Date	Time	Venue	Attendance
Thurs 27 September	1400 – 2000	Alton Community Centre, Amery Street, Alton, Hampshire, GU34 1HN	22
Fri 28 September	1400 – 2000	Heatherside Community Centre, Martindale Avenue, Lightwater GU15 1BB	70
Sat 29 September	1100 – 1700	Chobham Parish Pavilion, Recreation Ground, Station Road, Chobham, Surrey GU24 8AJ (see 4.15.17)	102
Mon 1 October	1400 – 2000	Church Crookham Baptist Church, 64 Basingbourne Road, GU52 6TH	28
Tues 2 October	1400 – 2000	Bramdean and Hinton Ampner Village Hall, Wood Lane, SO24 0JN	27
Wed 3 October	1400 – 2000	Lakeside Continental Hotel, Wharf Road, Frimley GU16 6JR	52
Thurs 4 October	1430 – 2030	Chertsey Hall, Heriot Road, KT16 9DR	60
Fri 5 October	1400 – 2000	Ropley Sports Pavilion, Vicarage Lane, SO24 0DJ	16
Sat 6 October	1300 – 1900	Jubilee Hall, Little Shore Lane, Bishop's Waltham, Southampton SO32 1ED	13
Wed 10 October	1400 – 2000	Farnborough Exhibition and Conference Centre, ETPS Road, GU14 6FD	100
Sat 13 October	1100 – 1700	Salvation Army, Woodthorpe Road, Ashford TW15 3JY	102



- 5.15.15 Although consultation events were less well attended than at the Pipeline Corridor consultation – with 672 people visiting – it was considered this reflected the more narrowly defined nature of the proposal at this stage.
- 5.15.16 Events were particularly well attended in locations where the proposals are closer to communities and could be perceived to have greater impacts – such as Farnborough, Chobham and Ashford. In many Hampshire locations, the proposed pipeline route was located close to the existing pipeline and Esso has existing relationships with landowners, or potential impacts were further away from urban areas and communities. Esso believes this led to attendance at exhibitions typically being lower.
- 5.15.17 As with the Pipeline Corridor consultation, Esso provided a terminal at each exhibition that allowed visitors to note how satisfied they were with the materials, staff and information made available to them. Over the course of the 11 exhibitions, 66 per cent said they were very satisfied, 16 per cent said they were satisfied, 4 per cent said they were unsatisfied and 14 per cent said they were very unsatisfied.
- 5.15.18 The Chobham exhibition address was initially listed in printed materials as the Village Hall rather than the Parish Pavilion, which was incorrect. Esso acted to address this by re-printing and sending corrected postcards to the leaflet corridor between Lightwater and Chertsey; correcting the website and digital materials and notifying stakeholders.
- 5.15.19 On the day of the exhibition, Esso placed members of the project team outside the Village Hall, placed posters at the Village Hall and organised a free taxi service to take people to the Parish Pavilion from the Village Hall. Approximately five people went to the incorrect venue and were redirected.

## 5.16 Enquiry channels

- 5.16.1 Esso maintained the same enquiry channels as had been available since the launch of the project: telephone, email and letters.

## 5.17 Responding to the statutory Preferred Route consultation

5.17.1 There were several channels for submitting feedback, which followed those that generated useful feedback at the non-statutory Pipeline Corridor consultation.

- Response form – available on the project website, in the Consultation Brochure or in hard copy at events or on request
- By email – to [info@slpproject.co.uk](mailto:info@slpproject.co.uk)
- By post – FREEPOST SLP PROJECT

5.17.2 It was noted that the preferred and most efficient route to respond was to use the response form via the online portal, accessed through the project website. However, all written feedback – regardless of the method of submission – was treated equally.

## 5.18 Reach of the statutory Preferred Route consultation

5.18.1 Esso considers the approach to its statutory Preferred Route consultation to have been successful, as evidenced by the following results:

- 7,521 homes and businesses sent a direct mail leaflet
- 2,380 PILs written to
- 465 prescribed bodies or other consultees written to
- 672 event attendees, recording a 66% 'very satisfied' rated
- 25 pieces of media coverage across online, print and broadcast platforms
- 63 social media posts from 37 unique authors
- 662,325 combined readership of the publications which carried adverts
- Over 4,498 unique website hits
- Website videos viewed 108 times
- 334 pieces of feedback received

## 5.19 Responses to the statutory Preferred Route consultation

- 5.19.1 The consultation ended on 19 October 2018 at 11:45pm. At this time, the online form was switched off, but to make allowances for any delays to postal deliveries, Esso continued to accept posted responses with a postmark date of 24 October 2018 or earlier.
- 5.19.2 During the Preferred Route consultation, the project received a total of 334 responses (which includes multiple responses from some individuals or organisations).
- 5.19.3 These responses were received in the following formats:
- Email/letter – 68
  - Online response form – 200
  - Hard copy response form – 44
  - Response form via email – 22
- 5.19.4 For the purposes of reporting, respondents were classified by stakeholder type in line with the relevant Planning Act 2008 categories. This breakdown was as follows:
- Members of the public and organisations under section 47 and section 48 – 125 responses
  - People with an Interest in Land (PIL) under section 44 – 176
  - Prescribed consultees under section 42(1)(a) – 18
  - Local authorities under section 42(1)(b)& section 43 and section 42(1)(c) – 13
- 5.19.5 The following prescribed consultees that responded to Preferred Route consultation were:
- Affinity Water
  - Cadent
  - Church Crookham Parish Council
  - Crondall Parish Council
  - Environment Agency
  - ES Pipelines Ltd
  - Health and Safety Executive
  - Historic England
  - National Grid Electricity Transmission PLC and National Grid Gas PLC
  - NATS
  - Natural England
  - Portsmouth Water

- Public Health England
- Royal Mail
- Thames Water Utilities Limited
- Transport for London
- UK Power Networks
- Windlesham Parish Council

5.19.6 The following local authorities responded to Preferred Route consultation were:

- Basingstoke and Deane Borough Council
- Eastleigh Borough Council
- Greater London Authority
- Hampshire County Council
- Hart District Council
- Runnymede Borough Council
- Rushmoor Borough Council
- South Downs National Park Authority
- Spelthorne Borough Council
- Surrey Country Council (via the Highways & Transport Department)
- Surrey Heath Borough Council
- Waverley Borough Council
- Winchester City Council

5.19.7 There were three channels through which users could submit a response. These were:

- Online; via the dedicated consultation web form
- Email; through the [info@slpproject.co.uk](mailto:info@slpproject.co.uk) address
- Freepost; by sending a hard copy response form or letter

5.19.8 Responses to the Preferred Route consultation were processed by an independent consultant. The consultant produced the SLP Preferred Route Consultation Summary Report (Appendix 5.24) which summarised feedback and highlighted issues, concerns and additional responses.

5.19.9 Each response was assigned a unique reference number. Responses, other than those submitted through the online form, were scanned and transcribed verbatim into an analysis database.

5.19.10 To analyse the responses, the consultant developed a coding framework that followed the structure of the consultation questions (see 5.5). Each code represented a specific point, and these were grouped together according to unifying themes and sentiments. A single submission could therefore receive more than one code to cover multiple areas of interest.

5.19.11 This was consistent with the approach taken to the Pipeline Corridor consultation (see Chapter Three). An example of this structure is provided in the table below:

Section		Theme	Specific point	Final code	Explanation
Section A	Support		Reduced wildlife impact	SA – Support-Environment – reduced wildlife impact	Section A is supported because it does not affect local wildlife
	Oppose	Installation	Roads impact	SA – Oppose-Installation – roads impact	Section A is opposed because it would go through local roads

## 5.20 Findings from the statutory Preferred Route consultation

- 5.20.1 Consultation responses were received on all eight route sections and provided Esso with feedback that helped refine the preferred route. The detailed findings of the Preferred Route consultation can be found in the Preferred Route Consultation Summary Report (Appendix 5.24).
- 5.20.2 The sections below provide a summary of the key themes raised during the Preferred Route consultation and how these have been considered or addressed. For ease of use, these mirror the structure of the feedback form, covering general comments and comments raised regarding the PEI Report and the eight geographic sections outlined in 5.5.1.

Please find below the project response to themes for the Preferred Route consultation. Where sub-options are mentioned, please refer back to 5.5.

Consultation response theme	Response
<b>General themes raised regarding the preferred route and the Preliminary Environmental Information</b>	
<b>Prescribed consultees (Section 42 and section 43)</b>	
Concerns raised that the project would facilitate the Heathrow expansion, which in turn would lead to increased air pollution and carbon emissions	The need for replacement is unrelated to the decision on airport expansion in the UK. Esso is one of many commercial aviation fuel suppliers at Heathrow and the replacement pipeline will enable Esso to maintain its current commercial commitments. Other large infrastructure proposals, near the route of the replacement pipeline, have been taken into consideration to establish if there will be any cumulative effects on the environment as a result of multiple projects taking place. The results of these considerations are detailed in the Environmental Statement and have been assessed through a combination of desk studies and comparisons of existing plans alongside the route as it was developed.
Concerns raised that the decommissioning of the existing pipeline is not part of the current project.	The original authorisation for the existing pipeline includes permission for decommissioning. This will be carried out in accordance with industry best practice and will be done when the replacement pipeline is fully operational.



<p>Concerns raised regarding the impact of construction noise, vibration and light on fish, water vole and otter. Request that more information is required on methodologies, techniques and mitigation measures</p>	<p>Esso has considered and reduced potential impacts on the environment, wildlife and landscape through careful corridor design and route selection as well as appropriate and proportionate mitigation measures. Following consultation, engagement and ongoing desk and field desk studies, the potential effects of the project on various environmental matters are outlined in the Environmental Statement.</p> <p>Potential impacts and how Esso will manage them are set out in Chapter 7: Biodiversity in the Environmental Statement. Management of any impacts would be in line with proposals set out in the Register of Environmental Actions and Commitments - Chapter 16: Environmental Management and Mitigation of the Environment Statement. Depending on the site in question, contractors may manage noise and vibration in several ways – for example, controlling working hours, using quieter equipment and the use of acoustic barriers around equipment and working sites.</p>
<p>Concerns raised that proposals are not fully in accordance with the National Significant Infrastructure Projects (NSIP) policy framework</p>	<p>The Southampton to London Pipeline Project is a Nationally Significant Infrastructure Project as defined by the Planning Act 2008. The application will be determined by the Secretary of State at BEIS who must decide the application in accordance with any relevant National Policy Statement (NPS) that is in force. In this case the Overarching Energy (EN1) and Oil and Gas Pipelines (EN4) NPSs are in force. The Planning Statement (<b>application document 7.1</b>) deals with this in more detail and includes a table that demonstrates how the project is in accordance with the provisions of the relevant National Policy Statements.</p>
<p>Concerns raised regarding potential loss of woodland, hedgerows, pasture and soil profiles, and changes to topography and the visual landscape</p>	<p>Esso has considered and reduced potential impacts on the environment, wildlife and landscape through corridor and route selection and design as well as appropriate and proportionate mitigation measures. Following consultation, engagement and ongoing desk and field studies, the potential effects of the project on various environmental matters are outlined in the Environmental Statement. The effects of the project on woodland and hedgerow habitats are noted in Chapter 7: Biodiversity, the effect on soils in Chapter 11: Soils and Geology and the effects on landscape character and visual impacts in Chapter 10: Landscape and Visual. How Esso has avoided or reduced environmental effects through route design and installation techniques is noted in Chapter 4: Design Evolution.</p>

<p>Concerns raised that local areas of ecological importance that are not officially designated should also be taken into consideration and that care should be taken to minimise construction impacts on veteran trees</p>	<p>Esso has considered these matters in the Environmental Statement.</p> <p>In developing the route, Esso identified local areas of ecological importance that could be affected by the project and carried out ecological and arboricultural surveys. This included identifying any notable trees along the route, whether protected under Tree Preservation Orders or otherwise. Esso made an early commitment to avoid areas of existing classified Ancient Woodland, and in response to the Scoping Response also identified and made changes to the route to have regard to areas of Ancient Woodland under two hectares.</p> <p>Feedback from consultation with the public and other stakeholders has also allowed Esso to understand and identify other trees of local importance.</p> <p>The Environmental Statement details how Esso has considered technical information and feedback and used this to develop a final route. In Chapter 4: Design Evolution, the project outlines how local information informed route selection and in Chapter 7: Biodiversity and Chapter 10: Landscape and Visual, the ecological and landscape impacts of the project and measures proposed to reduce these are outlined.</p>
<p>Concerns raised that there is not any detailed information provided on individual brownfield sites and the condition of the land through which the pipeline would pass</p>	<p>Esso has considered these matters in the Environmental Statement. Relevant and appropriate details of known potentially contaminated sites are assessed in Chapter 11: Soils and Geology, including potentially contaminated sites of medium or high sensitivity, landfill sites and former industrial estates.</p>
<p>Request for air quality impacts associated with potential increases in traffic congestion to be recognised in the biodiversity section of the PEI Report</p>	<p>The potential air quality impacts on ecological habitats, sites and species as a result of traffic disruption during installation have been considered in the Environmental Statement Appendix 13.2: Air Quality Technical Note. No significant impacts are predicted.</p>

<p>Concerns raised regarding potential impacts to designated heritage assets (particularly from tree loss) and physical impact to buried archaeological remains, both identified or currently unidentified</p> <p>Concerns raised about the potential impact of the pipeline project on historic environment assets such as listed buildings, scheduled ancient monuments, conservation areas and registered parks</p>	<p>Esso is committed to avoiding or reducing impacts on designated heritage sites and assets. This topic has been considered in the development of the Environmental Statement, which includes assessing the potential impacts to buried archaeological remains.</p> <p>The potential impacts to archaeological remains and designated heritage assets have been assessed in Chapter 9: Historic Environment. This includes details on how designated heritage assets have been avoided where practicable via corridor and route selection and how potential buried archaeological remains have been identified from records and targeted geophysical surveys. The Environmental Statement also sets out Esso's archaeological mitigation strategy. A written scheme of investigation will be prepared in accordance with this strategy following consent. It will identify areas where an agreed scheme of archaeological works is required and the measures to be taken to protect, record or preserve any significant archaeological remains that may be found.</p>
<p>Request that traffic management is included in the PEI Report as part of the outlined mitigation measures for people and communities</p>	<p>Traffic management requirements during pipeline installation have been considered and discussed with local highway authorities and are set out in the Environmental Statement Chapter 3: Project Description in Appendix 16.1: Code of Construction Practice.</p> <p>Relevant highway authorities have been engaged in reviewing the traffic diversion plans and as the design progresses a construction traffic management plan will be produced. Environmental Statement Appendix 13.1: Traffic and Transport Technical Note includes an assessment of impacts on the road network.</p>
<p>Concerns raised that the pipeline route could increase the risk of water contamination</p>	<p>Pipelines are a safe, low impact and efficient way to transport aviation fuel. Potential impacts on water quality or water courses have been considered in the development of the proposed route and in accordance with the project's early commitment to avoid Source Protection Zones 1 and 2. Esso has carried out assessments to determine potential impacts on soil and water. These assessments are detailed in the Environmental Statement, Chapter 8: Water and Chapter 11: Soils and Geology. Mitigation methods have also been proposed, as detailed in Chapter 16: Environmental Management and Mitigation of the Environmental Statement. Appendix 16.1 outlines the project's Code of Construction Practice.</p>

Concerns raised regarding the potential sterilisation of mineral resources particularly around Alton, Fleet and Farnborough, Boorley Green and Bishop's Waltham	Esso has considered these matters in the Environmental Statement. The potential effects of the replacement pipeline installation on access to mineral resources have been taken account in route selection and are assessed in Chapter 11: Soils and Geology and the Planning Statement ( <b>application document 7.1</b> ).
Concerns raised about hours of operation and the possibility of night time construction	The Code of Construction Practice in Appendix 16.1 describes methods to reduce evening and weekend working hours and noise levels. Measures may include managing working hours, using low-noise equipment and carefully managing traffic to reduce disruption and delays.
Requests for disruption to be kept to a minimum	Esso aims to reduce any temporary impacts during installation. How this will be achieved will be set out in the Development Consent Order. See Chapter 16: Environmental Management and Mitigation of the Environmental Statement and Appendix 16.1: (Code of Construction Practice.
Objection based on the preferred option route on the grounds of disturbance to a number of Ancient Woodlands along the route. This scheme contravenes both national and local planning policy and should be further refined to remove any impact to Ancient Woodland	Esso is committed to designing a route which avoids all areas of existing classified Ancient Woodland. It has also assessed areas under two hectares. The ecological effects of the project on woodland habitats are assessed in Environmental Statement, Chapter 7: Biodiversity.
<b>General Public</b>	
Suggestions that mitigation measures could include screening barriers to protect woodlands from dust or pollution, noise reduction measures, and buffer zones of semi-natural habitat between the development and the Ancient Woodland	These suggestions have been considered and are covered in the Environmental Statement (ES). The ecological effects of the project on woodlands, and measures to mitigate any significant impacts are assessed in the ES, Chapter 7: Biodiversity. Mitigation measures are also included in Chapter 16: Environmental Management and Mitigation of the Appendix 16.1 outlines the project's Code of Construction Practice.
Concerns raised that mitigation measures contained within the Preliminary Environment Information (PEI) were inadequate, vague or lacking clear commitment	The Preliminary Environment Information (PEI) presented in the preferred route statutory consultation provided an early view of likely environmental effects. The mitigation measures outlined in the PEI have been developed and defined in the Environmental Statement. Potential impacts, how Esso has assessed these and what good practice and additional measures will be put in place are described in the Environmental Statement in topic chapters. Project commitments to the environment are detailed in the Register of Environmental Actions and Commitments. This can be found within Chapter 16: Environmental Management and Mitigation of the Environmental Statement. Appendix 16.1 outlines the project's Code of Construction Practice.

<p>Requests for the preferred route to follow as closely as possible the existing pipeline</p>	<p>One of Esso's guiding principles is, if practicable, to benefit from existing equipment (infrastructure) and relationships with landowners. Following feedback and ongoing assessments, Esso has developed a route that, on balance, best meets the project's objectives and guiding principles.</p>
<p>Question whether it would be possible to build a spur to Farnborough Airport to remove tankers from local roads</p>	<p>Esso currently has no agreements in place to supply aviation fuel to this airport. While the preferred route for the replacement pipeline would come close to Farnborough Airport, a dedicated spur off the replacement pipeline would be needed to supply aviation fuel into the airport itself. A spur would be needed to reduce impacts on Eelmoor Marsh Site of Special Scientific Interest (SSSI) which lies immediately to the south and west of the airport. While a spur is technically feasible to install, it would entail significant initial capital outlay and ongoing operating costs. For the above reasons, a Farnborough Airport connection is not part of the Southampton to London Pipeline project.</p>
<p>Concerns raised regarding lack of information on how soil and water courses would be cleared in case of contamination</p>	<p>Esso has considered these matters in the Environmental Statement. The risk, best practice and mitigations required during installation are set out in the Environmental Statement in Chapter 16: Environmental Management and Mitigation. Appendix 16.1 outlines the project's Code of Construction Practice. No chemicals are used during the installation of the pipeline except for diesel, which is used by construction vehicles.</p>
<p>Ensure utilities in the area are safeguarded</p>	<p>Esso has engaged with utility providers throughout the development of the scheme and has worked to understand the location of services close to the proposed replacement pipeline. As part of the application for development consent, protective provisions are included for the benefit of other local utility providers.</p>
<p>Ensure access to properties is maintained Concerns raised regarding any potential impact on property access</p>	<p>The proposed route has been developed with impacts to local communities and residents in mind, which includes considering how residents can access properties, places of work and other local facilities. There will be temporary lane closures or diversions in some areas, but access to properties and for emergency services will always be maintained and any closures or diversions will be communicated to residents and businesses in advance. Where the pipeline would be crossing access points, Esso would work with local residents and businesses to maintain that access where practicable during installation, providing safe crossing points as necessary.</p>

Concerns raised regarding any potential impact on property values	Once installed, the pipeline will be underground and will go unnoticed by most people and landowners will still be able to enjoy and use their garden or land. Previous experience with existing landowners demonstrates there is very little to no impact on peoples' property.
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## Section A - Boorley Green to Bramdean

### General

#### Prescribed consultees (Section 42 and section 43)

Concern that insufficient detail has been provided to fully assess the impact of the scheme on the railway	The Development Consent Order will include protective provisions for the benefit of railway interests including Network Rail. The project team continues to work with Network Rail to ensure that it has approval for railway crossings before installation commences.
Ensure hedgerows and other landscape features are replaced	Esso is committed to reducing impacts on protected habitats by using a 10m working width when crossing boundaries between fields where there are hedgerows, trees or watercourses. If replacement was required, hedgerows, fences and walls would be reinstated to a similar style and quality to those that were removed, with landowner agreement.
Concern regarding noise pollution during installation	Esso aims to reduce impacts on local communities and the wider environment, which includes managing the potential for noise and vibration. These impacts have been assessed and outlined in Chapter 13: People and Communities of the Environmental Statement and in Appendix 13.3: Noise and Vibration Technical Note. Depending on the site in question, contractors may manage noise and vibration in different ways, for example controlling working hours, using quieter equipment and the use of acoustic barriers around equipment and working sites.
Concern regarding potential impact to soil	The potential for impacts on soils has been examined in the Environmental Statement, Chapter 11: Soils and Geology. Impacts on soils during installation will be managed in accordance with measures set out in the Environmental Statement and the Code of Construction Practice in Appendix 16.1. The Contractor(s) will produce a Soil Management Plan before installation works commence. In developing the plan, the contractor would take note of the principles within the guidance “Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Department for Environment, Food and Rural Affairs, 2009)”, and “Good Practice Guide for Handling Soils (Ministry of Agriculture, Fisheries and Food, 2000)”.

<p>Concern regarding any impacts on the vista at Stephen Castle Down and Brockwood Park (i.e. installation traffic and compounds)</p>	<p>The route deviates from the existing pipeline in order to avoid directly impacting on the vista at Stephen Castle Down and Brockwood Park.</p> <p>Chapter 10: Landscape and Visual Impacts of the Environmental Statement describes the wider impacts within the South Downs National Park during installation. These would be due to the presence of installation plant, haul roads, temporary fencing, stockpiled soils, materials and construction compounds. However, these impacts would only be temporary in nature and the landscape would be reinstated in line with the proposals set out in the Environmental Statement and the Register of Environmental Actions and Commitments (REAC). Contractors will also adhere to the Code of Construction Practice (CoCP) in Appendix 16.1 to allow noise, vibration and landscape impacts are managed using appropriate management measures - for example, controlling working hours, using quieter equipment and the use of acoustic barriers around equipment and work sites.</p>
<p>Ensure the Northbrook Public Water supply is taken into consideration and protected</p>	<p>Esso is committed to ensuring the pipeline, as laid, will not lie within existing Source Protection Zone 1 (SPZ 1) areas associated with licensed abstractions.</p> <p>How Esso has assessed and considered potential impacts on water supplies in Chapter 8: Water of the Environmental Statement.</p>
<p>Query regarding location of the pigging station and associated mitigations</p>	<p>Esso will install a new pigging station close to Boorley Green near where the previously replaced section meets the replacement pipeline. The new pigging station will be an above ground facility and will be in a fenced and screened area of around 55 x 35 metres, the details of which have been discussed and agreed with the landowner. As a new, above ground development, Esso has assessed and outlined the impacts of the new facility in the Environmental Statement.</p>
<p>Concern regarding any impact on historic parklands and medieval hunting areas</p>	<p>Design development of corridor options, and the route, has avoided Registered Parks and Gardens, and has considered the potential wider impacts on historic environments. This has included engaging with Historic England and archaeologists at local authorities. Potential impacts and measures proposed to address these are outlined in Chapter 9: Historic Environment of the Environmental Statement.</p>

Concern regarding potential impacts on rural roads during installation	Traffic management requirements during pipeline installation have been considered and discussed with local highway authorities and are set out in the Environmental Statement (Chapter 3: Project Description). Relevant highway authorities have been engaged in reviewing the traffic diversion plans and as the design progresses a construction traffic management plan will be produced. Environmental Statement Appendix 13.1: Traffic and Transport Technical Note includes an assessment of impacts on the road network.
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**General Public**

A query about the number of rivers that will be crossed in Section A	In section A, the pipeline will cross Ford Lake Stream at Boorley Green and a stream at Wintershill. It also crosses Horton Heath Stream and the Upper Hamble watercourse.
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**A1: Boorley Green sub-options**

**Persons with an Interest in Land (PILs)**

Suggestion to install the new pipeline adjacent to the already affected area of the SSE wayleave Suggestion to install the new pipeline within the green corridor of the Boorley Green Development	Following statutory consultation, sub-option A1b was selected as part of considering the development adjacent to Maddoxford Lane. Esso also changed the Order limits, removing those extending to the south of Maddoxford Lane as this area is no longer required. This option will provide more space to use a larger area for trenchless installation than sub-option A1a. It will also be safer, as sub-option A1a was located beneath the existing pipeline alignment, which would have made it more difficult to install and maintain once the pipeline was operational. The existing pipeline will remain operational during installation of the replacement pipeline.
Suggestion to refine the route so it minimises the amount of land that may need to be sterilised Concerns raised regarding potential impacts on grazing and paddocks	Esso has continued to refine the route in order to make best use of space. Esso will reinstate all grassland, grazing, paddocks and green space once the replacement pipeline is installed. Esso will also reasonably compensate landowners and/or occupiers as outlined in the easement agreements. Once installation is complete, the replacement pipeline should not interfere with farm or recreational activities.



