

Southampton to London Pipeline Project

Volume 5

Appendix 3: Pipeline Corridor Consultation
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Appendix 3.1 Pipeline Corridor consultation brochure



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Replacement Pipeline Corridor Consultation

Securing aviation fuel supplies in South East England



Southampton to London
Pipeline Project

For more information please visit
www.slpproject.co.uk

**ESSO PETROLEUM COMPANY, LIMITED
(REGISTERED IN ENGLAND: NUMBER 26538)**

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References in this document to “Esso” or “our” or “we” are intended to refer to the applicant, Esso Petroleum Company, Limited and nothing in this document is intended to override corporate separateness.

How we will use the information that you provide

Esso Petroleum Company, Limited and our 3rd party project partners will store and process your data in full compliance with our legal obligations for the purposes of the application, development and operation of the proposed Southampton London Pipeline. Further details about how your data will be used can be found on the website (www.slpproject.co.uk), or by contacting us by email (info@slpproject.co.uk) or telephone (07925 068905).

If you would like a large text or alternative format of this document, please contact us by email info@slpproject.co.uk or telephone 07925 068905.

Requests for alternative formats will be considered on a case by case basis. We will, as far as possible and proportionate, respond to any requests that help you to take part in this consultation.



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CHAPTER 1

Welcome to our first consultation

Esso is replacing its underground aviation fuel pipeline and is seeking your views on the proposals. In December 2017, we began to talk publicly about our intention to replace 90km of our 105km aviation fuel pipeline that runs from our Fawley Refinery near Southampton to our West London Terminal storage facility in Hounslow (the project).

The refinery, and its supporting pipeline network, is vital in supporting secure supplies of fuel and other petroleum products for millions of British consumers. *This pipeline will help to maintain more than 1,000 jobs at the UK's largest refinery at Fawley, in Hampshire.*

It also provides fuel to some of the UK's busiest airports and contributes significantly *to the regional economy and national infrastructure.*

Pipelines are a safe way to transport fuel. *This pipeline will keep around 100 road tankers off the road every day¹.*

Once installed, the pipeline will be buried underground and would not be noticed by most people.

Your views matter to us

We are aware that there will be concerns about how we install the pipeline and the project team is working to reduce these. Work has already gone into understanding the potential technical and environmental issues facing the project. This has shaped the proposals set out in this brochure.

We want to provide everyone with the opportunity to contribute to and influence this important project.

¹ Based on Esso's 2015 data for its existing pipeline

This is why we are undertaking the first of two consultations to seek views on our early replacement pipeline proposals as set out in Chapter 9.

Pipeline corridors provide a general indication of a potential pipeline route (please see Chapter 2 for a definition of a corridor). Through this public consultation (and also through our engineering and environmental assessment work) we will assess the proposed pipeline corridors in order to select a preferred corridor. In the following pages, you will find details on the proposed pipeline corridors that we are asking for feedback on. Our plans for further consultation after, the preferred corridor has been selected, are set out in Chapter 13.

This consultation brochure provides you with important background information and an explanation of why this new pipeline is needed.

We have arranged a programme of exhibitions near to the proposed pipeline corridors. Details are set out on page 49. These exhibitions will enable you to meet members of the project team to raise any questions you may have about the project.



You can have your say on the project at

www.slpproject.co.uk

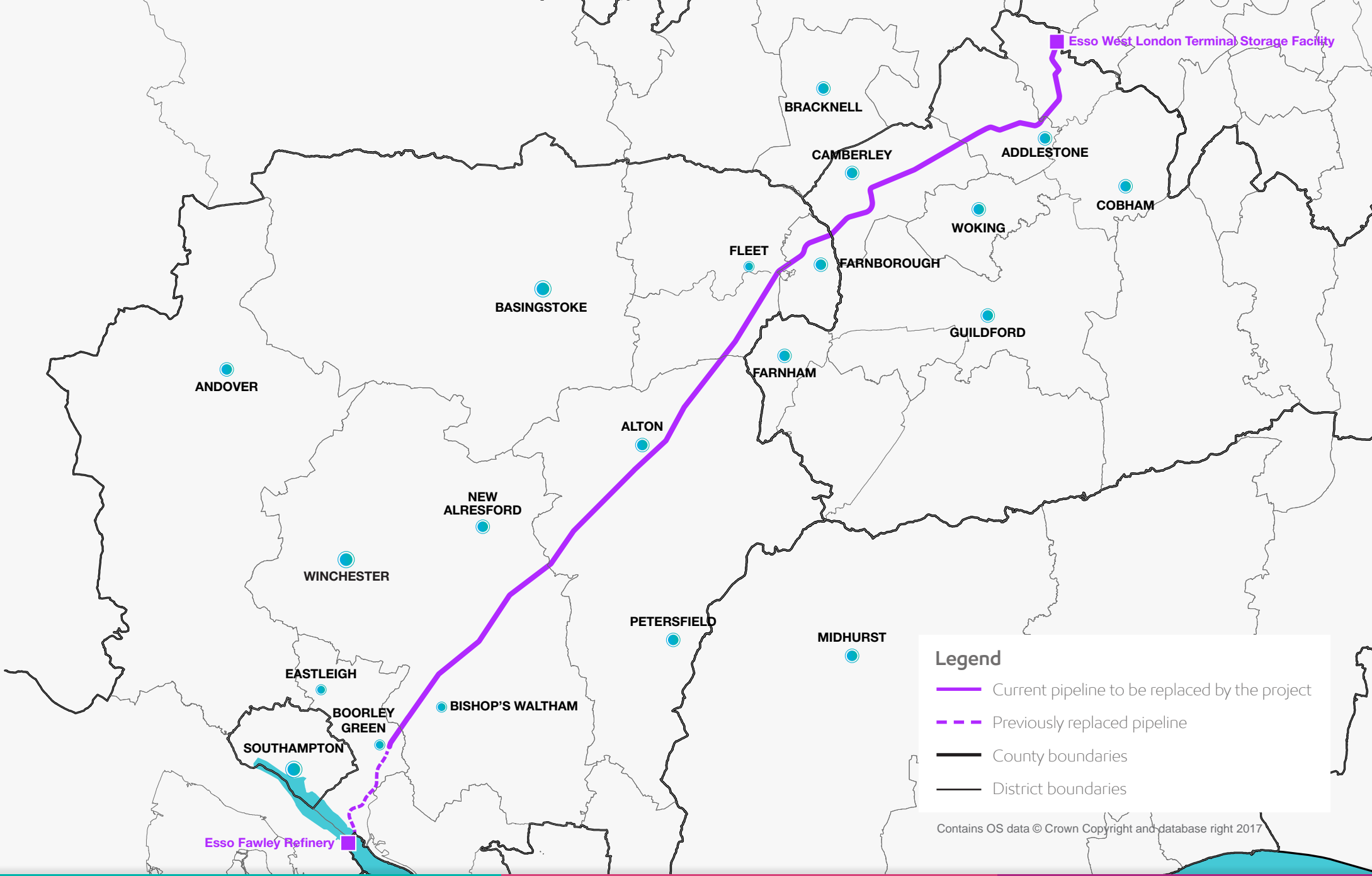
This is the fastest and easiest way to take part in this consultation

**This consultation starts on
19 March and closes at 23:45 on 30 April 2018.**

About Esso

Esso is a brand of ExxonMobil, which has operated in the UK for over 120 years. In the early days we imported high quality lamp oil to the UK market. Today our focus on quality fuels remains, but our operations are far more extensive. We own and operate the UK's largest refinery at Fawley, which provides fuel for more than 800,000 retail customers every day at Esso-branded service stations. Our underground distribution pipeline network transports fuel from Fawley to our fuel terminals at Avonmouth, Birmingham, Hythe, Purfleet, West London and also for use at the UK's busiest airports. We are one of the UK's largest petrochemical manufacturers with major plants at Fawley, Fife and Newport. We also hold an interest in nearly 40 producing oil and gas fields in the UK North Sea, and we hold a stake in the South Hook Liquefied Natural Gas plant at Milford Haven in Wales, which has the capacity to import 20 per cent of the UK's gas demand.





Legend

- Current pipeline to be replaced by the project
- - - Previously replaced pipeline
- County boundaries
- District boundaries

Contains OS data © Crown Copyright and database right 2017

CHAPTER 2

Project development



Due to the length and purpose of the replacement pipeline, under the Planning Act 2008 this project is a Nationally Significant Infrastructure Project.

The existing pipeline was built in the late 1960s. Since then, Hampshire and Surrey have changed dramatically. The South Downs National Park and many other protected sites have been established alongside the existing pipeline. Communities, new homes and businesses have been created and roads such as the M25 have been opened.

This means, that in some areas we can't simply install the replacement pipeline alongside the existing one. In fact, the planning process requires that we properly consider alternative routes before we produce a firm proposal.

1 We recognise the importance of individuals, communities, representatives and organisations contributing to the development of our proposals. This is why we have committed to undertaking two consultations,

with the aim of developing a route that balances interests and concerns. Both consultations will take place before we seek permission to replace the pipeline.

2 This initial consultation will help us select the preferred corridor for the replacement pipeline. A number of corridor options are presented in this brochure. Corridors are typically around 200 metres wide. In some areas, the corridor might be wider or narrower. This is because our team has already considered some of the local challenges, such as avoiding homes and finding the best place for road or water crossings, as well as environmental considerations.

3 We will consider the views of everyone who responds to this consultation to help us select a single corridor. Once chosen, this corridor will be known as the preferred corridor. We will then develop a preferred route.

4 The second consultation, expected to be in the autumn of 2018, is proposed to be about the route for the replacement pipeline within the selected preferred corridor. A route is typically in the region of 20-30 metres wide for the installation period. In some areas, it might be much narrower, such as along streets (streetworks) or in protected landscapes or nature conservation areas. The pipeline will not be installed under any existing homes. This second consultation will help us fine-tune our route design and complete the Environmental Statement, which details potential impacts and how we intend to reduce them.

5 We will then submit our formal application for permission to install the replacement pipeline. The permission is called a Development Consent Order (often referred to as a 'DCO').

6 Project starts.



PIPELINE CORRIDOR



A corridor is an area where one or more routes could be designed. It could vary in size, but is typically around 200m wide.

Once the pipeline is installed and operational, typically a six-meter-wide strip (known as an easement) is protected to make sure it isn't damaged by above-ground activity, such as building works.

Seeking permission to install the replacement pipeline

As a Nationally Significant Infrastructure Project, the project needs a Development Consent Order before we can start installing the pipeline.

ROUTE

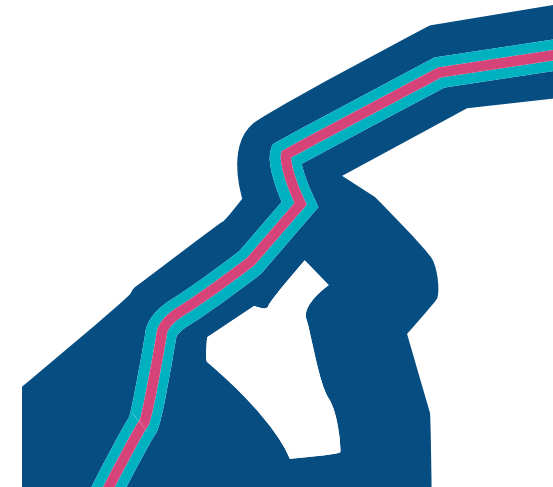


A route is a single path of the replacement pipeline. It could vary in size, but is around 20-30m wide.

A Development Consent Order is a type of planning consent that streamlines the decision-making process and is designed to make the process quicker and fairer for communities and project promoters (such as Esso). It will contain a series of conditions to control how we install and operate the pipeline.

The application process and examination stage provides further opportunity for interested persons, such as landowners, organisations and members of the public to provide their views on the proposals.

EASEMENT



Once installation is complete the easement is a single protected path that is typically 6m wide.

The Planning Inspectorate oversees the Development Consent Order application process. The final decision is taken by the Secretary of State for Business, Energy and Industrial Strategy.



There are useful guides on the process and how to take part, online at:

<https://infrastructure.planninginspectorate.gov.uk>

CHAPTER 3

Pipelines take tankers off our roads

Pipelines have been used to transport fuel safely for decades in the UK.

Largely hidden from view, the UK is criss-crossed by a network of underground fuel pipelines transporting diesel, petrol and aviation fuel. This is a safe, secure and low impact method of moving fuel over long distances. Once installed, pipelines are rarely noticed.

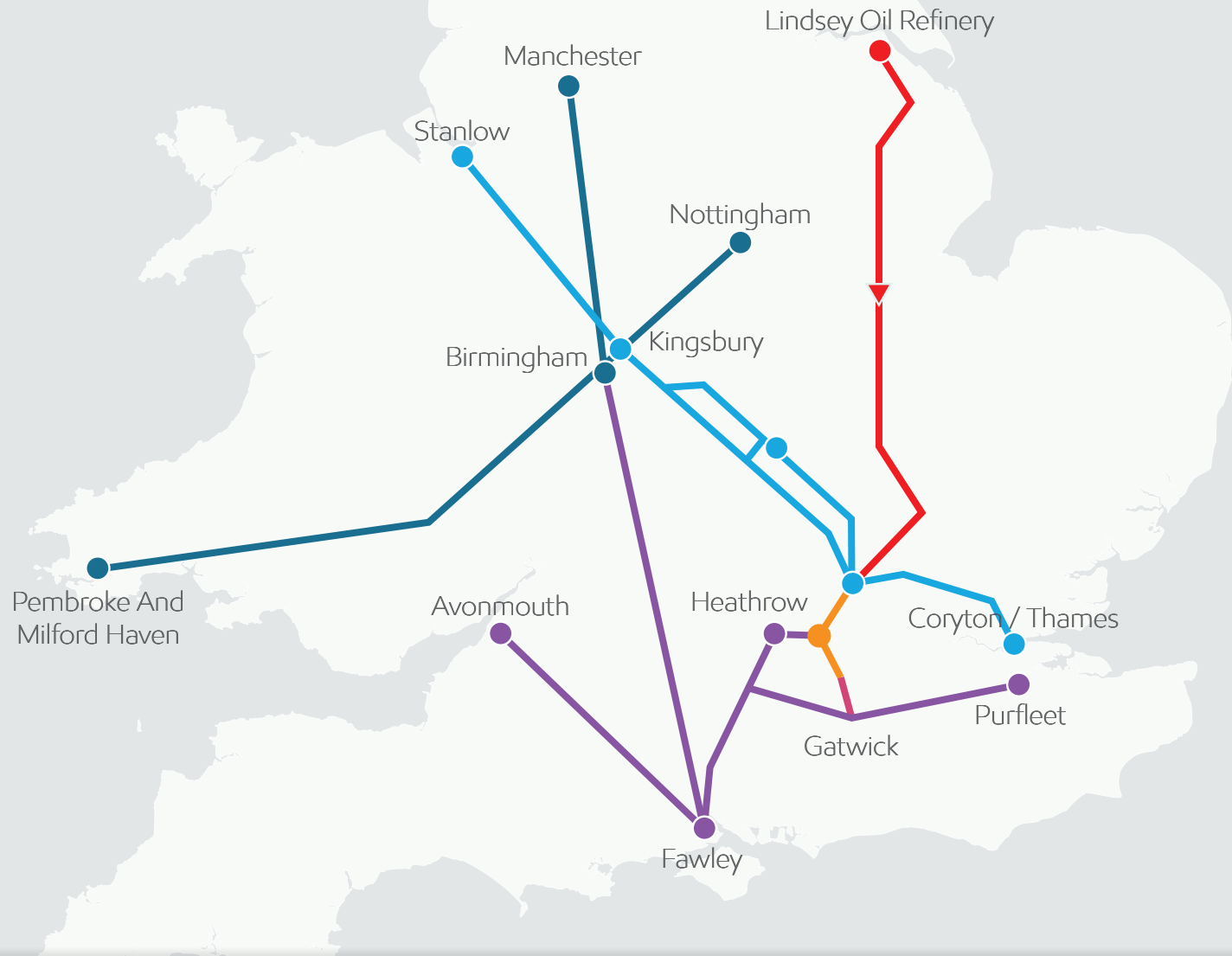
According to the UK Petroleum Association, more than 30 million tonnes of fuels are safely transported through UK pipelines every year. This takes around one million tanker journeys off our roads, reducing traffic congestion ².

For Esso, safety is paramount

We safely operate more than 700km (435 miles) of pipelines in the UK. All our pipelines are constantly monitored. Our pipeline control centre, staffed 24 hours a day and seven days a week, uses sophisticated tools to monitor all aspects of our pipeline. If a change is detected, an automatic system sets off an alarm. If necessary, we can immediately shut down our pipeline.

We also inspect the pipelines frequently. A pipeline is checked using internal pipeline inspection gauges, known as 'PIGs'. The ground above each pipeline is regularly inspected on foot and from the air.

95% of ready-to-use products from Fawley Refinery are transported by underground pipeline.



² http://www.ukpia.com/industry_information/distribution.aspx

CHAPTER 4

Why we are replacing the existing pipeline now

The existing aviation fuel pipeline is one of several pipelines that Esso owns and operates across the UK. Few people are aware of these pipelines because there is little to see above ground.

The existing pipeline was built between 1969 and 1972. It runs from our Fawley Refinery near Southampton to our West London Terminal storage facility in Hounslow.

This pipeline was constructed differently to the other pipelines in our UK network. The existing pipeline was originally used to transport a type of oil used by large industrial sites and oil-fired power stations.



This type of oil had to be kept above 50°C to enable it to flow through the pipeline. During the 1980s when natural gas became more widely available in the UK, the need for this type of heating fuel dwindled.

With the growth of air travel, the pipeline was then used to transport aviation fuel.

The existing pipeline is working adequately, but the need for inspections and maintenance is increasing. It is just like your car: you reach a point where it makes more sense to replace it.

In 2002, we replaced 10km (6 miles) of pipeline between Hamble and Boorley Green in Hampshire.

We have now decided to replace the 90km (56 miles) between Boorley Green and our West London Terminal storage facility in Hounslow.

The Planning Act 2008 changed the way we seek permission for important infrastructure – it introduced the Development Consent Order process. We are starting the project now to allow sufficient time to gain approval and install the replacement, while maintaining the safe and secure movement of fuel along the existing pipeline.

When the new pipeline is operational, typically the normal approach is to take the old one permanently out of action (decommissioning) by removing all fuel and filling the pipeline with grout.



The pipeline will be buried. Once installed it will be a quiet neighbour.

CHAPTER 5

Our early conversations

Esso is committed to listening to organisations, communities, landowners and members of the public as the project progresses.

When we announced the project in December 2017, we wrote to 101 organisations. We have since extended invitations to meet with the Planning Inspectorate and every relevant local authority, parish council, and national environmental body.

From the conversations we've had so far, the early feedback suggests the following:

Generally, the principle of replacing the pipeline is preferable to the impact of 100 road tankers transporting aviation fuel daily.

In general, it was felt that at this early stage a replacement pipeline route that follows the existing pipeline as closely as possible, is preferable.

A key area for future discussions will be to explain how we will be managing potential installation impacts.

This consultation is an opportunity for everyone to comment on our proposed corridor options. We will continue to meet and discuss emerging plans with organisations, landowners and local representatives as the project develops. We aim to launch our second consultation in autumn 2018.



Our website is the best way to keep up to date on the project. You can sign up to our newsletter at

www.slpproject.co.uk



CHAPTER 6

Working with landowners

Esso values its long-term relationships with people who have our existing pipelines on their land.

We have a land agent team, led by the specialist company Fisher German LLP. The Fisher German team has enjoyed a long working relationship with us and has provided land agency services in connection with our UK pipeline network for more than 30 years.

The team distributes half-yearly newsletters to landowners about our pipelines, as well as important safety information. Team members also attend local shows and events to promote safety awareness.

When the project was launched we wrote to all landowners hosting our existing pipeline between Boorley Green and the West London Terminal storage facility to make sure they knew about the project. We also

followed up the letter with a phone call to check that each landowner had received the letter so we could answer any questions they had about the project.

As the project develops, the Fisher German team will contact some landowners to arrange access to private land for surveys. Ultimately, if the Development Consent Order is granted, we will seek agreements with the relevant landowners for the installation and operation of the replacement pipeline. We will need to install the pipeline on private land, but it will not pass under any existing homes.

Identifying potential landowners for the Development Consent Order application

As part of the application process, there is a legal requirement to identify who owns or has an interest in the land. To make sure the information is as accurate as possible, the Fisher German team will, from the beginning of this consultation, write to landowners within the proposed corridors set out in Chapter 9.



CHAPTER 7

How the pipeline corridor proposals were created

Here we explain how we created the pipeline corridors and why we chose the ones listed below.

To develop the pipeline corridor proposals presented in this consultation, we worked with a team of engineering and environmental experts to define a method to assess potential corridors.

We first set out what we wanted to achieve – our objectives for the project:

- to replace the pipeline from Boorley Green to the West London Terminal storage facility via Alton, Hampshire, to connect to our 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 viable pipeline.

We then set out the principles that guide how we will assess the relative merits of each potential corridor.

We are applying the following guiding principles to the consideration of pipeline corridor and route options, favouring those which:

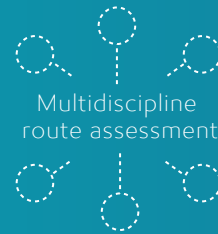
- if possible, benefit from existing equipment (infrastructure) and relationships with landowners;
- are likely to have better environmental outcomes versus the other options considered, especially relating to internationally and nationally important features along the final route;
- will provide social and economic outcomes of greater benefit compared to the other corridors;
- if possible, pass through less complex or built-up areas;
- achieve compliance with National Policy Statements; and
- can be installed in a timely and realistic manner at reasonable cost.

The environmental and socio-economic considerations mentioned here include the potential for temporary disruption to local communities, the location of community areas and buildings (including schools and hospitals), consideration of valued natural features such as Special Protection Areas, Special Areas of Conservation, Ramsar-designated wetlands (wetlands of international importance), Sites of Special Scientific Interest, Groundwater Source Protection Zones and Scheduled Monuments.

STEP 1 Understanding the area



STEP 2 Longlist of pipeline corridors



STEP 3 Shortlist of pipeline corridors

ROUTE CORRIDOR CONSULTATION

How we have developed pipeline corridors

Stage One: Understanding the area

We created a digital map with all the publicly available data for features, including landscape, geology, environmentally and historically sensitive areas, local features and proposed developments (such as new housing and community facilities).

Expert pipeline route development

Our engineering and environmental experts worked together to identify possible pipeline corridors. They used the project's objectives and guiding principles to develop possible corridors together with the local information presented on the map.

As all potential corridors must connect to our Alton Pumping Station, our route development has been split into two sections. These are:

South – Boorley Green to Alton

North – Alton to West London Terminal storage facility

This south/north split made the presentation and assessment of potential corridors simpler.

Stage two: Longlist of pipeline corridors

Once the team had produced a longlist of corridors (for the south and north sections) these were assessed in a multi-disciplinary workshop. Assessments considered the objectives and guiding principles. The pipeline corridors that had the potential to perform well were taken to the next stage of assessment and became the shortlisted pipeline corridors.

Stage three: Shortlist of pipeline corridors

The shortlisted pipeline corridors were reviewed again and updated where there were opportunities to take account of environmental, planning and engineering features. This included early stakeholder feedback.

Selecting pipeline corridors for this consultation

A total of 17 corridors were developed in the longlist stage, six were then shortlisted and we are asking for your views

on all six corridor proposals: three in the south and three in the north.

We decided to take all corridors from the shortlist stage to this consultation because all have the potential to perform well in our assessments, based on our current information.

Chapter 8 sets out the corridors that were not taken forward.

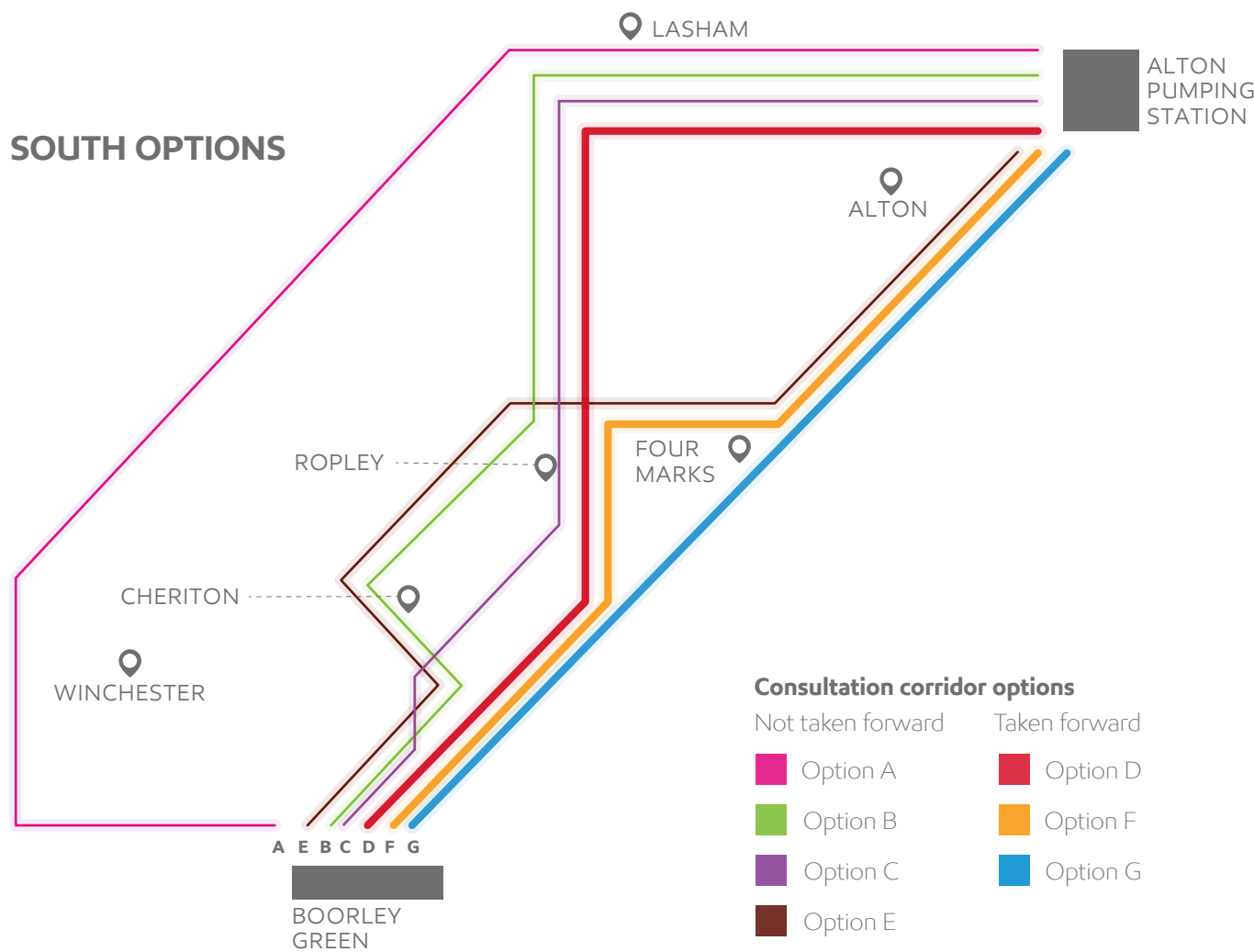
Chapter 9 sets out the corridors we are seeking your views on during this consultation.