Suggestion to install the new pipeline under the existing one	It is Esso's objective to develop and install a safe pipeline and installing the replacement pipeline below (or above) the existing pipeline would pose a health and safety risk. This is because the existing pipeline would continue to operate during installation and sits alongside two other operating pipelines, one of which is a high-pressure gas pipeline. Installing below the existing pipeline in this area would also not be feasible due to the installation area required. Installing the replacement pipeline above the existing one is also not a recommended option as it would not be buried deep enough underground.
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**A2: Hinton Ampner sub-options**

**Prescribed consultees (Section 42 and section 43)**

Hybrid option between options A2a and A2b suggested	Prior to consultation, Esso had considered this hybrid option, including the potential environmental, planning, engineering and land issues associated with it, and the conclusion that was reached was that it did not present any additional benefits over the proposed sub-options, and so sub-option A2b was taken forward to consultation alongside sub-option A2a. Esso has reviewed this position, considering the Statutory Consultation responses and additional environmental and other information that is now available, and it continues to hold this view.
Ensure bat commuting routes in the area are protected	Esso has assessed the impact of the project on bats and other protected species following desk-based studies, targeted surveys, consultation and feedback with Natural England. Potential impacts and how the project will manage these are set out in Chapter 7: Biodiversity in the Environmental Statement and include good practice measures such as providing alternative habitats and reducing the working width from 30m to 10m when crossing hedgerows.
Ensure archaeological features in the area are protected	Design development of corridor options and the route has, where practicable, avoided Registered Parks and Gardens, and has considered the potential wider impacts on historic environments. This has included engaging with Historic England and archaeologists at local authorities. Esso has also identified potential buried archaeological remains from records and targeted geophysical surveys. Potential impacts and measures proposed to address these are outlined in Chapter 9: Historic Environment of the Environmental Statement. This includes a mitigation strategy that outlines the measures to be taken to protect, record or preserve any significant archaeological remains that may be found.

<p>Concerns raised regarding public rights of way being affected and potential disruption to Riversdown Road</p>	<p>While Public Rights of Way (PRoW) will be affected in some areas during installation, for safety reasons Esso will temporarily divert PRoWs to maintain access to the local footpath network. Any diversions will be agreed with the local authority and communicated and signposted locally.</p>
<p>Objection based on number of road crossings in the area</p>	<p>Esso has worked closely with the Hampshire and Surrey highways authorities to develop proposals that are appropriate and proportionate. This includes assessing the best way to cross each road. The most common technique to cross roads would be to use open-cut trenches, but motorways and A-roads would be crossed using trenchless technology. Trenchless technology means a road can continue to be used with no disruption for road users. Following discussions with the Hampshire highways authority, Esso has agreed to use trenchless technology on some smaller roads where closures or traffic management measures would have more disruption for local road users. Where open cut trenches are required, the project will outline how impacts on road users will be managed in the Traffic Management Plan.</p> <p>Esso's contractor would put in place measures to help reduce disruption, such as using traffic management, temporary road diversions and informing local communities of upcoming work in their area(s).</p>

### Persons with an Interest in Land (PILs)

Option A2b could impact the tranquillity of Brockwood Park (during installation)  
Concern regarding proximity to priority habitats and Brockwood Park  
Option A2b could adversely affect the character of the Krishnamurti Centre (during installation)

Esso has assessed and reduced potential impacts on the environment, wildlife and landscape through corridor and route selection and design as well as appropriate and proportionate good practice measures. Following consultation, engagement and ongoing desk and field desk studies, the potential effects of the project on various environmental matters are outlined in the Environmental Statement.  
Potential impacts and how Esso will manage them are set out in Chapter 7: Biodiversity in the Environmental Statement and include providing alternative habitats and reducing the working width from 30m to 10m when crossing hedgerows.  
In terms of impacts on changes to the landscape, Chapter 10: Landscape and Visual Impacts of the Environmental Statement outlines how some short-term disruption to the rural landscape in this area is likely during installation. This would be due to the presence of installation plant, haul roads, temporary fencing, stockpiled soils, materials and construction compounds. However, these impacts would be temporary in nature and the landscape would be reinstated in line with proposals set out in the Environmental Statement and the Register of Environmental Actions and Commitments.  
Contractors will also adhere to the Code of Construction Practice in Appendix 16.1.

### Section B – Bramdean to South of Alton

#### General

#### Prescribed consultees (Section 42 and section 43)

Concerns raised regarding potential impacts on the Froxfield Clay Plateau's landscape

Esso carried out landscape assessments to assess potential impacts on the character of the Froxfield Clay Plateau area. This work was carried out during the planning stage of the project and helped inform whether the proposed route was suitable for development.  
This work is detailed in the Environmental Statement, Chapter 10: Landscape and Visual, along with the results of landscape assessments in other areas of the route.

### Persons with an Interest in Land (PILs)

Concerns raised regarding potential removal of hedges and trees that could increase noise and pollution from the A272

Along the A272, a loss of vegetation would be avoided due to Esso's decision to cross the road using trenchless technology and use existing access routes to land either side of the road.

Request that supplies be undergrounded so there is no visual impact on the historic deer park	<p>The pipeline is installed entirely underground, meaning visual impact will not be a long-term effect of the project. The project route has been designed to avoid designated or protected areas, such as Chawton Park, which is a Registered Park and Garden.</p> <p>Esso has also assessed potential visual impacts of the project that may occur during the installation process. The results of these assessments can be viewed in the Environmental Statement, Chapter 10: Landscape and Visual.</p>
Concerns raised regarding potential soil and water contamination	<p>Esso has carried out assessments to determine potential impacts on soil and water. These assessments are detailed in the Environmental Statement Chapter 8: Water and Chapter 11: Geology and Soils. Good practice and additional mitigation measures are set out in the Environmental Statement, Chapter 16: Environmental Management and Mitigation. Appendix 16.1 outlines the project's Code of Construction Practice.</p>
Concerns raised regarding drainage impacts	<p>Esso has worked with landowners to understand existing land drainage and meetings with landowners have been held where it has been highlighted that existing drainage is present.</p> <p>Esso will continue to work with landowners to confirm the location of drains ahead of installation works commencing</p>
Concerns raised regarding possible sterilisation of land	<p>Once installed, the pipeline will be underground and will go unnoticed by most people. Landowners will still be able to enjoy and use their garden or land.</p>
Concerns raised regarding any impact on access between Chawton Park and Farringdon	<p>No impacts are currently anticipated in this area as Esso will be using trenchless technology to cross beneath the A32 between Chawton and Farringdon</p>
Concerns raised regarding impacts on local businesses	<p>Esso has adopted a principle of selecting a route that avoids, where practicable, built up areas and provides social and economic outcomes of greater benefit. This led route development to avoid or reduce impacts on local businesses wherever practicable.</p> <p>Where proposals do impact businesses, the project team has liaised closely with owners and occupiers to reduce these impacts. This engagement will continue during the installation phase. In addition to engagement with businesses, residents, property owners and occupiers, Esso will ensure access is maintained and will continue to look at ways to reduce temporary impacts.</p> <p>Where Esso would be crossing access points, it would work with local residents and businesses to maintain that access during installation, providing safe crossing points as necessary.</p>

<p>Concerns raised regarding Grade II listed buildings in the area</p>	<p>Esso made a public commitment in its consultation materials not to install under existing homes and to select a route that has 'better environmental outcomes' than the alternative route considered. As a result, route development and selection has resulted in a route with no direct physical impacts on listed buildings. The Environmental Statement has assessed that there are no significant residual impacts on listed buildings.</p> <p>This topic is described in the Environmental Statement, Chapter 9: Historic Environment.</p>
<p>Concerns raised regarding the presence of drains and septic tanks</p>	<p>Land drainage surveys have been carried out on most of the private land where land drainage is predicted to be present. Esso has also worked with landowners to understand existing land drainage and meetings with landowners have been carried out where it has been highlighted that drains and septic tanks are present. Engagement with landowners will continue to confirm the location of drains and septic tanks prior to installation works commencing. This is occurring alongside developing measures to reduce impacts.</p>
<p>If any damage to roads (potentially caused during installation) would be repaired</p>	<p>In the unlikely event Esso or its contractors cause road damage outside of the Order Limits during the installation of the pipeline this will be repaired.</p> <p>Within the Order Limits, once the installation is complete, roads will be restored to their former state.</p>
<p><b>General Public</b></p>	
<p>Concerns raised regarding Petersfield Road citing that it is narrow, which could be a hazard during installation</p>	<p>The project has since committed to using trenchless installation techniques to cross underneath Petersfield Road.</p> <p>Esso has carried out extensive survey work throughout the project route to identify the best installation methods. This includes considering travel disruption and potential hazards while crossing roads.</p>
<p>Concerns raised regarding any potential impact to the fibre optics along Stapley Lane</p>	<p>Esso has engaged with utility providers throughout the development of the scheme and has worked to understand the location of services close to the proposed replacement pipeline.</p> <p>As part of the application for development consent, protective provisions are included for the benefit of other local utility providers.</p>

## Section C – South of Alton to Crondall

### General

#### Persons with an Interest in Land (PILs)

Concerns raised regarding potential adverse impacts on water courses, livestock and bee hives	<p>Esso has considered potential impacts of the replacement underground pipeline on water courses, livestock, wildlife and businesses. Where practicable, and through landowner engagement, the proposed route has been refined to take account of land use.</p> <p>Potential impacts on water courses are considered in Chapter 8: Water of the Environmental Statement. More information on how Esso has committed to protecting the environment is also set out in the Register of Environmental Actions and Commitments.</p> <p>Esso will be working closely with affected landowners and occupiers to reduce the potential impacts of installation work on land use.</p>
Concerns raised regarding potential impacts for local farmers	<p>Once installed, the pipeline will be underground and is unlikely to impact how the majority of farmers typically use their land.</p> <p>During installation, Esso will maintain access to Public Rights of Way, erect fencing to protect livestock and work with farmers to reduce impacts on their land and businesses. Where appropriate, reasonable compensation is available for direct loss (such as crop losses) caused as a result of installation.</p> <p>More information regarding this topic can be found within the Environmental Statement, in Chapter 12: Land Use.</p>
Concerns raised regarding electricity lines in the area and safety during installation	<p>As the project has developed, the project team has engaged with the utility service providers and network operators in the vicinity of the pipeline route and obtained plans of above and below ground infrastructure. This includes overhead cables; which Esso has aimed to avoid through design.</p> <p>Where the project does come close to existing infrastructure, particularly in urban locations, Esso will engage with local utility providers to ensure installation follows their safe working procedures when operating close to their assets.</p> <p>The draft Development Consent Order includes protective provisions to ensure utilities are safeguarded in the area. Esso will also seek to agree Statements of Common Ground with utility companies to set out areas of agreement about utility asset protection.</p>

## Section D – Crondall to Farnborough

### General

#### Prescribed consultees (Section 42 and section 43)

Concerns raised about potential impacts on Eelmoor Marshes Site of Scientific Interest (SSSI)	While the replacement pipeline alignment avoids Eelmoor Marshes SSSI, in Chapter 7: Biodiversity of the Environmental Statement, indirect impacts are assessed.
Concerns raised about potential impacts on Ball Hill Site for Nature Conservation (SINC)	The potential direct and indirect impacts on SINCs have been assessed in Chapter 7: Biodiversity of the Environmental Statement. The replacement pipeline route avoids Ball Hill SINC.
Concerns raised about trees in the area	<p>Esso has considered these matters in the Environmental Statement.</p> <p>In developing the route, Esso identified local areas of ecological importance that could be affected by the project and carried out ecological and arboricultural surveys. This included identifying any notable trees along the route, whether protected under Tree Preservation Orders or otherwise. Feedback from consultation with the public and other stakeholders has also allowed the project team to understand and identify other trees of local importance. The Environmental Statement details how Esso has considered technical information and feedback and used this to develop a final route. In Chapter 4: Design Evolution, the project outlines how local information informed route selection and in Chapter 7: Biodiversity and Chapter 10: Landscape and Visual, the ecological and landscape impacts of the project and measures proposed to mitigate them are outlined.</p>
Concerns raised about sensitive habitats and species within the Basingstoke Canal Site of Scientific Interest (SSSI)	<p>Esso has considered these matters in the Environmental Statement.</p> <p>Potential impacts and how the project will manage them are set out in Chapter 7: Biodiversity in the Environmental Statement. Management of any impacts would be in line with proposals set out in the Environmental Statement and the Register of Environmental Actions and Commitments. Esso will use a trenchless technique to cross under the canal.</p>
Concerns raised regarding crossing the Basingstoke Canal via trench	<p>At the statutory consultation for the replacement pipeline route, Esso committed to using trenchless installation techniques to cross underneath the Basingstoke Canal. This is a safe and established form of technology and poses the least risk to the canal.</p> <p>Design work for the crossing is ongoing and has been the subject of discussions with the Basingstoke Canal Authority – which has indicated this is the most appropriate approach.</p>

Concerns raised regarding access impacts on the Ively Road Cycle Track	While the Ively Road Cycle Track would be impacted during installation, this would be temporary, and any changes would be signposted.
Recommendations that any severed hedgerows should be replaced with like species	Where practicable, reinstatement of vegetation would generally be using the same or similar species to that removed (subject to restrictions for planting over and around pipeline easements).
<b>Persons with an Interest in Land (PILs)</b>	
Concerns raised regarding potential impacts on oak trees in the area which are a habitat for bats	Esso has considered these matters in the Environmental Statement. In developing the route, Esso identified local areas of ecological importance that could be affected by the project and carried out ecological and arboricultural surveys. The Environmental Statement identifies, in Chapter 7: Biodiversity, the ecological impacts of the project and measures proposed to reduce these, including in relation to bats.
<b>General Public</b>	
Suggestion that installation is outside spring and summer to avoid impacting nesting birds Ensure that installation happens at time of year when SSSI, nature reserves and ground birds will not be impacted	The potential seasonal constraints arising from development and the bird breeding season have been considered by Esso, in the Environmental Statement, Chapter 7: Biodiversity. The intention would be that vegetation with the potential to support bird nests would not be removed during the bird breeding season (March to August inclusive). If any works become necessary during the bird breeding season, works would be supervised by an Environmental Clerk of Works (ECoW). Appropriate protection measures would be put in place should active nests be found. These would include exclusion zones around active nests until chicks fledge or nests become inactive as determined by the ECoW.
Concerns raised regarding potential impacts on the Crookham Park Suitable Alternative Nature Green space (SANG)	The potential impacts on the Crookham Park SANG are assessed in the Habitats Regulations Assessment Report ( <b>application document 6.5</b> ). Esso seeks to reduce impacts on wildlife and the wider landscape and expects the majority of impacts to only occur temporarily during installation. Esso has also assessed the impact of the project on wildlife and protected species following desk-based studies, targeted surveys and feedback from landowners and local communities. Management of any impacts would be in line with proposals set out in the Register of Environmental Actions and Commitments.



### D3: Beacon Hill Road sub-options

#### Prescribed consultees (Section 42 and section 43)

Concerns raised regarding impacts on Peter Driver Sports Ground football pitches along D3a	Esso will continue to liaise with the local parish council and management at the sports ground to reduce the impact on the Peter Driver Sports Ground football pitches. This may be achieved by, where feasible, working outside of the football season and reinstating the pitches before the following season begins.
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#### Persons with an Interest in Land (PILs)

Concerns raised regarding blight	Once installed, the pipeline will be underground and will go unnoticed by most people. Landowners will still be able to enjoy and use their garden or land. Esso's experience with existing landowners demonstrates there is very little to no impact on peoples' property.
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### Section E – Farnborough to Bisley and Pirbright Ranges

#### General

#### Prescribed consultees (Section 42 and section 43)

Concerns raised about the potential impact of Section E on tree cover at Queen Elizabeth Park	<p>The project team acknowledges that some trees within the Order Limits will need to be removed in Queen Elizabeth Park. However, it is committed to narrow working techniques within the park to limit the number of trees directly impacted.</p> <p>The impacts arising from this are detailed in Chapter 7: Biodiversity and Chapter 10: Landscape and Visual as well as mitigation measures.</p> <p>The project team has worked with Rushmoor Borough Council to understand the impacts and appropriate reinstatement. Project commitments are also outlined in the Register of Environmental Actions and Commitments.</p>
Request that mitigation be provided for any habitats that are disrupted	Esso has considered mitigation measures for impacts on habitats in the Environmental Statement, Chapter 7: Biodiversity. Wherever appropriate, Esso will seek to reinstate habitats on a like-for-like basis.
Request for habitat surveys, management plans and other measures to improve Queen Elizabeth Park as part of mitigations	<p>Esso has engaged with local groups and organisations, including local authorities, parish councils and residents regarding how to reduce impacts of the project on the local area.</p> <p>The Environmental Statement assesses the impact on Queen Elizabeth Park both in terms of community use and biodiversity. This includes good practice measures to reduce impacts, including those related to installation.</p>

## General Public

Concerns raised about potential loss of vegetation during installation and changes to views to and from properties

Esso has considered these matters in the Environmental Statement.

In developing the route, Esso identified local areas of ecological importance that could be affected by the project and carried out ecological and arboricultural surveys. This included identifying any notable trees along the route, whether protected under Tree Preservation Orders or otherwise.

Chapter 7: Biodiversity and Chapter 10: Landscape and Visual assess, the ecological and landscape impacts of the project and measures proposed to reduce these are outlined.

Where practicable, Esso will seek to replace removed vegetation using the same or similar species to that removed (subject to restrictions for planting over and around pipeline easements).

Concerns raised about the possible impact of section E on Highgate Football Ground

Esso will liaise with the local council and management at the football ground to reduce impact. This may be achieved by, where feasible, working outside the football season and reinstating the pitches before the following season begins.

Clarification requested to whether existing footpaths and cycle paths, which run along Deepcut Bridge Road, the Maultway and parallel to Red Road, will be reinstated after installation, and if alternative routes would be provided whilst work is being completed

If impacted by installation, Esso will reinstate any footpaths, cycle ways and roads to their former state.

If any temporary diversions are required during installation, alternative cycle routes will be provided and signposted.

## E1: Cove Brook Park area sub-options

### Prescribed consultees (Section 42 and section 43)

Concern raised regarding the local environment and trench technique for either sub-option

After taking on board consultation feedback and after further work, sub-option E1a was de-selected. This option reduces the impacts on environmentally sensitive areas including wetlands habitats and Cove Brook.

Regarding E1b, concerns raised regarding any impacts to Cove Brook Park grounds

After taking on board consultation feedback and after further work, sub-option E1a was de-selected. This option reduces the impacts on environmentally sensitive areas including wetlands habitats and Cove Brook.

## Persons with an Interest in Land (PILs)

Concerns raised regarding sub-option E1b due to its proximity to Cove Brook and environmentally sensitive wetlands habitats

Esso is aware of the challenges of working in environmentally sensitive wetlands in this area. Esso is working with the Environment Agency and local council to consider how impacts during installation are reduced. This work will continue through the planning and installation phases of the project.  
The project's impacts are assessed in the Environmental Statement Chapter 7: Biodiversity and Chapter 8: Water.

## General Public

Concerns raised that sub-option E1a would pass through an area of botanical and wildlife interest

Potential impacts and how Esso will manage them are set out in Chapter 7: Biodiversity in the Environmental Statement. Management of any impacts would be in line with proposals set out in the Register of Environmental Actions and Commitments.  
Esso seeks to reduce impacts on wildlife and the wider landscape and expects the majority of impacts to only occur temporarily during installation. Esso has also assessed the impact of the project on wildlife and protected species following desk-based studies, targeted surveys and feedback from landowners and local communities.

## E2: Cove Road sub-options

### Persons with an Interest in Land (PILs)

Concerns raised regarding air and noise pollution and the proximity to Cove Brook

Following consultation, Esso has refined the route in this area to reduce the impact on the park and it includes a trenchless crossing of Cove Brook.  
Contractors would also adhere to the Code of Construction Practice in Appendix 16.1 to reduce noise, vibration, landscape and local environmental impacts for example, controlling working hours, using quieter equipment and the use of acoustic barriers around equipment and work sites.

Concerns raised regarding property access and footpath to the north of the railway embankment

Installation may result in some temporary impacts including diversions to Public Rights of Way for a short period of time. These would be agreed with the local authority and signposted locally.

Suggestion to consider alternative to the railway underpass on sub-option E2b, using an existing route along Highfield Path as this would be less disruptive

Following consultation feedback, and further technical work, Esso de-selected sub-option E2b due to the environmental and engineering challenges presented. Esso re-consulted on and selected a route that does not impact Highfield Path.

Concerns over decreasing property values raised in relation to both sub-options

Once installed, the pipeline will be underground and will go unnoticed by most people and landowners will still be able to enjoy and use their garden or land. Previous experience with existing landowners demonstrates there is very little to no impact on peoples' property.

<p>Objection to sub-option E2a citing property impacts, disruption to Cove Road and the unsuitability of the terrain due to flooding</p>	<p>Once installed, the pipeline will be underground and will go unnoticed by most people and landowners who still be able to enjoy and use their garden or land. Previous experience with existing landowners demonstrates there is very little to no amenity impact on peoples' property.</p> <p>For instance, where the pipeline would be crossing access points, Esso would work with local residents and businesses to maintain that access during installation, providing safe crossing points as necessary.</p> <p>Flood risk has been assessed as part of the application.</p>
<p>Safety concerns raised in relation to living near a fuel pipeline</p>	<p>Pipelines in the UK are a safe and efficient way of transporting aviation fuel and have done so for many decades. During installation, the working area will be segregated from public access and securely fenced. The pipeline will not pose a safety risk to residents.</p>
<p><b>General Public</b></p>	
<p>Concerns raised regarding sub-option E2a and trenchless installation being preferable to avoid severing footpaths</p>	<p>Following consultation feedback, and further technical work, Esso de-selected sub-option E2b due to the environmental and engineering challenges presented. Esso re-consulted on and selected a route that does not impact Highfield Path.</p>
<p><b>E3: Cabrol Road sub-options</b></p>	
<p><b>Persons with an Interest in Land (PILs)</b></p>	
<p>Concerns raised regarding potential disruption in Brewers Close during installation</p>	<p>Brewers Close is not within or adjacent to any proposed street works. There may be some traffic implications for roads close to Brewers Close however.</p> <p>Traffic management requirements during installation have been considered and discussed with local highway authorities and are set out in the Environmental Statement (Chapter 3: Project Description) and Appendix 13.1: Traffic and Transport Technical Note.</p> <p>The project team will keep the local community informed of installation timings in their area.</p>
<p>Concerns raised that a pond in the Queen Elizabeth Park, which is a wildlife habitat, had not been mentioned in the consultation documentation</p>	<p>This pond was considered during ecological assessment. However, as it is outside the Order Limits it would not be directly affected by the project. The potential for presence of protected species is considered in the Environmental Statement in Chapter 7: Biodiversity.</p>

Call for preservation of the play area in Queen Elizabeth Park	The effects on the local play area are assessed in the Open Space Assessment within the Planning Statement ( <b>7.1 application document</b> ), and referred to in the Environmental Statement, Chapter 13: People and Communities. While some changes may be needed during installation, the park will be reinstated once the pipeline works are complete.
Concerns raised about structural damage or more general impact to properties in the area	The pipeline will be laid within the highway and/or the verge and not close to residential properties. This being the case, Esso does not consider that structural impacts would be caused to properties. Where appropriate, a structural specialist would be engaged and if necessary, pre and post structural surveys carried out.
<b>General Public</b>	
Regarding sub-options at E3, request that Stake Lane remain accessible for emergency service vehicles at all times as this is the only access route for Brewers Close	Access for emergency vehicles will always be maintained during installation.
Important to maintain pedestrian access to and under the railway bridge E3a	The selection of sub-option E3a will not impact access to and under the railway bridge. Trenchless crossing techniques will be used to install the replacement pipeline between Stake Lane and Queen Elizabeth Park.
Concerns raised regarding sub-option E3c due to flooding issues	Following consultation and further technical work, sub-option E3c was de-selected.
Opposition to sub-option E3c based on potential impact on Prospect Road and Cabrol Road (traffic, parking) Concerns raised regarding sub-option E3c and impacts to local allotment holders	Following consultation and further technical work, sub-option E3c was de-selected. Sub-option E3a was progressed as it reduces impacts on access to residential properties and street works during installation. It avoids impacting local allotments as trenchless techniques would be used.
<b>E4: Farnborough North sub-options</b>	
<b>Prescribed consultees (Section 42 and section 43)</b>	
Concerns raised regarding any impacts to the Ship Lane Cemetery during installation	Pedestrian access to Ship Lane Cemetery will be maintained at all times. Vehicle access to the cemetery will also be maintained at all times as one lane will always be kept open on Ship Lane. Traffic management will be communicated to residents and businesses in advance.

<p>Request to extend directional drilling to cover all wetland on the eastern side of the river within Surrey Heath</p>	<p>The installation technique and the length of direction drilling will be informed by ground conditions and available space. It is also informed by desk studies, technical information and surveying.</p> <p>The Environmental Statement details how Esso has considered technical information and feedback and used this to develop a final route. In Chapter 4: Design Evolution, Esso outlines how local information informed route selection and in Chapter 7: Biodiversity and Chapter 10: Landscape and Visual, the ecological and landscape impacts of the project and measures proposed to reduce these are outlined.</p>
<p>Concern regarding access impacts to Farnborough North station during installation</p>	<p>Following consultation feedback, sub-option E4a was de-selected. This option will not only have less impact on Farnborough North Station during installation, it also avoids impacting the Henry Tyndale School.</p> <p>Traffic management requirements during installation have also been considered and discussed with local highway authorities and are set out in Appendix 13.1: Traffic and Transport Technical Note.</p> <p>Relevant highway authorities have been engaged in reviewing the traffic diversion plans and as the design progresses a Construction Traffic Management Plan will be produced.</p>
<p>Concern regarding Public Rights of Way impacts between The Hatches and the station during construction</p>	<p>The de-selection of sub-option E4a avoided installation taking place along Public Rights of Way in this area, which would have resulted in temporary closure.</p> <p>However, the adopted design refinement in this area, which is required to facilitate open cut installation, includes the access road and may result in some temporary impacts including diversions to Public Rights of Way for a short period of time. These would be agreed with the local authority and signposted locally.</p>
<p><b>Persons with an Interest in Land (PILs)</b></p>	
<p>Concerns raised regarding any potential installation impacts on the Frimley Hatches</p>	<p>The project seeks to reduce impacts on wildlife and the wider landscape and expects the majority of impacts to only occur temporarily during installation. Esso has assessed the impact of the project on wildlife and protected species following desk-based studies, targeted surveys and feedback from landowners and local communities.</p> <p>Potential impacts and how Esso will manage them are set out in Chapter 7: Biodiversity in the Environmental Statement. Management of any impacts would be in line with proposals set out in the Register of Environmental Actions and Commitments.</p>

<p>Concerns expressed regarding noise pollution in relation to both sub-options</p>	<p>Esso aims to reduce impacts on local communities and the wider environment, which includes managing the potential for noise and vibration. Air quality and noise are assessed in Appendix 13.2 and 13.3 of the Environmental Statement respectively.</p> <p>Depending on the site in question, contractors may manage noise and vibration in different ways, for example controlling working hours, using quieter equipment and the use of acoustic barriers around equipment and working sites.</p>
<p>Concerns raised regarding any impacts to Henry Tyndale School and Farnborough North station during installation</p>	<p>Following consultation and further technical work, Esso selected sub-option E4a. This option would not only have less impact on Farnborough North Station during installation, it would also avoid impacting Henry Tyndale School.</p>
<p>Concerns raised regarding potential impacts to local businesses, crossing narrow and busy roads (Ship Lane and Ringwood Road) and disrupting properties, schools and a cemetery</p> <p>Concerns raised regarding potential impacts to Ship Lane and Ringwood Road</p>	<p>To manage temporary installation impacts, such as construction traffic, contractors will be required to avoid and reduce disruption in accordance with the Code of Construction Practice in Appendix 16.1, part of the development consent application.</p> <p>Esso has worked with the relevant highway authorities to reduce potential impacts such as any additional traffic, including lorries and this is assessed in Appendix 13.3 of Traffic and Transport Technical Note. Pedestrian access to Ship Lane Cemetery will be maintained at all times. Vehicle access to the cemetery will also be maintained at all times as one lane will always be kept open on Ship Lane. Traffic management will be communicated to residents and businesses in advance.</p> <p>For instance, where Esso would be crossing access points, it would work with local residents and businesses to maintain that access during installation, providing safe crossing points as necessary.</p>
<p><b>General Public</b></p>	
<p>Concerns raised that the removal of trees in both E4 sub-options may disturb badger setts</p>	<p>Esso seeks to reduce impacts on wildlife and the wider landscape and expects the majority of impacts to only occur temporarily during installation. Esso has also assessed the impact of the project on wildlife and protected species following desk-based studies, targeted surveys and feedback from landowners and local communities.</p> <p>Potential impacts and how Esso will manage them are set out in Chapter 7: Biodiversity in the Environmental Statement. Management of any impacts would be in line with proposals set out in the Register of Environmental Actions and Commitments.</p>

Regarding sub-options at section E4, concerns raised regarding poor visibility at the junction of Ship Alley and Ship Lane and potential risk to pedestrians being exacerbated by roadworks and extra vehicles	Highways impacts are assessed in Appendix 13.1: Traffic and Transport Technical Note. Contractors will abide by an approved Construction Traffic Management Plan. This will be produced prior to installation and submitted to the relevant highway's authorities for approval.
Concerns raised about the possible impact of sub-option E4a on the Ship Lane Cemetery	Pedestrian access to Ship Lane Cemetery will be maintained at all times. Vehicle access to the cemetery will also be maintained at all times as one lane will always be kept open on Ship Lane. Traffic management will be communicated to residents and businesses in advance.
Concerns raised that sub-option E4b would cause parking issues for residents Concerns raised regarding sub-option E4b due to any impacts for accessing Farnborough North railway station	Following consultation and further technical work, sub-option E4b was de-selected in order to reduce impacts on Henry Tyndale School and Farnborough North Station.

### **E5: Pine Ridge Golf Course sub-options**

#### **Prescribed consultees (Section 42 and section 43)**

Regarding option E5b, request for minimal disruption to Deepcut Bridge Road and nearby cycle lanes	As result of consultation feedback, the project team selected sub-option E5a, due in part to the potential traffic disruption to Deepcut Bridge Road during installation of the de-selected option E5b.
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### **Section F – Bisley and Pirbright Ranges to M25**

#### **General**

#### **Prescribed consultees (Section 42 and section 43)**

Concerns raised that works required for Section F could impact on traffic flows which in turn could impact on the Thames Basin Heath Special Protection Area (SPA)	Esso has examined the potential effects of installation on traffic flow, including how increases could impact on areas with special environmental protections. This work is detailed in the Environmental Statement, Appendix 13.1: Traffic and Transport Technical Note and the Habitats Regulation Assessment ( <b>application document 6.5</b> ).
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#### **Persons with an Interest in Land (PILs)**

Concerns raised about potential tree loss and increased flood risk due to loss of vegetation	Where practicable, Esso will avoid impacting trees and other vegetation and has developed a route that aims to limit tree losses and avoid ancient woodland altogether. However, where some tree removals are required, Esso would seek to replant and restore land to its former state as much as is practicable. The possibility of the project increasing flood risk has been investigated and potential causes identified and mitigated against. The work carried out to identify flood risks is detailed in the Flood Risk Assessment Report ( <b>application document 7.3</b> ).
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<p>Concerns raised regarding any impacts on Hardwick Court Farm Fields Site of Nature Conservation Interest (SNCI)</p>	<p>The sub-option which may have impacted on the Hardwick Court Farm Fields SNCI (F4a) has now been de-selected in favour of sub-option of F4b. This decision was made following consultation and additional technical work which identified engineering constraints.</p>
<p>Concerns raised regarding property access being impacted</p>	<p>The proposed route has been developed with impacts to local communities and residents in mind, which includes considering how residents can access properties, places of work and other local facilities.</p> <p>There will be temporary lane closures or diversions in some areas, but access to properties and for emergency services will always be maintained and any closures or diversions will be communicated to residents and businesses in advance.</p> <p>Where the pipeline would be crossing access points, Esso would work with local residents and businesses to maintain that access where practicable during installation, providing safe crossing points as necessary.</p>
<p>Concerns raised regarding any impacts to future land development</p>	<p>All planned developments along the route have been considered during the planning phase of the project to determine whether these can be avoided or accommodated. This has been done in conjunction with planning officers at the relevant county and district councils. After the installation of the pipeline, an easement will remain in place along the route inside which development will not be permitted. The easements do provide for accommodation of future development.</p>
<p><b>General Public</b></p>	
<p>Concerns raised regarding the perceived impact on local businesses across the entire section</p>	<p>As Esso developed a preferred route, research to avoid impacts on local businesses was carried out.</p> <p>Where proposals do impact businesses, the project team has liaised closely with owners and occupiers to reduce these impacts. This engagement will continue during the installation phase. In addition to engagement with businesses, residents, property owners and occupiers, Esso will ensure access is maintained and will continue to look at ways to reduce temporary impacts.</p> <p>For instance, where the pipeline would be crossing access points, Esso would work with local residents and businesses to maintain that access during installation, providing safe crossing points as necessary.</p>

## F1: Red Road sub-options

### Prescribed consultees (Section 42 and section 43)

Concerns raised about potential disruption to Red Road during installation

Highways impacts, including safety and disruption issues, are assessed in the Transport Assessment (**application document 7.5**) and taken into account in the Environmental Statement, Chapter 14: People and Communities and the Code of Construction Practice in Appendix 16.1.

Contractors will abide by an approved Construction Traffic Management Plan to reduce disruption to the road network. The traffic management requirements during installation have been considered and discussed with local highway authorities.

### Persons with an Interest in Land (PILs)

Concerns raised regarding any potential impacts on sensitive wet heathland habitats and species along F1c

Wildlife and habitat surveys have been carried out along the project route and potential ecological effects of installation have been considered. The details of this work, and measures taken to reduce these effects, can be found in the Environmental Statement, Chapter 7: Biodiversity. After carrying out further technical work, and considering responses received during consultation, Esso has refined project proposals to remove several sub-options included in the statutory consultation. Sub-option F1c has been removed due to environmental and engineering constraints.

Objections based on terrain constraints including gas mains and overhead power lines in the area of F1c

As the project has developed, the project team has engaged with utility service providers and network operators in the vicinity of the pipeline route and obtained plans of above and below ground infrastructure. This includes overhead cables, which the project has aimed to avoid through design.

Where the project does come close to existing infrastructure, particularly in urban locations, Esso will engage with local utility providers to ensure installation follows their safe working procedures when operating close to their assets.

The draft Development Consent Order includes protective provisions to ensure utilities are safeguarded in the area. Esso will also seek to agree Statements of Common Ground with utility companies to set out areas of agreement on asset protection.

## General Public

Regarding section F1, concerns raised that works on Red Road would cause safety problems  
Concerns raised regarding F1 sub-options and any impact on Red Road and on traffic in this area

After carrying out further technical work, and considering responses received during consultation, Esso has refined project proposals to remove several sub-options included in the statutory consultation.

As part of this refinement, the first section of F1b along Red Road has been merged with F1a, which follows an existing track to Guildford Road. Consultation feedback received drew attention to the impacts of tree loss along a narrow footpath at the start of F1a. There is also a new small section of route to join these two sub-options together. This will enable Esso to reduce installation time along Red Road relative to F1b, a key concern expressed within consultation responses.

There will be temporary lane closures or diversions in some areas, but access to properties and for emergency services will always be maintained and closures or diversions will be communicated to residents and businesses in advance.

Where the pipeline would be crossing access points, Esso would work with local residents and businesses to maintain that access during installation, providing safe crossing points as necessary.

Opposition to sub-option F1a citing environmental concerns such as removal of trees with preservation orders, damage to fox dens or nesting birds' habitats, or possible flood risk as a result of obstruction to a stream

Where practicable, Esso will avoid impacting trees and other vegetation and has developed a route that aims to limit tree losses and avoid Ancient Woodland. However, where some tree removals are required, Esso would seek to replant and restore land to its former state as much as is practicable.

Wildlife and habitat surveys have been carried out along the project route and potential ecological effects have been identified.

The Environmental Statement assesses the impacts of the project on wildlife, trees and the water environment in Chapters 7, 8 and 10 and flood risk issues are assessed in the Flood Risk Assessment (**application document 7.4**).

After carrying out further technical work, and considering responses received during consultation, Esso has refined project proposals to remove several sub-options included in the statutory consultation. As part of this refinement, the first section of F1b along Red Road has been merged with F1a, which follows an existing track to Guildford Road. This introduces a new small section of route to join the two sub-options together. This change was made in part to avoid a potential loss of trees along a very narrow footpath at the start of F1a. Other reasons were to allow a reduction in installation time along Red Road, as well as to reduce the potential impact on other environmental features in F1b and F1c.

Opposition to sub-option F1a based on perceived impact on a footpath used by dog walkers and residents	Esso is committed to working with local stakeholders to understand the best way to install the pipeline while reducing any adverse effects. Esso will aim to keep Public Rights of Way open throughout installation and give those using them priority to ensure they are able to cross safely. However, if this is not practicable, Esso will put temporary diversions in place and aim to reduce the time these would be needed.
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## F2: Chobham Common sub-options

### Persons with an Interest in Land (PILs)

Concerns raised regarding potential traffic delays at Stonehill Road, impact on residential properties, businesses and listed buildings along F2b	After carrying out further technical work, and considering responses received during consultation, Esso has refined project proposals to remove several sub-options included in the statutory consultation. Sub-option F2b has been de-selected due to concerns raised over the need for street works and potential traffic disruption.
Concerns raised it would affect existing infrastructure in the area of F2b	Sub-option F2b has been de-selected due to concerns raised over the need for street works and potential traffic disruption.
A preference indicated for sub-options F1a and F2b due to reduced impacts on the Special Protection Area (SPA)	Esso has assessed impacts on designated areas along the route in the development of project proposals. The results of this work are detailed in the Environmental Statement, Chapter 7: Biodiversity and the Habitats Regulations Assessment ( <b>application document 6.5</b> ). After carrying out further technical work, and considering responses received during consultation, Esso has refined project proposals to remove several sub-options included in the statutory consultation. As part of this refinement, the first section of F1b along Red Road has been merged with F1a, which follows an existing track to Guildford Road. This introduces a new small section of route to join the two sub-options together. This change was made to allow a reduction in installation time along Red Road. It will also reduce the potential impact on environmental features in F1a, F1b and F1bc, including the Thames Basin Heath SPA and other sensitive habitats. Sub-option F2b has been de-selected due to concerns raised over the need for street works and potential traffic disruption.

## General Public

Concerns raised about the potential impact of sub-option F2a on Chobham Common's ecology and wildlife	Esso has assessed impacts on designated areas along the route in the development of the project proposals. The results of this work are detailed in the Environmental Statement, Chapter 7: Biodiversity and the Habitat Regulation Assessment ( <b>application document 6.5</b> ). Esso has sought to avoid or reduce impacts on environmentally sensitive areas through sensitive route alignment and installation techniques.
Opposition to sub-option F2b citing it as disruptive to the local village Opposition to sub-option F2b citing local properties and gardens being impacted	After carrying out further technical work, and considering responses received during consultation, Esso has refined project proposals to remove several sub-options included in the statutory consultation. Sub-option F2b has been de-selected due to concerns raised over the need for street works and potential traffic disruption.
Opposition to sub-option F2b citing potential disruption to local roads such as Stonehill Road	Sub-option F2b has been de-selected due to concerns raised over the need for street works and potential traffic disruption.
Concerns raised that sub-option F2b may necessitate the removal of trees	Sub-option F2b has been de-selected due to concerns raised over the need for street works and potential traffic disruption.
Concerns raised that sub-option F2b would also increase the risk of flooding at the junction of bridleway 90 and footpath 95	Sub-option F2b has been de-selected due to concerns raised over the need for street works and potential traffic disruption.

## F3: Silverlands sub-options

### Persons with an Interest in Land (PILs)

Concerns raised regarding property access being impacted along F3b	<p>The proposed route has been developed with impacts to local communities and residents in mind, which includes considering how residents can access properties, places of work and other local facilities.</p> <p>There will be temporary lane closures or diversions in some areas, but access to properties and for emergency services will always be maintained and any closures or diversions will be communicated to residents and businesses in advance.</p> <p>Where the pipeline would be crossing access points, Esso would work with local residents and businesses to maintain that access where practicable during installation, providing safe crossing points as necessary.</p>
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#### **F4: Guildford Road (A320) and M25 sub-options**

##### **Prescribed consultees (Section 42 and section 43)**

Concerns raised that the F4 sub-options could impact emergency diversion routes in the area	The project team will liaise closely with local authorities throughout installation to ensure emergency vehicle access is maintained at all times. Where Esso has found that an option cannot guarantee this, the option has been de-selected. For example, the Frimley Park Hospital sub-option which was de-selected after the spring 2018 corridor consultation.
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##### **Persons with an Interest in Land (PILs)**

Concerns raised that sub-option F4b would bring the proposed pipeline too close to the junction of the A320 Guildford Road and the M25 thus affecting traffic flow	The A320 is a major road into Chertsey and will be crossed using trenchless techniques to avoid impacts to traffic in the area. A trenchless crossing will also be used to pass under the M25.
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#### **Section G – M25 to M3**

##### **General**

##### **Prescribed consultees (Section 42 and section 43)**

Regarding Section G, suggestions to minimise disturbance in the area including: <ul style="list-style-type: none"><li>• conducting work outside of bird nesting season;</li><li>• minimising the land required for trenches;</li><li>• back-filling soil but not re-seeding the ground to avoid the introduction of new plants to the habitat; and</li><li>• avoiding the annual Chertsey Show, which is held on the Meads in August</li></ul>	The intention would be that vegetation with the potential to support bird nests would not be removed during the bird breeding season (March to August inclusive). If any works become necessary during the bird breeding season, works would be supervised by an Environmental Clerk of Works (ECoW). Appropriate protection measures would be put in place should active nests be found. These would include exclusion zones around active nests until chicks fledge or nests become inactive as determined by monitoring by the ECoW. At times, narrower working widths will be used for short distances, for example in urban areas or where space is constrained. Esso would seek to replant and restore land to its former state as much as is practicable. The project will also work with the Chertsey Meads Agricultural Show to limit impacts and avoid interference with the show.
Suggestions including considering measures to improve the Meads, such as moving overhead power lines underground, upgrading play equipment, replacing vehicle height barriers and providing better security along the boundaries	Where there are opportunities to enhance an area, the project is keen to understand the suggestions of local stakeholders. An environment investment programme will be developed. Any activities within this programme are anticipated to have a clear synergy with Esso's proposals. Esso will not be moving the overhead lines at Chertsey underground. This is managed by the local network operator.

## Persons with an Interest in Land (PILs)

Regarding Section G as a whole - concerns raised regarding potential impact on local roads particularly in relation to school traffic

Following consultation and further technical work, Esso intends to progress option G1b and implement careful traffic management to effectively control vehicle flow in the area during installation, for example along Canford Drive. Esso has examined the potential effects of installation on traffic flow along the project route. This work is detailed in the Environmental Statement and Transport Assessment (**application document 7.4**).

There will be temporary lane closures or diversions in some areas, but access to properties and access for emergency services will always be maintained. Closures or diversions will be communicated to residents and businesses in advance.

Where the pipeline would be crossing access points, Esso would work with local residents and businesses to maintain that access during installation, providing safe crossing points as necessary.

Regarding Section G as a whole - suggestion to consider alternative routing to minimise the potential adverse effects on the area

Following feedback received from the consultation, and further technical work, the route alignment has been refined in this area to reduce the impact on local residential roads. Sub-option G1b was selected for progression and will be subject to traffic management plans to control traffic flow during installation and to ensure access for residents. Sub-option G2a, with further refinements was also selected in order to reduce potential impacts.

## General Public

Suggestion raised that work would be best occurring in summer as Section G passes through a flood plain

The project team has been working closely with communities and local authorities throughout the project. This has helped the team better understand any drainage or flooding issues.

As much as practicable, Esso would seek to install the pipeline outside floodplain areas. Esso also recognises some seasonal work will be required in areas.

Flood risk is assessed within Esso's Flood Risk Assessment (**application document 7.3**) and any significant effects are assessed in the Environmental Statement, Chapter 8: Water.

Regarding Section G, concerns raised about any potential damage that may occur to roads and underground natural water supplies	Underground natural water supplies and potential impacts on water courses are considered in Chapter 8: Water of the Environmental Statement. It is unlikely that any damage to road surfaces will occur during installation, but any damage will be repaired in the unlikely event that it does occur. Any sections of impacted road would be resurfaced with the same road material as the existing road.
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**G1: Chertsey railway sub-options**

**Persons with an Interest in Land (PILs)**

Some concerns raised that the sub-option G1a may exacerbate traffic congestion at Roakes Avenue	Following consultation and further technical work, this sub-option was de-selected. Esso intends to progress option G1b and implement careful traffic management to effectively control vehicle flow in the area during installation, for example along Canford Drive.
Question why trenchless techniques would not be used for the G1a sub-option	Following consultation and further technical work, this sub-option was de-selected. Trenchless techniques to the north of the railway, with the aim of avoiding residential roads, would have resulted in installation under homes (that Esso has expressly committed not to undertake).
Regarding sub-option G1b, concerns raised about perceived noise pollution and adverse impact on oak trees along Canford Drive	Esso has selected G1b as the preferred route and has considered the potential impacts raised in the development of the Environmental Statement. Feedback from consultation from the public and other stakeholders has also allowed Esso to understand and identify other trees of local importance. Chapter 7: Biodiversity and Chapter 10: Landscape and Visual outline the ecological and landscape impacts of the project and measures proposed to reduce them are outlined. Management of any impacts would be in line with proposals set out in the Register of Environmental Actions and Commitment. See also Appendix 13.3: Noise and Vibration Technical Note of the Environmental Statement.