At this early stage in the assessment process, the project team has identified that, on balance, one pipeline corridor on each side of the Alton Pumping Station is currently the best fit with the guiding principles.

This is the option that broadly follows the existing pipeline, although there are some places where this is no longer possible. This is currently our favoured pipeline corridor.

CHAPTER 8

Pipeline corridor proposals not taken forward



In the south (Boorley Green to Alton), our favoured pipeline corridor is Option G.

In the north (Alton to the West London Terminal storage facility) our favoured pipeline corridor is Option J.

However, we continue to gather information on all of the potential corridors, including via this consultation, and we will keep an open mind in assessing which corridor is ultimately chosen as the preferred pipeline corridor.

South – Boorley Green in Hampshire to Alton Pumping Station

Seven corridors were identified for the southern section. Four were not taken forward, and these are discussed in this section.

These proposals connect to the previously replaced section of pipeline in the Boorley Green area in Hampshire, and end approximately 42 km (26 miles) northeast at our Alton Pumping Station.

The seven proposed corridor options were titled: A, B, C, D, E, F and G. Options A, B, C and E were not taken forward and are discussed in this chapter. Options D, F and G were taken forward and are set out in Chapter 9.

Option A

This corridor was developed to avoid the South Downs National Park. It skirts the west of the National Park and Winchester. After Winchester, it heads northeast towards East Stratton, where it then goes east towards the Alton Pumping Station. This is the longest corridor in the southern section.

The corridor was created as an option to completely avoid the South Downs National Park by passing to the west of Winchester. This made it the longest of the southern corridors. The corridor also had to pass through environmentally sensitive areas between Otterbourne and Colden Common, including the River Itchen Site of Special Scientific Interest and Special Area of Conservation, and an important Groundwater Source Protection Area Zone 1. This meant that the corridor was unlikely to have better environmental outcomes than others. The significant cultural heritage features around the northeast of Winchester, as well as emerging housing allocations, were also considered significant challenges for this route.

Option B

This corridor follows the existing pipeline alignment as far as possible until it diverges at Preshaw Wood to approach the west of Cheriton. It heads northeast across the A31 and goes towards Heath Green and Bentworth. It then tracks east across the A339 before reaching the Alton Pumping Station.

Similar to Option C, this corridor was developed as a way to reduce the length of new pipeline in the South Downs National Park (but not to avoid it completely). Our assessment indicated that it was unlikely to have better environmental outcomes than other corridors, as it crossed the River Itchen Site of Special Scientific Interest and partially encroached on the historic battlefield at Cheriton.

Option C

This corridor follows the existing pipeline alignment as far as possible until it diverges northwest towards Lower Upham. It crosses the A31 north of Cheriton. Near Bentworth it goes east across the A339 before reaching Alton Pumping Station.

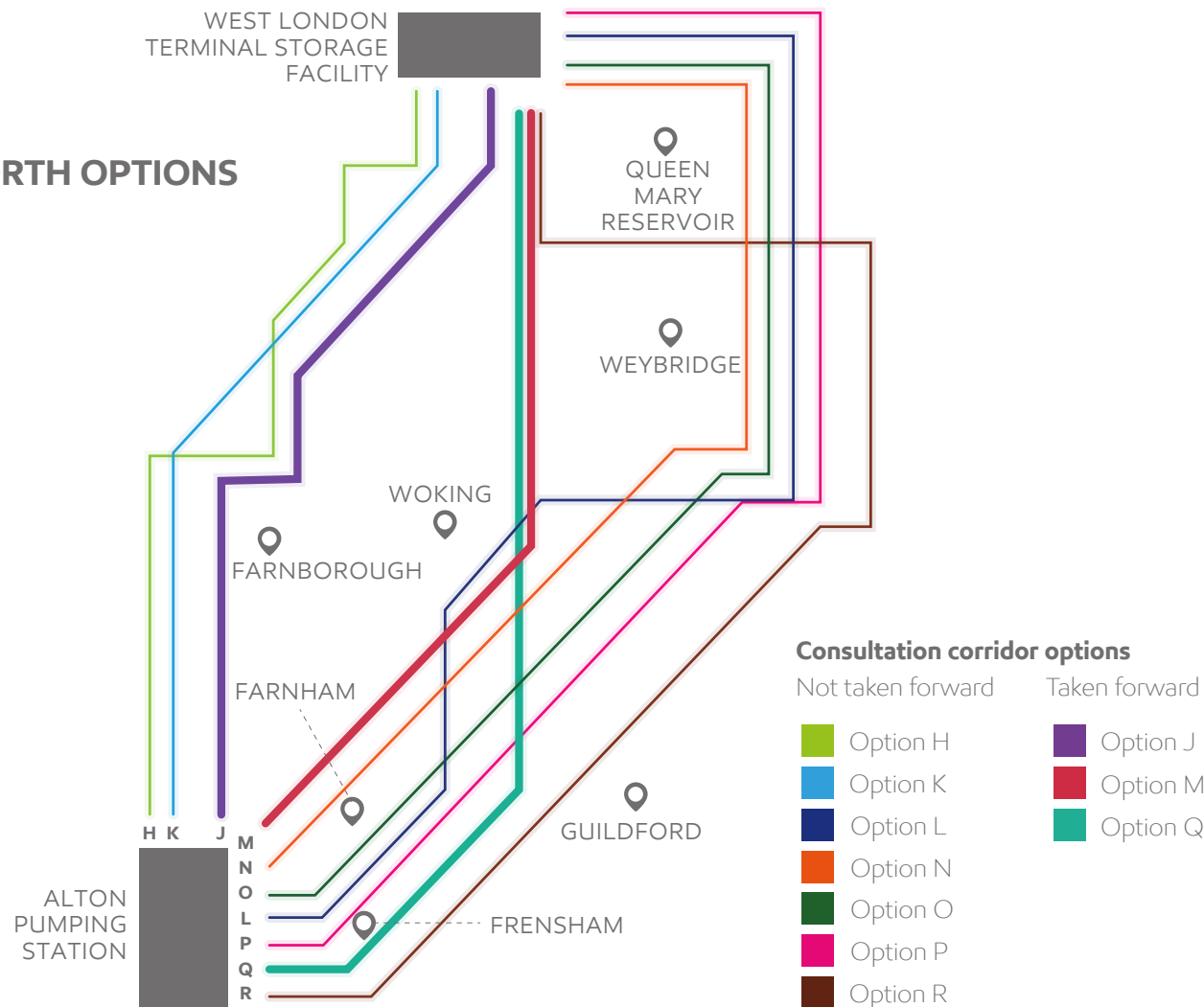
This corridor was developed as a way to reduce the length of new pipeline in the South Downs National Park. It was not taken forward because our assessment indicated that it was unlikely to have better environmental outcomes than other corridors as it crossed the River Itchen Site of Special Scientific Interest and partially encroached on the historic battlefield at Cheriton.

Option E

This corridor largely follows the Option B corridor until its northern section where it diverges as it approaches Alton, passing between Chawton Park Wood and Bushy Leaze Wood, reaching the Alton Pumping Station from the southeast.

Similar to Option C, this corridor was developed as a way to reduce the length of new pipeline in the South Downs National Park. Our assessment indicated that it was unlikely to have better environmental outcomes than other corridors, as it crossed the River Itchen Site of Special Scientific Interest and partially encroached on the historic battlefield at Cheriton.

NORTH OPTIONS



North – Alton to West London Terminal storage facility

Ten pipeline corridors were identified for the northern section. Seven were not taken forward. These are discussed in this section.

All these proposals link the Alton Pumping Station to the West London Terminal storage facility, a distance of approximately 44 km (27.5 miles).

The ten proposed corridor options were titled: H, J, K, L, M, N, O, P, Q, and R. Options H, K, L, N, O, P, and R were not taken forward and are discussed in this chapter. Options J, M and Q were taken forward and are set out in Chapter 9.

Option H

This corridor begins at the Alton Pumping Station and heads to the northwest of Farnborough. It then goes in between sections of Chobham Common before heading over the M25 and north to the West London Terminal storage facility.

This corridor was created to avoid going through Chobham Common Site of Special Scientific Interest, an internationally protected area. A significant length of the pipe would be installed in Staplehill Road and Longcross Road (B386), in between areas of Chobham Common. This would make it much more complex and time-consuming to install and result in greater disruption and impact for communities.

Option K

This corridor begins at Alton Pumping Station and heads to the northwest of Farnborough. It then goes northeast across the Blackwater River between Frimley Business Park and Frimley Bridge (A325). It then follows Chobham Road where it joins Option J at the junction with the B3015.

This corridor was not taken forward for further assessment because a significant section, between Farnborough and Lightwater, would need to be laid in roads. This would make it significantly more complex and time-consuming to install and result in greater disruption and impact for communities.

Option L

This corridor heads east near Woking and northeast until Walton-on-Thames, then goes north towards the West London Terminal storage facility.

This corridor is similar to Option O, other than the section between Worplesdon and Byfleet which passes further north-west to avoid the floodplain and mineral extraction areas to the east and southeast of Old Woking and Pyrford. This takes Option L into Woking, increasing the impacts on roads and communities from those identified for Option O.

Option N

This corridor crosses the A31 just south of Bentley. It follows the A31, avoiding the urban area just west of Farnham, before joining the A287 next to Farnham Castle. The corridor heads in an easterly direction before crossing the A325 and A31, and then skirting around the south of the Shepherd and Flock roundabout. Finally, the corridor goes east and crosses the River Wey where it then tracks north to the West London Terminal storage facility.

This corridor is similar to Option O apart from the southern section that passed through Bentley, Dippenhall and Farnham in order to avoid the South Downs National Park around Blacknest. As such, it shared similar issues for installation, disruption and community impact and so was not taken forward for further assessment.

Option O

This corridor heads east, crossing the A325 and Alice Holt Forest. It crosses the A287 and keeps east of Farnham where it heads east to cross the A31. The corridor then goes towards Sutton Green, before heading northeast to the M25 and north up to the West London Terminal storage facility.

This corridor was not taken forward because this section would mainly be installed in roads through Whiteley Village, Walton-on-Thames, Upper Halliford and Staines. This would make it much more complex and time-consuming to install and result in greater disruption and impact on communities.

Option P

This corridor heads in an easterly direction. It goes near to Woking and in a northeast direction until Walton-on-Thames, where it heads north by diverting west of Feltham towards the West London Terminal storage facility.

This corridor was very similar to Option O, other than the final 5km section approaching the West London Terminal storage facility. This section passed round the southwest of Feltham to try to reduce the length of the pipeline installed in roads. On assessment, this showed no reduction in road installation could be achieved and was not taken forward.

Option R

This corridor heads east, near to Woking and northeast until Walton-on-Thames where it heads west, crossing the River Thames to the east of D'Oyly Carte Island. It then goes northwest, crosses the M3 and joins the West London Terminal storage facility.

This corridor was similar to Option O, other than the final 12km section, which passed to the west of the Queen Mary Reservoir. This reduced the length of pipeline installed in roads but led the corridor into the floodplain along the River Thames between Chertsey Meads and Walton-on-Thames. The considerable complexity of installing the pipeline in the floodplain was a particular issue for this route and there also remained substantial lengths of pipeline requiring installation in roads and for these key reasons this corridor was not taken forward for further assessment.

CHAPTER 9

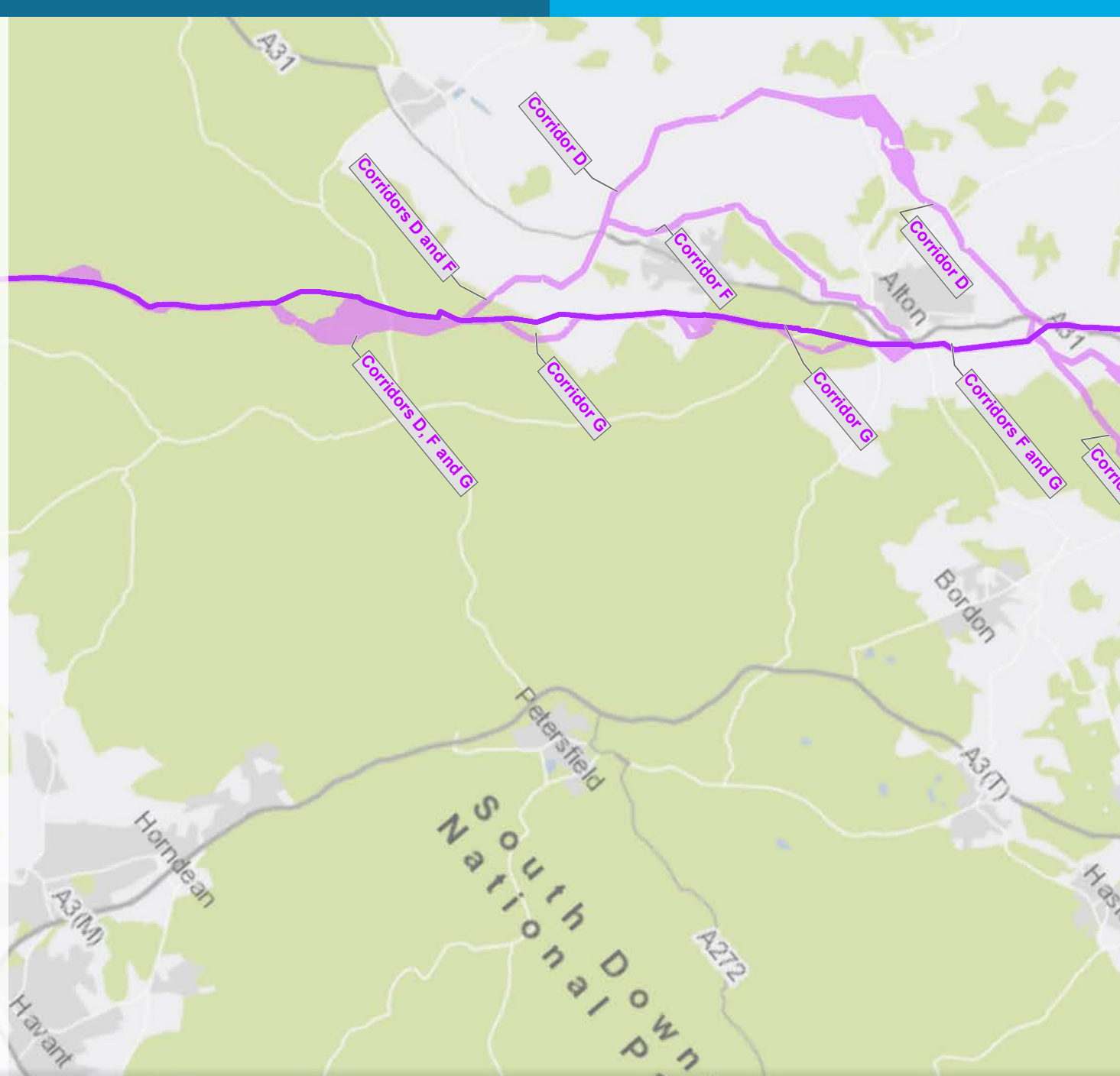
The final consultation corridors

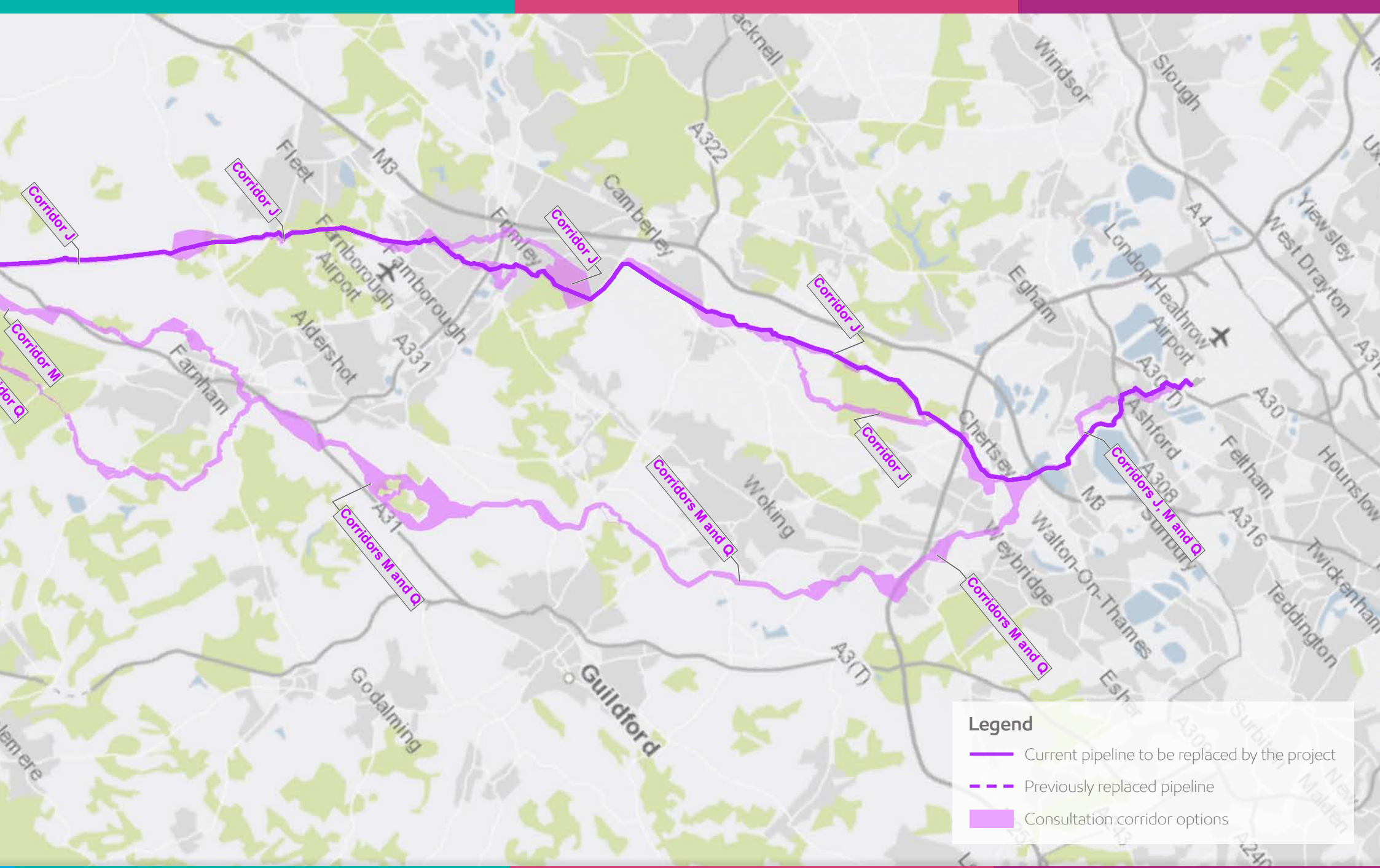
These are the proposed pipeline corridor options that we are asking for your views on.

In this chapter, we present the six pipeline corridor options that have been identified from our assessments, three in the south (Options D, F and G) and three in the north (Options J, M and Q).

The pipeline corridor options presented in this section all perform well, but in different ways, and have different merits. We are seeking your views to help us select a single corridor, one in the south and one in the north, to progress to the next stage when we will consult to help determine the final route of the pipeline within the corridor.

We have identified a favoured corridor in the south and in the north that we believe perform best when measured against our guiding principles. Our initial view is informed by early feedback from relevant local authorities and environmental bodies. However, we remain open to other options and will consider the outcome of this consultation before selecting a preferred corridor.

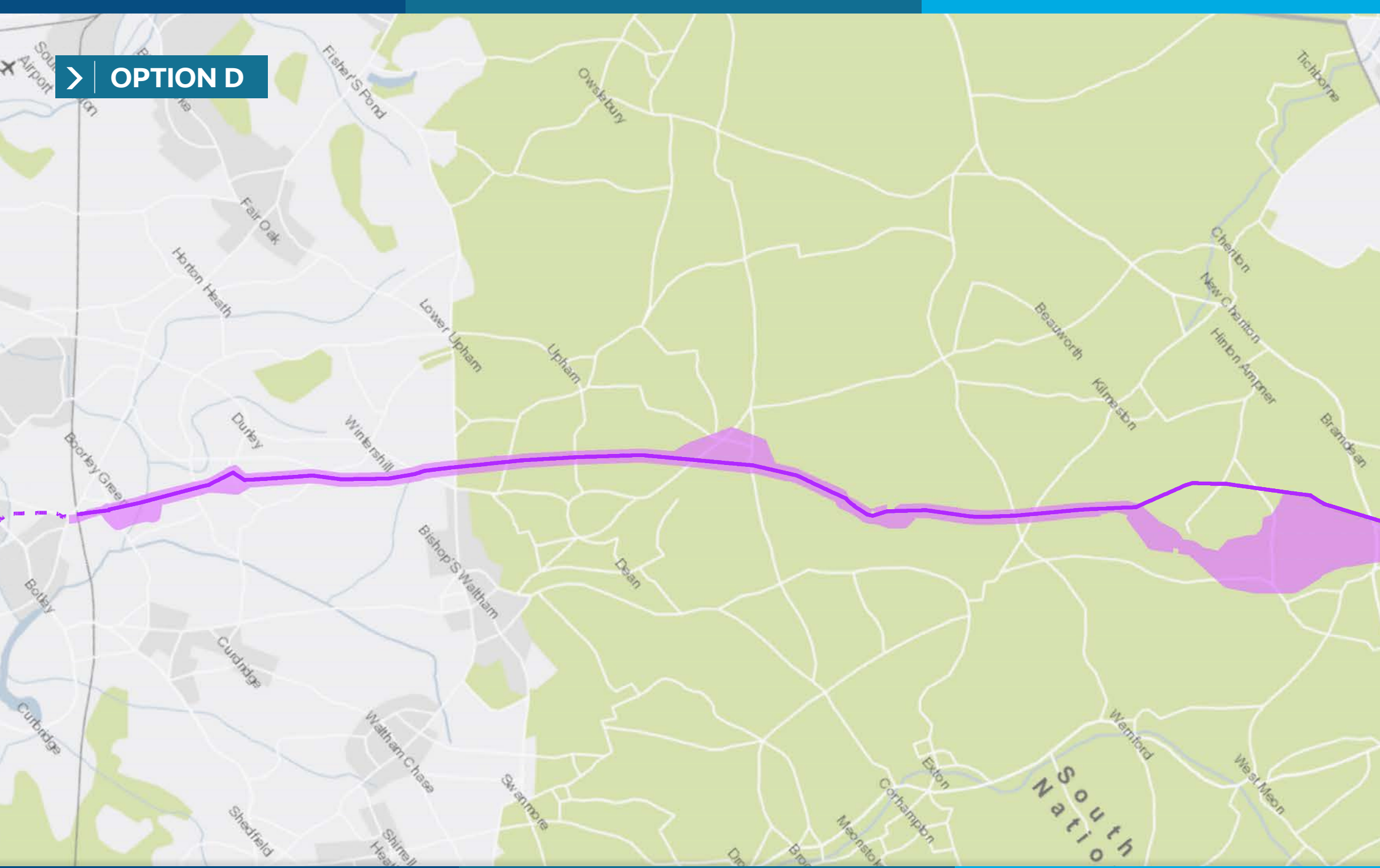


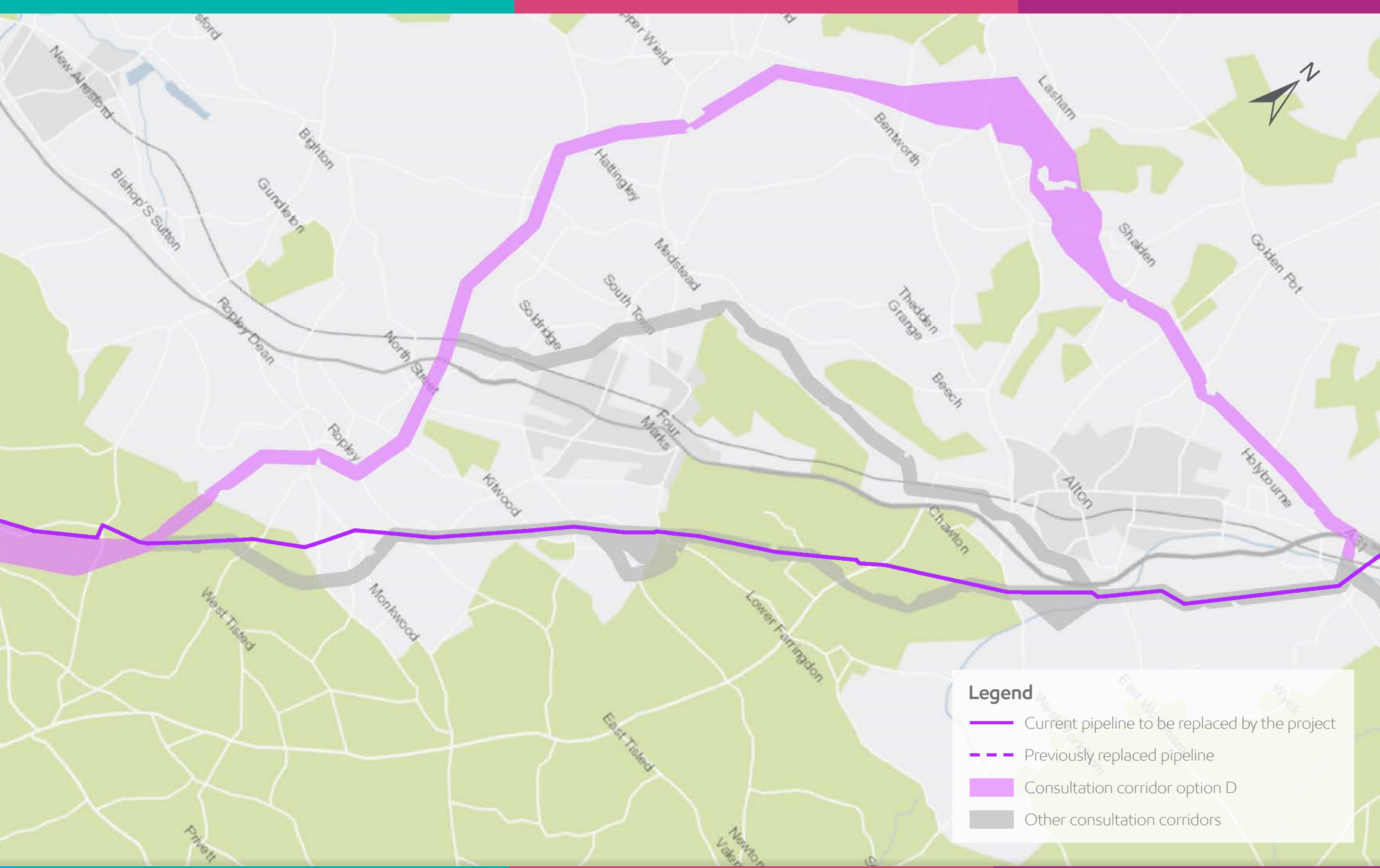


Legend

- Current pipeline to be replaced by the project
- - - Previously replaced pipeline
- Consultation corridor options

➤ **OPTION D**





Option D

Reasons for Inclusion

This corridor shares the same corridor as Option G until West Tisted. At this point this corridor travels northeast, skirting to the south of Lasham. This is to avoid Chawton Park Wood and Bushy Leaze Wood. It then approaches the Alton Pumping Station from the west. In common with Option F, it is one of the shortest corridors within the South Downs National Park.

Route Description

This corridor follows the existing pipeline, heading northeast from Boorley Green, passing between Bishop's Waltham and Upham, where it enters the South Downs National Park, to as far as West Tisted. After West Tisted, it heads north, passing to the east of Ropley, skirting Heath Green, then heading northeast and passing south of Lasham. It then heads east, crosses the A31, passes Alton and reaches the Alton Pumping Station from the west.

Engineering and land

This corridor is 43km (26.8 miles) long. It passes under five major features, including the A31, A339 and A272, the Alton to Waterloo railway line, rivers and a substantial number of minor roads.

After Option G, our favoured option, this corridor has some opportunity to take advantage of existing infrastructure and offers greatest potential to build upon the existing relationships we have with the current landowners.

Environment Summary

This corridor provides one of the shortest routes through the South Downs National Park. The park has special qualities in relation to wildlife, tranquillity, land use, community use, recreation and heritage.

Community

This corridor passes close to the community of Ropley, with the possibility of causing some short-term disruption to residents.

Options D, F and G all include National Trust owned land near Hinton Ampner, but diverge from the existing route to avoid Blackhouse Copse, an ancient woodland within the National Trust estate. As with all corridors it crosses farmland.

Cultural Heritage

This corridor lies adjacent to Cuckoo's Corner Roman site, a Scheduled Monument at Neatham. It avoids cultural heritage issues associated with the historic English Civil War battlefield at Cheriton. Where the corridor does not follow the existing pipeline, there may be greater risk of disturbing buried archaeological remains.

Ecology and Biodiversity

This corridor avoids the River Itchen Special Area of Conservation and Site of Special Scientific Interest.

As with Option G, this corridor avoids sites with a statutory designation for ecology or biodiversity, and the careful design of a route within this corridor and/or the use of appropriate installation techniques would help to avoid ancient woodland and reduce possible impacts on priority habitats.

Landscape

Approximately 16km (10 miles) of the corridor lie within the South Downs National Park. This corridor has fewer landscape concerns than Option G as it passes through less of the South Downs National Park.

Landfills / Soil and Geology

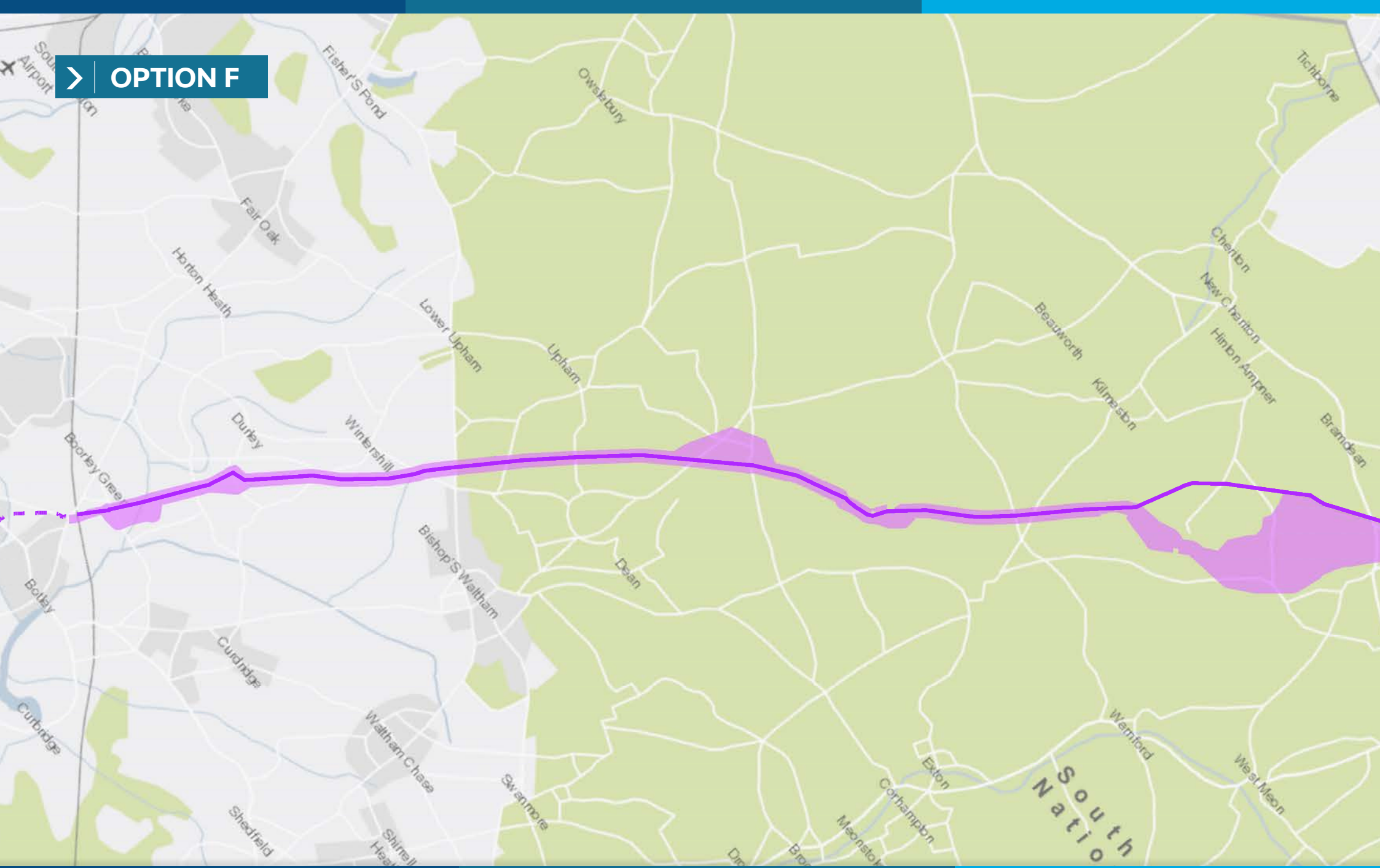
In common with the other southern corridors, there are no recorded historical or authorised landfills within the corridor.

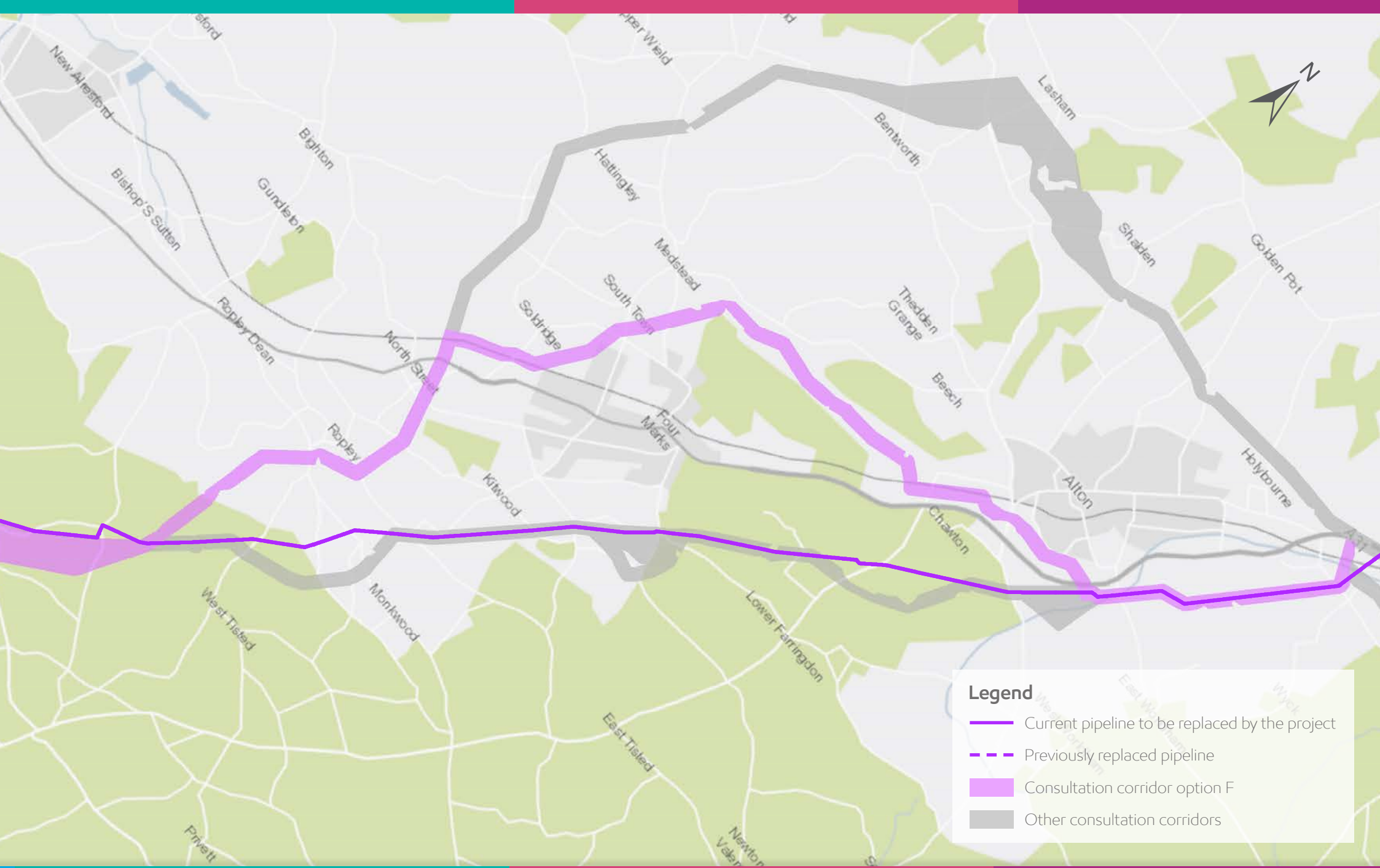
Water

Source Protection Zones are defined for groundwater sources such as wells, boreholes and springs used for public drinking water supply.

This corridor would pass through or very close to a Groundwater Source Protection Zone 1 south of Lasham, and crosses five areas of Source Protection Zone 2 (north of Bishop's Waltham, south and north of Ropley, to the west of Medstead and south of Lasham). It is expected that careful design of a route within this corridor together with implementation of good operational practice may be able to avoid or reduce any impact on these features.

➤ **OPTION F**





Option F

Reasons for Inclusion

This corridor avoids development areas to the north of Alton. This corridor follows the same corridor as Option G until West Tisted. At this point the corridor travels northeast, skirting the northern edge of Four Marks. It approaches the Alton Pumping Station from the southwest. In common with Option D, it is one of the shortest corridors within the South Downs National Park.

Route Description

This corridor follows the existing pipeline route, entering the South Downs National Park at Bishop's Waltham. It diverges from the existing route southwest of Blackhouse Copse, then heads north to pass around Four Marks and Chawton Park Woods. This allows the corridor to avoid re-entering the South Downs National Park. It then passes between Chawton Park Wood and Bushy Leaze Wood, approaching the Alton Pumping Station from the southwest.

Engineering and land

This corridor is 40km (25 miles) long. It passes under seven major features, including the A31, A339 and A272, the Alton to Waterloo railway line, rivers and a substantial number of minor roads. This route has some opportunity to take advantage of existing infrastructure. After Option G (our favoured option) this corridor has greatest potential to take advantage of existing infrastructure and offers greatest potential to build upon existing relationships we have with current landowners.



Environment Summary

This corridor reduces the distance the pipeline takes through the South Downs National Park by avoiding re-entering the National Park. The National Park has special qualities in relation to wildlife, tranquillity, land use, community use, recreation and heritage

Community

This corridor passes close to the communities of Ropley, Four Marks and Alton, with the possibility of causing short-term disruption to residents. Potential disruption of access to Alton Hospital should be avoided by the use of a trenchless technique to cross the A339.

This corridor includes National Trust owned land near Hinton Ampner, but diverges from the existing route to avoid Blackhouse Copse, an ancient woodland within the National Trust estate. As with all corridors, it crosses farmland.

Cultural Heritage

This corridor does not include any designated heritage features of high importance. Where the corridor does not follow the existing pipeline, there may be a greater risk of disturbing buried archaeological remains.

Ecology and Biodiversity

It avoids major ecology constraints, and the careful design of a route within this corridor and/or the use of appropriate installation techniques would help avoid ancient woodland and reduce possible impacts on priority habitats.

Landscape

Approximately 16km (10 miles) of the corridor lie within the South Downs National Park. This corridor has fewer landscape concerns than Option G as it passes through less of the South Downs National Park.

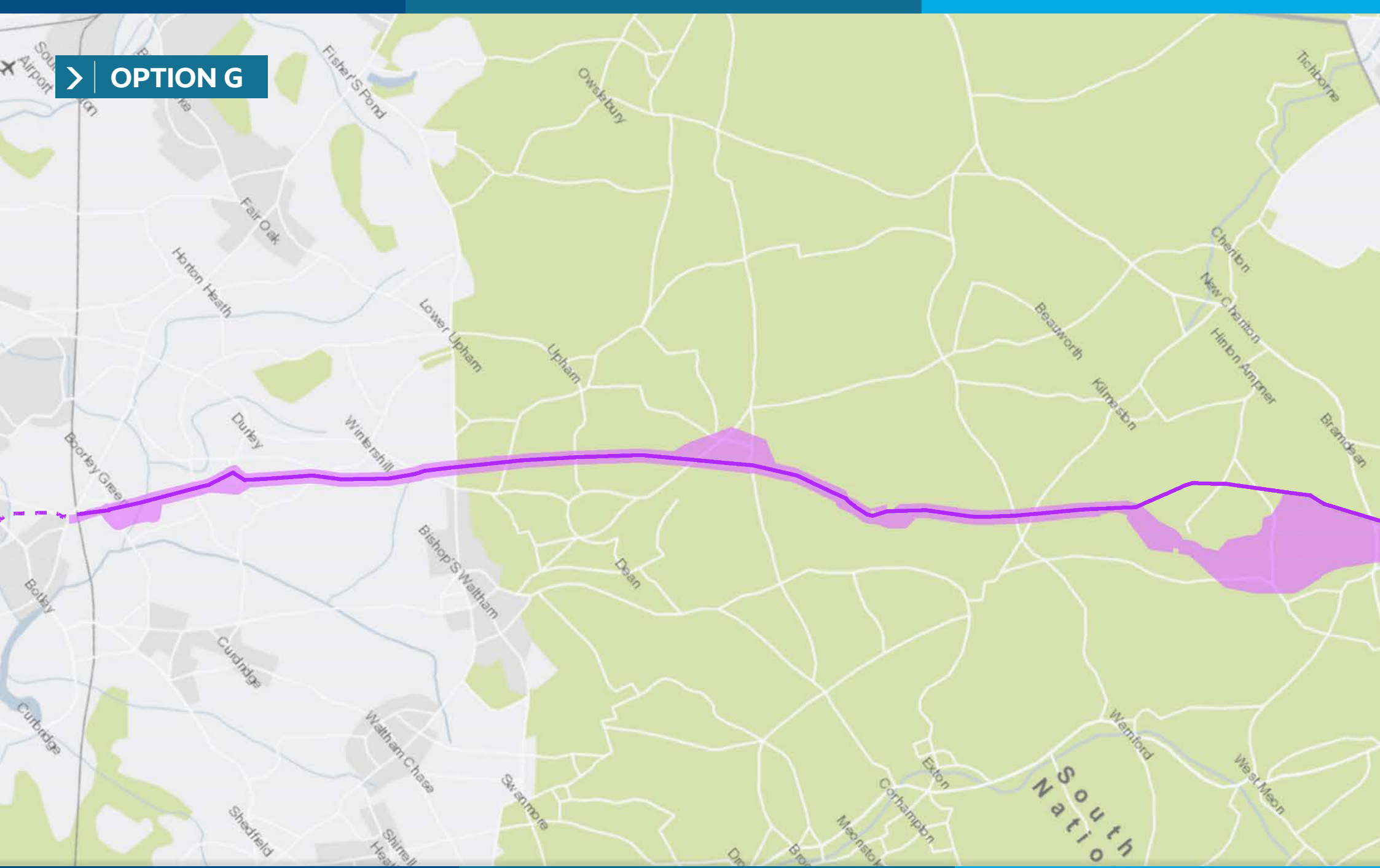
Landfills / Soil and Geology

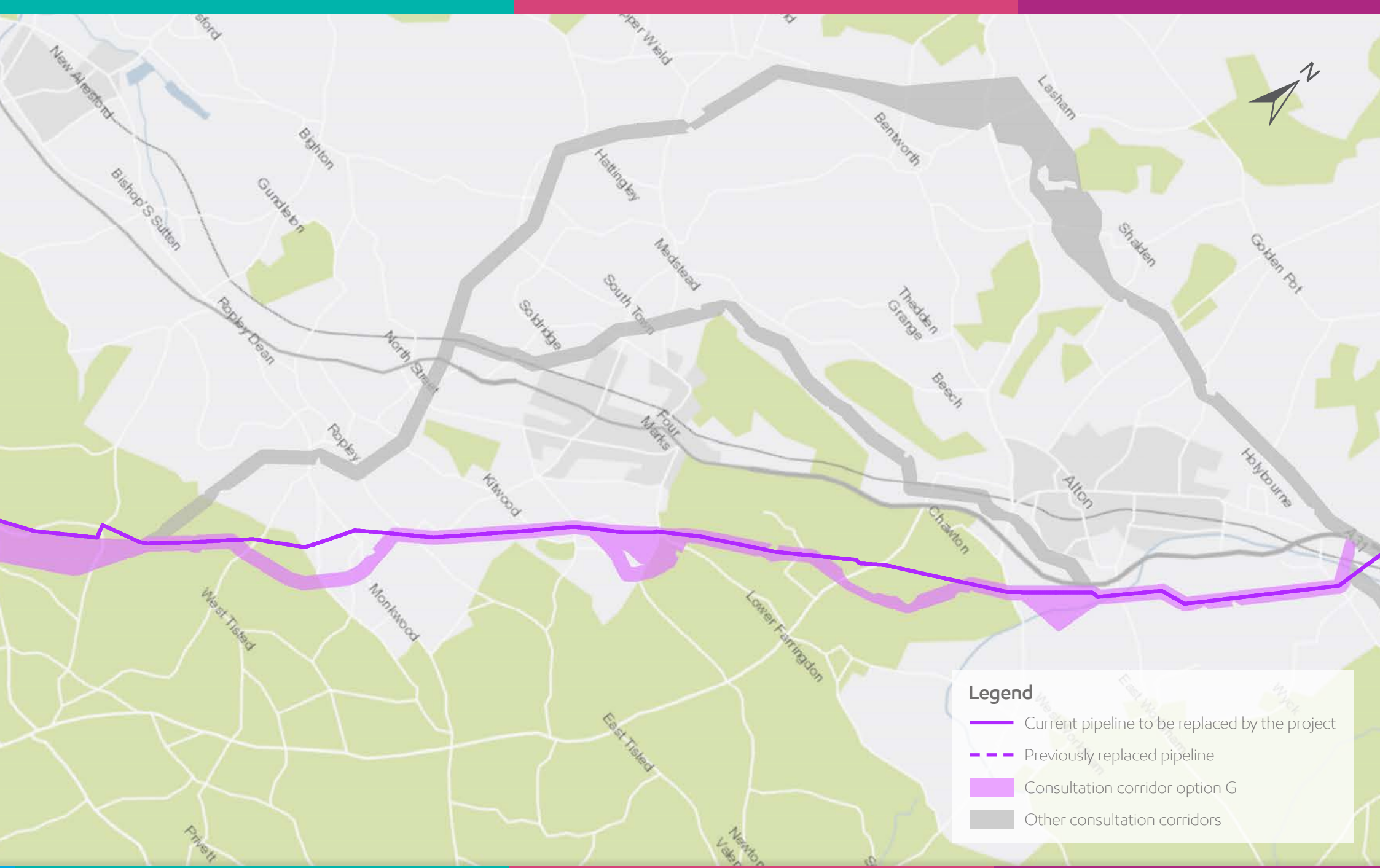
In common with the other southern corridors, there are no recorded historical or authorised landfills within the corridor.

Water

The corridor has a similar level of water concerns to Option G and fewer than Option D. It crosses four areas of Source Protection Zone 2 (north of Bishop's Waltham, south and north of Ropley and south of Alton), and encroaches on a short stretch of Source Protection Zone 1 south of Alton, although further design of a route within this corridor could minimise proximity to this feature.

➤ **OPTION G**





Legend

- Current pipeline to be replaced by the project
- - - Previously replaced pipeline
- Consultation corridor option G
- Other consultation corridors

Option G

Reasons for Inclusion

This corridor was developed to follow the existing aviation fuel pipeline where possible to make best use of existing infrastructure and landowner and stakeholder relationships. The corridor avoids ancient woodland and sensitive features above the existing pipeline.

Route Description

From Boorley Green, the corridor heads northeast, passing between Bishop's Waltham and Upham, where it enters the South Downs National Park. It then passes the village of Bramdean passing under the A272 and the A32. The final approach to Alton passes between Lower Farringdon and Chawton, southeast of the A31, passing Alton before crossing the River Wey to approach the Alton Pumping Station from the southwest.

Engineering and land

This corridor is the shortest, at 38.5km (24 miles) long. It passes under five major features, including the A32 and A272, the Alton to Waterloo railway line, rivers, and 27 minor roads.

This corridor has greatest potential to take advantage of existing infrastructure and offers greatest potential to build upon the existing relationships we have with current landowners.



Environment Summary

The main environmental concerns relate to landscape, the water environment and the community. Approximately 24km (15 miles) of the corridor lie within the South Downs National Park. The park has special qualities in relation to wildlife, tranquillity, land use, community use, recreation and heritage.

Community

This corridor avoids large residential areas but it is close to several community facilities (including a school). It crosses the South Downs Way to the northwest of Beacon Hill. However, its alignment near the existing pipeline means that land use for most of its length has already adapted to the existing pipeline infrastructure and maintenance operations.

The corridor includes National Trust owned land near Hinton Ampner, but diverges from the existing route to avoid Blackhouse Copse, an ancient woodland within the National Trust estate.

As with all corridors, it crosses farmland.

Cultural Heritage

It avoids high value cultural heritage assets, and has a low potential for affecting buried archaeology as it largely follows the existing pipeline where the ground is likely to have already been disturbed.