<p>Concerns raised regarding sub-option G1b citing potential impact on traffic, property access and businesses</p>	<p>Following consultation and further technical work, sub-option G1b was selected as the most feasible option. Taking on board the feedback received from the consultation, Esso has examined the potential effects of installation on traffic flow along the project route. This work is detailed in the Transport Assessment (<b>application document 7.4</b>).</p> <p>Temporary lane closures or diversions in some areas are anticipated, but access to properties and businesses and for emergency services will always be maintained. Closures or diversions will be communicated to residents and businesses in advance.</p> <p>Where the pipeline would be crossing access points, Esso would work with local residents and businesses to maintain that access during installation, providing safe crossing points as necessary.</p>
<p><b>General Public</b></p>	
<p>Regarding G1 sub-options, concerns raised about the potential impact on wildlife in nearby fields and railway embankments</p>	<p>Esso seeks to reduce impacts on wildlife and the wider landscape and expects the majority of impacts only to occur temporarily during installation. Esso has also assessed the impact of the project on wildlife and protected species following desk-based studies, targeted surveys and feedback from landowners and local communities.</p> <p>Please note, the railway crossing in this area will be via trenchless techniques and therefore there will be no impacts on railway embankments.</p> <p>Potential impacts and how Esso will manage them are set out in Chapter 7: Biodiversity in the Environmental Statement. Management of any impacts would be in line with proposals set out in the Register of Environmental Actions and Commitments.</p>
<p>Concerns raised regarding emergency service access for both G1 sub-options</p>	<p>Across the project, access for emergency service vehicles will always be maintained during installation.</p>
<p>Concerns raised that no plans or procedures have yet been published on how potential leaks or spillages affecting water courses would be cleaned up</p>	<p>In terms of safety, Esso safely operates more than 700km (435 miles) of pipelines in the UK. These are constantly monitored from a control centre, staffed 24 hours a day and 7 days a week. If a change is detected, an automatic system sets off an alarm. If necessary, it can immediately shut down the pipeline.</p> <p>How potential installation impacts would be addressed are set out in the Code of Construction Practice in Appendix 16.1, and in Chapter 8: Water. Potential impacts arising from any safety breaches or accidents during installation are also assessed in Chapter 14: Major Accidents.</p>

<p>Opposition raised regarding sub-option G1a stating it would impact local roads negatively</p>	<p>Following consultation and further technical work, this sub-option was de-selected. Esso intends to progress option G1b and implement careful traffic management to effectively control vehicle flow in the area during installation, for example along Canford Drive.</p>
<p>Opposition raised regarding sub-option G1b due to noise and vibration concerns</p>	<p>As part of its application for development consent, Esso has clearly identified potential environmental impacts and how it will manage these. The Environmental Statement provides the findings of the environmental impact assessment including proposed mitigation measures. See Appendix 13.3: Noise and Vibration Technical Note. To manage noise and vibration, contractors will adhere to measures set out in the Code of Construction Practice in Appendix 16.1. Depending on the site in question, contractors may manage noise and vibration in several ways – for example, controlling working hours, using quieter equipment and the use of acoustic barriers around equipment and working sites.</p>
<p>Opposition raised regarding sub-option G1b citing pedestrian and vehicle access impacts to and from Canford Drive</p>	<p>Following consultation and further technical work, this sub-option was de-selected. Esso intends to progress option G1b and implement careful traffic management to effectively control vehicle flow in the area during installation. Esso has examined the potential effects of installation on traffic flow along the project route. This work is detailed in the Transport Assessment (<b>application document 7.4</b>). There will be temporary lane closures or diversions in some areas, but access to properties and for emergency services will always be maintained and closures or diversions will be communicated to residents and businesses in advance. Where Esso would be crossing access points, it would work with local residents and businesses to maintain that access during installation, providing safe crossing points as necessary.</p>
<p><b>G2: River Thames sub-options</b></p>	
<p><b>Prescribed consultees (Section 42 and section 43)</b></p>	
<p>Concerns raised that both G2 sub-options would go through historic landfill</p>	<p>Historic landfill has been considered as part of on-going project investigations and development. For more information, see Chapter 11: Soils and Geology in the Environmental Statement.</p>

Concerns raised about potential impacts on Dumsey Meadow and Chertsey Meads in terms of environmental impacts	<p>The project team has assessed the implications of the route in this area in relation to the wildlife of Dumsey Meadow Site of Special Scientific Interest (SSSI) and Chertsey Meads Local Nature Reserve (LNR). Esso has consulted Natural England, Spelthorne Borough Council and Runnymede Borough Council on the route and potential impacts, and undertaken desk studies and ecological surveys and assessments.</p> <p>As a result of consultation, the route in the area has been moved away from the existing pipeline to avoid Dumsey Meadow Site of Special Scientific Interest (SSSI). This moved the route further into Chertsey Meads. In addressing consultation feedback, Esso has selected a route that will reduce impact on the high value biodiversity areas of the reserve.</p>
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## Section H – M3 to the West London Terminal Storage Facility

### General

#### Prescribed consultees (Section 42 and section 43)

Regarding Section H, concerns raised about potential disruption to Woodthorpe Road and Shepperton Road	<p>Esso has worked with the highway authorities and examined the potential effects of installation on traffic flow along the project route. This work is detailed in the Transport Assessment (<b>application document 7.4</b>).</p> <p>There will be temporary lane closures or diversions in some areas, but access to properties and for emergency services will always be maintained and closures or diversions will be communicated to residents and businesses in advance.</p> <p>Where the pipeline would be crossing access points, Esso would work with local residents and businesses to maintain that access during installation, providing safe crossing points as necessary.</p>
Regarding Section H, request that consideration be given through the Environmental Permit application to noise levels and disturbance of wildfowl at Queen Mary Reservoir SNCI	<p>Following consultation and further technical work, both sub-options at the Queen Mary Reservoir were de-selected. An alternative option to reduce any impacts in the area (environmental and narrow residential roads in the area) has been selected – the Ashford Road design refinement.</p>

#### Persons with an Interest in Land (PILs)

Regarding Section H as whole - concerns raised regarding 19th century properties along Woodthorpe Road which may be affected by pipeline installation	<p>Following consultation feedback and further technical work, the refined pipeline alignment will not impact 19th century properties in the area.</p>
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<p>Regarding Section H, concerns expressed regarding any impact on local businesses including access, parking</p>	<p>While there may be some temporary lane closures or diversions in the area during installation, including some temporary changes to parking, access to local businesses will be maintained. Temporary closures, diversions or changes to parking, as agreed with the highway authorities will be communicated to businesses and residents in affected areas. The contractor will also adhere to the Code of Construction Practice in Appendix 16.1.</p>
<p>Regarding Section H, concerns raised regarding trees removal</p>	<p>Esso is aware of the environmental and amenity value of trees and vegetation in this urban area, in particular, trees along Ashford Road, Fordbridge Park and Woodthorpe Road.</p> <p>In developing the route, Esso identified local areas of ecological importance that could be affected by the project and carried out ecological and arboricultural surveys. This included identifying any notable trees along the route, whether protected under Tree Preservation Orders or otherwise.</p> <p>With regards to Ashford Road, Esso consulted on wide Limits of Deviation to give flexibility during installation to limit removing trees where practicable. At Fordbridge Park, Esso will use narrow working techniques to reduce the impact on trees. Installing the pipeline in the road would take longer than in the verge however, therefore Esso may need to find a balance between time working in the road and potential impacts to road users and the potential impact on trees.</p> <p>Feedback from consultation with the public and other stakeholders has also allowed the project to understand and identify other trees of local importance.</p> <p>Chapter 7: Biodiversity and Chapter 10: Landscape and Visual outline, the ecological and landscape impacts of the project and measures proposed to reduce these are outlined.</p>
<p>Regarding Section H as a whole - suggestion of alternative route which would cut across from the A308 across Shortwood Common (avoiding the Special Scientific Interest designated section) before joining the A30 and running along this until Short Lane</p>	<p>Esso has considered the suggested alignment change and discounted it because it does not perform well against its guiding principles. This includes impacts associated with crossing large amounts of open space at Shortwood Common, impacts to protected woodland and local community impacts – i.e. the greater duration of traffic impacts in comparison to the selected sub-option.</p>

<p>Regarding Section H as a whole - concerns raised about the volume of lorries in the area during construction</p>	<p>Traffic management requirements during installation have been considered and discussed with local highway authorities and are set out in the Transport Assessment (<b>application document 7.4</b>). Relevant highway authorities have been engaged in reviewing the traffic diversion plans and as the design progresses a Construction Traffic Management Plan will be produced.</p>
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**General Public**

<p>Request the pipeline in Section H should follow the route of the existing pipeline as choosing a new route creates new difficulties and costs more</p>	<p>A guiding principle for Esso is, if practicable, to benefit from existing equipment and relationships with landowners. In Section H, Esso has had to consider alternative options for several reasons, including safety and available space for installation. However, Esso listened to local concerns and following a second phase of statutory consultation adopted the Ashford Road design refinement to reduce impacts on narrow residential roads and local environmental features. It also adopted the design refinements Woodthorpe Road and Ashford Station Approach to address local challenges and present a scheme that best suits the needs of the area.</p>
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**H1: Queen Mary Reservoir sub-options**

**Prescribed consultees (Section 42 and section 43)**

<p>Regarding both H1 sub-options, concern expressed regarding any impacts to local recreation facilities in Fordbridge Park Regarding sub-option H1a, request for mature trees within Fordbridge Park to be protected or reinstated after construction works</p>	<p>Esso has listened to consultation feedback and amended the route alignment at Fordbridge Park to limit the impact on recreational facilities. Esso will also use narrow working techniques in the park to limit the number of trees directly impacted. Impacts on local recreational facilities are assessed in the Open Space Assessment within the Planning Statement (<b>application document 7.1</b>) and referred to in Chapter 13: People and Communities of the Environmental Statement.</p>
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<p>Concerns raised regarding the proposal to place the H1a sub-option between the reservoir embankment and the River Ash, citing implications for the safety of the reservoir structure</p>	<p>Following consultation, and further technical work, the sub-options at the Queen Mary Reservoir were de-selected. The Queen Mary Reservoir sub-option was de-selected for safety reasons as well as engineering challenges due to the existing pipeline, the presence of a high-pressure mains running through the area and being unable to work between the River Ash and the embankment of the Queen Mary Reservoir. An alternative option along Ashford Road was consulted on in January/February 2019.</p>
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Concerns raised in relation to both sub-options with specific reference to Kingston Road at Fordbridge Roundabout (H1a) and B375 at Manor Farm and Kingston Road at Woodthorpe Road (H1b)	Following consultation and further technical work, both sub-options at the Queen Mary Reservoir were de-selected. Following a second phase of statutory consultation, the Ashford Road design refinement was developed further. The route will still cross Kingston Road, the Laleham intake channel, the Staines Reservoirs Aqueduct, and the A308. At these crossing points, the pipeline will be installed using trenchless techniques and therefore no impacts are expected for these areas.
Opposition to sub-option H1b citing that it runs across mineral reserves in the area	Following consultation and further technical work, both sub-options at the Queen Mary Reservoir were de-selected.
<b>Persons with an Interest in Land (PILs)</b>	
Concerns raised about potential flood risk in relation to the H1 sub-options	Following consultation feedback and ongoing technical work, sub-options H1a and H1b were de-selected. As much as practicable, Esso would seek to install the pipeline outside floodplain areas. Esso recognises some seasonal work will be required in some areas. Flood risk is assessed within the Flood Risk Assessment Report, and any significant effects are assessed in the Environmental Statement, Chapter 8: Water.
Concerns raised about the possible effect of sub-option H1b on grass snakes, moles, nesting birds, wildfowl, great crested newts and a 138-year-old oak tree	Following consultation feedback and ongoing technical work, sub-options H1a and H1b were de-selected. Esso consulted on the Ashford Road design refinement in January/February 2019.
Concerns raised in relation to sub-option H1b and impacts on Laleham Methodist Church, including future development	Following consultation and further technical work, this sub-option was de-selected.
<b>General Public</b>	
Concerns raised regarding flooding risks in relation to both H1 sub-options	Following consultation feedback and ongoing technical work, both sub-options in this area were de-selected.
Opposition to the H1b sub-option, citing concerns about potential noise impacts	Following consultation and further technical work, this sub-option was de-selected.
Concerns raised regarding sub-option H1b which passes through Celia Crescent, citing access issues, highlighting the narrowness of the road and the number of disabled or elderly residents who would be impacted	Following consultation and further technical work, this sub-option was de-selected due to installation constraints associated with the narrow residential roads in the area. Esso consulted on and selected an alternative route that follows Ashford Road.

Regarding the H1b sub-option concerns raised regarding impacts to Laleham Methodist Church and the Matthew Arnold Sports Field	Following consultation and further technical work, this sub-option was de-selected.
Concerns raised regarding sub-option H1b impacting parking, reducing property values and affecting local schools	Following consultation and further technical work, this sub-option was de-selected. Once installed, the pipeline will be underground and will go unnoticed by most people and landowners will still be able to enjoy and use their garden or land. Previous experience with existing landowners demonstrates there is very little to no impact on peoples' property.
Concerns raised regarding the cumulative impacts of sub-option H1b and some other developments in the area	Following consultation and further technical work, this sub-option was de-selected.
Opposition to sub-option H1b on the grounds of safety, flooding, gravel extraction sites and dense residential areas making this route unsafe to cross with a pipeline	Following consultation and further technical work, this sub-option was de-selected.
Concerns raised regarding sub-option H1b which passes through Celia Crescent, suggesting that installation might inhibit emergency service vehicle's access to the road	Following consultation and further technical work, this sub-option was de-selected
<b>H2: Ashford Station sub-options</b>	
<b>Prescribed consultees (Section 42 and section 43)</b>	
Concerns raised about potential disruption to Stanwell Road at St James School from sub-option H2b and to Church Road at Clarendon Primary School from sub-option H2c	Following consultation and further technical work, option H2b which previously ran along Stanwell Road was de-selected. Regarding sub-option H2c, trenchless techniques will be used to cross beneath the B378 (at Church Road) and therefore no disruption is expected in this area. Esso is committed to reducing impacts on local communities and the wider environment, which includes measuring and managing the potential for noise and vibration associated with option H2c. Mitigation measures will include working outside of term time for Clarendon Primary School. These impacts have been assessed and outlined in Chapter 13: People and Communities of the Environmental Statement

## Persons with an Interest in Land (PILs)

<p>Opposition to all sub-options within section H2 based on future development plans by residents, school and businesses</p>	<p>This is a replacement pipeline project and the route must connect the (previously replaced) existing pipeline at Boorley Green, Hampshire to West London Terminal Storage Facility, in Hounslow, via Alton Pumping Station. Esso developed and consulted on pipeline corridor options, and then developed a route within this corridor. This part of the Spelthorne borough is particularly constrained and route option is, on balance, the most viable route that meets Esso's objectives and guiding principles.</p>
<p>Regarding H2 sub-options, concerns raised regarding property and garden impacts</p>	<p>The selection of H2c reduces the impacts on residential properties in narrow roads and removes impacts to residential gardens. Following consultation and further technical work, Esso selected sub-option H2c which removes these concerns. The route has also been refined to reduce impacts around Ashford Station.</p>
<p>Opposition raised regarding sub-option H2a on the basis it would reduce the value of properties in the area</p>	<p>Following consultation and further technical work, sub-option H2a was de-selected in favour of sub-option H2c which removes these concerns. The selection of H2c also reduces impacts on residential properties along local narrow roads and removes impacts on gardens in the area. Once installed, the pipeline will be underground and will go unnoticed by most people and landowners will still be able to enjoy and use their garden or land. Previous experience with existing landowners demonstrates there is very little to no impact on peoples' property.</p>
<p>Opposition to sub-option H2a based on property access impacts and parking disruption</p>	<p>Following consultation and further technical work, Esso selected sub-option H2c.</p>
<p>Opposition to sub-options H2b and H2c due to impact on local businesses</p>	<p>Following consultation and further technical work, Esso de-selected sub-option H2b and is progressing sub-option H2c with the Ashford Station Approach design refinements in order to reduce impacts on or around Ashford Station</p>
<p>Concerns raised about a possible increase in noise from sub-option H2a, largely due to the removal of trees which were cited a barrier against road noise</p>	<p>Following consultation and further technical work, this sub-option was de-selected.</p>



Concerns raised about the proposed pipeline in sub-option H2a leaking or passing under an electricity substation	Following consultation and further technical work, this sub-option was de-selected. Consultation feedback and further technical work resulted in the project determining that it is a safety risk associated with installing the pipeline in this area, because of a number of constraints along the H2a route.
Concerns raised regarding impact on St Hilda's Church in Woodthorpe Road	Access to St. Hilda's Church will be maintained during installation and Esso will continue to engage with the church to identify and reduce any temporary impacts. Esso has also engaged with the highway authorities to identify and plan for temporary lane diversions and traffic management close to the church and will communicate these changes to the church and the wider community. The Code of Construction Practice (CoCP) in Appendix 16.1 will also outline what the future contractor needs to do to further reduce any impact, such as noise, dust and maintaining access.
Opposition to sub-option H2c based on local property, roads and utilities impacts	Following consultation and further technical work, this sub-option was de-selected.
<b>General Public</b>	
Concerns raised regarding potential impact of sub-option H2a on emergency service access to West Close	Following consultation and further technical work, this sub-option was de-selected.
Objection to sub-option H2a because of concerns that it could block the entrance to the stairs to Stanwell Road, creating a 600m detour for pedestrians	Following consultation and further technical work, this sub-option was de-selected.
Concerns raised regarding sub-option H2a, citing impacts to properties or roads in the area such as West Close	Following consultation and further technical work, this sub-option was de-selected.
Regarding sub-options H2b and H2c, concerns raised that these options would cause disruption to residents, including potential impacts to Woodthorpe Road and bus services to the railway station	Following consultation and further technical work, sub-option H2b was de-selected. However, sub-option H2c is being progressed with the design refinement along Ashford Station Approach as proposed during the design refinements consultation held in January/February 2019. This route is likely to reduce transport and business impacts around the station because it will maintain traffic flow and access to the station during installation. Access to Ashford Station and other businesses in the area will be maintained although Esso anticipates needing to make temporary parking changes, which will be communicated locally.

### H3: Thomas Knyvett College sub-options

#### Prescribed consultees (Section 42 and section 43)

Regarding sub-option H3, concerns raised regarding historic landfill north of St James School

Esso has identified and assessed impacts on former landfill sites and, where necessary, has made alignment changes to consider any potential impacts. These impacts are assessed and outlined in Chapter 11: Soils and Geology of the Environmental Statement.

## 5.21 Actions taken as a result of statutory Preferred Route consultation

- 5.21.1 Following the close of the consultation, Esso reviewed feedback and information from ongoing technical and environmental assessment work and studies and made a series of selections in order to further refine the route.
- 5.21.2 The selections made as a result of consultation are listed below. In some cases, the refinements introduced required further consultation. Information on this phase of Design Refinement consultation can be found in Chapter Six.

Sub-option	Sub-option selected	Reasoning
A1a and A1b	A1b	Esso selected A1b to take into consideration residential development proposals around Maddoxford Lane. Esso also removed the order limits extending further to the south of Maddoxford Lane as they are no longer required by the project. A1b would provide more space for trenchless installation than A1a.
A2a and A2b: Hinton Ampner	A2a and A2b – both sub-options	At this stage, Esso decided to maintain both sub-options A2a and A2b and undertake further detailed engagement with local landowners along the two sub-options to help establish the most appropriate pipeline route. Esso was aware of the concerns raised around potentially impacting National Trust land, but also took on strong feedback in favour of passing through Trust land. Commitment was made to continue engagement with the National Trust
D1a and D1b: Oak Park Golf Course	D1b	Esso selected D1b to reduce disruption to Oak Park Golf Course.
D2a and D2b: Fleet Business Park	D2b	Esso selected D2b as it would have less potential traffic disruption during installation than D2a. D2b also has fewer crossings of the existing pipeline than D2a, which is preferable. It would also reduce impacts on Fleet Business Park and Naishes Lane.
D3a and D3b: Beacon Hill Road	D3a – with further refinements	Esso decided to progress D3a, but with some refinements. This included moving the proposed order limits to the west to include Beacon Hill Road and reduce the impact on development plans. D3a better accounts for these plans than D3b as it avoids cutting through the middle of the development site. This amendment was taken forwards to the Design Refinements Consultation (see Chapter Six).

D4a and D4b: Norris Hill	D4a, with D4b as an access route	D4a was selected as the preferred pipeline route because it closely follows the existing pipeline. D4b follows an established track and would only be used for temporary access during installation.
E1a and E1b: Cove Brook Park	E1a	Esso selected sub-option E1a to progress. E1b was not selected due to a number of planning, environmental and engineering concerns raised during consultation.
E2a and E2b: Cove Road	Both sub-options deselected, and a new option proposed	From consultation feedback and further technical work, Esso decided not to progress either sub-option. E2a was deselected due to further technical work indicating that the length and location of the trenchless crossing from Cove Brook Park to the north of the railway would not be technically possible to install. This would have meant significant delays to the installation of the pipeline and continued disruption to communities. E2b was deselected due to narrow roads and would have involved the removal of garages. Cranes would have been required to move equipment to the working area between homes and the railway. The local footpath alongside the railway embankment and under the railway at Highfield Path would also have been closed for a long period of time. Instead, Esso carried out further assessment and engagement leading to an alternative option taken forward into Design Refinement Consultation (see Chapter Six).
E3a, E3b and E3c: Cabrol Road	E3a	Esso selected E3a as it follows the existing pipeline more closely than options E3b or E3c. It would reduce the potential impacts on access to residential properties and street works during installation. It would also reduce the impact on Stake Lane and the allotments near Prospect Road, as trenchless techniques would be used to navigate installation through the narrow area.
E4a and E4b:	E4a – with further refinements	Esso selected E4a, progressing the southern of the two further options within it. This was the option preferred by many local landowners and reduces the direct impacts on Henry Tyndale School and Farnborough North Station. The southern option within E4a was selected as the angle at which it crosses the Reading to Redhill and Ascot to Guildford railway lines is preferable from an engineering perspective. There were other concerns around the environmental features in the area. An alternative installation technique in this area was considered.

E5a and E5b: Pine Ridge Golf Course	E5a	Esso selected E5a, which most closely follows the existing pipeline. While Esso recognised potential impacts on the golf course, Esso also took into consideration strong feedback from the consultation and ongoing engagement regarding potential disruption to traffic along Deepcut Bridge Road. Esso also proposed a small section of E5b was retained off Deepcut Bridge Road to be used as a temporary logistics hub during a phase of Design Refinement Consultation (see Chapter Six).
F1a, F1b and F1c: Red Road	F1a and F1b combined	Esso merged the first section of F1b along Red Road with F1a, which follows an existing track to Guildford Road, in response to feedback highlighting the potential impacts of tree loss along a very narrow footpath at the start of F1a. A new small section of route was introduced to join the two sub-options together. This would allow Esso to reduce the time installing along Red Road relative to F1b, a key concern expressed within the consultation responses, and reduce the potential impact on environmental features along F1b and F1c. The remaining route proposed within F1b was deselected due environmental and habitat concerns for protected birds and reptiles in the area, identified through further survey work. F1c was also deselected due to environmental and engineering constraints.
F2a and F2b: Chobham Common	F2a	Esso selected F2a, which travels across Chobham Common. This option would reduce any potential impacts on residential areas to the south of the common, and most closely follows the existing pipeline alignment. Feedback from the consultation strongly favoured this sub-option. F2b, on the other hand, was not favoured in consultation feedback due to the need for street works and potential traffic disruption. The project team conducted further technical work to understand how we can reduce the environmental impacts on Chobham Common. These measures are outlined in the REAC.
F3a and F3b: Silverlands	F3a	Esso selected F3a to progress, as this was favoured within consultation responses and from site visits with local landowners. Esso proposes a trenchless crossing in this area to reduce the need for tree removal. F3b was deselected because of the potentially significant impacts it could have on a local business.
F4a and F4b: Guildford Road (A320) and M25	F4b – with further refinements	Esso progressed F4b. Sub-option F4a was deselected due to the engineering constraints of crossing the M25, identified from further technical work. Refinements were proposed by Esso as part of the Design Refinements Consultation (see Chapter Six).

G1a and G1b: Chertsey railway	G1b	G1b was selected as further survey work in the area identified an area of ancient woodland that Esso would seek to avoid along sub-option G1a.
G2a and G2b: River Thames	G2a with further refinements	Esso selected G2a as it has been found to have more suitable ground conditions than G2b for installation.
H1a and H1b: Queen Mary Reservoir	Both options deselected and a new route proposed	Following ongoing engagement with landowners, consultation feedback, and early involvement with contractors to review our proposals, Esso deselected both sub-options. An alternative option was proposed during a phase of Design Refinement Consultation (see Chapter Six).
H2a, H2b and H2c: Ashford Station	H2c – with further refinements	H2c was selected as the most feasible option from an engineering perspective and statutory Preferred Route consultation feedback confirming concerns related to H2a and H2b. Further technical feasibility work was carried out by Esso into H2c leading to changes that were consulted on as part of Esso's Design Refinement Consultation (see Chapter Six)
H3a and H3b: Thomas Knyvett College	H3b	H3b was selected as a more direct option and following statutory consultation feedback. This option was also linked more closely to H2c.

## 5.22 Next steps

- 5.22.1 Following the close of the Preferred Route consultation and consideration of feedback, Esso held a second phase of statutory Design Refinements consultation on design refinements. This targeted statutory consultation and the engagement carried out in advance of it is detailed in Chapter Six.

## 6. Design Refinements consultation (second statutory consultation)

### 6.1 Introduction

- 6.1.1 This chapter describes the second phase of statutory consultation – the Design Refinements consultation - carried out by Esso between 21 January 2019 and 19 February 2019 – a total of 29 days (and therefore in excess of the 28-day statutory minimum). This chapter also outlines the engagement undertaken between the close of the Preferred Route consultation on 19 October 2018 and the launch of the Design Refinements consultation (see 6.3).
- 6.1.2 The Design Refinements consultation was carried out as a further phase of statutory consultation (following the Preferred Route consultation). This phase of consultation was carried out because – in discharging Esso’s duty to have regard to views expressed during Preferred Route consultation – Esso identified opportunities to make specific, targeted changes to the proposals presented at the Preferred Route consultation. This included 17 ‘design refinements’ (see 6.5) and six temporary logistics hubs (see 6.5).
- 6.1.3 This phase of consultation was carried out on a statutory basis due to the need to consult newly affected persons with an interest in land (PILs) under section 42 as a result of the refinements or introduction of the logistics hubs. As a result, Esso decided to carry out consultation on a statutory basis.
- 6.1.4 Esso developed its approach to the Design Refinements consultation in-line with the Statement of Community Consultation and in consideration of the nature of each design refinement and logistics hubs. This resulted in a bespoke approach to consulting prescribed consultees and local planning authorities, those with an interest in land and local communities. At the same time, the Design Refinements consultation was open to anyone who wished to take part.
- 6.1.5 Esso recognised that prescribed consultees and local planning authorities may have comments on any, or all, of the design refinements or temporary logistics hubs. Esso therefore consulted all prescribed bodies and local planning authorities as required by section 42(1)(a)(b)&(c). More details can be found in 6.7.



- 6.1.6 For those with an interest in land, Esso consulted newly identified landowners affected by any of the design refinements or logistics hubs as required by under section 42(1)(d) & section 44. Esso also consulted with those PILs who had already been consulted and were affected by any of the design refinements or logistics hubs. More details can be found in 6.8.
- 6.1.7 For local communities, Esso identified which design refinements may have an impact on communities in the vicinity of the section of the route subject to consultation and then carried out promotional activity to directly inform these communities of the Design Refinement consultation. Esso also recognised that logistics hubs would be of interest to the local community and carried out promotional activity to inform the community in the vicinity of each logistics hub of the Design Refinements consultation.

## 6.2 Consultation purpose

- 6.2.1 The Design Refinements consultation was a follow-up to the Preferred Route consultation, which had been carried out between 6 September 2018 and 19 October 2018.
- 6.2.2 The purpose of the Design Refinements consultation was to let consultees know about proposed design refinements to the route and potential logistics hubs, and to invite views on them. The views expressed would enable Esso to reach an informed decision about the final design of the project.
- 6.2.3 The Preferred Route consultation (see Chapter Five) enabled Esso to confirm the proposals along the majority of the pipeline route. However, in some areas, the feedback, as well as findings from further technical work, meant that Esso took the decision to amend some of its proposals at specific locations along the route. This was consistent with Esso's duty to have regard to feedback and views expressed during the first phase of statutory consultation.
- 6.2.4 Esso undertook a detailed appraisal of these amendments and considered whether there was a need for additional consultation in relation to any of them, having particular regard to the degree of change, the effect on the local community and the level of public interest in them. As a result of this appraisal, it was considered that further consultation was not necessary in relation to a number of the amendments, since they were not considered to materially change Esso's proposals or the impacts associated with its proposals. However, Esso did ensure that all affected statutory consultees and local communities were informed of these amendments.
- 6.2.5 By contrast, further consultation was deemed appropriate if:
- a new person with an interest in land was affected by the amendment;
  - if an existing landowner may have been impacted significantly as a result of the amendment;
  - if there was a different impact to a sensitive environmental receptor (such as a listed building); or
  - if there was a significant community impact as a result of the amendment.
- 6.2.6 The amendments that triggered the need for further consultation were then referred to as Design Refinements.

- 6.2.7 As noted, amendments that did not trigger further consultation were published (alongside the outcomes of the Design Refinements consultation) as part of the final route announcement on 27 March 2019 (see Chapter Seven).
- 6.2.8 At this stage, Esso also consulted on the locations and details of temporary logistics hubs designed to support installation of the pipeline. Esso introduced these at this stage as, following the Preferred Route consultation, it was now clearer where the proposed pipeline route could be installed. See 6.5 for more information on the temporary logistics hubs.
- 6.2.9 The promotion of the Design Refinements consultation was targeted in areas where design refinements were required or where temporary logistics hubs were proposed. The consultation was open to anyone who wished to take part.
- 6.2.10 This approach to the Design Refinements consultation complied with that set out in Chapter 12 of the SoCC, which can be found in Appendix 4.8 and outlined Esso's approach to any targeted consultation(s).

## 6.3 Preparing for launch of the Design Refinements consultation

- 6.3.1 Following the close of the Preferred Route consultation on 19 October 2018, Esso engaged with relevant project consultees in order to outline next steps for the project.
- 6.3.2 The focus of this engagement was to discuss the outcome of the Preferred Route consultation and design refinements Esso was considering that were relevant to individual local planning authorities and key environmental bodies. Esso also discussed the approach to the Design Refinements consultation.
- 6.3.3 The following bodies were approached in October 2018 and November 2018 with the offer of a meeting:
- London Borough of Hounslow
  - Spelthorne Borough Council
  - Runnymede Borough Council
  - Surrey Heath Borough Council
  - Rushmoor Borough Council
  - Hart District Council
  - East Hampshire District Council
  - Winchester City Council
  - Eastleigh Borough Council
  - Surrey County Council
  - Hampshire County Council
  - South Downs National Park Authority
  - Environment Agency
  - Natural England
  - Historic England
  - Forestry Commission
  - Surrey Wildlife Trust
  - Public Health England
  - Health and Safety Executive
  - Network Rail
- 6.3.4 Any organisation that expressed an interest in meeting was met. As a result, Esso met with the following organisations during this period (some meetings occurred during consultation):
- Runnymede Borough Council – 29 October 2018
  - Surrey Heath Borough Council – 31 October 2018
  - Spelthorne Borough Council – 12 November 2018
  - Rushmoor Borough Council – 29 November 2018
  - Surrey County Council – 29 November 2018
  - Hampshire County Council, Eastleigh Borough Council and Winchester City Council (one meeting) – 3 December 2018

- South Downs National Park Authority – 20 December 2018
- Health and Safety Executive – 11 January 2019
- Hampshire County Council Highways – 6 February 2019
- Network Rail – 7 February 2019

6.3.5 Esso also convened an environmental stakeholder workshop on 27 November 2018 (held at Jacobs' Winnersh office) in order to facilitate a discussion that covered feedback on the Scoping Report (see Chapter Three), responses to consultation and as a way to present proposals for the Design Refinement consultation. Attendees at this meeting were as follows:

- Natural England
- Hart District Council (ecology lead)
- Spelthorne Borough Council (contaminated land)
- Surrey Wildlife Trust

6.3.6 The Environment Agency, Historic England and the Forestry Commission were unable to attend the meeting on 27 November 2018, so separate meetings were held as follows:

- Historic England – 17 January 2019
- Environment Agency – 24 January 2019
- Forestry Commission – 28 February 2019

6.3.7 At each meeting, Esso described the proposed route and highlighted the potential design refinements. These design refinements are outlined in 6.5. Esso also outlined the proposed approach to the Design Refinements consultation, how this would be carried out (in line with Chapter 12 of the SoCC) and explained next steps for the project. This included the proposed approach to developing Statements of Common Ground.

6.3.8 On 3 January 2019, Esso emailed a briefing note on next steps for the project to those Members of Parliament, planning officers at local authorities, and both county and district ward members that were along the route of the proposed pipeline. This briefing note was also shared with ward councillors along the route on 7 January 2019. This briefing note can be found in Appendix 6.1 and provided an overview of the Design Refinements consultation and its contents ahead of the launch on 21 January 2019. The briefing note was accompanied by the offer of a meeting, although no meetings were arranged (save those outlined above).

6.3.9 In advance of the start of the Design Refinements consultation, Esso also engaged with previously identified landowners and new landowners that might be affected by any of the design refinements proposed.

6.3.10 As part of this process, Esso invited newly identified landowners to four drop-in events. These were held in the following locations on the following dates:

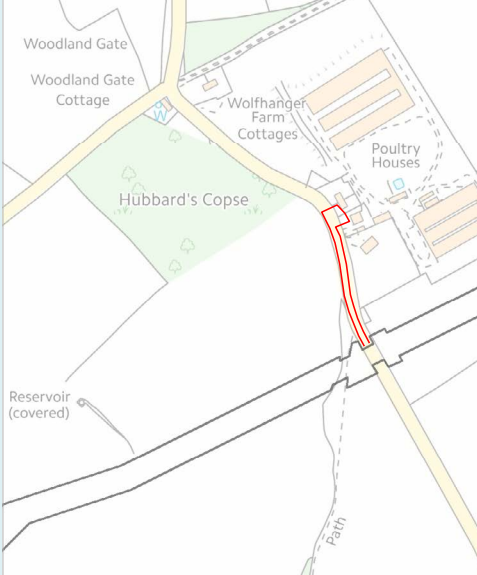
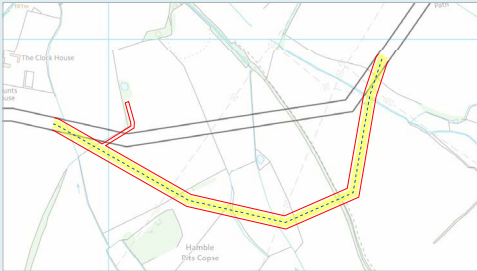
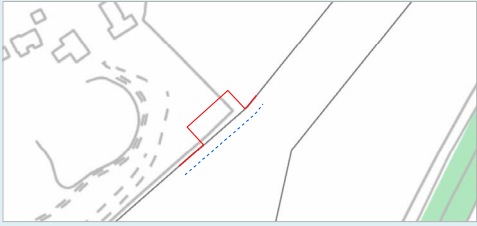
- Farnborough Borough Cove Cricket Club – 4 December 2018 (three attendees)
- Chobham Parish Pavilion – 5 December 2018 (five attendees)
- Ashford Community Centre – 6 December 2018 (17 attendees)
- Frimley Green Working Men’s Club – 7 December 2018 (three attendees)

## 6.4 Parish council engagement

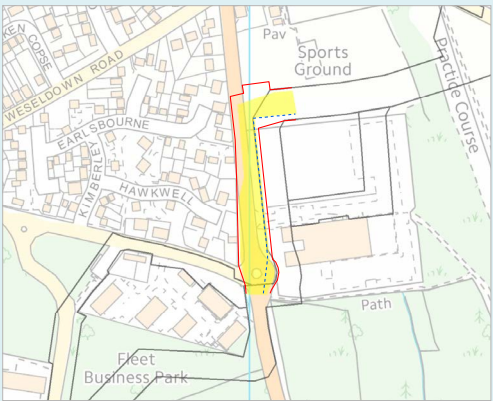
- 6.4.1 Ahead of the Design Refinements consultation, Esso adopted a proportionate approach to engagement with parish councils in order to offer meetings to those parishes in areas where design refinements would be required. As a result, meetings were held with:
- Windlesham Parish Council (including representatives from the Windlesham Society) – 9 January 2019
  - Church Crookham Parish Council – 16 January 2019
  - Chobham Parish Council – 17 January 2019
- 6.4.2 A meeting was also offered to Bishops Sutton Parish Council to discuss the proposed logistics hub (see 6.5.4 for more information) close to the village of Ropley in Hampshire, but this offer was not taken up.
- 6.4.3 Both Spelthorne, Runnymede and areas of Surrey Heath are unparished, so the project team also sought to engage established resident associations in these areas as representatives of the local community. As with parish councils, the purpose was to provide local communities and residents with an update on the project and likely emerging proposals for design refinements in their area. To this end, meetings were held with:
- Ashford North Residents Association – 19 January 2019
  - Laleham Residents Association – 7 February 2019
- 6.4.4 A further meeting was held with Shepperton Residents Association after the close of the Design Refinements consultation. This was in response to a request for a meeting from the Association made on 9 February 2019.

## 6.5 What was consulted on at the statutory Design Refinements consultation

- 6.5.1 As in the statutory Preferred Route consultation, Esso presented the design refinements according to the section of the route in which they appeared. This was to make it easier for people to navigate changes in their area. There were eight geographical route sections (A-H) which contained 17 design refinements and six proposed locations for logistics hubs.
- 6.5.2 The design refinements Esso presented to the public at the Design Refinements consultation are shown in the table below. For reference, the order limits show the design refinement consulted on highlighted in yellow. The previously consulted on areas are shown in grey. This is consistent with how the design refinements were presented to the public at the consultation.

	Section	Name	Refinement	Location
1	Section B (Bramdean to south of Alton)	Uncle Bills Lane	Extension to the Order Limits at Uncle Bills Lane to link a valve to a local power source. Valves are used along the length of the pipeline to control the flow of aviation fuel.	
2	Section C (South of Alton to Crondall)	Water Lane	Order Limits revised both sides of Water Lane to avoid sensitive environmental features and an area of Ancient Woodland.	
3	Section C (South of Alton to Crondall)	Froyle Park (Great crested newt mitigation area)	Extended Order Limits close to Froyle Park to include a nearby pond for great crested newt relocation.	



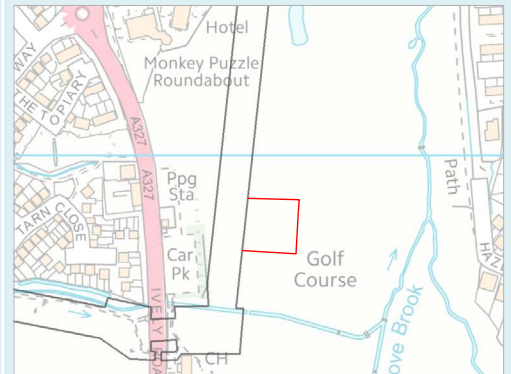
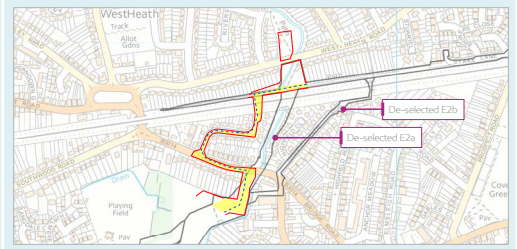
4	Section D (Crandall to Farnborough)	Beacon Hill Road	<p>Amendment to the Order Limits along Beacon Hill Road to take account of development plans in the immediate area. The amendment moved the Order Limits of the pipeline route and installation area west to include Beacon Hill Road and the verge. Esso did not identify any new or different environmental impacts, however, Esso noted that communities close to the refined Order Limits may experience short-term disruption during installation.</p>	 <p>The map displays a section of Beacon Hill Road running vertically. To the west of the road are residential streets: WESELDOWN ROAD, EARLSBOURNE, KIMBERLEY, and HAWKWELL. To the east, there is a Sports Ground with a Pav (pavilion) and a Practice Course. Further east is a Path. At the bottom of the map is Fleet Business Park. A yellow highlighted area along Beacon Hill Road indicates the refined Order Limits for the pipeline route and installation.</p>
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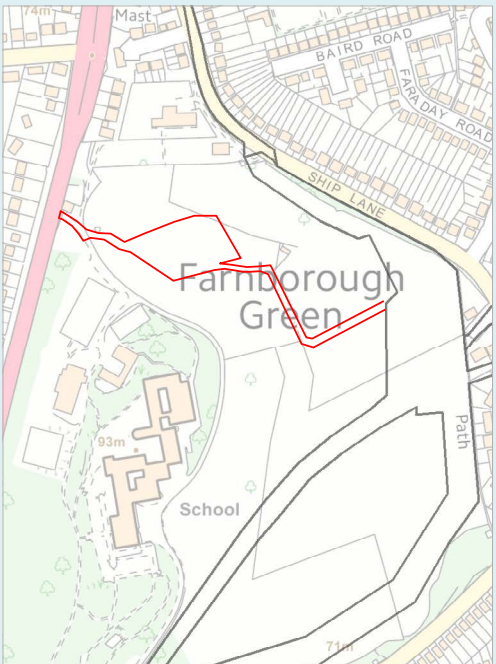
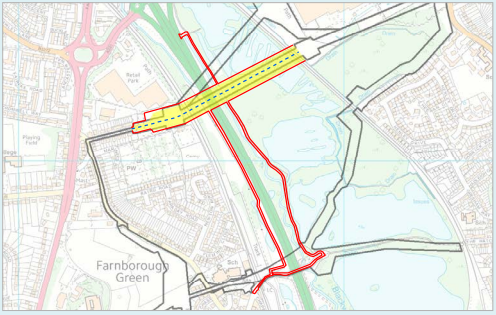
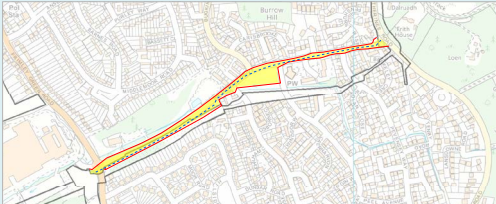
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Section E  
(Farnborough to Bisley  
and Pirbright  
Ranges)

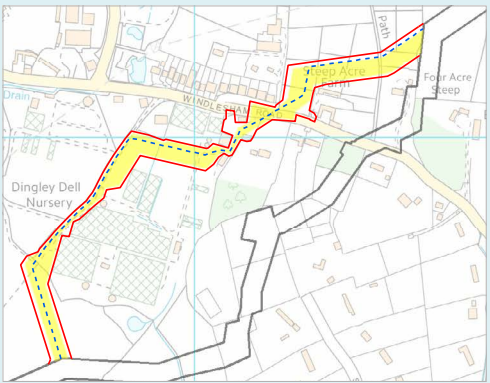
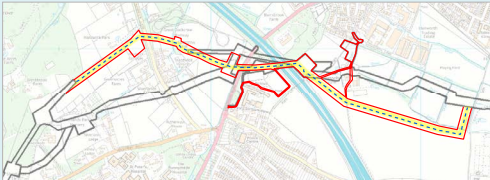
Cove Road &  
Southwood  
Golf Course

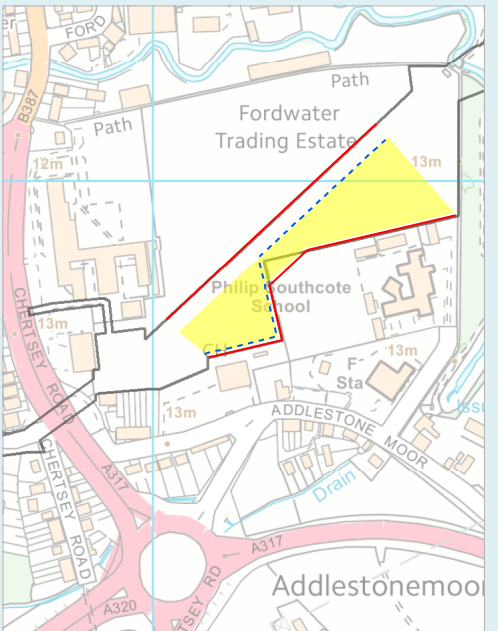
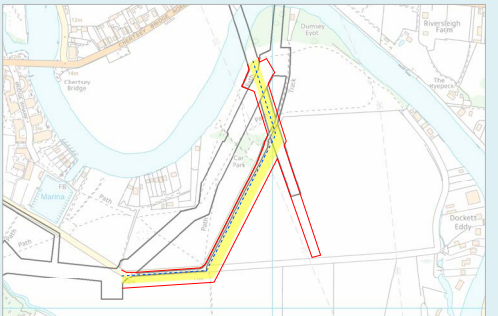
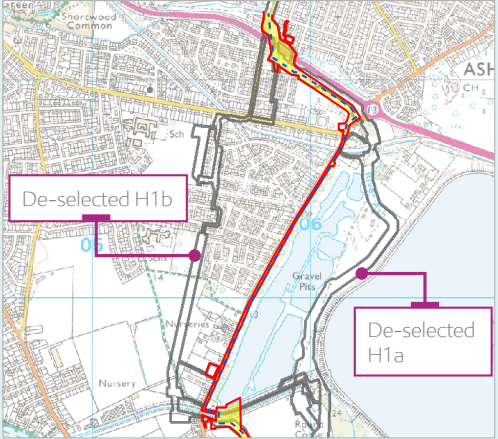
A new route was identified following feedback from stakeholders and the community as well as further technical work in the area. The new route identified an alternative way to reduce impacts on narrow residential roads, footpaths and Cove Brook Park while establishing the most appropriate way to cross the railway. The new route proposed an open cut trench through Cove Brook Park into Cove Road and Nash Close. Trenchless technology would be used to cross the railway. A small compound was also introduced to the north of West Heath Road for temporary materials storage. At Southwood Golf Course, there was a change in the position of a temporary compound from Cove Brook to the former Southwood

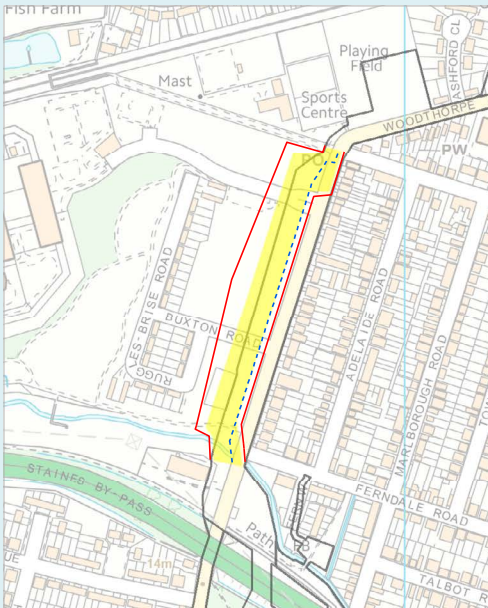
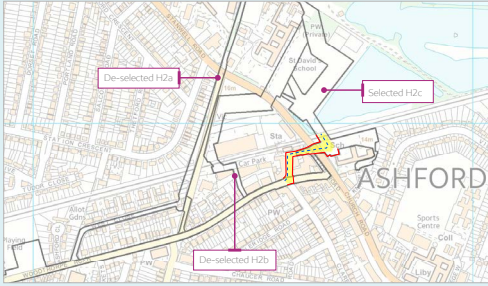


6	Section E (Farnborough to Bisley and Pirbright Ranges)	Farnborough Hill School	Introduction of a temporary compound and access route through the school grounds that affected a new area of land.	
7	Section E (Farnborough to Bisley and Pirbright Ranges)	Blackwater River Valley	Following engineering studies and further surveying, Esso amended the Order Limits in the area to allow for potential access if the use of trenchless technology could not be used to cross the river valley.	
8	Section E (Farnborough to Bisley and Pirbright Ranges)	Balmoral Drive	An amendment that avoided newly identified underground services and narrow residential areas associated with the previous proposal.	

9	Section F (Bisley and Pirbright Ranges to M25)	Windle Brook Crossing	An alternative alignment to cross Windle Brook crossing in order to reduce impacts on landowners in the area. This proposal included crossing the brook using trenchless techniques.	
10	Section F (Bisley and Pirbright Ranges to M25)	Blind Lane	An amendment to reduce the proximity of the proposed pipeline to a residential property. The amendment took the proposed pipeline to the north of Blind Lane, rather than the south as had previously been proposed.	

11	Section F (Bisley and Pirbright Ranges to M25)	South of Windlesham	Following landowner feedback, Esso made an amendment that moved the route to the north-west of the previous alignment. This moved the replacement pipeline closer to the existing route and reduced potential tree removals.	
12	Section G (M25 – M3)	Hardwick Lane to Pannells Farm (spans section F and G)	Following feedback to the Preferred Route consultation, there was an amendment to the alignment crossing below the M25 from Hardwick Lane to Pannells Farm. This amendment was designed to reduce the impact on commercial and residential buildings and largely avoid a newly identified Site of Interest for Nature Conservation (SINC).	

13	Section G (M25 – M3)	Philip Southcote School	An amendment to the Order Limits and Limits of Deviation in the corner of the playing field at Philip Southcote School. This would allow for a larger area to install the replacement pipeline within Abbey Rangers FC grounds.	
14	Section G (M25 -M3)	Chertsey Meads	To cross the River Thames, Esso amended the Order Limits at Chertsey Meads to accommodate feedback from Runnymede Borough Council regarding floral biodiversity within Chertsey Meads.	
15	Section H (M3 to the West London Terminal storage facility)	Ashford Road	An alternative route was introduced following public feedback and further technical studies associated with the two previously presented proposals for the area. The new route introduced impacts on road users but would follow the verge on the eastern edge of the road as closely as possible.	