This corridor includes an option to move away from the existing pipeline alignment to skirt around the south of Chawton House Registered Park and Garden.

Ecology and Biodiversity

This corridor avoids sites with a statutory designation for ecology or biodiversity, and careful design and/or the use of appropriate installation techniques could allow avoidance of ancient woodland and reduce or avoid disturbance of most areas of priority habitats. This includes Stephen's Castle Down, an area of chalk grassland Priority Habitat and a non-statutory designated site within the South Downs National Park, where the corridor is widened to provide an opportunity to avoid this site.

Landscape

Approximately 24km (15 miles) of the corridor lie within the South Downs National Park.

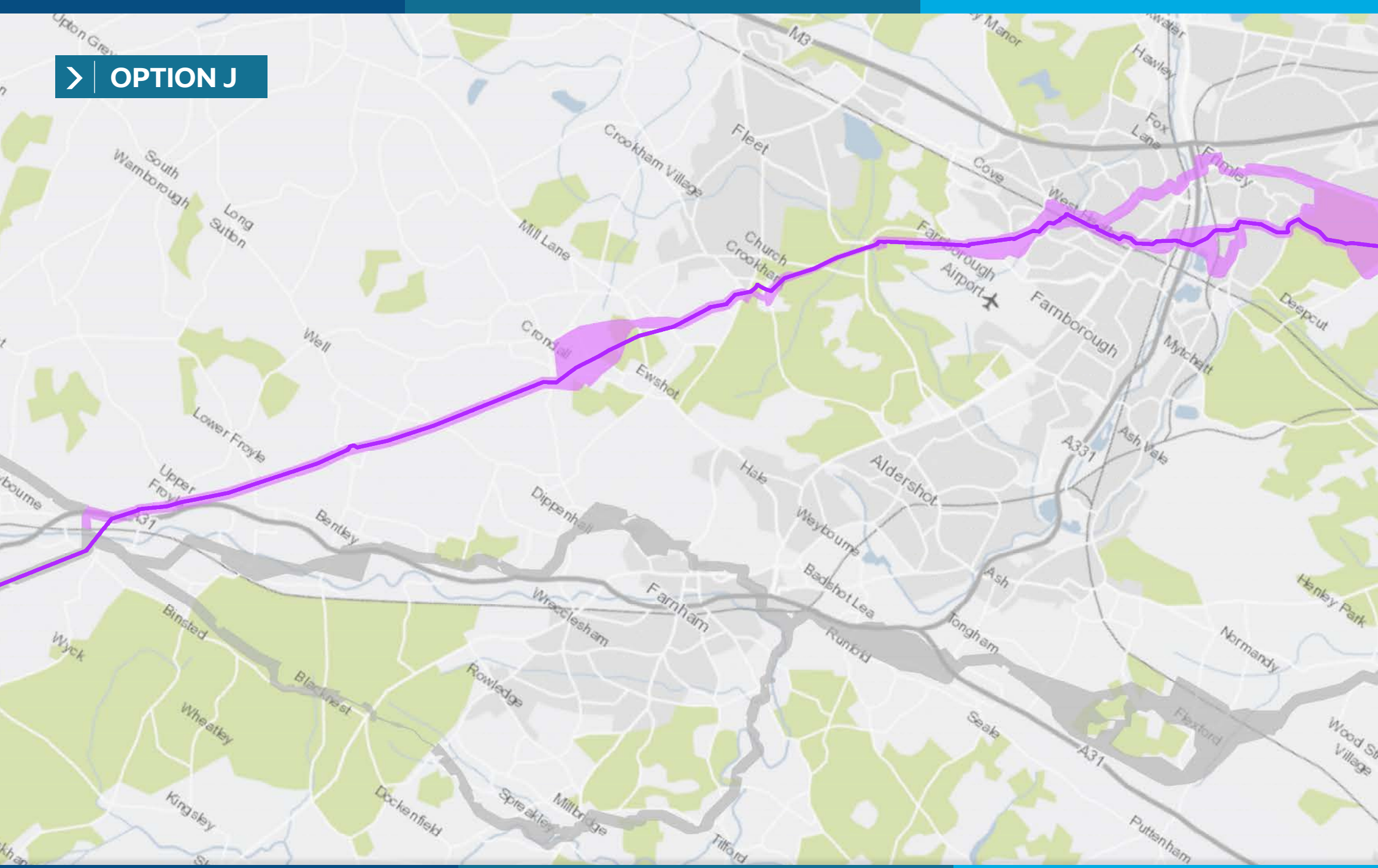
Landfills / Soil and Geology

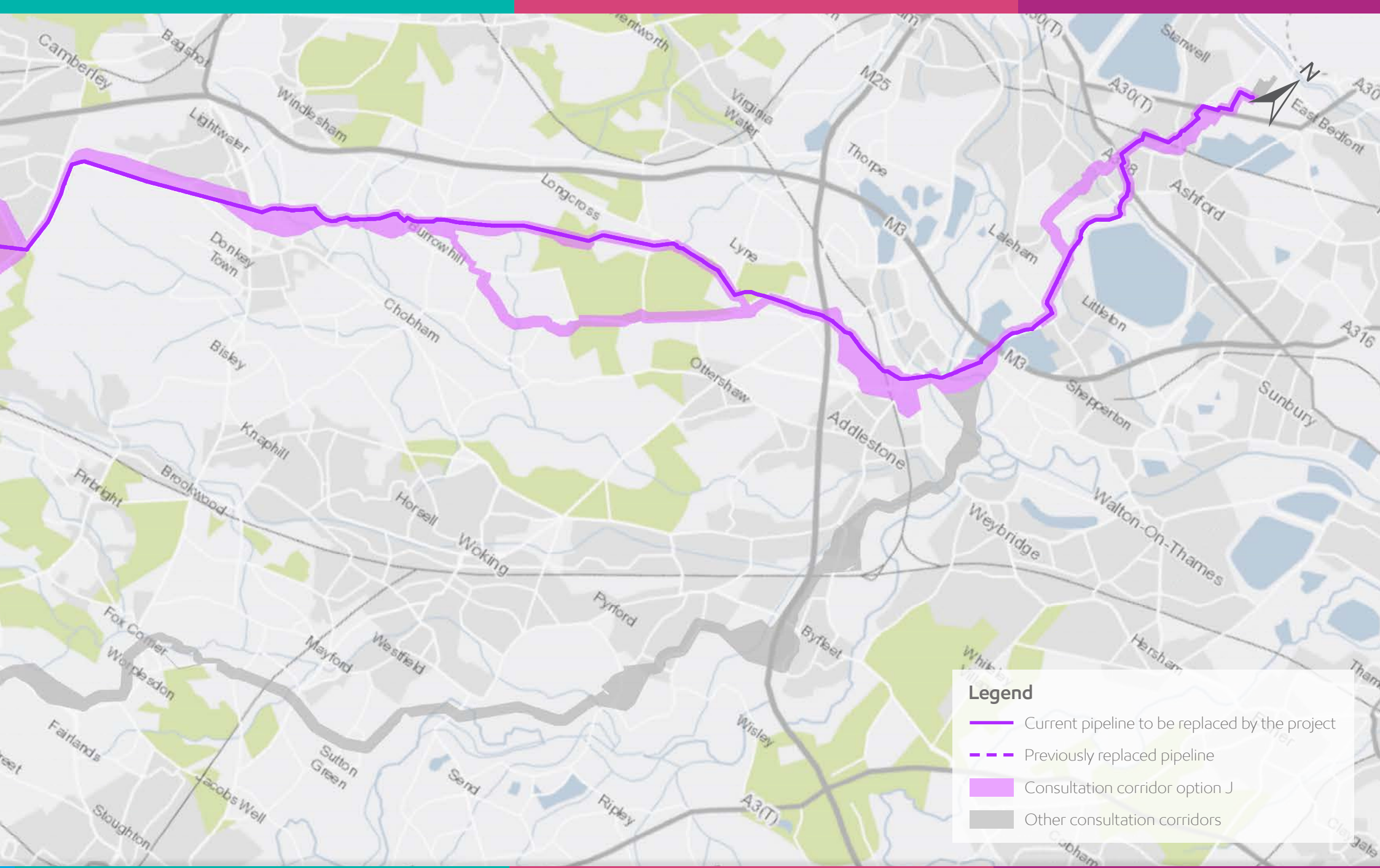
In common with the other southern corridors, there are no recorded historical or authorised landfills within the corridor. Unlike Options D and F it includes small areas of potentially sensitive soils and land instability.

Water

It passes through two areas of groundwater flood risk – at the A272 and south of Alton – and through three areas of Groundwater Source Protection Zone 2 (to the north of Bishop's Waltham and to the east and south of Ropley).

> OPTION J





Legend

- Current pipeline to be replaced by the project
- Previously replaced pipeline
- Consultation corridor option J
- Other consultation corridors

Option J

Reasons for Inclusion

This corridor was developed to follow the existing pipeline where possible to make best use of existing infrastructure and our pre-existing relationships with landowners. Its route through Hampshire and Surrey has taken into full account features that weren't built or protected in the 1960s, when the existing pipeline was built.

Route Description

This corridor begins by heading east from Alton. It crosses the A32 and heads northeast while keeping to the southeast of Upper and Lower Froyle. The corridor continues to the southeast of Crondall before crossing the A287 and keeping to the south-eastern outskirts of Fleet. It then passes Tweseldown Racecourse from the northwest.

Where the Fleet Road (B3014) meets the railway line, this corridor has two sub-options. These are areas where the corridor could follow alternative routes, but are not separate corridors. This is because the area has built up around the existing pipeline. The first follows the existing pipeline route, until it joins back up with the other sub-options at The Maultway and Deepcut Bridge Road. The second sub-option heads from the Fleet Road/railway line towards where the A325 crosses the A331. From here it closely follows the Chobham Road (B311) and the Old Bisley Road. At The Maultway it joins up with the other sub-option.

This corridor travels around Bisley and Pirbright Ranges towards Chobham Common. At this point, there are two sub-options. This is because we are considering ways to reduce potential impacts on Chobham Common. The first follows the existing pipeline route through Chobham Common until it joins up with the other sub-option just north of the Longcross Road and Stonehill Road junction. The second sub-option travels easterly from the B383 near Burrow Hill Green and aims to avoid crossing Chobham Common. Near Dunstall Green it turns north to follow the Stonehill Road until it joins up with the other sub-option just north of the Longcross Road and Stonehill Road junction.

At this point the corridor travels easterly until it crosses the M25, the railway line and Chertsey Road, it then heads toward the Thames.

After crossing the Thames at Dumsey Meadow and the M3, this option (J), Option M and Option Q all head north, with sub-options to the west of the Queen Mary Reservoir. At the Staines Bypass the corridor merges back together and heads north until the West London Terminal storage facility.

Engineering and land

This is the shortest northern corridor at 69.2km (43.25 miles) long. It passes under 27 major features, including the M3, M25, the A31, A287, A323, A327, A325, A322, A30, A308, the Basingstoke-Waterloo and Ascot-Guildford railway lines, the Rivers Thames and Wey, canals and a substantial number of minor roads in Ashford.

This corridor has greatest potential to take advantage of existing infrastructure and offers greatest potential to build upon the existing relationships we have with current landowners. The corridor does contain Common Land and land actively used by the Ministry of Defence.

Along with Option Q, this corridor has the lowest amount of streetworks compared to other corridors on the shortlist. It is also likely to have the shortest installation programme. Additionally, there is generally less installation in areas of floodplain when compared to Option M and Option Q.

Environment Summary

This corridor does not pass through any nationally designated landscapes as it avoids both the South Downs National Park and Surrey Hills Area of Outstanding Natural Beauty. It therefore has fewer landscape constraints than Option M and Option Q.

This corridor passes through or next to several statutory designated sites of national or international ecological importance. The design of a route within this corridor will need to minimise adverse effects on these sensitive ecological sites.

Community

The corridor passes through several residential areas including Farnborough, Frimley, Lightwater, Chertsey and Ashford, and communities lying within or near to the corridor may face short-term disruption during installation.

The sub-option through Frimley also includes Frimley Park and crosses access to Frimley Park Hospital. The potential for short-term disruption to both could be reduced through the careful design of a route within this corridor and/or trenchless techniques.

As with all corridors, it crosses farmland. This corridor passes into the Metropolitan Green Belt around London.

Cultural Heritage

This corridor includes or is close to heritage assets, including one Grade I listed building (Farnborough Hill Convent), two scheduled monuments at West End Common and Chobham, and Frimley Park Registered Park and Garden. However, the design of a route within this corridor may be able to avoid impacts on all of these assets.

The majority of the corridor follows the existing pipeline and in these locations, buried archaeological remains are likely to have already been disturbed. The corridor, therefore, has fewer heritage constraints than Option M and Option Q.

Ecology and Biodiversity

This corridor has the potential to affect several statutory designated sites of national or international ecological importance, including Dumsey Meadow Site of Special Scientific Interest, the Thames Basin Heaths Special Protection Area, the Thursley, Ash, Pirbright and Chobham Special Area of Conservation and their constituent Sites of Special Scientific Interest (Colony Bog and Bagshot Heath, Eelmore Marsh, and Chobham Common and National Nature Reserve). The careful design of a route within this corridor and/or the use of appropriate installation techniques will help minimise adverse ecological effects on these sites.

Trenchless techniques could help to avoid Basingstoke Canal Site of Special Scientific Interest, although this would extend the works within Bourley and Long Valley Site of Special Scientific Interest.

Potential impacts to Thames Basin Heaths Special Protection Area could be minimised by timing works outside the bird breeding season (February to September), although this would not necessarily avoid potential impacts to the associated Site of Special Scientific Interest.

The potential for impact to the Thursley, Ash, Pirbright and Chobham Special Area of Conservation and Thames Basin Heaths Special Protection Area would also need a Habitats Regulations Assessment to better understand any effects.

Landscape

This corridor does not pass through any nationally designated landscapes as it avoids both the South Downs National Park and Surrey Hills Area of Outstanding Natural Beauty. It therefore has fewer landscape constraints than Option M and Option Q.

Landfills / Soil and Geology

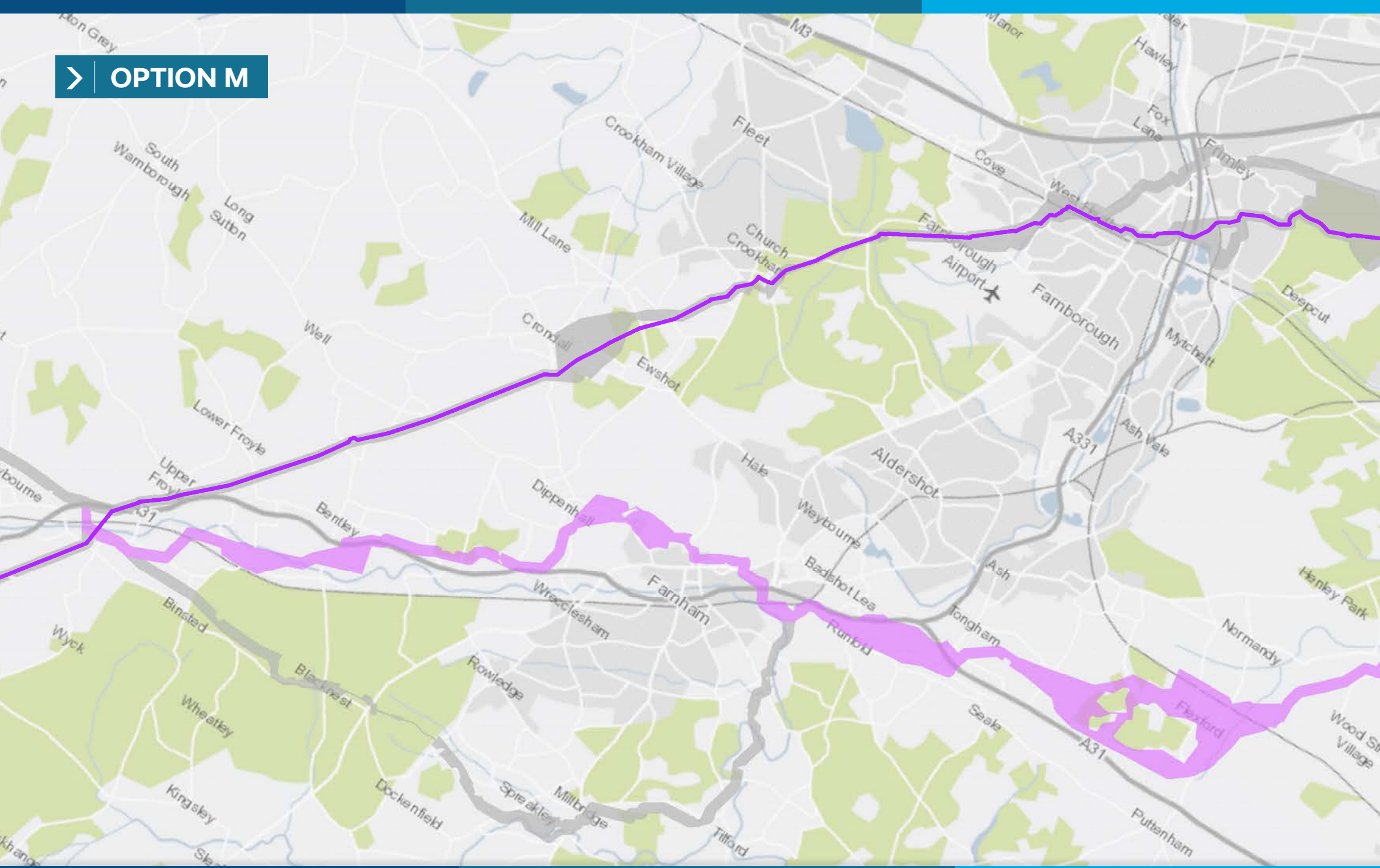
This corridor, in common with all of the northern corridors, crosses or runs next to numerous mineral and landfill sites, including near Ewshot, Frimley, Addlestone, Shepperton, Laleham and Ashford.

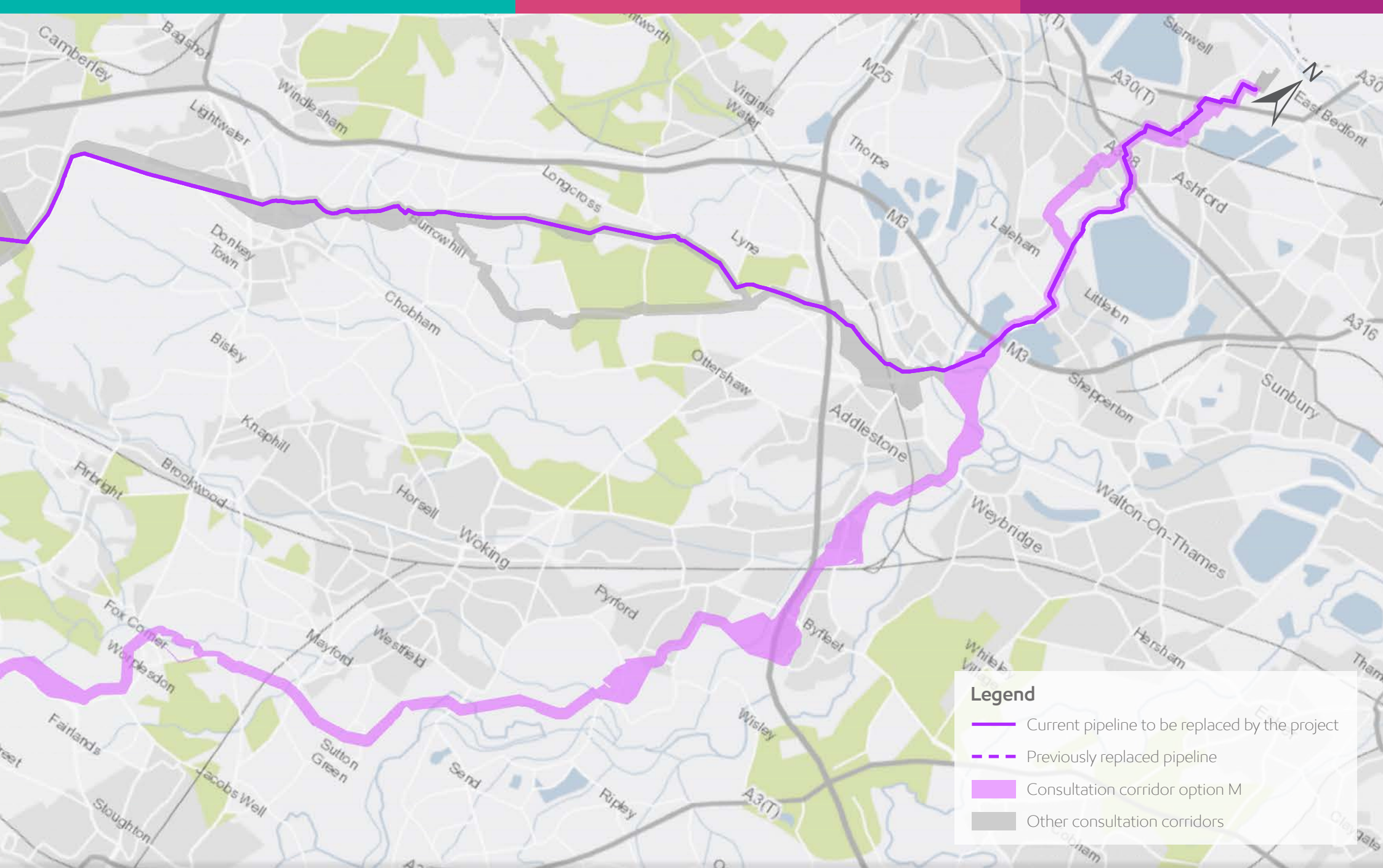
Water

This corridor, in common with all of the northern corridors, crosses or runs next to numerous mineral and landfill sites, including near Ewshot, Frimley, Addlestone, Shepperton, Laleham and Ashford.

This corridor has numerous interactions with rivers and Flood Zone 3, including the Rivers Wey and Blackwater. This corridor crosses one area of Source Protection Zone 2 (around Chertsey) and also crosses extensive areas of Primary and Secondary Aquifer in the Thames Valley area. The crossing of the Thames is similar across all corridors and cannot be avoided.

> | **OPTION M**





Option M

Reasons for Inclusion

This corridor was developed to avoid national and European designated sites that Option J passes through. It also avoids the South Downs National Park, that Option Q passes through.

Route Description

This corridor begins by following the A31 to its south-eastern side, crossing just south of Bentley. It then continues northeast following the A31 and then avoids the urban area west of Farnham before joining the A287 adjacent to Farnham Castle. The corridor then follows along streets in Farnham in a general easterly direction before crossing the A325 and the A31, skirting around the south of the Shepherd and Flock roundabout. The corridor heads east and crosses the River Wey to the point where Moor Park Lane and Rock House Lane meet. From this point this corridor is the same route as Option Q.

From Rock House Lane, it goes east, parallel to Seale Lane and crosses the A31 before continuing east to Wanborough. The corridor turns northeast in Wanborough and Wanborough Wood and then follows the A323 eastbound until it reaches Holly Lane where it turns briefly north again to skirt around the northwest of Worplesdon, before heading east towards Sutton Green.

The corridor then goes northeast, crossing the River Wey and A247 and keeping to the southeast of Woking Sewage Treatment Works before passing West Byfleet and Byfleet to cross the M25 near Byfleet Recreation Ground. From here, the corridor follows the eastern bank of the River Wey, and northbound crosses the river again between Addlestone and Weybridge. Finally, the corridor crosses the Thames east of Dumsey Meadow Site of Special Scientific Interest before joining Option J, just before it crosses the M3.

After crossing the River Thames at Dumsey Meadow and the M3, this option (M), Option J and Option Q all head north, with sub-options the west of the Queen Mary Reservoir. These are areas where the corridor could follow alternative routes, but are not separate corridors. At the Staines Bypass the sub-options merge back together and the corridor heads north until the West London Terminal storage facility.

Engineering and land

This corridor is 61.5km (38.4 miles) long. It passes under 30 major features, including the M3, M25, the A31, A287, A323, A327, A325, A322, A30, A308, the Byfleet and New Haw railway line, the West Byfleet railway and Chertsey branch railway, the Rivers Thames and Wey, canals and a substantial number of minor roads.

It has the least risk of impact on Common Land and land actively used by the Ministry of Defence, that are associated with Option J.

This corridor has the least potential for impact on built-up areas. Along with the Option J, it has the lowest amount of streetworks when compared to other corridors on the shortlist.



Environment Summary

This corridor has the fewest ecological concerns of the northern corridors, as it largely avoids the Thames Basin Heaths Special Protection Area, in the same way as Option Q.

Unlike Option Q though, it also avoids the large area of ancient woodland at Alice Holt Forest, the South Downs National Park, and the Surrey Hills Area of Outstanding Natural Beauty.

This corridor enters into part of the Surrey Hills Area of Outstanding Natural Beauty, although careful route design within this corridor could avoid this feature. The route crosses through Farnham, where short term community disruption will need to be minimised. The corridor includes several designated heritage assets, and interacts with a large number of main rivers and floodplains.

Community

This corridor avoids many of the residential areas crossed by Option J such as Farnborough, Frimley and Lightwater, but travels through the north of Farnham.

Possible short-term disruption of local access to Farnham Community Hospital could be avoided or reduced through the use of trenchless techniques to cross the A325.

It avoids the South Downs National Park and slightly encroaches on Surrey Hills Area of Outstanding Natural Beauty.

As with all corridors, it crosses farmland.

Cultural Heritage

This corridor is close to a large number of designated heritage assets including Grade I and II* listed buildings and scheduled monuments (Waverley Abbey, a Romano-Celtic temple complex west of Long Common, and Woking Palace). This corridor does not follow the existing pipeline and thus there may be a greater risk of disturbing buried archaeological remains.

This corridor includes three conservation areas (Pierrepoint, the Wey Navigation and the Wey and Godalming Conservation Areas) that could be difficult to avoid. The Option M corridor also runs close to Farnham Park Registered Park and Garden and Farnham Castle scheduled monument, both of which can be avoided, and Farnham Conservation Area that cannot be avoided.

Ecology and Biodiversity

This corridor largely avoids the Thames Basin Heaths Special Protection Area, except at Worplesdon where the western extent of Whitmoor Common Site of Special Scientific Interest and Thames Basin Heaths Special Protection Area are within the corridor. These could be avoided through careful route design within this corridor.

This corridor includes Dumsey Meadow Site of Special Scientific Interest, but has the potential to avoid the Site of Special Scientific Interest and pass through Chertsey Meads Local Nature Reserve instead. This corridor also avoids major areas of ancient woodland.

Landscape

Unlike Option Q, this corridor avoids the South Downs National Park, but slightly encroaches into part of the Surrey Hills Area of Outstanding Natural Beauty, although the design of a route within this corridor could avoid this feature. Overall, this corridor has greater landscape concerns than Option J.

Landfills / Soil and Geology

This corridor, in common with all of the northern corridors, crosses or runs next to numerous mineral and landfill sites, including at Runfold, Addlestone, Weybridge, Shepperton, Laleham and Ashford. Like Option Q, it includes an operational non-inert landfill in the Runfold area.

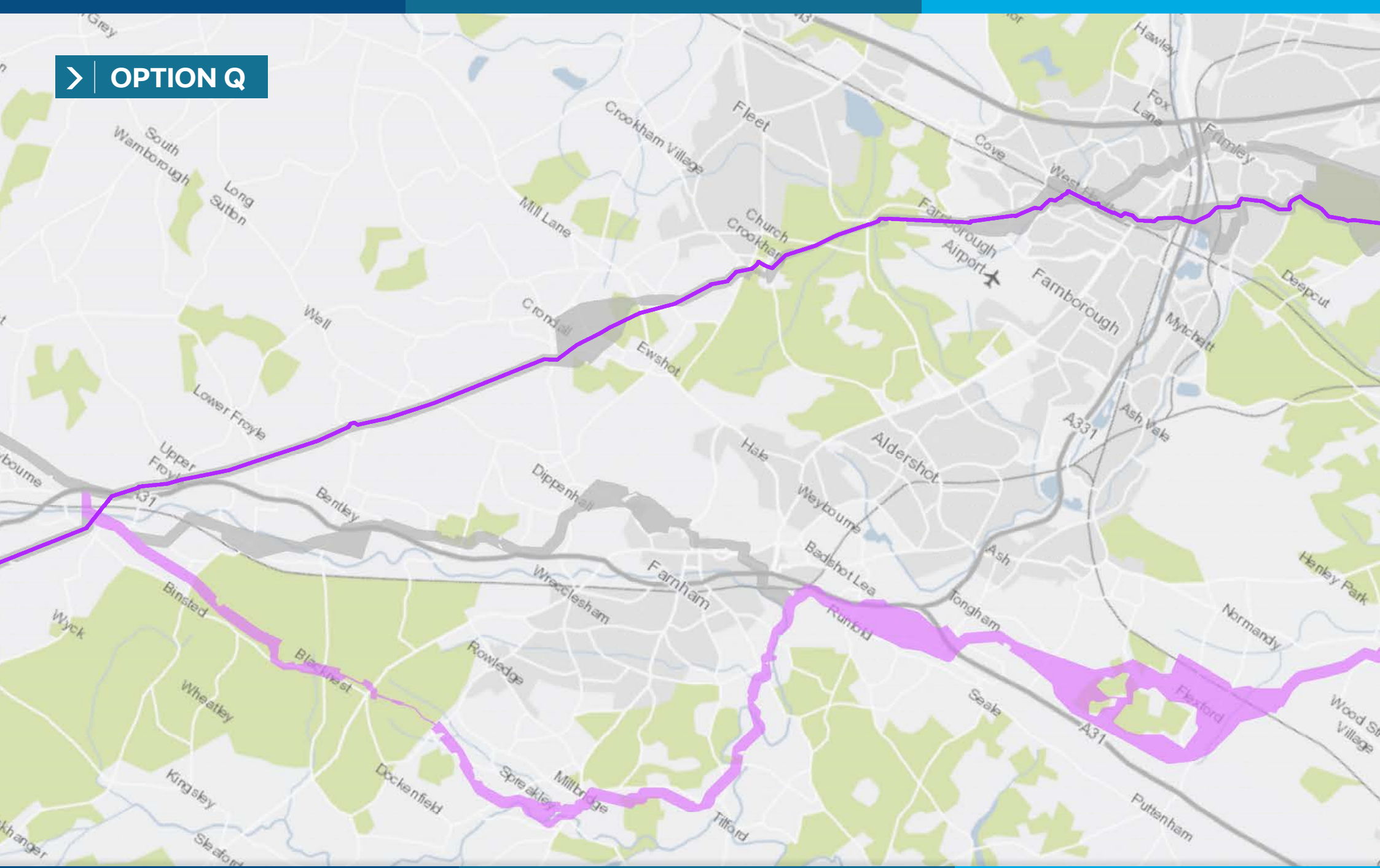
Water

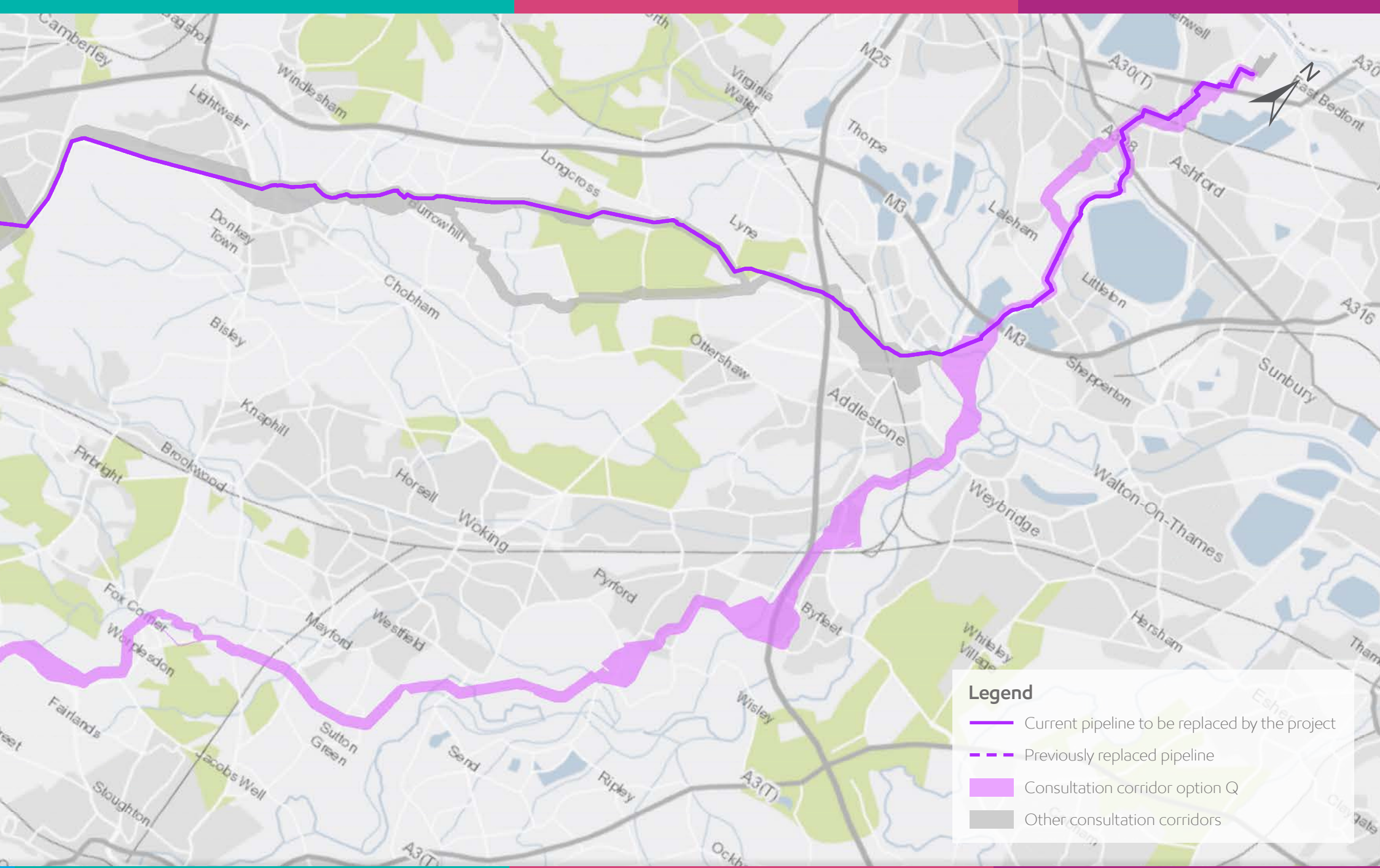
This corridor has greater water concerns than Option J, as it has numerous interactions with main rivers and floodplains (Flood Zone 3), and passes through one Source Protection Zone 2 at Shepperton, as does Option Q.

It has a few more concerns than Option Q as it runs adjacent to Source Protection Zone 2 and close to Source Protection Zone 1 at Farnham.

The crossing of the Thames is similar in all options and cannot be avoided.

> | **OPTION Q**





Legend

- Current pipeline to be replaced by the project
- Previously replaced pipeline
- Consultation corridor option Q
- Other consultation corridors

Option Q

Reasons for Inclusion

This corridor was developed to avoid the national and European designated sites that Option J enters, as well as to avoid the community of Farnham that Option M passes through. This corridor follows the route of another Esso pipeline, along a route through Alice Holt Forest and within the South Downs National Park.

Route Description

The corridor begins by heading east from Alton Pumping Station, crossing the A325 and Alice Holt Forest (western section) before approaching the northwest of Frensham. After crossing the A287, the corridor heads north by skirting east of Alice Holt Forest (eastern section) and keeping to the east of Farnham.

At the point where Moor Park Lane and Rock House Lane meet, this corridor is the same as Option M.

From Rock House Lane, it goes east, parallel to Seale Lane (C119) and crosses the A31 before continuing east to Wanborough. The corridor turns northeast in Wanborough and Wanborough Wood and then follows the A323 eastbound until it reaches Holly Lane where it turns briefly north again to skirt around the northwest of Worpleston before heading east towards Sutton Green.

It then goes northeast, crossing the River Wey and A247, keeping to the southeast of Woking Sewage Treatment Works before passing West Byfleet and Byfleet to cross the M25 near Byfleet Recreation Ground.

From here, the corridor follows the eastern bank of the River Wey, and northbound crosses the river again between Addlestone and Weybridge. Finally, the corridor crosses the Thames east of Dumsey Meadow Site of Special Scientific Interest before joining the same corridor as Option J, just before it crosses the M3.

After crossing the Thames at Dumsey Meadow and the M3, this option (Q), Option J and Option M all head north, with sub-options to the west of the Queen Mary Reservoir. These are areas where the corridor could follow alternative routes, but are not separate corridors. At the Staines Bypass the sub-options merge back together and the corridor heads north until the West London Terminal storage facility.

Engineering and land

This corridor is 63km (39.3 miles) long. It passes under 28 major features, including the M3, M25, the A31, A287, A323, A327, A325, A322, A30, A308, Byfleet and New Haw, West Byfleet, Chertsey Branch railway lines, the Rivers Thames and Wey, canals and a substantial number of minor roads at urban areas in Byfleet and Ashford.

As this corridor is near to another Esso pipeline it has greater opportunity to take advantage of existing infrastructure and to build upon the established relationships we have with current landowners, when compared to Option M. When compared to our favoured option, this corridor avoids Common Land and land actively used by the Ministry of Defence.

The corridor also performs better on planning grounds, by avoiding areas of committed or proposed housing or commercial development. Similar to Option J, this route has the lowest amount of streetworks when compared to other corridors on the shortlist.

This corridor offers an installation benefit as it has the least number of trenchless crossings of all the northern corridors.



Environment Summary

This corridor stays out of Farnham (unlike Option M) and other residential areas such as Farnborough and Frimley (like Option M) where possible. It also largely avoids the Thames Basin Heaths Special Protection Area (like Option M), so has fewer ecological constraints than favoured Option J.

The corridor passes through both the South Downs National Park and Surrey Hills Area of Outstanding Natural Beauty. It also intersects with a large area of ancient woodland at Alice Holt Forest, but much of this could be avoided through careful route design within this corridor and trenchless installation techniques. In this area, the corridor follows a similar path to an existing Esso pipeline that runs to Gatwick Airport (that is not part of this project).

Community

This corridor avoids many of the residential areas crossed by Option J such as Farnborough, Frimley and Lightwater, and unlike Option M also avoids Farnham.

This corridor passes through the South Downs National Park. It slightly encroaches on the Surrey Hills Area of Outstanding Natural Beauty. As with all corridors, it crosses farmland. As with all corridors, it crosses farmland.

Cultural Heritage

This corridor is close to a large number of designated heritage assets including Grade I and II* listed buildings and scheduled monuments (Waverley Abbey, a Romano-Celtic temple complex west of Long Common, and Woking Palace). This corridor does not follow the existing pipeline and thus there may be a greater risk of disturbing buried archaeological remains.

This corridor includes three conservation areas (Pierrepoint, the Wey Navigation and the Wey and Godalming Conservation Areas) that could be difficult to avoid.

Ecology and Biodiversity

This corridor largely avoids the Thames Basin Heaths Special Protection Area, except at Worplesdon where the western extent of Whitmoor Common Site of Special Scientific Interest and Thames Basin Heaths Special Protection Area are within the corridor, although these could be avoided through careful route design within this corridor and/or trenchless installation techniques.

This corridor includes Dumsey Meadow Site of Special Scientific Interest, but has the potential to avoid the Site of Special Scientific Interest and pass through Chertsey Meads Local Nature Reserve instead. This corridor also avoids major blocks of ancient woodland.

Landscape

This corridor passes through the South Downs National Park. It slightly encroaches on the Surrey Hills Area of Outstanding Natural Beauty, although the careful design of a route within this corridor could avoid this feature. Overall, this corridor has greater landscape concerns than Option J.

Landfills / Soil and Geology

This corridor, in common with all of the northern corridors, crosses or runs next to numerous mineral and landfill sites, including at Runfold, Addlestone, Weybridge, Shepperton, Laleham and Ashford. Like Option M, it includes an operational non-inert landfill in the Runfold area.

Water

This corridor has greater water concerns than Option J, as it has numerous interactions with main rivers and floodplains (Flood Zone 3), and passes through one Source Protection Zone 2 at Shepperton.

The crossing of the Thames is similar in all options and cannot be avoided.

CHAPTER 10

What you will see above ground

A limited amount of above-ground equipment is needed, which is described below.

Once installed, the pipeline is typically buried underground. There are a small number of points along the pipeline where we will need to install above-ground equipment or fenced enclosures. A single pipeline corridor is needed before the exact locations can be determined. This is because the equipment needs to be above or near to the pipeline.

Pipeline markers

These are a legal requirement and are found at key points such as road crossings. The marker posts indicate the presence of a pipeline below the ground.

Valves

We would typically expect to install at least ten valves along the total length of the pipeline to control the flow of aviation fuel. These valves are mostly installed in secure buried chambers surrounded by a fence and are typically 5m x 3m. They will be remotely operated from our control room.

Pigging stations

Pigging stations allow the entry and exit points for pipeline inspection gauges or 'PIGs' from time to time (typically once or twice a year). These are part of the maintenance system that ensures the line is safe.

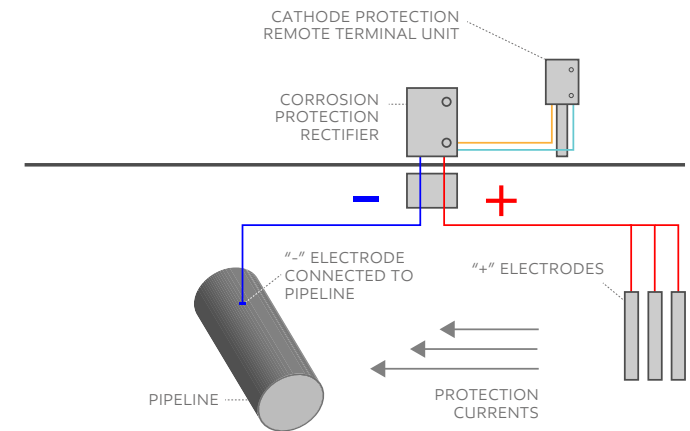
We will install only one new pigging station outside of Esso's existing property. This will be where the new

pipeline meets the previously replaced section at Boorley Green. We will also modify the existing pigging station at the West London Terminal storage facility.

The new pigging station at Boorley Green will be located within a fenced area of around 55m x 35m.

Corrosion Protection Cabinets

Corrosion protection cabinets will be located adjacent to the pipeline. Visually you would only see a cabinet above the ground, as all other elements are below ground. The cabinets would be approximately 60cm x 30cm and can be sited a short distance away from the pipeline. About six cabinets would be needed.



Corrosion Protection Cabinet showing underground elements

CHAPTER 11

Building the pipeline

The installation of the replacement pipeline would follow good industry practice through established techniques. The most common technique would be open-cut trenches.

Although the pipeline is relatively small, with an internal diameter of about 30cm, the working width needed for the safe installation of this type of pipeline is usually between 20m and 30m. This width allows sufficient space for digging the trench, laying a pipe alongside the trench before installation, storing soil during installation and enabling access for vehicles.

At times, we will use narrower working widths, for example in urban areas, or trenchless techniques, for example under railway lines.

We will need to install the pipeline on private land, but we would not install any pipeline under existing homes.

Site facilities during installation

Temporary facilities would be needed during the installation phase. These would be set up to provide site teams with office, staff welfare and storage facilities during installation. Details of these will be developed after we have identified the preferred pipeline corridor.

Our Construction Commitment

As part of the planning conditions set out in the Development Consent Order, Esso will clearly set out its working methods and how it will minimise its potential installation impacts. This will include the preparation of a Code of Construction Practice, which will represent our commitment to communities along the route.

The Code of Construction Practice will describe methods to minimise impacts on recreation, for example footpath closures or diversions. This may include measures such as changing installation timings to avoid peak periods of use and could also include:

- environmental management, for example how land drainage systems would be crossed;
- how we will keep communities informed;
- good housekeeping of installation sites, such as dust reduction;
- minimising evening and weekend working hours and noise levels, including using low-noise equipment; and
- carefully managing traffic to minimise disruption and delays.

The Code of Construction Practice will apply to everyone working on the project.

Reinstatement after installation

Once the pipeline installation is complete, the land will, where possible, be reinstated to its former state.

Typically, this includes:

- the replacement of topsoil;
- restoration of access routes and fencing;
- reinstatement of drainage; and
- reseedling and replanting as appropriate.



How long would you be in my area?

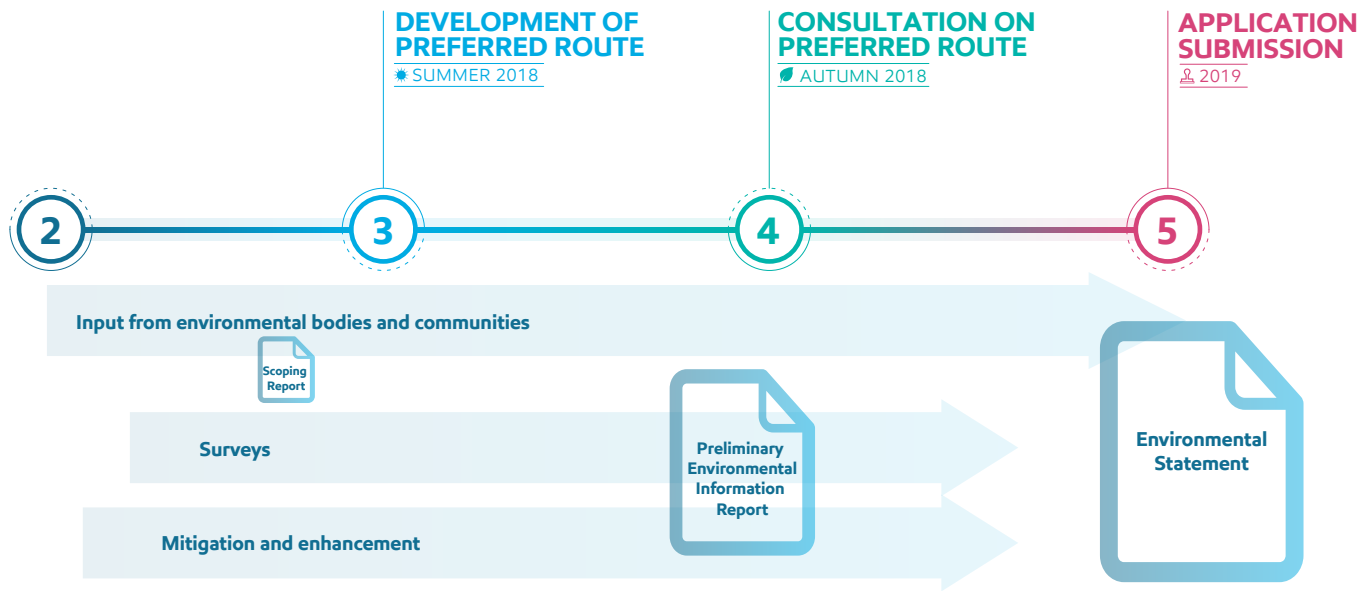
Typically, installation of the pipeline itself should take around one to two months in a location; in complex areas, it might take longer. Once a single pipeline corridor is chosen we will develop our plans for installation in detail.

At the second consultation, we will be able to give more details about installation in your area.

CHAPTER 12

Environmental assessment

As part of our Development Consent Order application, we will clearly identify the potential environmental impacts. Here we explain the assessment process and mitigation techniques



The diagram [above] illustrates the process of environmental assessment.

The key reports required by the Development Consent Order process on environmental matters are:

- **Scoping Report.** The scoping process is used to determine which environmental topics should be assessed and the level of detail for the Environmental Impact Assessment. We will submit a Scoping Report, setting out the key potential impacts and the proposed

approach to assessment. The Planning Inspectorate will respond with a 'Scoping Opinion' setting out what they believe should be included in our environmental impact assessment.

- **Preliminary Environmental Information Report.** This report details the likely significant environmental effects of the proposals, to help inform those taking part in the consultation. This Preliminary Environmental Information Report will accompany the second consultation.

- **Environmental Statement.** This document provides the findings of the Environmental Impact Assessment including our proposed mitigation measures. We will provide it to the Planning Inspectorate as part of the Development Consent Order application. This will allow the environmental concerns to be fully considered as part of the decision-making process.

To develop these reports there are ongoing activities, including:

- **Surveys and information gathering.** It is important to establish the baseline conditions and the sensitivity of features that may be affected by the proposals at an early stage. This work (including some field surveys) is currently underway and will continue throughout 2018.
- **Input from environmental bodies and communities.** We are working with statutory and expert environmental organisations to develop our assessment and potential mitigation.
- **Mitigation and enhancement.** Where significant adverse effects are identified, appropriate mitigation measures will be considered. Also, in some cases, it may be possible to identify opportunities for enhancements to achieve improved environmental outcomes.

Mitigation Examples

Mitigation starts when corridor development starts.

Our aim is to carefully design the pipeline to avoid or reduce environmental impacts. At this stage, we have already identified and considered a broad range of potential environmental impacts. Where practicable the design of the pipeline corridors has avoided areas where there could be significant impacts, for example the ancient woodland at Blackhouse Copse, and the Registered Park and Garden at Chawton House.

The options listed below are examples of possible mitigation techniques the project may consider in the future. The exact mitigation can only be determined once a single pipeline corridor has been selected and environmental assessments progressed.

Typical mitigation



A Code of Construction Practice will be developed. This will include mitigation measures to be implemented during installation. For example, various measures may be adopted to regulate the management of installation-related disturbance; such as:

- limits on the noise output of installation plant; and
- limits on the contractor to certain hours of working.



Impacts on heritage sites may be mitigated by installing physical protection during the installation phase; by undertaking archaeological investigations before, or during, installation; and by sharing the results of surveys.



Landscape impacts may be mitigated through protecting existing vegetation and, where possible, restoring land to its former state. This would include the replanting of hedgerows and trees where removal had occurred.



Nature conservation impacts may be mitigated using good practice methods to deal with disturbance, habitat loss and severance (splitting an area of habitat).

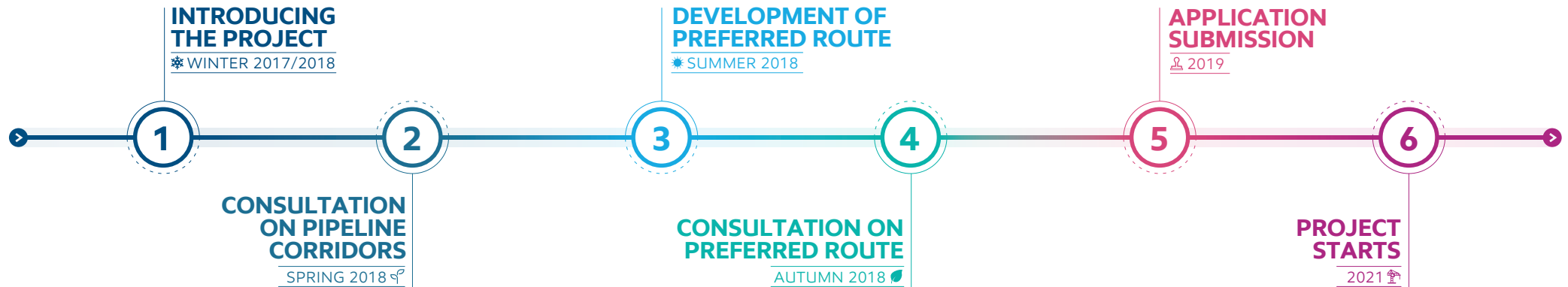
The project will explore the possibilities for habitat enhancement or replacement.