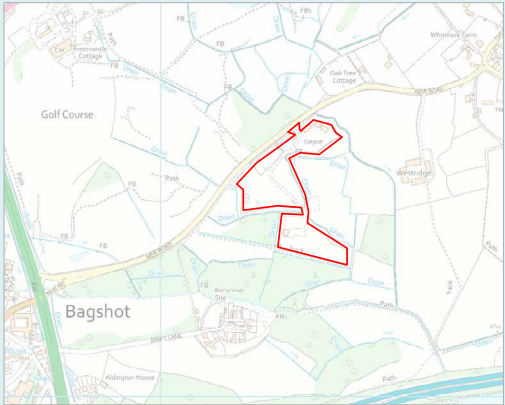

16	Section H (M3 to the West London Terminal storage facility)	Woodthorpe Road	Following feedback from the Preferred Route consultation regarding disruption along the road, Esso moved the Order Limits to the west of Woodthorpe Road. This introduced a larger potential impact on local recreational areas.	
17	Section H (M3 to the West London Terminal storage facility)	Ashford Station Approach	Following feedback from the Preferred Route consultation and further technical work, Esso introduced an alternative option at Ashford Station. The proposed amendment avoided the need to close Station Road by moving the route into Station Approach. This would maintain traffic flow around the station but introduce the temporary suspension of parking along Station Approach.	

6.5.3 As part of the Design Refinements consultation, Esso also consulted on six locations for temporary logistics hubs. The temporary logistics hubs were introduced at this stage following the confirmation of the majority of the preferred route, which allowed Esso to assess storage options for the replacement pipeline during installation and locations which could support installation of the replacement pipeline.

6.5.4 The locations of the temporary logistics hubs were presented as follows:

Number	Name	Location
1	A31, Ropley Dean	
2	A31/A32 Junction, Northfield Lane, Alton	
3	Hartland Park, Farnborough	



4	Deepcut Bridge Road, Frimley Green	
5	M3 Junction 3, New Road, Windlesham	
6	Littleton Lane, Shepperton	

6.5.5 Esso also outlined in the Design Refinements consultation brochure where feedback had resulted in the removal of sub-options which were consulted on during the Preferred Route consultation.

## 6.6 Helping people understand the design refinements

- 6.6.1 To help those taking part understand the design refinements, a range of material was produced and published at the launch of the consultation.
- 6.6.2 As with the previous consultations, the materials provided varying levels of detail to allow people to engage with the project in a manner they were comfortable with. All materials had a strong visual element, to help explain more complex aspects of the proposals.
- 6.6.3 The materials published for the Design Refinements consultation were:
- **Consultation brochure** – an overview of the 17 design refinements as well as details of the six logistics hubs. It included the context of the Design Refinements consultation and what Esso was seeking comments on. It also explained how people could take part in the Design Refinements consultation. A copy of the response form was included at the back of the brochure. (Appendix 6.2).
  - **Ashford Road, Cove Road and logistics hubs leaflets** – Esso produced tailored leaflets (Appendix 6.3) for residents along Ashford Road, Cove Road and within 50 metres of the six proposed logistics hubs. These were developed due to the nature of these proposals, which either had multiple changes in their area or introduced wider potential community impacts (such as traffic management). The leaflets included an overview of the design refinements (or logistics hubs), including relevant maps, as well as details of the consultation exhibitions and how to take part in the consultation.
  - **Design refinements postcard** – these postcards (Appendix 6.4) were specific to areas with simpler design refinements which required less detailed information. These were at Balmoral Drive and Beacon Hill Road. They provided an overview of the design refinement, details of the consultation and more information on where to find out more, including details of the community exhibition. These were sent to residents living close to these refinements (see Appendix 4.8 for the methodology).
  - **Response form** – an easy way for people to record and submit their feedback on the design refinements (Appendix 6.5).
  - **Project website** – updated with details of the design refinements and related consultation materials. It included an interactive map, showing the refinements and logistic hubs. To support this, an e-newsletter (Appendix 6.6) was issued to those who had subscribed via the website, which explained that the Design Refinements consultation had been launched and linked to the updated website.
- 6.6.4 Esso continued to ensure materials were accessible and these materials were available in large or alternative formats on request. No requests for additional materials were received.

## 6.7 Consulting bodies under section 42(1)(a)(b) & (c)

- 6.7.1 Chapter Four describes how Esso identified the prescribed bodies and local authorities relevant for the project.
- 6.7.2 One additional consultee under section 42(1)(a) was identified as a result of the design refinements. Bishop's Sutton Parish Council was identified as the relevant parish council for the A31, Ropley Dean logistics hub. No additional section 42(1)(b) consultees were identified.
- 6.7.3 On 21 January 2019, Esso contacted all prescribed bodies and local authorities under section 42(1)(a)(b) & (c) by email (Appendix 6.7), with:
- a letter (Appendix 6.8) explaining the Design Refinements consultation and why the organisations were being contacted. The letter also explained how they could take part in the consultation and provided details of events. It explained the deadline for consultation responses was 23:59 on 19 February 2019 (therefore in excess of the 28-day statutory minimum required).
  - details of how to view consultation documents on the project website (these were not included in the email due to file sizes).

## 6.8 Consulting those with an interest in land under section 42(1)(d) and section 44

6.8.1 Esso consulted those with an interest in land affected by the design refinements or logistics hubs as part of the Design Refinements consultation. Esso's communications with those with an interest in land at this stage consisted of two groups:

- Newly identified PILs – as a result of the design refinements and logistics hubs put forward for the Design Refinements consultation, Esso identified new potential land interests. These people with an interest in land were sent a letter (Appendix 6.9) explaining the project and why they were being contacted, along with a map of their particular land holding.

New PILs were also sent a copy of the Design Refinements consultation brochure (Appendix 6.2). To help them understand the proposals in context and allow comments to be made on the proposals more generally, a copy of the Preferred Route consultation brochure (Appendix 5.1) was also provided.

- People previously consulted who may now be PILs due to a route refinement – Esso also wrote to a total of 1,493 people who had been contacted at earlier stages of consultation and who may now have an interest in land affected by any of the design refinements. These PILs were sent a letter (Appendix 6.10), which explained the Design Refinements consultation and how to take part, along with a map of their land holding. They were also sent a copy of the Design Refinements consultation brochure.

6.8.2 Materials sent to the above groups were issued on 21 January 2019. The letters explained that the deadline for feedback to the Design Refinements consultation was 23:59 on 19 February 2019 (therefore in excess of the 28-day statutory minimum required).

6.8.3 Esso also wrote to landowners whose land was no longer impacted as a result of a design refinement.

6.8.4 In the same way as at the Preferred Route and Corridor Options consultations, a chapter of the Design Refinements consultation brochure was dedicated to explaining how Esso would work with landowners, with explanations of land rights and easements agreements.

## 6.9 Notifying the Secretary of State

- 6.9.1 Esso notified by letter (Appendix 6.11) the Secretary of State of the Design Refinements consultation on 18 January 2019 as an update to the section 46 notification issued in advance of the Preferred Route consultation on 5 September 2018.
- 6.9.2 This update letter outlined Esso's intention to hold a targeted, location specific consultation in relation to the proposed application and included electronic copies of the following consultation documents:
- Design Refinements consultation brochure (Appendix 6.2)
  - Design Refinements response form (Appendix 6.5)

## 6.10 Complying with the SoCC at the Design Refinements consultation

- 6.10.1 As outlined in Chapter Four, Esso published its SoCC on 6 September 2018 (Appendix 4.8). The SoCC was developed in compliance with requirements for preparation and publication as set out in the Act. Section 6.10.6 of this report details how Esso complied with these requirements.
- 6.10.2 In Chapter 12 of the SoCC, Esso acknowledged there may be changes to the proposals presented at the first phase of statutory consultation (the Preferred Route consultation). Esso noted that if changes were judged to be significant or if new statutory consultees were affected, there would be a further targeted consultation to ensure that those potentially affected by those changes had an opportunity to comment on them.
- 6.10.3 Chapter 12 also stated that the notification and development of consultation materials to support a further phase of targeted consultation would be tailored to the relevant recipients for each proposed change.
- 6.10.4 As outlined in section 6.5 the focus of the Design Refinements consultation was on 17 refinements and the location of six proposed logistics hubs. As such, Esso judged the scheme to be substantially the same as that which was consulted on at the Preferred Route consultation. Esso therefore considered its SoCC remained valid and did not consider it necessary to publish a new SoCC.
- 6.10.5 Instead, and in line with Chapter 12 of the SoCC, Esso undertook to carry out a targeted consultation, which was proportionate while meeting the general principles of the SoCC.
- 6.10.6 In a small number of areas, Esso felt that activities outlined in its SoCC were not proportionate to the nature of the Design Refinements consultation. The table below shows the commitments in the SoCC and how Esso interpreted these at the Design Refinements consultation:

Where in SoCC	Commitment (as appeared in the SoCC published at the launch of the Preferred Route consultation)	How Esso fulfilled this commitment
Chapter 5 (p8)	<p><b>Preliminary Environmental Information Report</b></p> <p>We will make the full Preliminary Environmental Information (PEI) Report available and include a non-technical summary of this information within the project's consultation brochure.</p>	<ul style="list-style-type: none"> <li>• No update to the PEI was published at the Design Refinements consultation as the 17 refinements were not deemed as having worse environmental impacts than those already consulted on.</li> <li>• Additional environmental information about the potential impacts from the six temporary logistics hubs was published within consultation materials.</li> <li>• The PEI published at the Preferred Route consultation continued to be available on the website throughout the Design Refinements consultation.</li> <li>• Reference copies of the PEI were available at all consultation events.</li> </ul>

Chapter 6  
(p9)

### **Direct mail leaflet**

This is a printed leaflet that will summarise the proposed scheme and Preliminary Environmental Information, consultation activities such as local event and how to take part. It will be sent by post. As a minimum, the direct mail leaflet will target those people who live in the vicinity of the land or land parcels required by the scheme (the order limits). This area will be expanded to capture homes that are next to roads that are within the order limits. To implement this, a 50 metre postcode buffer zone around the order limits will be applied. All properties within this zone will receive a direct mail leaflet.

- Direct mail leaflet (or postcard) issued (Appendix 6.3 and 6.4) at the launch of Design Refinements consultation to those living within 50m of a refinement, or logistics hub, that had a wider community impact (see 6.11).
- A total of 2,274 residents were sent direct mail.
- It was made clear within all direct mail leaflets that print copies of any of the materials would be made available on request, and details of information points with internet access were available on request.
- Materials were issued to coincide with the launch of the Design Refinements consultation, on 21 January 2019, providing a period in excess of the minimum statutory 28 days to respond to the consultation.



<p>Chapter 6 (p9)</p>	<p><b>Newspaper adverts</b>          Adverts in local newspapers will provide information about the consultation, where the SoCC can be viewed and the public event dates. The local newspapers selected will provide coverage of the order limits. Given the nature of local newspapers, the catchment area will include a large proportion of communities surrounding the scheme. These local newspapers are listed in Appendix A.</p>	<ul style="list-style-type: none"> <li>• Esso took a proportionate approach to advertising in local newspapers included in Appendix A of the SoCC.</li> <li>• Esso identified newspapers that provided coverage of the order limits of the refinements and logistics hubs and advertised in these (see 6.12 for more information).</li> <li>• Esso also advertised in the Heathrow Villager in response to feedback at the Preferred Route consultation.</li> <li>• The adverts included information about the consultation and the exhibitions. They also pointed to the website, where all of the consultation materials were available (and where the SoCC remained available).</li> </ul>
<p>Chapter 6 (p9)</p>	<p><b>Newspaper adverts</b>          As per section 48 requirements, our proposals will be advertised nationally. The national publications selected are the London Gazette and The Times</p>	<ul style="list-style-type: none"> <li>• Due to the targeted and location specific nature of the design refinements, Esso did not consider it appropriate to conduct further publicity under section 48, which is intended to reach the wider public outside the vicinity of the project.</li> </ul>

<p>Chapter 6 (p9)</p>	<p><b>Press release</b> A press release will provide information about the consultation events and how people can participate and respond to the consultation. The press release will be issued to all local newspapers listed in Appendix A. The catchment area will include a large proportion of communities surrounding the scheme.</p>	<ul style="list-style-type: none"> <li>• Having provided press releases to publications in Appendix A at the previous stages of consultation, Esso refined its approach at the Design Refinements consultation.</li> <li>• A press release was issued to those publications that had covered the project previously and those within the vicinity of the design refinements and temporary logistics hubs.</li> <li>• This press release was issued on 21 January 2019 and a list of the publications it was sent to is available in section 6.12.8.</li> <li>• In total, seven pieces of media coverage were published during the Design Refinements consultation.</li> </ul>
<p>Chapter 6 (p9)</p>	<p><b>Website</b> The website will contain all consultation material. The web address will be included on all printed materials, including adverts.</p>	<ul style="list-style-type: none"> <li>• All material published for the Design Refinements consultation was available from the website at the launch of the Design Refinements consultation.</li> <li>• Printed materials, including the Design Refinements consultation brochure (Appendix 6.2), direct mail leaflets (Appendix 6.3), postcards (Appendix 6.4) and newspaper adverts (see Appendix 6.15 for the newspaper coverage document) included the website address.</li> <li>• Over 3,200 people visited the project website during the Design Refinements consultation.</li> </ul>

Chapter 6 (p9)	<p><b>E-newsletter</b> E-newsletter to summarise the proposed scheme consultation activities, such as local event and how to take part in the consultation.</p>	<ul style="list-style-type: none"> <li>• An e-newsletter (Appendix 6.6) was sent on day of launch of the Design Refinements consultation.</li> </ul>
Chapter 6 (p10)	<p><b>Information points</b> Reference copies of consultation materials for those who prefer to view hard copy documents, or may have limited access to the internet, will be made available locally. This will include the:</p> <ul style="list-style-type: none"> <li>• Consultation Brochure (including Non-Technical Summary of the Preliminary Environmental Information)</li> <li>• Direct mail leaflet</li> <li>• Map book</li> <li>• SoCC</li> <li>• Deposit points are listed in Appendix D.</li> </ul>	<ul style="list-style-type: none"> <li>• Esso took a proportionate approach to information points at the Design Refinements consultation.</li> <li>• Due to the targeted nature of the Design Refinements consultation, Esso did not place hard copy documents at information points.</li> <li>• However, the leaflets and postcards sent to residents explained that people could contact Esso to be directed to their nearest information point that had internet access, where digital copies of the documents could be viewed on the website.</li> <li>• Esso received no requests for directions to an information point.</li> </ul>
Chapter 6 (p10)	<p><b>Posters</b> Posters will be provided to information deposit points (see Appendix D) to be displayed locally. Copies of the posters will also be available on request. Consultation events</p>	<ul style="list-style-type: none"> <li>• Due to the targeted nature of the Design Refinements consultation, Esso did not feel it necessary to provide posters.</li> </ul>

<p>Chapter 6 (p10)</p>	<p><b>Consultation events</b> A minimum of eight events will be held along the proposed scheme. These will be located taking account of our experience from the corridor options consultation. Should there be less than eight events due to unforeseen circumstances, such as extreme weather, additional events will be rearranged within the consultation period as appropriate, and details will be published on our website.</p>	<ul style="list-style-type: none"> <li>• Esso took a proportionate approach to exhibitions at the Design Refinements consultation.</li> <li>• Two exhibitions were held during the Design Refinements consultation, in areas where there was considered to be a wider community impacts – Farnborough and Ashford.</li> <li>• Details of the events were included in the newspaper adverts (Appendix 6.15), direct mail leaflets and postcards (Appendix 6.3 and 6.4) and on the project website.</li> <li>• A total of 225 people visited the Design Refinements consultation exhibitions.</li> <li>• No events were adversely affected by unforeseen circumstances.</li> </ul>
<p>Chapter 6 (p10)</p>	<p><b>Elected representatives</b> A letter will be sent to elected members (County, District and Borough wards) to announce the consultation and direct elected members to the consultation materials. Where possible, this will be sent by email. If email is not available, it will be sent by post. The letter will be sent to all elected members representing County, District and Borough wards crossed by the proposed pipeline route.</p>	<ul style="list-style-type: none"> <li>• Esso contacted all councillors at county or borough level representing wards crossed by the proposed pipeline route.</li> <li>• These councillors (total: 142) were issued with a letter (by email or post) that provided details of the Design Refinements consultation, explained the activities Esso was undertaking and advised where further information could be found (Appendix 6.7 and 6.8).</li> <li>• Materials were issued to coincide with the launch of the Design Refinements consultation, on 21 January 2019.</li> </ul>

<p>Chapter 6 (p10)</p>	<p><b>Community and local interest groups</b> A letter will be sent to community or representative groups and local interest groups to announce the consultation and direct readers to the consultation materials. This letter will also encourage these groups to disseminate information about the consultation. This will either be sent by post or by email, if known. This will be sent to the identified:</p> <ul style="list-style-type: none"> <li>• community and representative groups (including residents associations); and</li> <li>• local interest groups that have been identified to us and are listed in Appendix C</li> </ul>	<ul style="list-style-type: none"> <li>• Esso identified a range of community and local interest groups that may have an interest in the project (see Chapter Four for more details).</li> <li>• A list of community and representative groups identified is available at Appendix 6.12.</li> <li>• A list of local interest groups identified is available in Appendix 6.13.</li> <li>• These groups (total: 57) were issued with a letter by email that provided details of the Design Refinements consultation, explained the activities Esso was undertaking and advised where further information could be found (Appendix 6.7).</li> <li>• Materials were issued to coincide with the launch of the Design Refinements consultation, on 21 January 2019.</li> </ul>
<p>Chapter 6 (p10)</p>	<p><b>Social media</b> Neutral social media content will be produced and sent to the local authorities listed in Appendix E (p25). We will also make this available to any community or local interest groups upon request.</p>	<ul style="list-style-type: none"> <li>• While bespoke social media content was not provided, Esso did provide the media release should local authorities wish to publish it or use it in part on social media channels.</li> <li>• Esso provided this information on 21 January 2019.</li> </ul>
<p>Chapter 6 (p10)</p>	<p><b>Parish councils</b> Neutral newsletter content will be produced and sent to local parish councils.</p>	<ul style="list-style-type: none"> <li>• On 21 January 2019, Esso provided the media release to parish councils, which provided information that could be used on websites, social channels and newsletters.</li> </ul>

Chapter 6 (p11)	<p><b>Hard to reach groups</b></p> <p>We will put in place proportionate and suitable approaches to provide access to the consultation according to the needs of these groups. This may include home visits, materials in other formats or translations, bespoke presentations, information in specific publications or dissemination of information via representative organisations.</p>	<ul style="list-style-type: none"> <li>• Esso contacted hard to reach groups at the launch of the Design Refinements consultation – Appendix 6.14.</li> <li>• Esso received no requests for additional format consultation materials.</li> </ul>
Chapter 6 (p11)	<p><b>Hard to reach groups</b></p> <p>Before the start of consultation, we will contact community and representative organisations to understand any particular approaches that might be implemented as part of the consultation.</p>	<ul style="list-style-type: none"> <li>• Esso wrote to all identified hard to reach groups (see Appendix 6.14) at the launch of the Design Refinements consultation. A copy of this letter is available at Appendix 6.7.</li> </ul>
Chapter 6 (p11)	<p><b>Local interest groups</b></p> <p>We have identified a number of local interest groups who may have particular knowledge or specialisms that could help inform the project (such as local heritage, wildlife, recreation etc.) and will be contacting them as part of this consultation. These groups will be contacted in writing, at the start of the consultation, with information about the proposals and invited to share their views. A list of the bodies that we intend to contact is in Appendix C.</p>	<ul style="list-style-type: none"> <li>• Esso engaged with the local interest groups listed in Appendix C of the SoCC at the launch of the Design Refinements consultation.</li> </ul>

<p>Chapter 7 (p12)</p>	<p><b>Preliminary Environmental Information (PEI) Report</b>  This provides information on the likely significant environmental effects of the proposed development.  It will be available in a digital format on the project website. Hard copies will be available on request.</p>	<ul style="list-style-type: none"> <li>• No update to the PEI was published at the Design Refinements consultation as the 17 refinements were not deemed as having worse environmental impacts than the preferred route consulted on at the Preferred Route consultation.</li> <li>• Additional environmental information about the potential impacts from the six temporary logistics hubs was published within consultation materials.</li> <li>• The PEI published at the Preferred Route consultation continued to be available on the website throughout the Design Refinements consultation.</li> <li>• Reference copies of the PEI were available at all consultation events and hard copies were available on request.</li> </ul>
<p>Chapter 7 (p12)</p>	<p><b>Response form</b>  This questionnaire will provide an easy way for people to record and submit their feedback on the project. It is available as an online form and will be included in the consultation brochure.  The response form will set out a series of questions about the proposals and the Preliminary Environmental Information to prompt feedback.</p>	<ul style="list-style-type: none"> <li>• The response form was designed to make it easy for people to provide comments on the design refinements and logistics hubs.</li> <li>• The response form (Appendix 6.5) was available in online format from the launch of the Design Refinements consultation.</li> <li>• The response form was available in the Design Refinements consultation brochure (Appendix 6.2).</li> <li>• A total of 61 response forms were received during the Design Refinements consultation.</li> </ul>

<p>Chapter 7 (p12)</p>	<p><b>Project website</b> The project website (<a href="http://www.slpproject.co.uk">www.slpproject.co.uk</a>) will be updated with the latest proposals. It will include the interactive map, online response form and all documents listed above.</p>	<ul style="list-style-type: none"> <li>• The project website was updated on the day of launch of the Design Refinements consultation.</li> <li>• The update included all the Design Refinements consultation materials and online response form.</li> <li>• The interactive map was also updated to show the 17 design refinements and the six logistics hubs.</li> <li>• A total of over 3,200 website visits were received during the Design Refinements consultation.</li> </ul>
<p>Chapter 7 (p12)</p>	<p><b>Accessing consultation materials</b> All material publicising the consultation and communications will provide guidance on how to access the consultation materials and learn more about the project.</p>	<ul style="list-style-type: none"> <li>• Printed materials, including the Design Refinements Consultation Brochure (Appendix 6.2), direct mail leaflet (Appendix 6.3), postcards and newspaper adverts (Appendix 6.15) included the website address where all the materials could be found.</li> <li>• The direct mail leaflet also advised that details of information points with internet access were available on request.</li> </ul>



<p>Chapter 8 (p13)</p>	<p><b>Consultation events</b>  Events will include displays showing the order limits, preferred route and area specific information, as well as background on the project.  Information will also be available on how to take part in the consultation.  Events will be publicised:</p> <ul style="list-style-type: none"> <li>• on the website</li> <li>• by adverts in local newspapers</li> <li>• in the direct mail leaflet</li> </ul>	<ul style="list-style-type: none"> <li>• Two events were held during the Design Refinements consultation.</li> <li>• Details of the events were included in the Design Refinements Consultation Brochure (Appendix 6.2), direct mail leaflets (Appendix 6.3), postcards, adverts (Appendix 6.15) and on the project website.</li> <li>• A total of 225 people visited the Design Refinements consultation exhibitions.</li> <li>• The displays available at the exhibitions included updated information including the order limits of the refinements.</li> <li>• Information on how to take part in the consultation was also available.</li> </ul>
<p>Chapter 9 (p14)</p>	<p><b>Enquiry channels</b>  The following general enquiry channels will be available throughout the consultation:</p> <ul style="list-style-type: none"> <li>• Tel: 07925 068 905</li> <li>• Email: info@slpproject.co.uk</li> <li>• Address: SLP Project, 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU</li> </ul>	<ul style="list-style-type: none"> <li>• The enquiry channels (telephone, email and post) available at the earlier stages of the project remained available throughout the Design Refinements consultation.</li> </ul>
<p>Chapter 9 (p14)</p>	<p><b>Hard copy documents</b>  One copy of each of the consultation documents (except the Preliminary Environmental Information Report) can be obtained free of charge by contacting the project team using the contact details provided.  A hard copy of the Preliminary Environmental Information Report can be provided, but this will incur a charge of £20 per copy for printing and delivery. Digital copies can be provided free of charge.</p>	<ul style="list-style-type: none"> <li>• No requests for hard copy documents were received.</li> </ul>

<p>Chapter 10 (p15)</p>	<p><b>Submitting feedback</b> Feedback can be submitted in the following ways:</p> <ul style="list-style-type: none"> <li>• Online response form.</li> <li>• Hard copy response form – a Word version is available on the project website. It is at the back of the consultation brochure which is available in hard copy at events or on request. This should be sent to the addresses set out below.</li> <li>• Free text written responses. These should be sent to the addresses below.</li> <li>• Email – to <a href="mailto:info@slpproject.co.uk">info@slpproject.co.uk</a></li> <li>• Post – FREEPOST SLP PROJECT</li> </ul> <p>Those submitting their response online or by email will receive an automatic acknowledgement of their response. Written submissions will not receive an acknowledgement.</p>	<ul style="list-style-type: none"> <li>• The response channels listed were available from the launch of the Design Refinements consultation .</li> <li>• In total, 92 pieces of feedback were received in the following ways:</li> <li>• Email/letter – 31</li> <li>• Online response form – 51</li> <li>• Hard copy response form – 1</li> <li>• Response form via email – 9</li> <li>• Details of how Esso has had regard to the feedback received is available in 6.17.</li> </ul>
<p>Chapter 11 (p16)</p>	<p><b>How we will use feedback</b> When this consultation closes, an independent consultation expert will review and analyse all responses. The consultation expert will produce a report on the views shared by anyone who submits a valid response to this consultation, highlighting any issues and concerns, and additional information provided in responses. We will also publish our response to the issues raised in the consultation and provide an overview of how the proposals have been changed as a result of consultation feedback and, where no change has been made, why the proposals have not been amended. The full consultation report and our response to the issues raised will be included in the application for development consent. These documents will be made available at information points in the local area and on the project webpage.</p>	<ul style="list-style-type: none"> <li>• Section 6.17 of the report details how Esso considered feedback received during the Design Refinements consultation.</li> <li>• This report constitutes the Consultation Report summarising the response to issues received during the Design Refinements consultation.</li> </ul>

Chapter 12  
(p17)

### **Further consultation**

Following the Preferred Route consultation, there may be changes to our proposals. If we judge that these are significant, or if new statutory consultees are affected, we will undertake a further targeted consultation to ensure that those affected by any changes to our proposals have an opportunity to comment upon them.