Impacts from installation work on soil quality may be mitigated by keeping soil from trenches on site and returning soil to the area that it was removed from.

CHAPTER 13

What comes next?



This section sets out what happens after this consultation.

This consultation will help us to decide which pipeline corridor to take forward.

In summer 2018, we will announce a preferred pipeline corridor. Then a route within this corridor will be designed and we will meet with organisations, communities and landowners during this design process. The proposed pipeline route will then be presented at the second consultation which we hope to launch in autumn 2018.

We will continue investigative works during this consultation period to gather further information to help us make a final decision and streamline future development work.

Following this initial consultation

When this consultation closes in April 2018, an independent company will review and analyse all responses. This consultation specialist will produce a report on the views shared by respondents, highlighting any issues and concerns, and additional information provided in responses. This report, along with other information, will help us inform our decisions on a preferred pipeline corridor.

The report will be published on our website and we will notify respondents when it is available.

We will also publish our response to the issues raised in the consultation. We are grateful for all contributions, but we will not be responding individually to everyone taking part in the consultation.



CHAPTER 14

How you can respond to the consultation

It's easy to contribute to this consultation, and we do hope you will. We welcome your views, ideas and opinions.

The fastest way to respond is online. You can save, edit and upload documents to your response before sending it in. You will also receive an email confirming that it has been received. Simply go to www.slpproject.co.uk

This consultation starts on 19 March and closes at 23:45 on 30 April 2018.

If you are unable to respond online, then you can also

Email info@slpproject.co.uk

If possible, please use the Word document version of our response form. This can be downloaded at www.slpproject.co.uk

Post FREEPOST SLP PROJECT

If possible please use the response form at the back of this consultation document, or download the Word document version from our website.

If you post your submission, please include your name and postcode to avoid double counting of responses.

Please only respond using one of the approved channels as outlined above, which have been set up specifically to receive responses to this consultation.

We cannot accept responsibility for ensuring responses that are sent to addresses other than those described above are included in the consultation process.

When submitting your response, please note the privacy statement on the response form, which explains how the information that you provide will be processed and used.

Tuesday 27th March

1400-2000

Byfleet

St Mary's Centre for the Community, Stream Close, Byfleet, Surrey, KT14 7LZ

Thursday 29th March

1400-2000

Alton

Alton Community Centre, Amery Street, Alton, Hampshire, GU34 1HN

Tuesday 3rd April

1400-2000

Ashford

Ashford Community Centre, Woodthorpe Road, Ashford, Middlesex, TW15 3NJ

Friday 6th April

1400-2000

Chobham

Chobham Village Hall, Station Road, Chobham, GU24 8AQ

Saturday 7th April

1100-1700

Wrecclesham

The Wrecclesham Community Centre, Greenfield Road, Wrecclesham, Farnham, Surrey, GU9 8TJ

Monday 9th April

1400-2000

Addlestone and Chertsey

Chertsey Hall, Heriot Road, Chertsey, Surrey, KT16 9DR

Tuesday 10th April

1400-2000

Frimley

Lakeside Country Club, The Lakeside Complex, Wharf Road, Frimley Green, Surrey, GU16 6PT

Wednesday 11th April

1400-2000

Ropley

Ropley Parish Hall, Vicarage Lane, Ropley, Alresford, SO24 ODU

Thursday 12th April

1300-1900

Worplesdon

Worplesdon Memorial Hall, Perry Hill, Worplesdon, Guildford, Surrey, GU3 3RF

Wednesday 18th April

1400-2000

Church Crookham

Church Crookham Baptist Church, 64 Basingbourne Road, Fleet, GU52 6TH

Friday 20th April

1400-2000

Bishop's Waltham

Jubilee Hall, Little Shore Lane, Bishop's Waltham, Southampton SO32 1ED

CHAPTER 15

Thank you

We are grateful for your interest in the Southampton to London Pipeline Project.

We have tried to give you as much information as we can about the project at this stage, together with details about the pipeline corridor proposals we have developed and the ones we have selected for consultation.

Your views and those of others will contribute significantly to this process and we welcome your participation.

We hope we have answered many of the questions you may have about the project.

If you have more questions, or would like clarification on any aspect of the project, please feel free to raise them with our project team, via email at info@slpproject.co.uk



CHAPTER 16

Response Questionnaire

You can complete this questionnaire online at: www.slpproject.co.uk

YOUR DETAILS

Please provide your name (required)

Title:.....

First Name:

Last Name:.....

Please tell us your address (required)

.....
.....

Please tell us your postcode (required)

.....

Please provide your email address (we will use this to contact you regarding the outcomes of the consultation)

.....

Are you completing this questionnaire as:

An individual An organisation

Are you:

A landowner on the existing route

Land agent or solicitor on behalf of a landowner on the existing route

If you are responding on behalf of an organisation, please tell us:

The name of the organisation:

The category of your organisation:

- A County, District or Parish Council
- A statutory body (e.g. the Environment Agency)
- A voluntary or community sector organisation
- A business
- Other (Please specify below)

.....

Privacy and use of the information you provide.

Please see the confidentiality statement at the end of this form for details about how the information that you provide will be used and to indicate if you would like your response to be treated as confidential.

2 Option F

2a) How strongly you favour or oppose option F

- | | | | |
|--------------------------|-----------------|--------------------------|-----------------|
| <input type="checkbox"/> | Strongly favour | <input type="checkbox"/> | Oppose |
| <input type="checkbox"/> | Favour | <input type="checkbox"/> | Strongly oppose |
| <input type="checkbox"/> | Neutral | <input type="checkbox"/> | No opinion |

2b) On which of the following main issues are your views based?
(Please pick as many as apply)

- | | | | |
|--------------------------|--|--------------------------|---|
| <input type="checkbox"/> | Engineering (e.g. technical deliverability) | <input type="checkbox"/> | Water (e.g. potential impact on or benefit for on rivers, lakes, the water table or drinking water sources) |
| <input type="checkbox"/> | Installation (e.g. potential benefits or impacts during installation) | <input type="checkbox"/> | Soil and geology (e.g. management of soil resources, erosion, or impact on local geology) |
| <input type="checkbox"/> | Nature (e.g. potential impact on or benefit to wildlife, plants and trees or biodiversity) | <input type="checkbox"/> | Social and economic impacts (e.g. community facilities, land use, health, noise, transport or access) |
| <input type="checkbox"/> | Landscape/visual (e.g. potential impact on or benefit for existing landscape) | <input type="checkbox"/> | Safety (e.g. potential benefits to safety or safety concerns during or following installation) |
| <input type="checkbox"/> | Cultural Heritage (e.g. potential impact on or benefit to historical features) | | |

2c) Please give any further details about your response, in particular information about specific locations.

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6 Option Q

6a) How strongly you favour or oppose option Q

- | | |
|--|--|
| <input type="checkbox"/> Strongly favour | <input type="checkbox"/> Oppose |
| <input type="checkbox"/> Favour | <input type="checkbox"/> Strongly oppose |
| <input type="checkbox"/> Neutral | <input type="checkbox"/> No opinion |

6b) On which of the following main issues are your views based?
(Please pick as many as apply)

- | | |
|---|--|
| <input type="checkbox"/> Engineering (e.g. technical deliverability) | <input type="checkbox"/> Water (e.g. potential impact on or benefit for on rivers, lakes, the water table or drinking water sources) |
| <input type="checkbox"/> Installation (e.g. potential benefits or impacts during installation) | <input type="checkbox"/> Soil and geology (e.g. management of soil resources, erosion, or impact on local geology) |
| <input type="checkbox"/> Nature (e.g. potential impact on or benefit to wildlife, plants and trees or biodiversity) | <input type="checkbox"/> Social and economic impacts (e.g. community facilities, land use, health, noise, transport or access) |
| <input type="checkbox"/> Landscape/visual (e.g. potential impact on or benefit for existing landscape) | <input type="checkbox"/> Safety (e.g. potential benefits to safety or safety concerns during or following installation) |
| <input type="checkbox"/> Cultural Heritage (e.g. potential impact on or benefit to historical features) | |

6c) Please give any further details about your response, in particular information about specific locations.

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7) Do you have any other comments about the proposed pipeline route corridors?

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Southampton to London
Pipeline Project

For more information please visit
www.slpproject.co.uk



Appendix 3.2 Pipeline Corridor consultation leaflet



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Public events

We have arranged a series of exhibitions near to the proposed pipeline corridors.

These exhibitions will give you the opportunity to meet members of the team to ask any questions you may have.

Tuesday 27th March

1400-2000 **Byfleet**
St Mary's Centre for the Community, Stream Close, Byfleet, Surrey, KT14 7LZ

Thursday 29th March

1400-2000 **Alton**
Alton Community Centre, Amery Street, Alton, Hampshire, GU34 1HN

Tuesday 3rd April

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Ashford Community Centre, Woodthorpe Road, Ashford, Middlesex, TW15 3NJ

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Chobham Village Hall, Station Road, Chobham, GU24 8AQ

Saturday 7th April

1100-1700 **Wrecclesham**
The Wrecclesham Community Centre, Greenfield Road, Wrecclesham, Farnham, Surrey, GU9 8TJ

Monday 9th April

1400-2000
Addlestone and Chertsey
Chertsey Hall, Heriot Road, Chertsey, Surrey, KT16 9DR

Tuesday 10th April

1400-2000 **Frimley**
Lakeside Country Club, The Lakeside Complex, Wharf Road, Frimley Green, Surrey, GU16 6PT

Wednesday 11th April

1400-2000 **Ropley**
Ropley Parish Hall, Vicarage Lane, Ropley, Alresford, SO24 0DU

Thursday 12th April

1300-1900 **Worplesdon**
Worplesdon Memorial Hall, Perry Hill, Worplesdon, Guildford, Surrey, GU3 3RF

Wednesday 18th April

1400-2000 **Church Crookham**
Church Crookham Baptist Church, 64 Basingbourne Road, Fleet, GU52 6TH

Friday 20th April

1400-2000 **Bishop's Waltham**
Jubilee Hall, Little Shore Lane, Bishop's Waltham, Southampton, SO32 1ED



Southampton to London
Pipeline Project

Pipeline corridor consultation

Securing aviation fuel supplies
in South East England



Contact us

info@slpproject.co.uk

07925068905

For more information please visit
www.slpproject.co.uk



Southampton to London
Pipeline Project

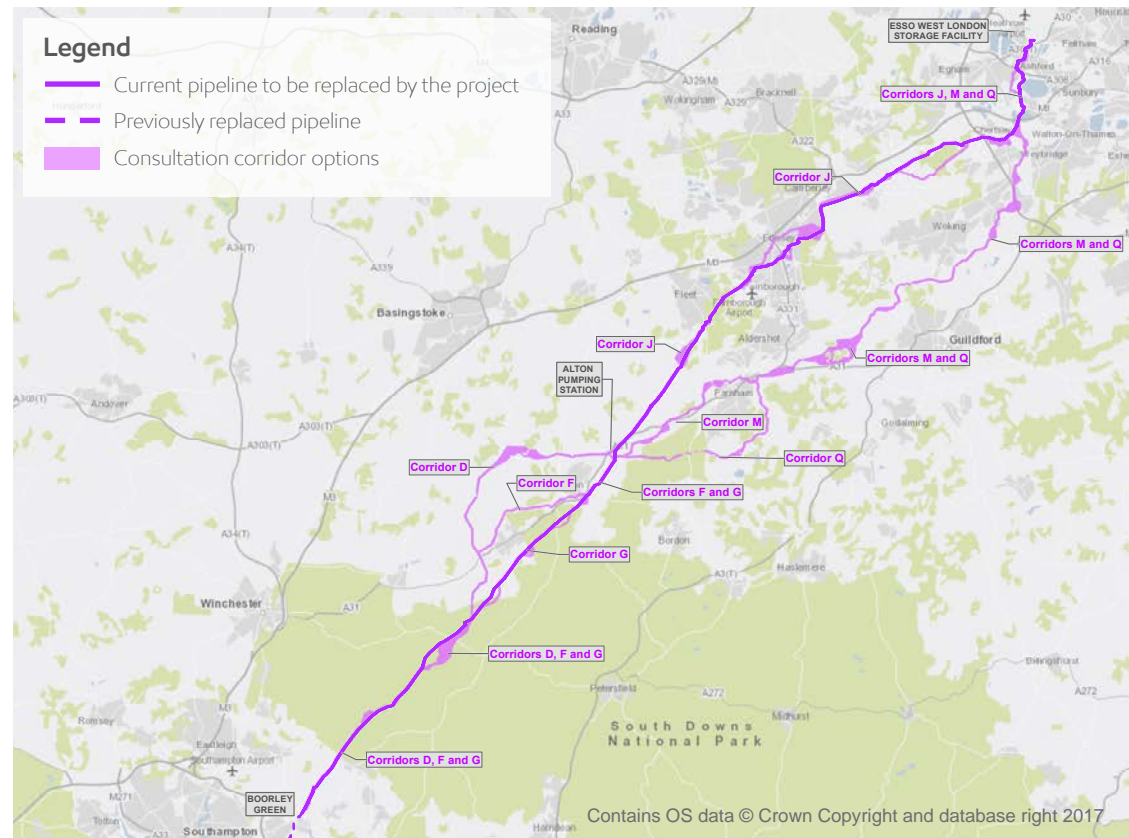
What is the Southampton to London Pipeline Project?

Esso is replacing 90km of its 105km aviation fuel pipeline that runs from Fawley Refinery near Southampton to its West London Terminal storage facility in Hounslow.

- This is a replacement for the existing aviation fuel pipeline, which has been in place since 1972.
- Pipelines are a safe, secure and low-impact way to transport fuel.
- This replacement pipeline will provide fuel to some of the UK's busiest airports.
- It will continue to keep around 100 road tankers off the road every day¹.
- It will be buried underground and following installation, will go unnoticed by most people.

This first consultation will help us select the preferred pipeline corridor – corridors are typically around 200 metres wide. The second consultation is proposed to be about a route within the selected preferred corridor. A route is typically in the region of 20–30 metres wide for the installation period. Once the pipeline is installed and operational, typically a 6 metre wide strip (known as an easement) is protected.

Our current favoured options are Corridor G to the south and Corridor J to the north of Esso's Alton Pumping Station. These make best use of existing infrastructure and relationships with landowners.



PIPELINE CORRIDOR



A corridor is an area where one or more routes could be designed. It could vary in size, but is typically around 200m wide.

ROUTE



A route is a single path of the replacement pipeline. It could vary in size, but is around 20–30m wide.

EASEMENT



Once installation is complete the easement is a single protected path that is typically 6m wide.

Have your say

The fastest way to respond is via

www.slpproject.co.uk

This consultation closes on

23:45 on Monday 30th April 2018

¹ Based on Esso's 2015 data for its existing pipeline



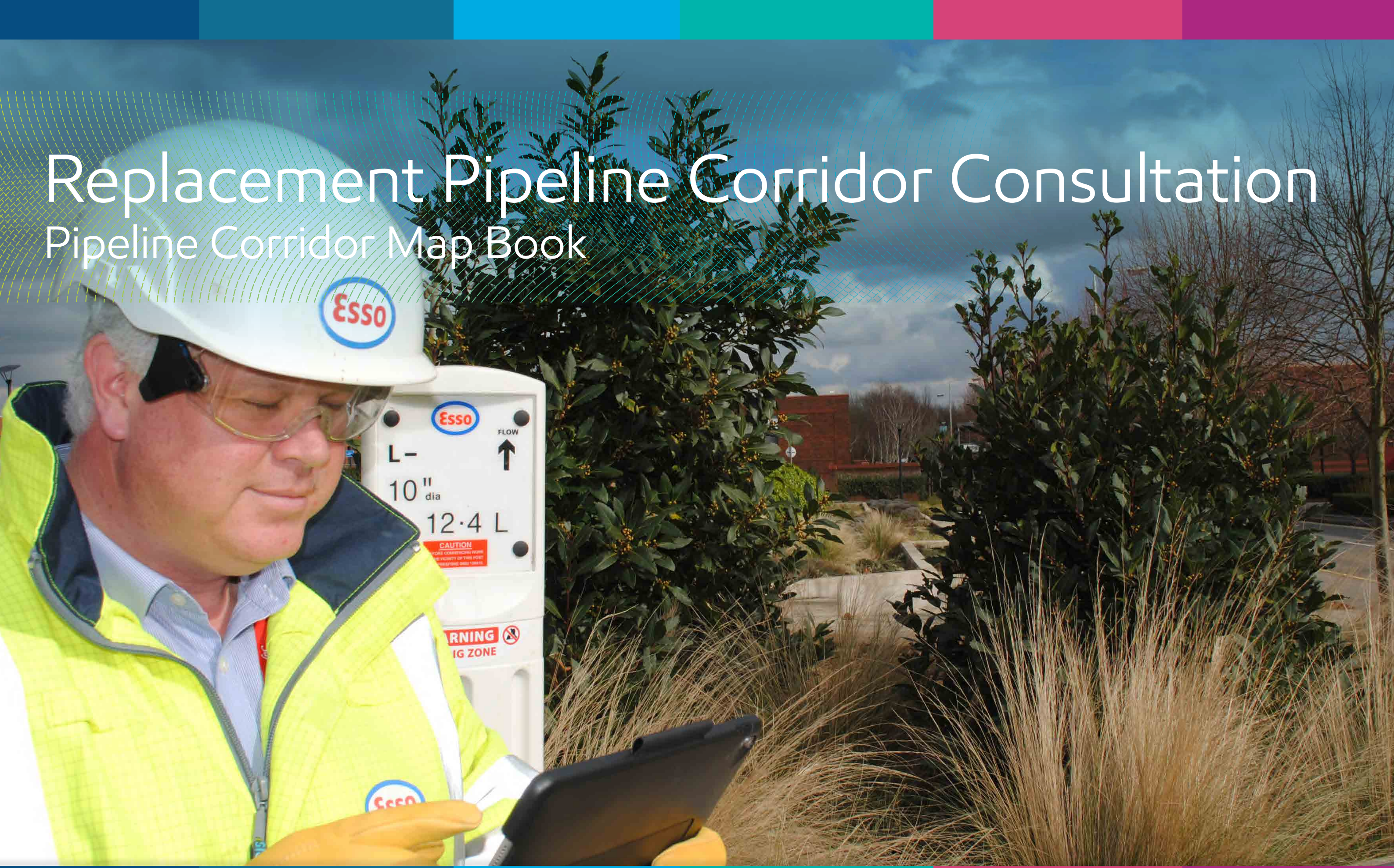
Appendix 3.3 Pipeline Corridor consultation map book



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Replacement Pipeline Corridor Consultation

Pipeline Corridor Map Book



Southampton to London
Pipeline Project

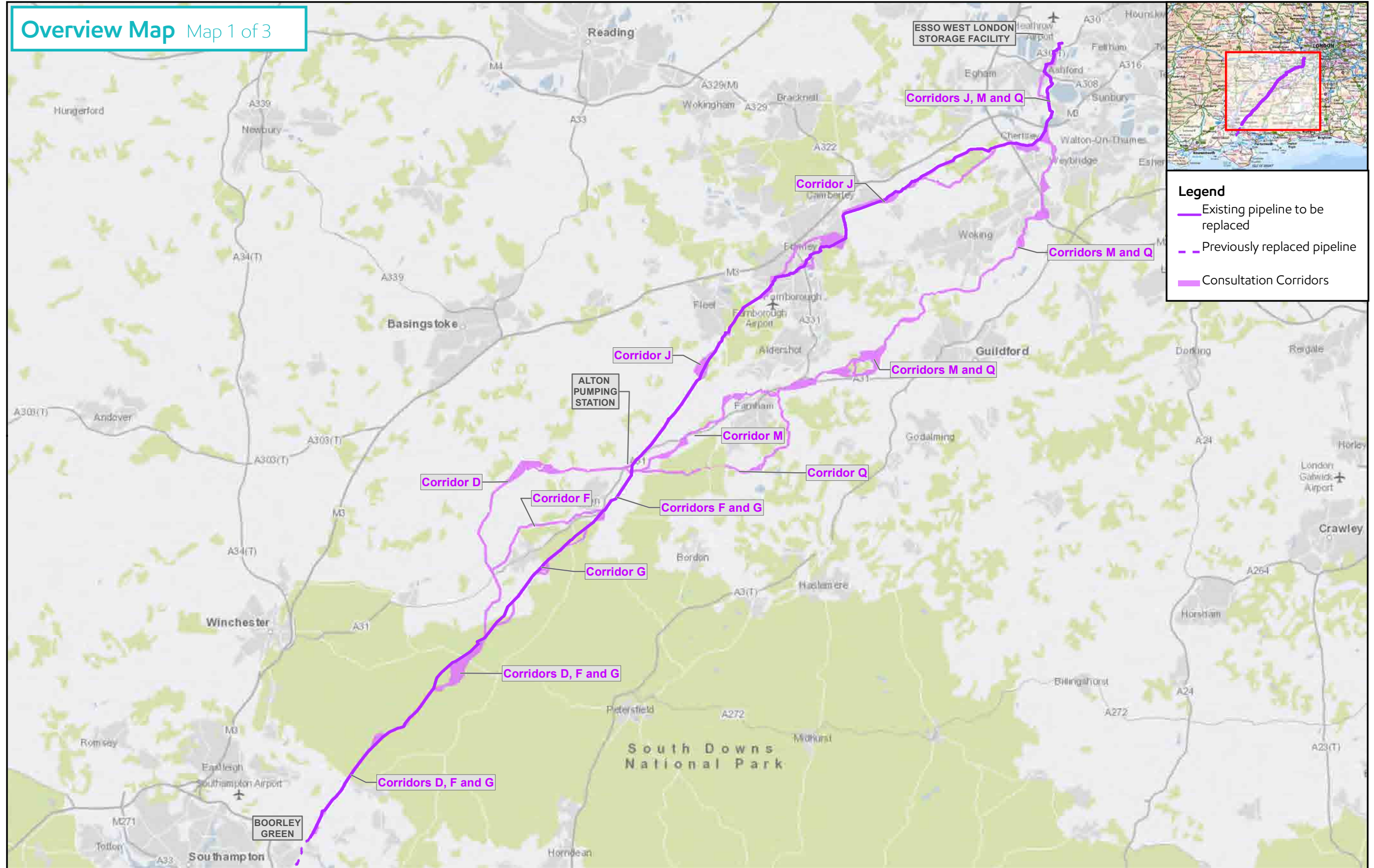
For more information please visit
www.slpproject.co.uk

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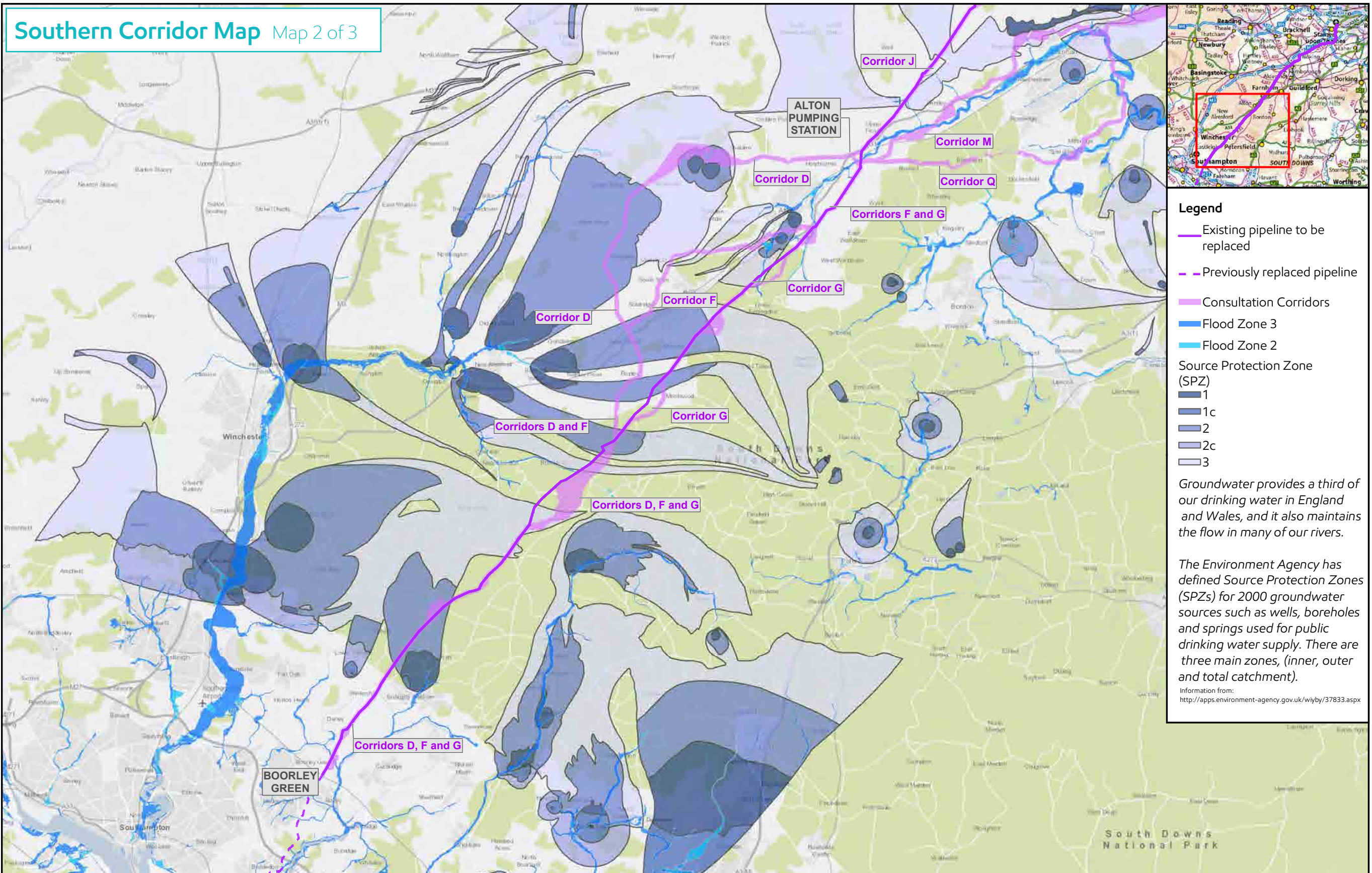