Design refinements may be packaged into a single consultation exercise, with the notification and consultation materials tailored to the relevant recipients for each proposed change. As with all our consultations, a design refinement consultation will be promoted via our website and open to anyone who wishes to take part. Additional promotional and notification activity will include letters or direct mail leaflets issued, as necessary, to those directly affected:

- County Councils and District Councils, via planning leads
- Parish councils, via chairpersons
- The local community
- Section 42 consultees

- The Design Refinements consultation was carried out in line with the approach set out in Chapter 12 of the SoCC (see 6.1 and 6.2 for more details).

## 6.11 Consulting the local community (section 47)

- 6.11.1 Esso took a targeted approach to consulting the local community at the Design Refinements consultation. This involved identifying where there were potentially wider community impacts from a proposed design refinement.
- 6.11.2 For these design refinements, Esso targeted an area of 50 metres around the specific design refinement or logistics hub. This was consistent with the postcode buffer zones around the Order Limits used at the Preferred Route consultation.
- 6.11.3 The materials provided were developed to ensure an appropriate level of detail for the scale of specific refinements:
- Ashford Road – residents living near Ashford Road received a tailored Design Refinements leaflet, with details of the design refinements relevant to the area, including a map.
  - Cove Road – residents living near Cove Road received a tailored Design Refinements leaflet, with details of the design refinements relevant to the area, including a map.
  - Logistics hubs – residents living near any of the six proposed logistics hubs received a leaflet. This leaflet included details of each of the logistics hubs (including a map) and an illustration of what a logistic hub was.
  - Beacon Hill – residents living near Beacon Hill received a postcard that included an outline of the design refinement and details of where more information could be found.
  - Balmoral Drive – residents living near Balmoral Drive received a postcard that included an outline of the design refinement and details of where more information could be found.
- 6.11.4 Esso consulted elected representatives (MPs, county and district councillors, parish and town councils) representing constituencies, wards or communities affected by the proposed replacement pipeline, rather than just those in areas affected by design refinements or logistics hubs.
- 6.11.5 All of these representatives were written to at the launch of the Design Refinements consultation and provided with information on how to take part in the consultation.
- 6.11.6 Esso also contacted all of the hard to reach groups and special interest groups notified at the Preferred Route consultation (see Chapter Four). These groups were sent an email with a letter, detailing the Design Refinements consultation, and information how to find out more.

## 6.12 Raising awareness of the Design Refinements consultation

### Statutory notices

- 6.12.1 Due to the targeted and location specific nature of the design refinements, Esso did not consider it appropriate to conduct further publicity under section 48, which is intended to reach the wider public outside the vicinity of the project.
- 6.12.2 Additionally, none of the content relating to the proposed application, required under Regulation 4(3) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, had changed from that contained in the notice originally published under section 48 in September 2018 (see Chapter Five), with the exception of details of how to respond to this further round of consultation and the deadline for receipt of responses. This updated information was provided in the Design Refinements Consultation Brochure (see Appendix 6.2).

### Media engagement

- 6.12.3 Esso took a proportionate approach to advertising in local newspapers at the Design Refinements consultation due to the nature of this phase of targeted, location specific consultation.
- 6.12.4 However, to be consistent with the approach set out in the SoCC, Esso identified newspapers that provided coverage in areas where design refinements and/or logistics hubs were located.
- 6.12.5 Esso also advertised in the Heathrow Villager in response to feedback received following a meeting held with Laleham Residents Association where this was identified as an important local title.
- 6.12.6 The publications used at this phase of consultation were:

Publication	Publication date
Farnham Herald Series	23 January 2019
Aldershot News & Mail Series	23 January 2019
Chronicle & Informer (Staines & Hounslow editions)	25 January 2019
Surrey Advertiser	25 January 2019
Heathrow Villager	26 January 2019

- 6.12.7 Each advert was tailored to reference the design refinements or logistics hubs most relevant to the publication area, but also included reference to the other refinements and logistics hubs being consulted on. The advert included reference to the exhibitions being held as well as how to take part in the consultation. These adverts can be found in Appendix 6.15.

6.12.8 In addition to placing adverts, Esso also issued a press release that provided details on the consultation (Appendix 6.16). The press release was sent to the following publications, which had previously reported on the project or circulated in the vicinity of a design refinement or logistics hub:

- Aldershot News and Mail Series
- Alton Herald
- Alton Post Gazette
- BBC Radio Solent
- BBC Radio Surrey
- Eagle Radio
- Farnham Herald
- Get Surrey/Surrey Live
- Hampshire Chronicle
- Hampshire Independent
- Hampshire Life
- Hampshire Observer Series
- Haslemere Herald
- Heathrow Villager
- ITV Meridian
- New Forest Post
- Southampton News Extra
- Southern Daily Echo
- Surrey & Hants News
- Surrey Advertiser
- Woking News & Mail

6.12.9 In total, seven pieces of media coverage were published during the consultation:

- Three online
- Four print (regional newspapers)

6.12.10 Examples of written coverage (print and digital) received during the Design Refinements consultation can be found in Appendix 6.17.

### **Project website**

6.12.11 The project website was updated with the new information published at the Design Refinements consultation. Changes to the website included:

- Project materials – the materials published to support the Design Refinements consultation (see above) were all available on the website and could be downloaded.

- Interactive map – an interactive map of the design refinements was available, which included a postcode search function. This interactive map allowed people to easily locate the proposals in relation to their local area. The map also included a range of additional layers (such as environmental designations, school locations or listed buildings) which could be toggled on and off.

6.12.12 Updating the project website also complied with Esso’s commitment in Chapter 12 of the SoCC which stated: a design refinement consultation will be promoted via our website and open to anyone who wishes to take part.

## Exhibitions

6.12.13 Esso held two exhibitions during the Design Refinements consultation. These were located in venues where proposed design refinements were considered to be of interest to the wider community (as opposed to those living immediately to the proposals).

6.12.14 Each exhibition included display panels showing the design refinements relevant to the area the exhibition was held in. Background to the project and information on earlier development work was also available. Copies of all the Design Refinements consultation materials and information on how to take part in the Design Refinements consultation were available, and people were able to take these away with them.

6.12.15 To ensure questions could be answered appropriately, each exhibition was staffed by members of Esso’s team from a full range of disciplines (Esso operations, engineering, environmental, community engagement, Esso’s appointed land agents etc).

6.12.16 Exhibitions were held on:

Date	Time	Venue	Attendance
5 February 2019	14:00 – 20:00	Cody Sports and Social Club, The Fairway, Old Ively Road, Farnborough, GU14 0FE	53
9 February 2019	11:00 – 17:00	Salvation Army, Woodthorpe Road, Ashford, TW15 3JY	172

6.12.17 Esso once again had a terminal at each exhibition that allowed visitors to note how satisfied they were with the materials, staff and information made available them. Of those who attended the events and used the terminal, 74 per cent were very happy with their experience.

## 6.13 Enquiry channels

- 6.13.1 Esso maintained the same enquiry channels as had been available throughout the project: telephone, email and post.



## 6.14 Responding to the Design Refinements consultation

6.14.1 There were several channels for submitting feedback, which followed those that generated feedback at the Pipeline Corridor consultation and the Preferred Route consultation.

- Response form – available on the project website, in the Design Refinements Consultation Brochure or in hard copy at events or on request
- By email – to [info@slpproject.co.uk](mailto:info@slpproject.co.uk)
- By post – FREEPOST SLP PROJECT

6.14.2 It was noted that the preferred and most efficient route to respond was to use the response form via the online portal, accessed through the project website. However, all written feedback – regardless of the method of submission – was treated equally.

## 6.15 Reach of the Design Refinements consultation

6.15.1 Esso considers the approach to its Design Refinements consultation to have been successful, as evidenced by the following results:

- 2,274 homes and businesses sent a consultation leaflet or postcard
- 1,493 PILs written to
- 466 prescribed bodies or other consultees written to
- 225 event attendees
- Seven pieces of media coverage across online, print and broadcast platforms
- Approximately 10 social media posts
- 314,835 combined readership of the publications which carried adverts
- Over 3,200 unique website hits
- Website videos viewed 42 times
- 92 pieces of feedback received

## 6.16 Responses to the Design Refinements consultation

- 6.16.1 The consultation ended on 19 February 2019 at 11:59pm. At this time, the online form was switched off, but to make allowances for any delays to postal deliveries, Esso continued to accept posted responses with a postmark date up to 25 February 2019.
- 6.16.2 During the Design Refinements consultation, the project received a total of 92 responses.
- 6.16.3 These responses were received in the following formats:
- Email/letter – 31
  - Online response form – 51
  - Hard copy response form – 1
  - Response form via email – 9
- 6.16.4 Esso also received two petitions:
- One organised by Laleham and Staines Residents Association in relation to the Section H design refinement at Ashford Road. This petition was signed by 341 residents; and
  - One organised by Residents of Nash Close in relation to Section E design refinement at Cove Road. This petition was signed by 39 residents.
- 6.16.5 For the purposes of reporting, respondents were classified by stakeholder type in line with the Act. This breakdown was as follows:
- Members of the public and organisations under section 47 and section 48 – 48 responses
  - People with an interest in land (PIL) under section 44 – 27
  - Prescribed consultees under section 42(1)(a) – 5
  - Local authorities under section 42(1)(b)(c) & section 43 – 9
- 6.16.6 The following prescribed consultees responded to Design Refinements consultation:
- Environment Agency
  - Health and Safety Executive
  - Historic England
  - National Grid Electricity Transmission PLC (NGET) and National Grid Gas PLC (NGG)
  - Royal Mail

6.16.7 The following local planning authorities responded to the Design Refinements consultation:

- Greater London Authority (via Transport for London)
- Runnymede Borough Council
- Rushmoor Borough Council
- South Downs National Park Authority
- Spelthorne Borough Council
- Surrey County Council
- Surrey Heath Borough Council
- Waverley Borough Council
- Winchester City Council

6.16.8 Responses to the Design Refinements consultation were processed by an independent consultant. The consultant produced the SLP Design Refinements Consultation Summary Report (Appendix 6.18) which summarised feedback and highlighted issues, concerns and additional responses.

6.16.9 Each response was assigned a unique reference number. Responses, other than those submitted through the online form, were scanned and transcribed verbatim into an analysis database.

6.16.10 To analyse the responses, the consultant developed a coding framework that followed the structure of the consultation questions. Each code represented a specific point, and these were grouped together according to unifying themes and sentiments. A single submission could therefore receive more than one code to cover multiple areas of interest.

6.16.11 This was consistent with the approach taken to non-statutory consultation (see Chapter Two) and the Preferred Route consultation (Chapter Four). An example of this structure is provided in the table below:

Section	Sentiment	Theme	Specific point	Final code	Explanation
Section A	Support	Environment	Reduced wildlife impact	SA – Support-Environment – reduced wildlife impact	Section A is supported because it does not affect local wildlife
	Oppose	Installation	Roads impact	SA – Oppose-Installation – roads impact	Section A is opposed because it would go through local roads

## 6.17 Findings from the Design Refinements consultation

- 6.17.1 Consultation responses were received on all but two of the design refinements (no comments were received on design refinements at Froyle Park or Philip Southcote School). Comments were received on all six of the temporary logistics hubs and provided Esso with feedback that helped refine the proposed route. A breakdown of the responses received at the Design Refinements consultation and a summary of those responses can be found in the SLP Design Refinements Consultation Summary Report (Appendix 6.18).
- 6.17.2 The sections below provide a summary of the key themes raised during the Design Refinements consultation and how Esso has had regard to them. For ease of use, these mirror the structure of the feedback form, covering open questions on the 17 design refinements and a general question on the temporary logistics hubs, as outlined in 6.5.

Consultation response theme	Response
<b>General themes raised regarding the design refinements</b>	
<b>Prescribed consultees (Section 42 and section 43)</b>	
Request that information on indirect impacts and mitigation for designated sites is covered in the Construction Environment Management Plan (CEMP)	<p>Esso has assessed the potential impacts on designated sites along the route in accordance with standard and approved Environmental Impact Assessment methodologies. The results of this work are detailed in the Environmental Statement.</p> <p>Esso has sought to avoid or reduce impacts on environmentally sensitive areas through careful corridor and route design and installation techniques. The work done to achieve this is set out in the Environmental Statement and Habitat Regulations Assessment.</p> <p>The Register of Environmental Actions and Commitments (REAC) (Chapter 16 of the Environment Statement) sets out the mitigation for the project and includes commitments regarding designated sites and species. The commitments set out in the REAC will be secured through Development Consent Order requirements such as compliance with the Code of Construction Practice in Appendix 16.1 and the production, approval and compliance with a Construction Environment Management Plan. A framework for the Construction Environment Management Plan is also included in Esso's application. Following consent, the Construction Environment Management Plan will be submitted for approval by the relevant Local Authorities. This will be a Development Consent Order requirement.</p>

Request that hydrology within the Suitable Natural Alternative Green Space (SANG) is covered in application documents	Hydrology has been considered along the entire route, including all SANG areas, as detailed within Chapter 8: Water of the Environmental Statement.
Concerns raised regarding impact on tree cover at Queen Elizabeth Park	Esso has committed to narrow working techniques within the park to limit the number of trees directly impacted. Further information is detailed in Chapter 7: Biodiversity and Chapter 10: Landscape and Visual, as well as mitigation measures set out in the Register of Environmental Actions and Commitments.
Concerns raised regarding impact to Brockwood Park and tranquillity of the area	The route does not pass through Brockwood Park. In terms of any impacts to tranquillity in the area, Chapter 10: Landscape and Visual Impacts of the Environmental Statement outlines how some short-term disruption may occur during installation. Contractors will adhere to the Code of Construction Practice (CoCP) in Appendix 16.1, the Construction Environmental Management Plan (CEMP) and other proposed DCO requirements to ensure noise, vibration and landscape impacts are managed using appropriate management measures - for example, using quieter equipment and the use of acoustic barriers around equipment and work sites.
Concerns raised regarding any impacts that diversions may create for users including bus services	Where Esso is installing along a road, the majority of highways will be kept open under careful traffic management or by using trenchless techniques to install the replacement pipeline without disturbing traffic flow on the road. Bus stops may be moved temporarily, but this is likely to be for a short period of time. Temporary lane closures and road diversions will be communicated to residents and businesses in advance.

## General Public

Request that a buffer zone is implemented around Ancient Woodland

Esso has made a commitment to design the route alignment to avoid all areas of existing classified Ancient Woodland. In response to the scoping consultation, Ancient Woodland under two hectares was also included.

Esso has calculated appropriate buffer zones, specific for each area of ancient woodland. Root protection and appropriate mitigation will be reviewed again during tree surveys before installation. This approach to root protection areas has been discussed with the Forestry Commission and was understood.

Ensure Public Rights of Way disruption is minimal and that any diversions are well advertised

Esso will aim to keep Public Rights of Way open throughout installation and give those using them priority to ensure they are able to cross safely. However, if this is not practicable, Esso will need to put temporary diversions in place and would aim to reduce the time these would be needed.

Any diversions will be discussed with the local authority and communicated and signposted locally.

## Section B - Bramdean to South of Alton

### Uncle Bills Lane

#### Prescribed consultees (Section 42 and section 43)

Concerns raised that hedgerows and trees (canopy and roots) are protected

This design refinement here is to link a valve to the nearest power connection, which is along Uncle Bills Lane. The pipeline will not be installed in this area and only relatively small cables will be laid in the road.

There are a few trees that are parallel to this stretch of road, which populate the border between the road and fields. Esso has committed to following, where practicable, the National Joint Utilities Group Guidelines for installation near trees. This includes steps to protect the tree roots. This commitment is detailed in the Register of Environmental Actions and Commitments.

Lopping of the canopy is unlikely as this is not within the Limits of Deviation. However, a view will be taken on the need to maintain a safe working area when installation of the power cable takes place.

Request that no permanent features remain (other than markers) following installation	Installation and connection to power and telecoms does not require any permanent features relating to the pipeline.
<b>Section C – South of Alton to Crondall</b>	
<b>Water Lane</b>	
<b>Persons with an Interest in Land (PILs)</b>	
Concern raised that the refinement will increase severance Concern raised regarding impact on shooting syndicate in the area	Having listened to feedback and considered technical information Esso is confident that it has, on balance, selected the most appropriate route for the replacement pipeline in accordance with the project's guiding principles. Interference with sporting (comprising hunting, shooting and fishing) activities would be kept to a minimum having regards to the need to maintain a safe working environment for both contractors and users of the land and water. This would include, where necessary, temporary cessation of sporting activities. Where appropriate, reasonable compensation is available for direct loss.
<b>Section D – Crondall to Farnborough</b>	
<b>Beacon Hill Road</b>	
<b>Persons with an Interest in Land (PILs)</b>	
Requests to move the pipeline into the road (Beacon Hill Road)	Following feedback from phase one of statutory consultation, the route was amended to reduce impacts on development plans in the area. It moved the Order Limits of the pipeline route and installation area west to include Beacon Hill Road and the verge along the road. Having listened to feedback from both phases of statutory consultation and considered technical information Esso is confident that it has, on balance, selected the most appropriate route for the replacement pipeline in accordance with the project's guiding principles.
Requests to maintain access at all times for businesses	Esso will be installing the replacement pipeline outside the access roads to both businesses in this area. Access will be maintained to these businesses during trading hours, by using best practice installation methods and traffic management. The project team will engage with the business operating at the time of installation to understand and manage access outside of trading hours.



## Section E – Farnborough to Bisley and Pirbright Ranges

### Cove Road

#### Prescribed consultees (Section 42 and section 43)

Disruption to existing and planned SINC habitats will need to be mitigated and resulting habitat enhanced

If a new environmental designation is made after Esso's application has been submitted, Esso will consider if any further environmental appraisal is required. However, existing environmental features of land within the Order Limits have been assessed as part of the Environmental Statement and mitigation measures are set out within the Register of Environmental Actions and Commitments.

Any disruption to wildlife habitats in the area must be mitigated or enhancements created

Esso has set out mitigation measures for impacts on habitats in the Environmental Statement, Chapter 7: Biodiversity. Where practicable, reinstatement of vegetation would generally be using the same or similar species to that removed (subject to restrictions for planting over and around pipeline easements). An environmental investment programme will be developed. Specific projects will be selected by Esso (for inclusion in the programme), following consultation with Local Authorities and other relevant organisations.

#### General Public

Cove Road is not suitable for installation due to its residential nature

Esso will use street works installation techniques to reduce disruption. In addition, there are established ways of working that will reduce disruption to residents, traffic and pedestrians. Esso is planning to use traffic management to close one lane of traffic along Cove Road. However, this would be subject to the existing services and approval from Surrey Highways Authority. Any disruption to residents will be temporary, with installation along Cove Road estimated to take between two to three months. Having listened to feedback and considered technical information Esso is confident that it has, on balance, selected the most appropriate route for the replacement pipeline in accordance with the project's guiding principles.

<p>Concern expressed over noise and disruption issues during installation</p>	<p>Esso aims to reduce impacts on local communities and the wider environment, which includes managing the potential for noise. Depending on the site in question, contractors may manage noise and vibration in several ways – for example, using quieter equipment and the use of acoustic barriers around equipment and working sites. These impacts have been assessed and are outlined in Chapter 13: People and Communities of the Environmental Statement and in Appendix 13.3: Noise and Vibration Technical Note. The Register of Environmental Actions and Commitments sets out Esso’s proposed good practice measures.</p>
<p>Concerns raised regarding impacts of the project on property prices in the area</p>	<p>Once installed, the pipeline will be underground and will go unnoticed by most people and landowners will still be able to enjoy and use their garden or land. Previous experience with existing landowners demonstrates there is very little to no impact on peoples’ property.</p>
<p>Concerns raised regarding the safety of a pipeline operating in a residential area</p>	<p>Pipelines in the UK are a safe and efficient way of transporting aviation fuel and have done so for many decades. During installation, the working area will be segregated from public access and securely fenced. The pipeline will not pose a safety risk to residents.</p>
<p>Questions raised over why original route cannot be used in this area</p>	<p>While sub-option E2a followed the existing pipeline, it was deselected following further technical work, which indicated that the length and location of the proposed trenchless crossing from Cove Brook Park to the north of the railway, passing under both the railway line and Cove Road, would be too technically challenging. This sub-option would also have meant significant delays to the installation of the pipeline and continued disruption to communities.</p>

Concerns raised regarding disruption to local residents including parking along Nash Close and health impacts associated with increased noise  
 Assertion that access for emergency vehicles and other services along Cove Road is required at all times

Esso will maintain access to residential properties at all times for pedestrians and emergency services. Where practicable, it will provide vehicular access to homes. However, there may be times when vehicular access is temporarily disrupted.  
 Parking on driveways will not be suspended as these are outside of the Order Limits. However, parking on the public highway within or next to the Order Limits will be suspended during installation.  
 Esso will work closely with local authorities to develop traffic management plans and to understand the best way to install the pipeline while reducing adverse effects.  
 To manage noise and vibration, contractors will adhere to measures set out in the Code of Construction Practice (CoCP) in Appendix 16.1 and the Construction Environmental Management Plan.

Concerns regarding theft from compounds

Compounds will have a secure temporary fence and carefully positioned lighting installed around the perimeter of each compound. The compounds will be monitored to maintain safety and security.

Request to 'eliminate' the compound in Southwood

Following two phases of statutory consultation, Esso has selected the compound location within the Southwood Golf Course to reduce the working area near to Cove Brook.  
 Having listened to feedback and considered technical information Esso is confident that it has, on balance, selected the most appropriate location for the compound in accordance with the project's guiding principles.

**Farnborough Hill School**

**Prescribed consultees (Section 42 and section 43)**

Concerns raised regarding impacts of proposed compound on conservation area

Following consideration of consultation feedback, the compound and use of the north western school exit has been removed from the proposals. This is due to the potential for disruption to the school, the listed building and conservation area.

### Persons with an Interest in Land (PILs)

Concerns regarding access impacts due to compound in the area

Following consideration of consultation feedback, the compound and use of the north western school exit has been removed from the proposals. This is due to the potential for disruption to the school, the listed building and conservation area.