Overview Map Map 1 of 3



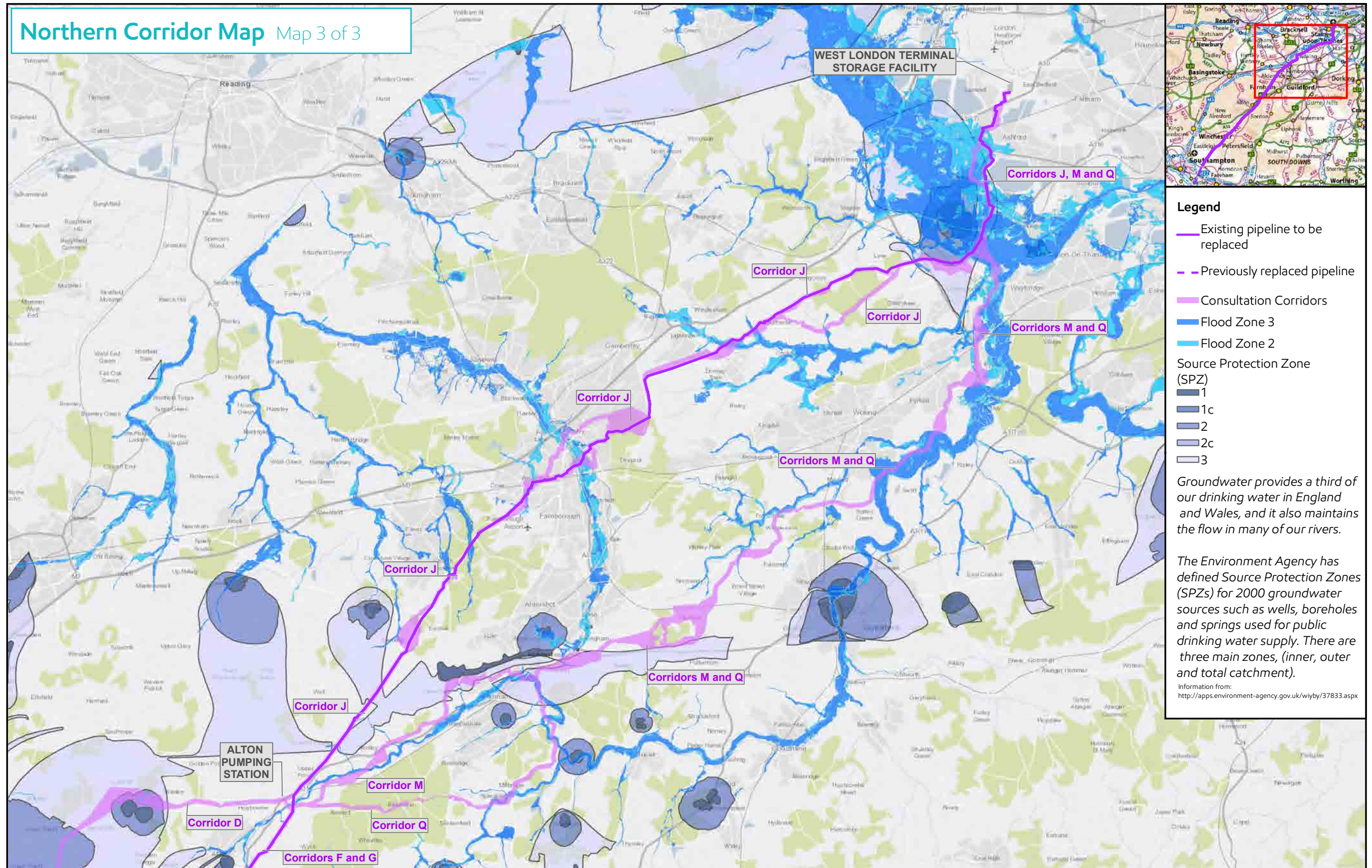
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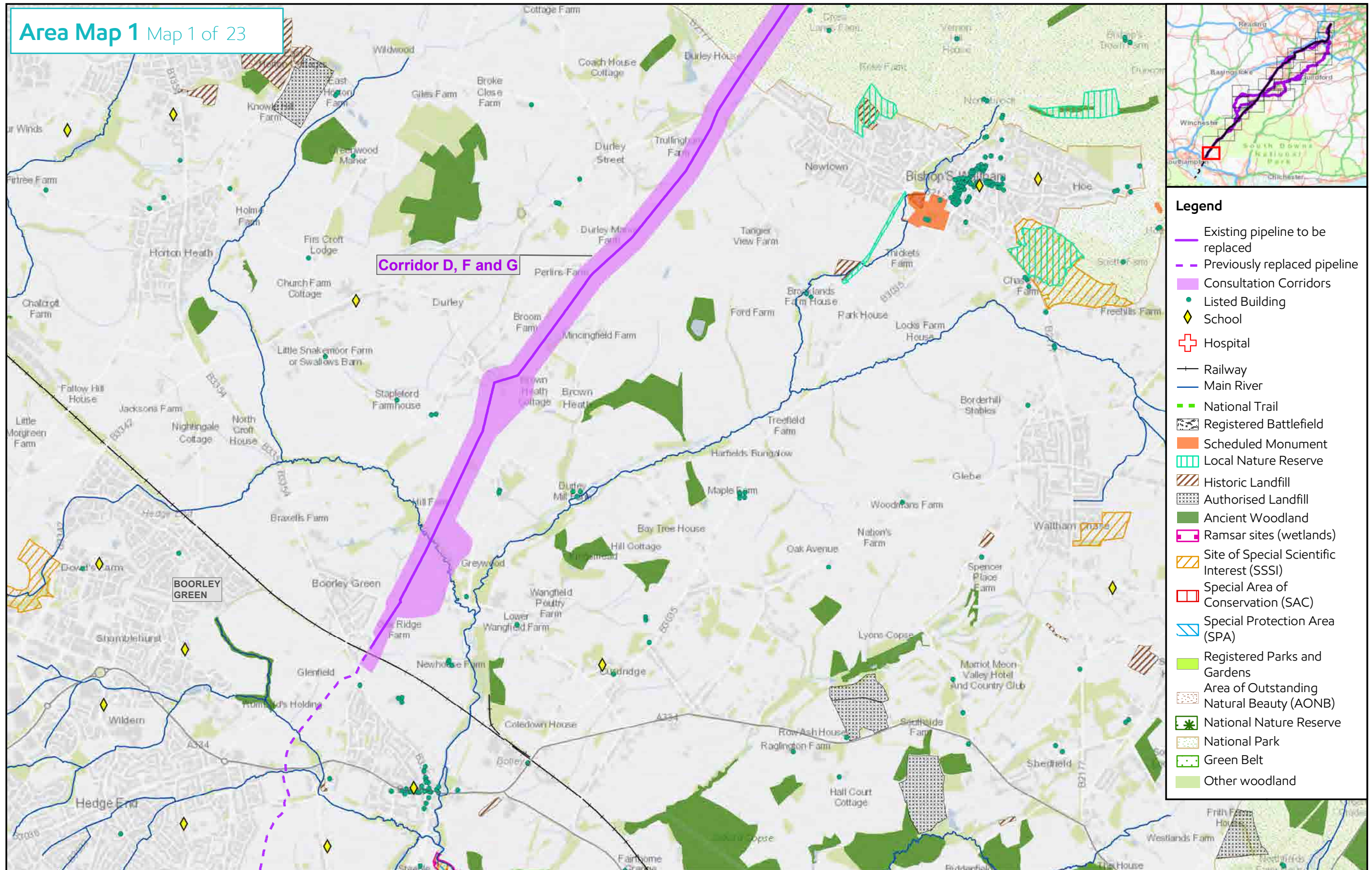
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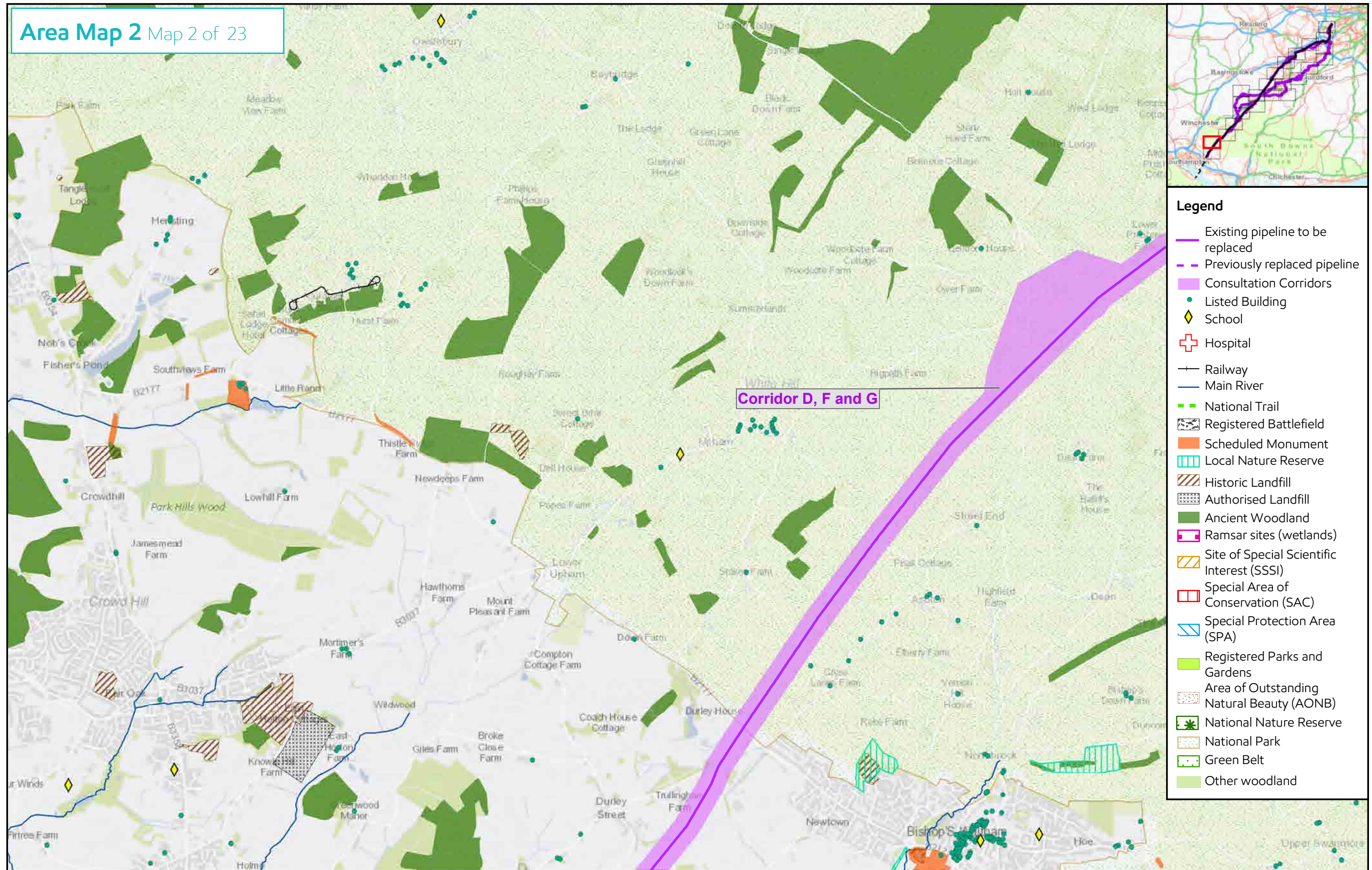
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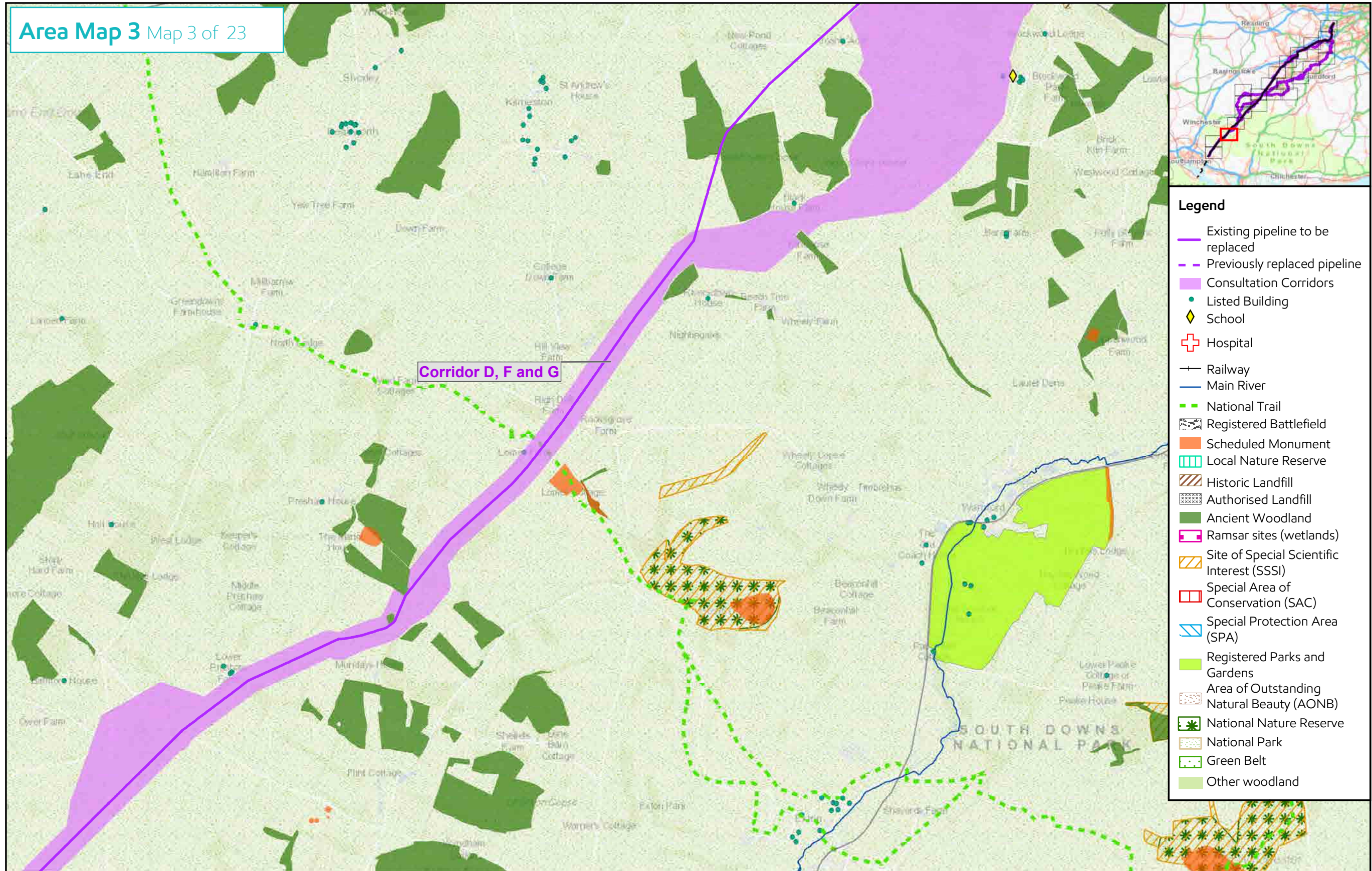




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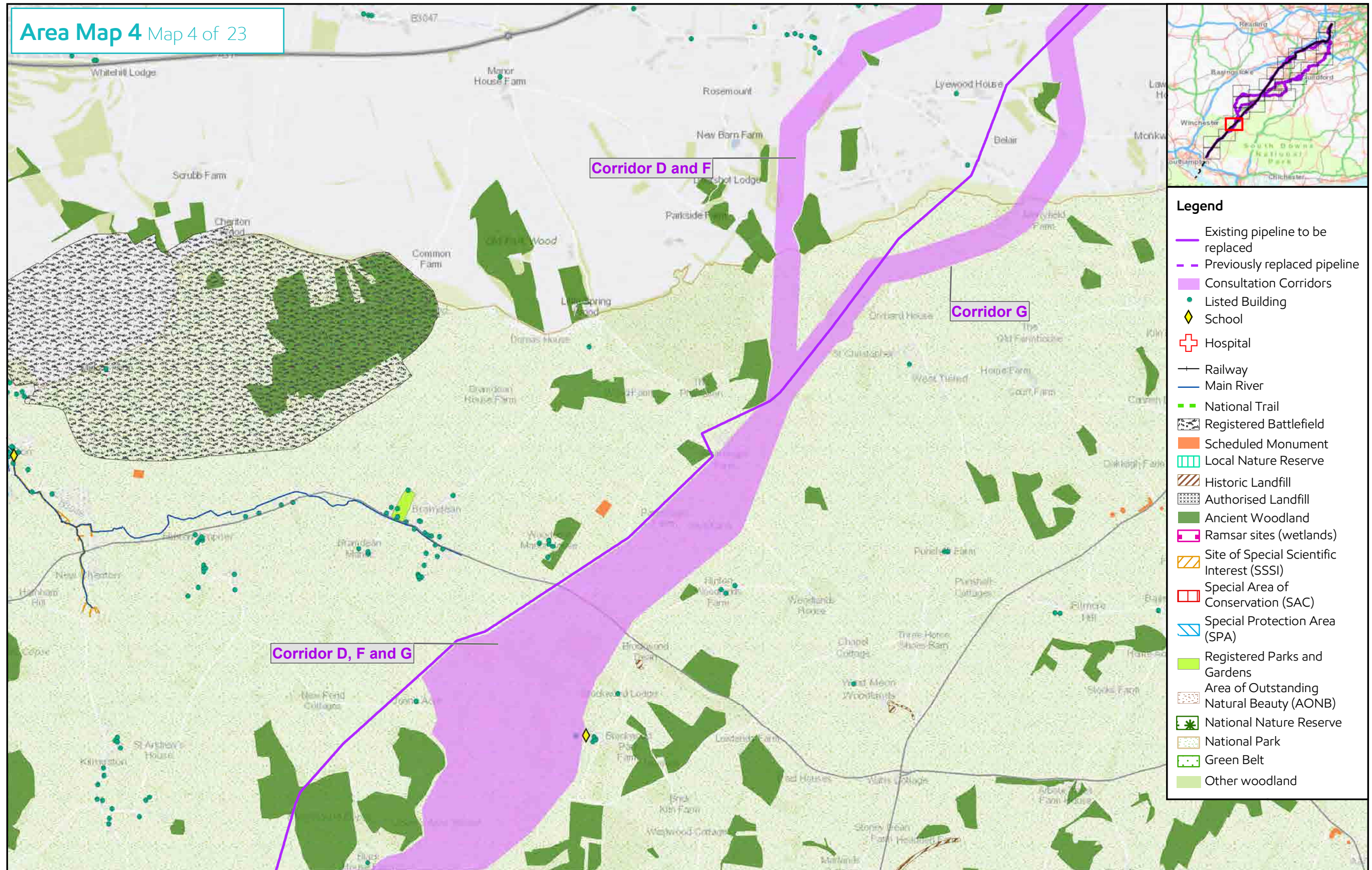


Area Map 3 Map 3 of 23



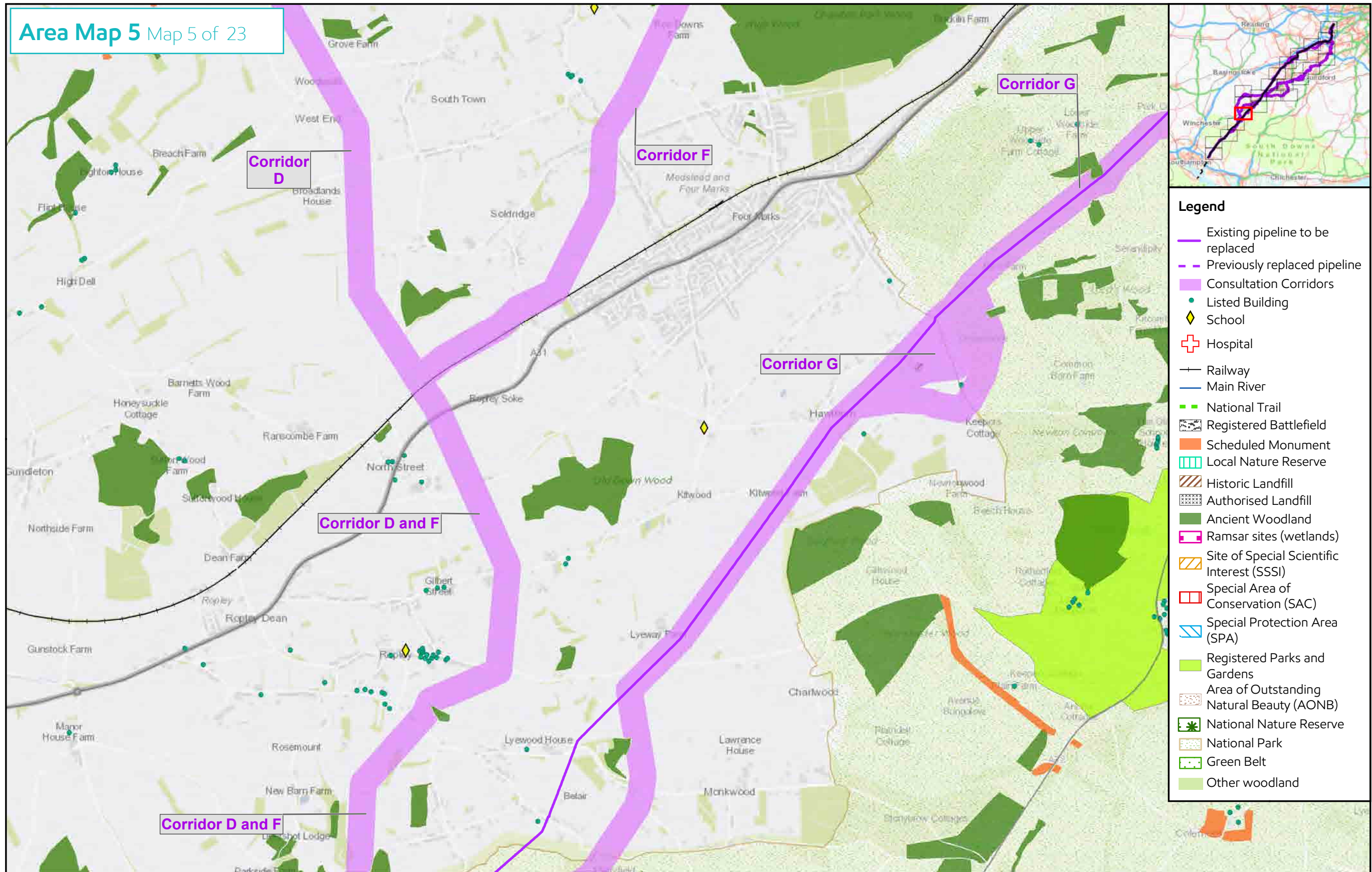
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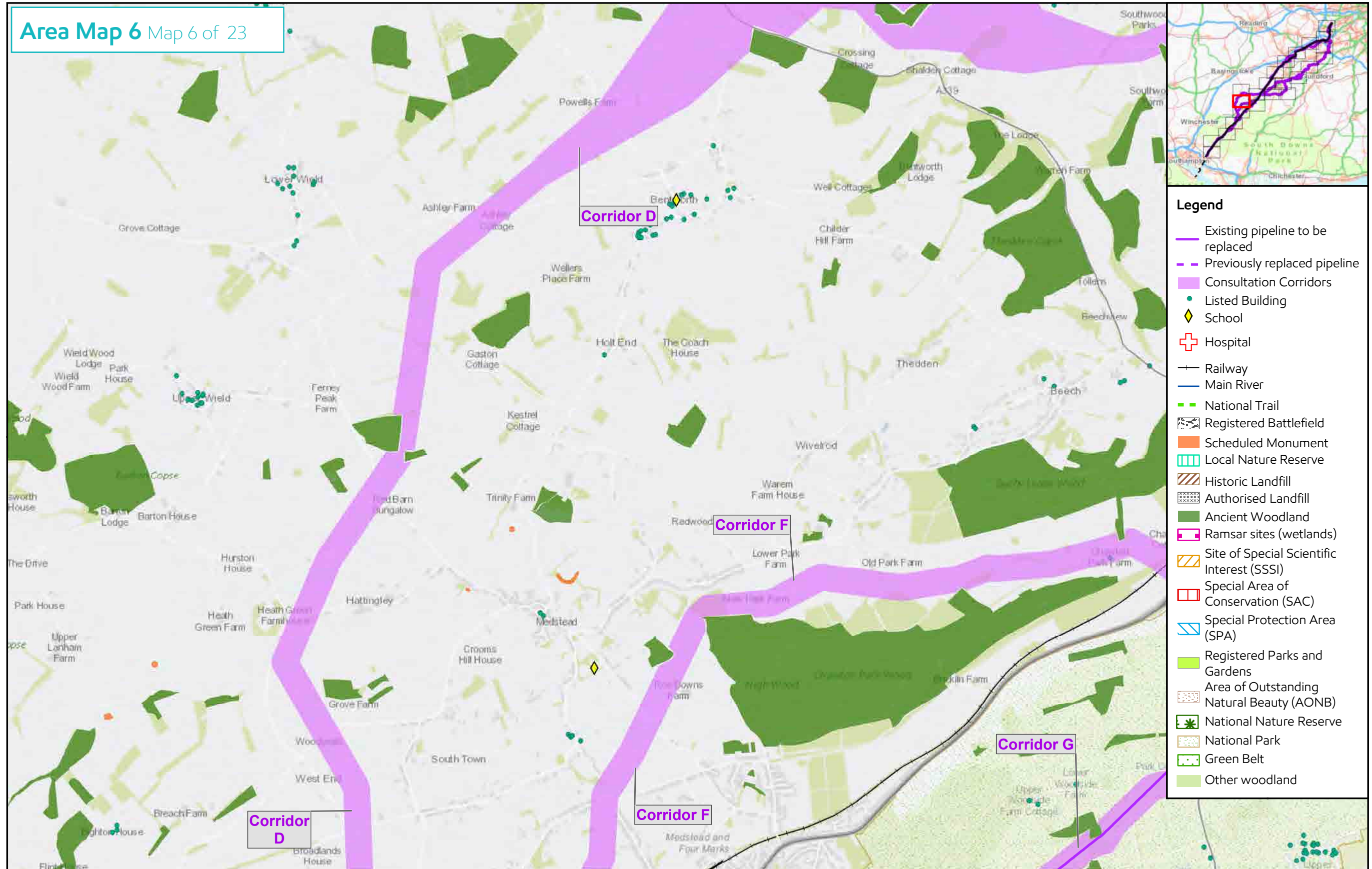