### Blackwater River Valley

#### Prescribed consultees (Section 42 and section 43)

Concern raised that access route in the area is not suitable

The maps of the access route have been updated to reflect the alignment of the existing paths.

Concerns raised regarding open cut technique and potential damage to wildlife habitats in the area

The Blackwater River Valley is a challenging area for installation due to uncertain ground conditions. While a trenchless crossing remains Esso's first choice in this area, due to the unpredictable ground conditions, Esso requires the flexibility to use open cut trenches techniques. Potential impacts and how Esso will manage both trenchless and open cut installation are set out in Chapter 7: Biodiversity in the Environmental Statement. Management of any impacts would be in line with proposals set out in the Environmental Statement and in the Register of Environmental Actions and Commitments.

## Balmoral Drive

### General Public

Concerns raised regarding disruption and noise to the local community during installation

Esso aims to reduce impacts on local communities and the wider environment, which includes managing the potential for noise and any traffic impacts.

Depending on the site in question, contractors may manage noise and vibration in several ways – for example, using quieter equipment and the use of acoustic barriers around equipment and working sites.

Regarding traffic management, Esso expects that there will be temporary lane closures or diversions in some areas during installation, and diversions will be communicated to residents and businesses in advance.

Where Esso would be crossing access points, it would work with local residents and businesses to maintain that access where practicable during installation, providing safe crossing points as necessary.

The relevant highway authorities will be engaged in reviewing the traffic diversion plans and as the design progresses a construction traffic management plan will be produced.

## Section F – Bisley and Pirbright Ranges to M25

### Blind Lane

### General Public

Request for 15-30m buffer zone around Ancient Woodland

Esso has made a commitment to design the route alignment to avoid all areas of existing classified Ancient Woodland. In response to the scoping consultation, Ancient Woodland under two hectares was also included.

Esso has calculated appropriate buffer zones that are specific for each area of ancient woodland. Root protection and appropriate mitigation will be reviewed again during tree surveys before installation. This approach to root protection areas has been discussed with the Forestry Commission and understood.

## South of Windlesham

### Persons with an Interest in Land (PILs)

Request for routing of pipeline under the existing one

It is a project objective to develop and install a safe pipeline and installing the replacement pipeline below (or above) the existing pipeline would pose a health and safety risk. This is because the existing pipeline would continue to operate during installation and sits alongside two other operating pipelines, one of which is a high-pressure gas pipeline. Installing below the existing pipeline in this area would also not be feasible due to the installation area required. Installing the replacement pipeline above the existing one is also not a recommended option as it would not be buried deep enough underground.

Request to maintain established trees in the area

The four crossing points for hedgerows (and trees) in the area have been assessed and while the Order limits remain approximately 30m wide, the project made a commitment to only utilise a 10m width when crossing through boundaries between fields where these include hedgerows, trees or watercourses.

## Section G - M25 to M3

### Hardwick Lane to Pannells Farm (spans sections F and G)

#### Persons with an Interest in Land (PILs)

Concerns raised regarding impacts to approved development

As a result of consultation feedback, the route in this area has been amended to avoid the approved development.

Concerns raised that the proposed design refinement cuts through business premises (paddocks and a Christmas tree plantation)

Having completed two phases of statutory consultation, listened to feedback and considered technical information, Esso has selected the route option that avoids the Site of Interest for Nature Conservation (SINC) on the eastern side of Hardwick Lane. On balance, this is the most appropriate route for the replacement pipeline in accordance with the project's guiding principles. Esso acknowledges that the project has the potential to impact on the existing business in this area and where appropriate, reasonable compensation is available as outlined in the easement agreements. Once installation is complete, the replacement pipeline should not interfere with commercial activities.

## General Public

Concerns raised regarding potential impacts to bats in the woodland area near Hardwick Lane

Trenchless installation in this location will be approximately 177m west of Hardwick Lane and the fields on the eastern side of the road. This means that no bat roosts in woodland along Hardwick Lane will be impacted.

## Chertsey Meads

### Prescribed consultees (Section 42 and section 43)

Concern raised regarding the impact of installation plant on Chertsey Meads nature reserve

Esso has assessed the implications of installing the route in this area. This has included consulting with Natural England and Runnymede Borough Council on potential impacts. Esso has also carried out desk studies and ecological surveys and assessments in order to fully understand project implications. Chapter 7: Biodiversity assesses impacts on ecology and Chapter 10: Landscape and Visual Impacts of the Environmental Statement describes any wider impacts within the Chertsey Meads. This includes the presence of installation plant, haul roads, temporary fencing, stockpiled soils, materials and construction compounds. However, these impacts would only be temporary in nature and the landscape would be reinstated in line with the proposals set out in the Environmental Statement and the Register of Environmental Actions and Commitments.

## Ashford Road

### Prescribed consultees (Section 42 and section 43)

Concern raised regarding the route passing through landfill and regulated facilities

Esso has considered these in the development of the Environmental Statement. Relevant and appropriate details of known potentially contaminated sites are assessed in Chapter 11: Soils and Geology, including potentially contaminated sites of medium or high sensitivity, landfill sites and former industrial estates.

Request that all waste extracted must be disposed of a suitable facility

Excavated material will be reused where practicable as part of the installation process. Any material that is unsuitable for reuse will be classified and sent to an appropriate disposal or recycling facility in accordance with applicable legal requirements.

<p>Request for clarity regarding impact on Tree Preservation Order (TPO) trees</p>	<p>Esso consulted on wide Limits of Deviation to give flexibility during installation to limit removing trees where practicable. However, installing the pipeline in Ashford Road would take longer than in the verge, therefore Esso may need to find a balance between time working in the road and potential impacts to road users and the potential impact on trees. In developing the route, Esso identified local areas of ecological importance that could be affected by the project and carried out ecological and arboricultural surveys. This included identifying trees protected under Tree Preservation Orders.</p> <p>In Chapter 7: Biodiversity and Chapter 10: Landscape and Visual, the ecological and landscape impacts and measures proposed to reduce them are outlined.</p>
<p>Request for information regarding project impact to open space at Fordbridge Park</p>	<p>Esso has listened to consultation feedback and amended the route alignment at Fordbridge Park to limit the impact on open space and recreational facilities. Esso will use narrow working techniques in the park to limit the number of trees directly impacted. Impacts on local recreational facilities are assessed in the Open Space Assessment within the Planning Statement (<b>application document 7.1</b>) and referred to in Chapter 13: People and Communities of the Environmental Statement.</p>
<p><b>General Public</b></p>	
<p>Concerns raised regarding project working hours, i.e. 7am-7pm</p>	<p>Esso's position is that these hours provide a balance between reducing the time installation takes in a local area and reducing the disruption to residents during the evening and overnight. Management and mitigation of impacts would be in line with proposals set out in the Environmental Statement and the Register of Environmental Actions and Commitments.</p>
<p>Security and theft raised as a potential site issue</p>	<p>The compound on Ashford Road has been deselected following consultation feedback. Other compounds will be securely fenced for safety and security reasons.</p>



Concerns raised regarding interference with existing services in the area

As the project has developed, the project team has engaged with utility service providers and network operators in the vicinity of the pipeline route and obtained plans of above and below ground infrastructure. This includes overhead cables; which Esso has aimed to avoid through design.

Where the project does come close to existing infrastructure, particularly in urban locations, it will engage with local utility providers to ensure installation follows their safe working procedures when operating close to their assets.

The draft Development Consent Order includes protective provisions to ensure utilities are safeguarded in the area. These will be negotiated and agreed with the utilities to make sure installation does not damage the relevant assets.

Concerns raised regarding impacts to Ashford Road in terms of access and traffic flow

Ashford Road will remain open under traffic management during installation. Esso understands, from working with the Highways Authority and listening to the local community, that this is a well-used road. Installation in the road will be phased so only approximately 25m of road would be under traffic management at any one time, thus reducing the impact on traffic. Any traffic management required around the trenchless crossing in the area will be carefully managed to reduce further traffic impacts.

Temporary lane closures will be communicated to residents and businesses in advance.

Surrey Highways Authority will be engaged in reviewing the traffic management plans and as the design progresses a Construction Traffic Management Plan will be produced.

<p>Concerns raised regarding trees in the area including root protection and TPO trees along Ashford Road – also regarding bat colony and birds that use these trees</p>	<p>With regards to Ashford Road, Esso consulted on wide Limits of Deviation to give flexibility during installation to limit removing trees where practicable. Installing the pipeline in the road would take longer than in the verge however, therefore Esso may need to find a balance between time working in the road and potential impacts to road users and the potential impact on trees.</p> <p>Esso has also assessed the impact of the project on bats and other protected species following desk-based studies, targeted surveys, consultation and feedback from landowners and local communities.</p> <p>Potential impacts and how Esso will manage these are set out in Chapter 7: Biodiversity in the Environmental Statement. All appropriate protected species licences will be obtained before works start.</p>
<p>Concerns raised regarding flood risks in the area</p>	<p>Esso is aware of recent flooding in the area, but the installation of the pipeline is very unlikely to pose any flood risk.</p> <p>Work has been carried out to identify flood risks and this is detailed in the Flood Risk Assessment Report (<b>application document 7.3</b>).</p>
<p>Concerns raised regarding impact to property and insurance premiums increasing for local residents</p>	<p>Once installed, the pipeline will be underground and will go unnoticed by most people. Landowners will still be able to enjoy and use their garden or land. Esso's experience with existing landowners demonstrates there is very little to no impact on peoples' property.</p> <p>While Esso cannot comment on how insurance providers calculate premiums, it does not anticipate any concerns from insurance providers about the pipeline. It is a safe, secure and widely used way to transport aviation fuel. Esso's existing pipelines are situated close to residential properties and it has no knowledge of increases to insurance premiums as a result of its pipeline network.</p>
<p>Concerns raised regarding safety for children walking to school along Ashford Road in connection to installation and increased road traffic</p>	<p>The pedestrian pavement on the westerly side of Ashford Road is not within the Order Limits and will not be used during installation.</p>

<p>Concerns raised regarding disruption to the compound on Ashford Road will create for the local community</p>	<p>Following consultation feedback the compound at Ashford Road has been removed from the proposals. This is due to the potential for residential impact and conflict with other approved development on the site.</p>
<p>Suggestion for alternative route east around the reservoir</p>	<p>This alternative route would increase the amount of pipeline beneath the highway, which would introduce risk to significant drainage systems buried under the road and it is not favourable to complete extensive works alongside strategic road networks. It would also transfer impacts to other communities, particularly along Charlton Road, Spelthorne Road and the A308, which is residential in parts. There also appears to be transferable environmental impacts.</p>
<p>The grass verge along Ashford Road is too narrow for installation and there is a Site for Nature Conservation (SINC) next to the verge</p>	<p>The Order Limits are outside of the SINC land west of Queen Mary Reservoir, adjacent to Ashford Road. There is space within the verge, however the Order Limits include the width of the highway in order to make sure, that where practicable, root protection areas can be managed and to reduce impacts on trees within the SINC. Chapter 7: Biodiversity of the Environmental Statement provides full details of the project's assessments and examines potential indirect effects on SINC's and other designated sites.</p>
<p>Concerns raised regarding the use of Celia Crescent for accessing the working area in Fordbridge Park</p>	<p>The main reasons that it is retaining access rights through the gate into Fordbridge Park from Celia Crescent are that east of the gate there is a pinch point within the park that would require significant tree removal to enable Esso to access the western end of the park from the eastern end, adjacent to the A308 roundabout. Esso wishes to reduce the amount of time areas of the park are fenced off.</p>
<p>Concerns raised about installation and impact to accessing Fordbridge Park</p>	<p>Access to Fordbridge Park will be maintained.</p>

## Woodthorpe Road

### General Public

Concerns raised regarding installation impacts on this busy road and parking implications

The Environmental Statement has examined the potential effects of installation on traffic flow along the project route. Traffic management has also been discussed with Surrey Highways Authority.

Installation in the road will be phased, this means only 25m sections of the road would be under traffic management at any one time. In addition, Esso is planning to only use traffic management to close one lane of traffic along Woodthorpe Road. However, this would be subject to the existing services within the road and approval from Surrey Highways Authority. Parking on driveways will not be suspended as these are outside of the Order Limits, however parking on the public highway within or next to the Order limits will be suspended during installation.

## Ashford Station Approach

### Prescribed consultees (Section 42 and section 43)

Concerns raised regarding installation impacts to residents and parking

After further consultation and technical work, the route being taken forward has been refined to reduce transport impacts and maintain traffic flow and access to and from the station during installation.

Access to Ashford Station and other businesses in the area will be maintained although Esso anticipates needing to make temporary parking changes. This will be communicated locally.

Concerns raised regarding safety of homes being so close to the pipeline

Pipelines in the UK are a safe and efficient way of transporting aviation fuel and have done so for many decades. During installation, the working area will be segregated from public access and securely fenced. The pipeline will not pose a safety risk to residents.

## General themes raised regarding temporary logistics hubs

### A31, Ropley Dean

#### Prescribed consultees (Section 42 and section 43)

As the site is near to the boundary of the national park, the landscape and visual effects should be addressed in the Environmental Statement	The potential impact on views and the landscape of the South Downs National Park are considered in the Environmental Statement, Chapter 10: Landscape and Visual.
Concerns raised regarding potential traffic impacts as the site is some distance from the route	Logistic hubs have been located next to major roads in order to reduce traffic impacts on local roads. Esso has worked with the Highway Authorities and examined the potential effects of installation on traffic flow along the project route. This has included considering the nature of roads within the South Downs National Park.

### A31/A32 Junction, Northfield Lane, Alton

#### Prescribed consultees (Section 42 and section 43)

Request to consider using allocated employment land opposite proposed greenfield site	<p>There are overhead power lines crossing the suggested alternative site that would significantly hamper the delivery, unloading and storage of pipes. It is also located within Flood Zone 2 and is closer to the village and Conservation Area at Chawton. Furthermore, it is proposed to be allocated for employment by the Local Authority in its emerging Local Plan, but at this time there is no certainty that the allocation will be confirmed.</p> <p>For these reasons, Esso does not believe it is appropriate to use this suggested alternative site for its temporary logistics hub.</p>
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### Hartland Park Village, Farnborough

#### Prescribed consultees (Section 42 and section 43)

Query regarding if the project will impact the Pyestick Site for Nature Conservation (SINC) (North Grassland)	<p>The existing planning permission for the planned residential development has existing mitigation for addressing impacts on the SINC. Chapter 7: Biodiversity of the Environmental Statement provides details of Esso's assessments and examines potential effects on SINC's and other designated sites.</p> <p>This includes how Esso will ensure that impacts on vegetation, wildlife and public enjoyment are carefully monitored and managed.</p>
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## MoD land: Deepcut Bridge Road, Frimley Green

### General Public

Request to ensure that road users will not be adversely affected

Logistics hubs have been located next to major roads in order to reduce traffic impacts on local roads. Esso has worked with the Highway Authorities and examined the potential effects of installation on traffic flow along the project route.

## M3 Junction 3: New Road, Windlesham

### Prescribed consultees (Section 42 and section 43)

Suggestion that a 10m buffer zone is put in place to stop any watercourse impact

Runoff across the site would be controlled by the use of a variety of methods including header drains, buffer zones around watercourses, on-site ditches, silt traps and bunding. Appropriate and specific buffer zones would be established within the Order Limits adjacent to identified watercourses.

How foul sewage will be managed

Welfare units will be self-contained, and any foul sewage taken away for disposal.

Concern raised that the site is within a flood plain – this should be included in the flood risk assessment

The possibility of the project increasing flood risk has been investigated and potential causes identified and mitigated against in the Flood Risk Assessment (**application document 7.3**).

## Brett Aggregates, Littleton Lane, Shepperton

### Prescribed consultees (Section 42 and section 43)

Request for Protected Provisions to protect the River Thames Scheme

As formal proposals have not been put forward for the River Thames scheme, it is premature to negotiate protective provisions. If the River Thames Scheme progresses, it will need to take into account existing assets such as pipelines. If there is potential for conflict, protective provisions will need to be agreed between the parties in the future.

Concern raised that site is not appropriate due to landfill and existing environmental permit

Esso has considered this in the development of the Environmental Statement. Relevant and appropriate details of known potentially contaminated sites are assessed in Chapter 11: Soils and Geology, including potentially contaminated sites of medium or high sensitivity, landfill sites and former industrial estates.

<p>Concern raised that the site is within a flood zone and will require a site-specific flood management plan</p>	<p>The possibility of the project increasing flood risk has been investigated and potential causes identified and mitigated against. The work carried out to identify flood risks is detailed in the Flood Risk Assessment (<b>application document 7.3</b>).</p>
<p><b>Persons with an Interest in Land (PILs)</b></p>	
<p>Farm track in the area must be retained for access</p>	<p>No Public Rights of Way will be closed in this area. Esso will erect fencing to protect livestock and work with farmers to reduce or reduce impacts on their land and businesses. Where appropriate, reasonable compensation is available to impacted landowners for direct loss (such as crop losses) caused as a result of installation.</p>
<p><b>General Public</b></p>	
<p>In light of historic community issues, request for alternative location near Bronzefield Prison to be considered</p>	<p>There is limited public or private space that could be utilised for a logistics hub in the area surrounding Bronzefield Prison. The preferred location provides direct access to the working area and would reduce some of the traffic movements in the local area. Having listened to feedback and considered technical information Esso is confident that it has, on balance selected the most appropriate location for a logistics hub in accordance with the project's guiding principles.</p>

## 6.18 Actions taken as a result of the Design Refinements consultation

6.18.1 Following consultation close, Esso reviewed feedback and information from ongoing technical and environmental assessment work and studies and made a series of decisions in order to further refine the route.

6.18.2 The decisions taken as a result of consultation are listed below:

- The removal of the temporary compound within the grounds of Farnborough Hill School as it would impact the school as well as the cultural and environmental feature of the site.
- An amendment to the proposals for accessing Blackwater River Valley in order to make use of an existing track in the area.
- An amendment to the Order Limits in Chertsey to avoid an approved development.
- The removal of a proposed temporary compound on the western side of Ashford Road.



## 6.19 Next steps

- 6.19.1 Following the Design Refinements consultation, Esso continued its work towards the final scheme that would form the application for Development Consent. This work is detailed in Chapter Seven and included releasing the final route and continued engagement with certain consultees.

# 7. Route release and ongoing engagement

## 7.1 Introduction

- 7.1.1 This chapter describes the activity undertaken between the close of the Design Refinements consultation on 19 February 2019 and early May 2019.
- 7.1.2 It also provides information about the release of the final route of the replacement pipeline on 27 March 2019.

## 7.2 Final route release

- 7.2.1 Following a review of the feedback received during the Design Refinements consultation, Esso developed its final route for the replacement pipeline. The changes that were made to the final route following the close of the Design Refinements consultation are set out in Chapter Six.
- 7.2.2 This route was issued publicly ahead of the submission of Esso's application for a Development Consent Order (DCO) to provide the public, people with an interest in land, prescribed bodies, local authorities – and any other interested parties – with an understanding of the final proposals.
- 7.2.3 The final route was published on the website and in a booklet (Appendix 7.2) that was posted to residents living with 50m of the route, on 26 March 2019, alongside a double sided map of the 97km pipeline route (Appendix 7.5).
- 7.2.4 Esso received a number of responses from local communities in Ashford (Surrey) and Farnborough (Hampshire) at the Design Refinements consultation about proposals in their areas. To help these communities understand how feedback had been considered specific leaflets were produced and inserted into the booklet for:
- Residents in Ashford in Surrey that lived close to Ashford Road, Fordbridge Park, Woodthorpe Road and Celia Crescent (Appendix 7.3); and
  - Residents in Farnborough in Hampshire close to the route at Cove Brook Park (Southwood Meadows) and Nash Close (Appendix 7.4).
- 7.2.5 Esso also issued a final route release email with an attached letter on 27 March 2019 to all local authorities, MPs, parish councils and resident associations, hard to reach groups, interested parties and prescribed bodies consulted at the statutory Preferred Route and Design Refinements consultations. The email can be found in Appendix 7.6 and the letter in Appendix 7.7.

## 7.3 Ongoing engagement

- 7.3.1 Following the end of the Design Refinements consultation on 19 February 2019, Esso continued to engage and meet organisations and individuals wanting to ask questions and understand next steps for the project, and discuss any outstanding queries.
- 7.3.2 On 25 March 2019, Esso emailed a briefing note to Members of Parliament, planning officers at local authorities, and both county and district ward members along the route to provide a project update and overview of the next steps (Appendix 7.1)
- 7.3.3 While letters issued on 27 March 2019 offered meetings should an organisation or individual wish, Esso also held a series of meetings with organisations where it considered additional discussions could benefit the project. This included arranging meetings with the following bodies:
- Shepperton Residents Association – 5 March 2019
  - Runnymede Borough Council – 5 March 2019
  - South Downs National Park Authority – 19 March 2019
  - Laleham Residents Association – 22 March 2019
  - East Hampshire District Council – 27 March 2019
  - Surrey Heath Borough Council – 1 April 2019
  - Network Rail – 1 April 2019
  - Surrey Heath Borough Council (site walkover) – 5 April 2019
  - Greater London Authority – 9 April 2019
  - South Downs National Park Authority (route visit) – 16 April 2019
  - Hampshire Highways – 25 April 2019
  - South Downs National Park Authority – 1 May 2019
  - Runnymede Borough Council – 13 May 2019
  - Church Crookham Parish Council – 14 May 2019
  - Hampshire County Council – 14 May 2019
- 7.3.4 On 3 April 2019, Esso wrote to county, borough/district Councils and the South Downs National Park Authority to provide and invite comments on a draft DCO and offered to meet with authorities to discuss the draft Order. Esso also sent the draft DCO to the Environment Agency, Historic England and Natural England.
- 7.3.5 No meetings requests were received.

7.3.6 Following the final route release, Esso also produced three information sheets for specific areas of the pipeline route. These information sheets (Appendix 7.8, 7.9 and 7.10) provided more information on the final route in these areas and how feedback and other studies had informed Esso's selection. These information sheets were sent to organisations and individuals following their requests for further information. Information sheets were produced for:

- Red Road and Turf Hill (Lightwater)
- Celia Crescent (Ashford)
- Cove Road and Nash Close (Farnborough)

7.3.7 During this period, Esso also issued an e-newsletter to communicate the results of the consultations and, to ensure compliance with the General Data Protection Regulations (GDPR), all recipients were asked to opt-in if they wished to continue hearing from the project. This was sent after the data cleanse (see Chapter Five) and was sent to all e-newsletter subscribers as well as those who had taken part in the Preferred Route and Design Refinements consultation and provided an email address.

## 7.4 Landowner engagement

- 7.4.1 Alongside the publication of the final route, Esso has continued to review the proposals and affected land parcels in terms of the appropriate land interests and rights that need to be secured to deliver the project.
- 7.4.2 As a result of changes following the Design Refinement consultation and on-going work, Esso identified seven new Persons with an Interest in Land (PILs) that required consultation.
- 7.4.3 To comply with the requirements of the Act, Esso wrote to the PILs to formally consult them about the proposed application and potential impacts on their land. This included outlining the project, the potential impact on their land, a map of the relevant land parcel and hard copies of materials from the Preferred Route consultation and the Design Refinements consultation.
- 7.4.4 These materials were included alongside a covering letter. Esso provided all new PILs with 28 days, starting from the day after receipt of the letter, to respond (in compliance with section 45(2) of the Act). These PILs were contacted as follows:
- 1 March 2019 – two letters issued, which set out a deadline of 1 April 2019. Feedback was received in response to this mailing, raising no concerns with the proposals but asking for certain considerations to be taken into account during construction.
  - 5 March 2019 – three letters issued and provided with a deadline of 4 April 2019. No response was received to this mailing.
  - 8 April 2019 – two letters issued, which set out a deadline of 8 May 2019. No response was received to this mailing.

## 7.5 Statements of Common Ground

- 7.5.1 Where applicable, Esso and relevant parties have started to prepare Statements of Common Ground, setting out matters on which there is agreement, as well as identifying those areas (if any) where agreement has not been reached. These Statements of Common Ground will continue to be developed after submission of the DCO application.

## 7.6 Post application engagement

- 7.6.1 Esso intends to continue to engage with stakeholders throughout the application process and beyond.
- 7.6.2 Esso also intends to develop an Environmental Investment Programme, separate to the DCO application process.
- 7.6.3 During installation phase Esso also intends to provide information about installation, such as traffic management and Public Rights of Way diversions/closures, via the project's website.