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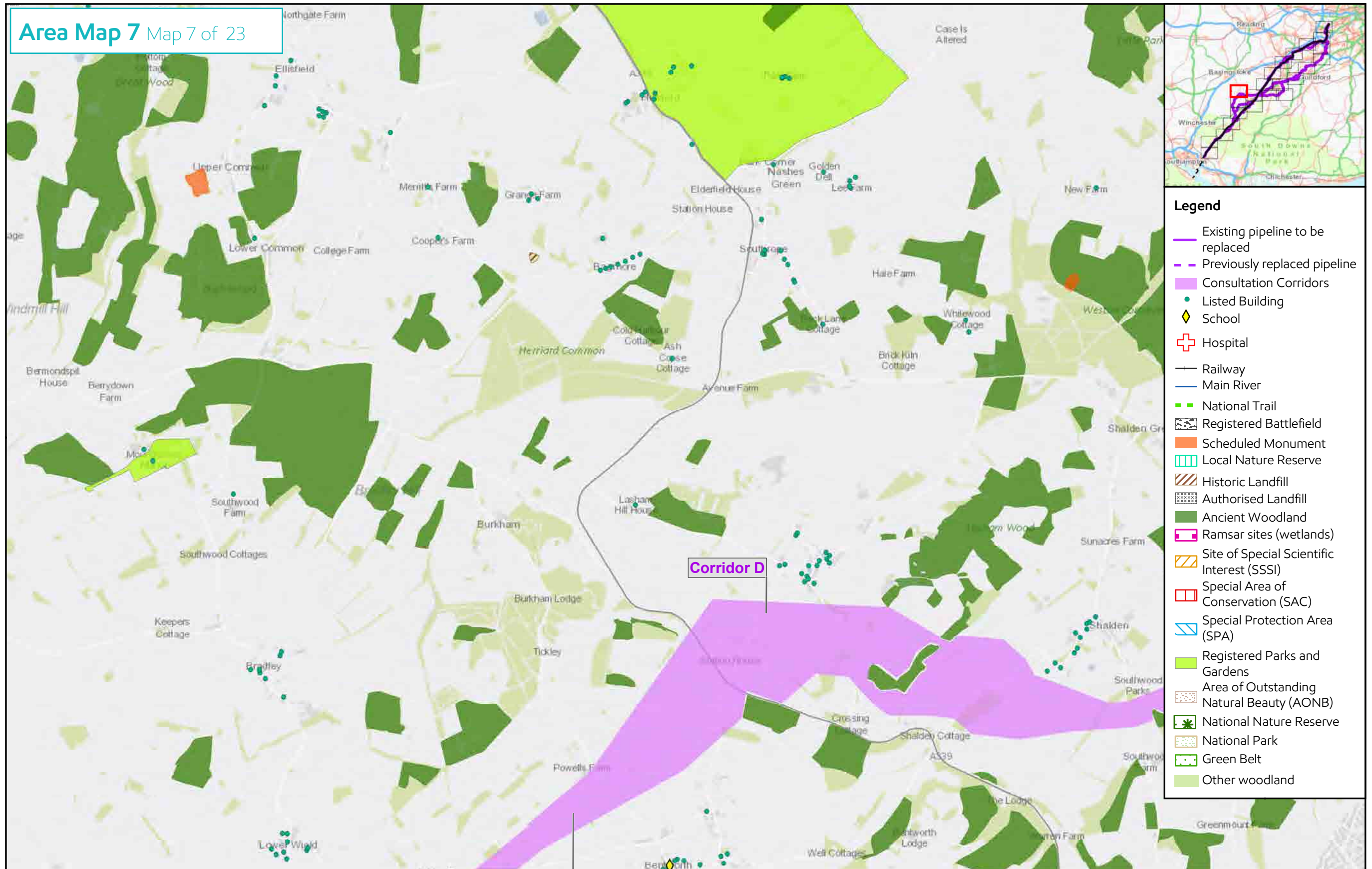
Area Map 6 Map 6 of 23



- Legend**
- Existing pipeline to be replaced
 - Previously replaced pipeline
 - Consultation Corridors
 - Listed Building
 - School
 - Hospital
 - Railway
 - Main River
 - National Trail
 - Registered Battlefield
 - Scheduled Monument
 - Local Nature Reserve
 - Historic Landfill
 - Authorised Landfill
 - Ancient Woodland
 - Ramsar sites (wetlands)
 - Site of Special Scientific Interest (SSSI)
 - Special Area of Conservation (SAC)
 - Special Protection Area (SPA)
 - Registered Parks and Gardens
 - Area of Outstanding Natural Beauty (AONB)
 - National Nature Reserve
 - National Park
 - Green Belt
 - Other woodland

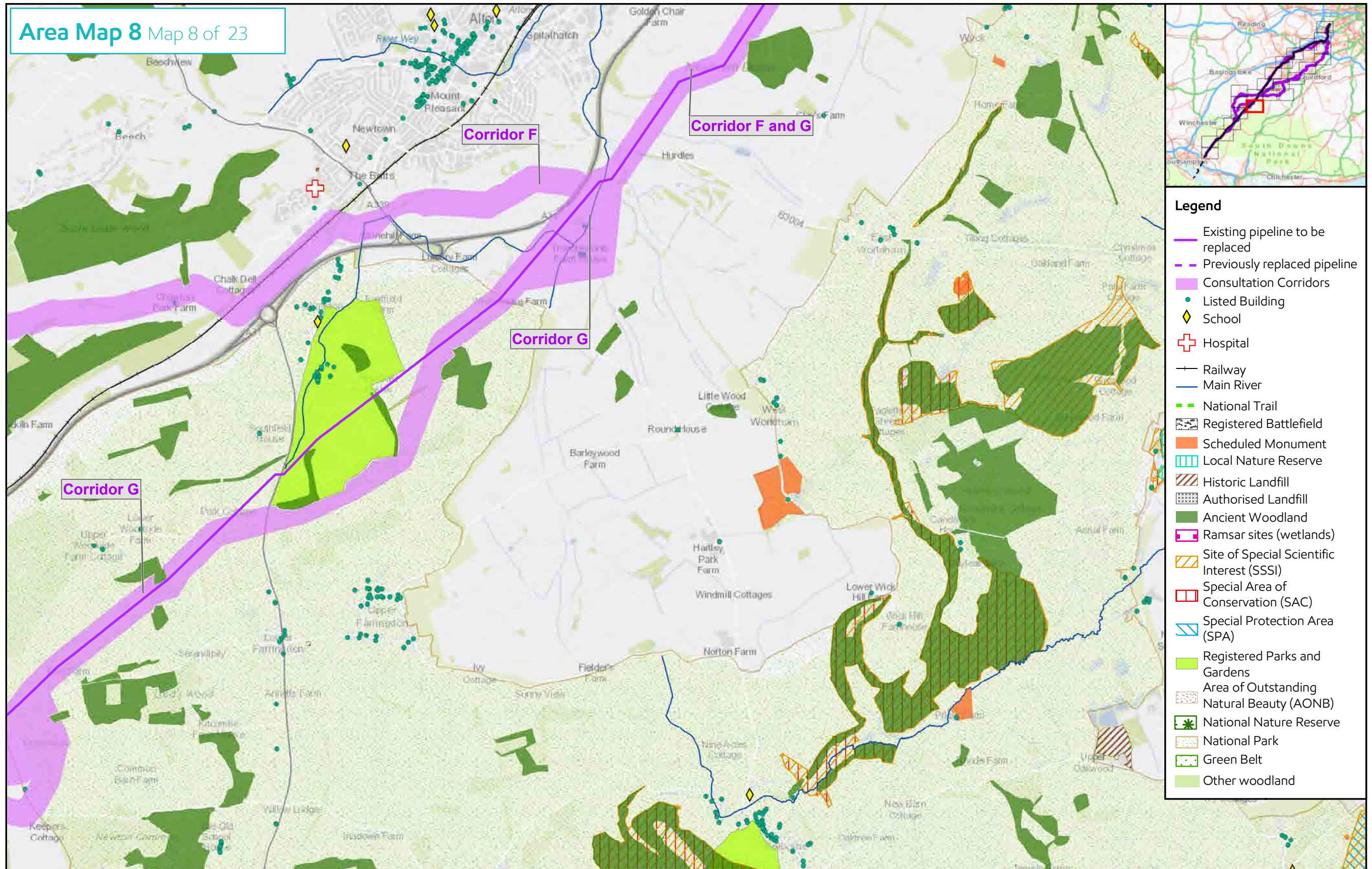
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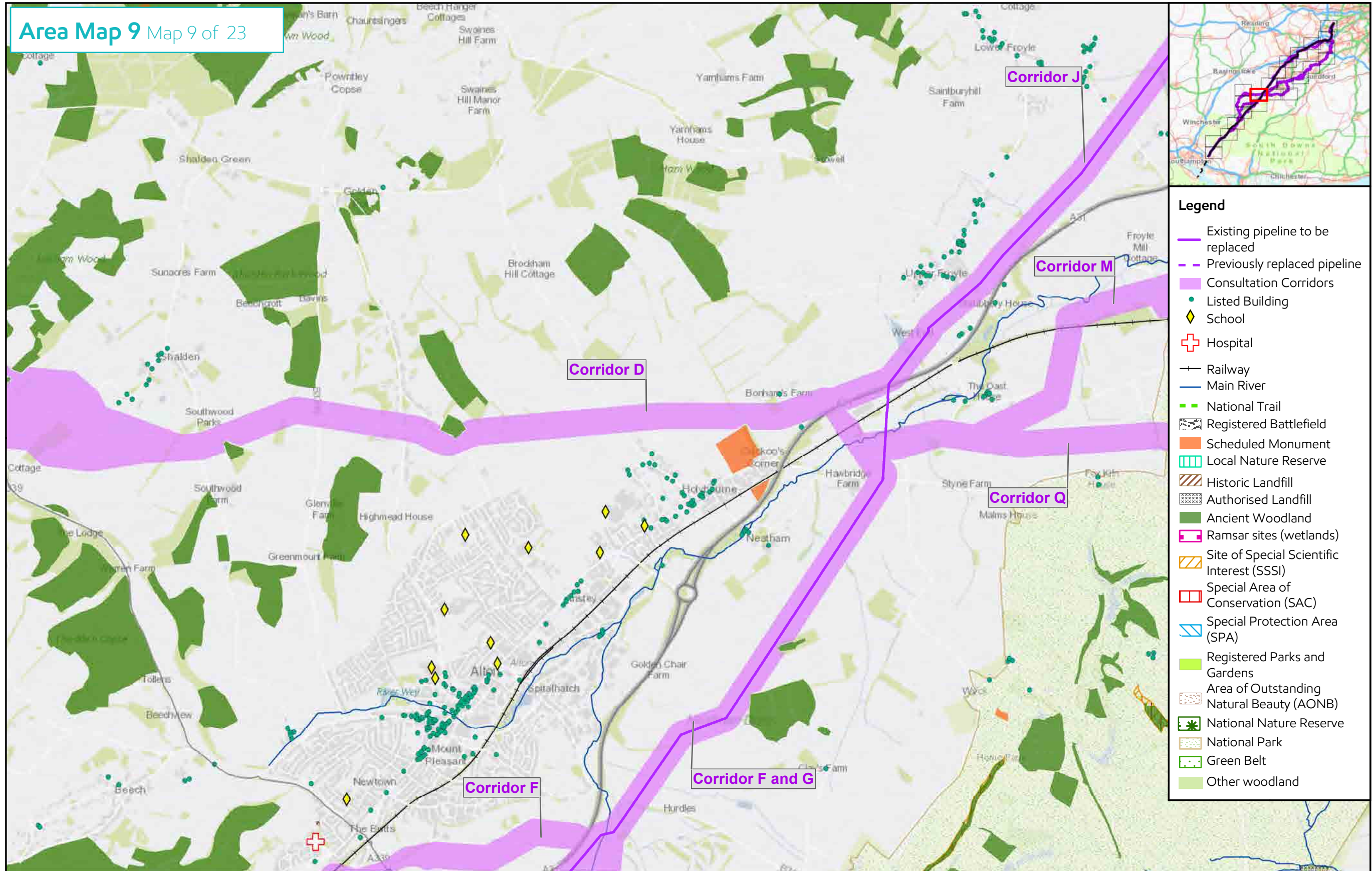
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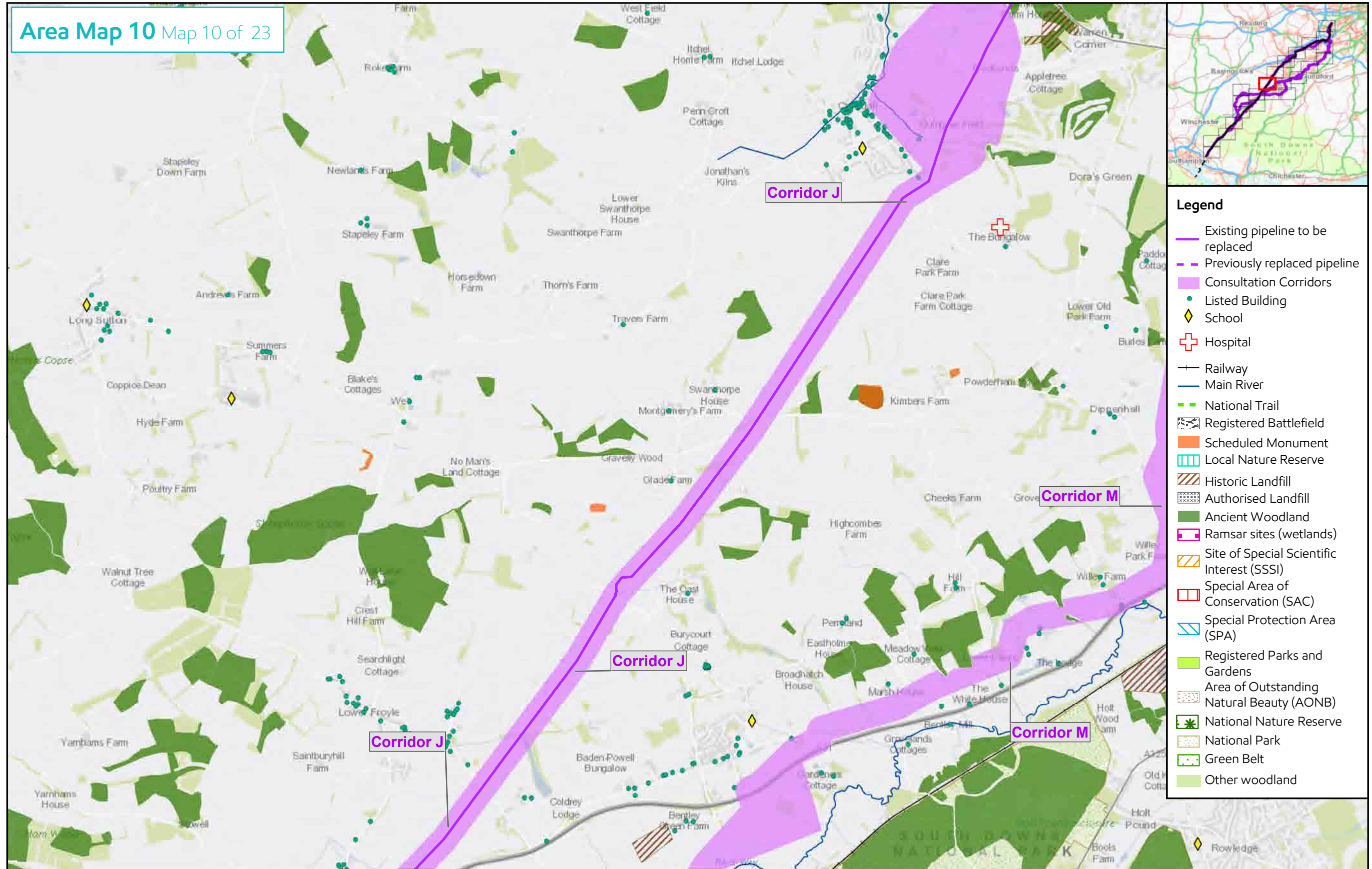




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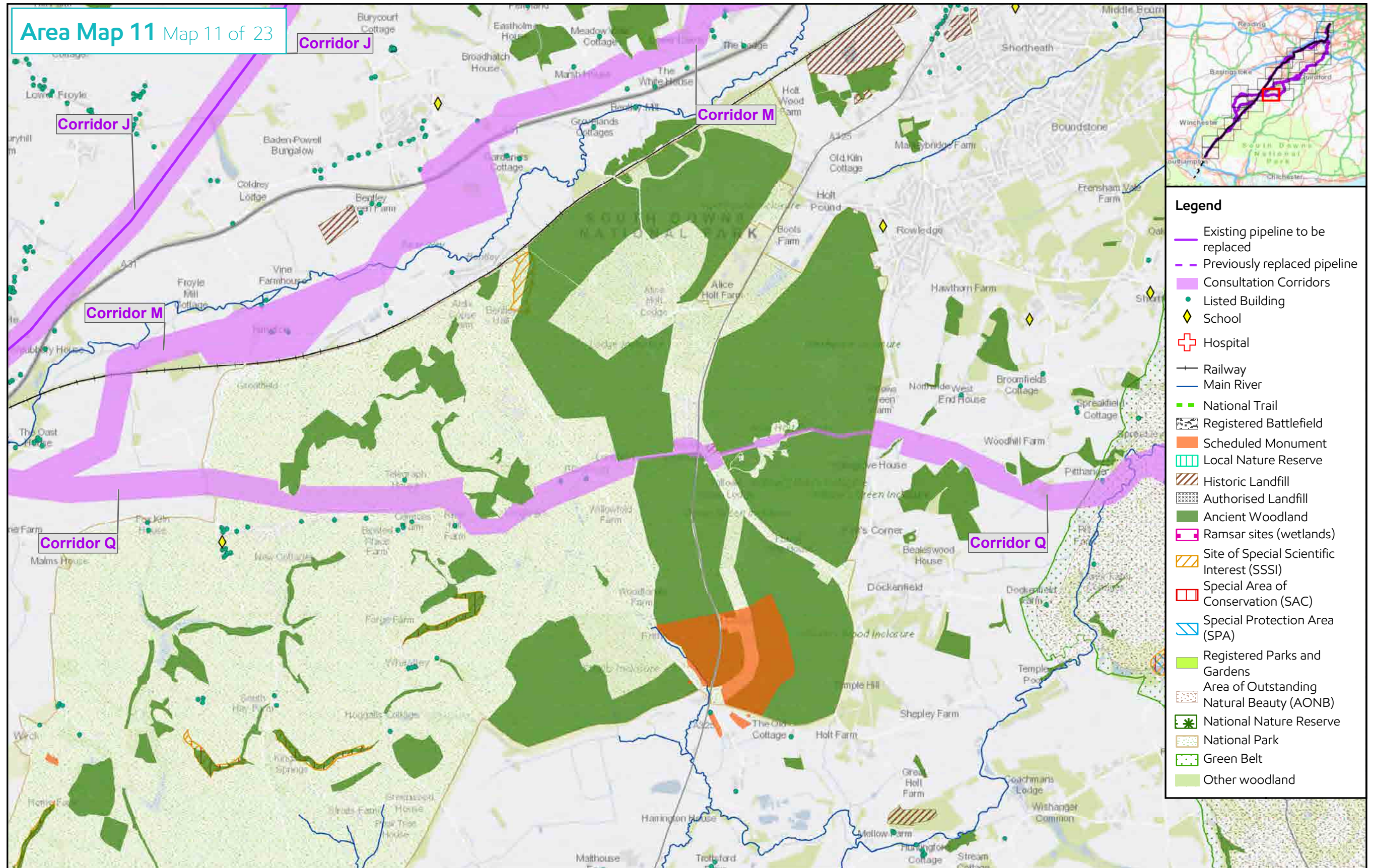


Area Map 10 Map 10 of 23



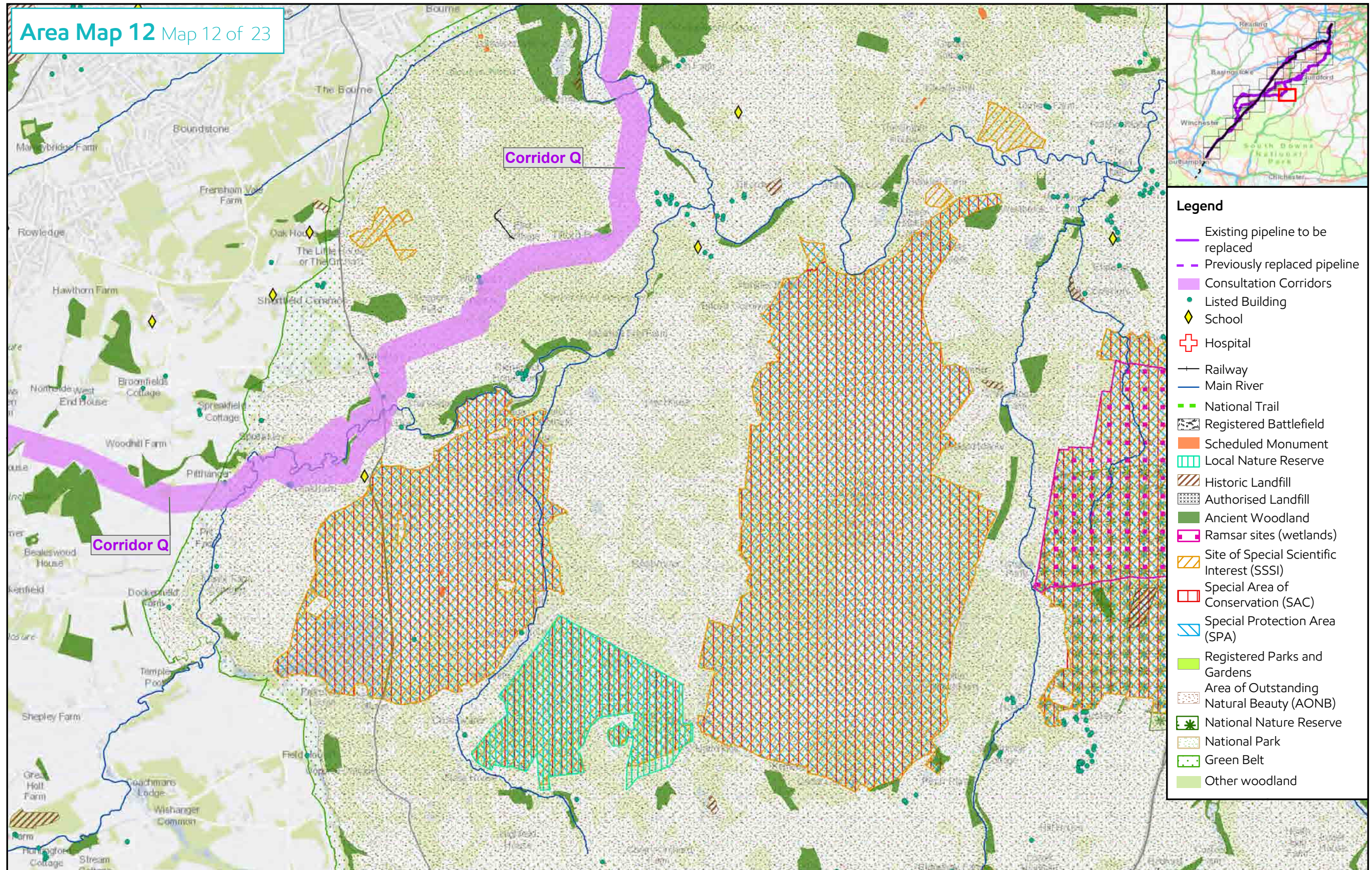
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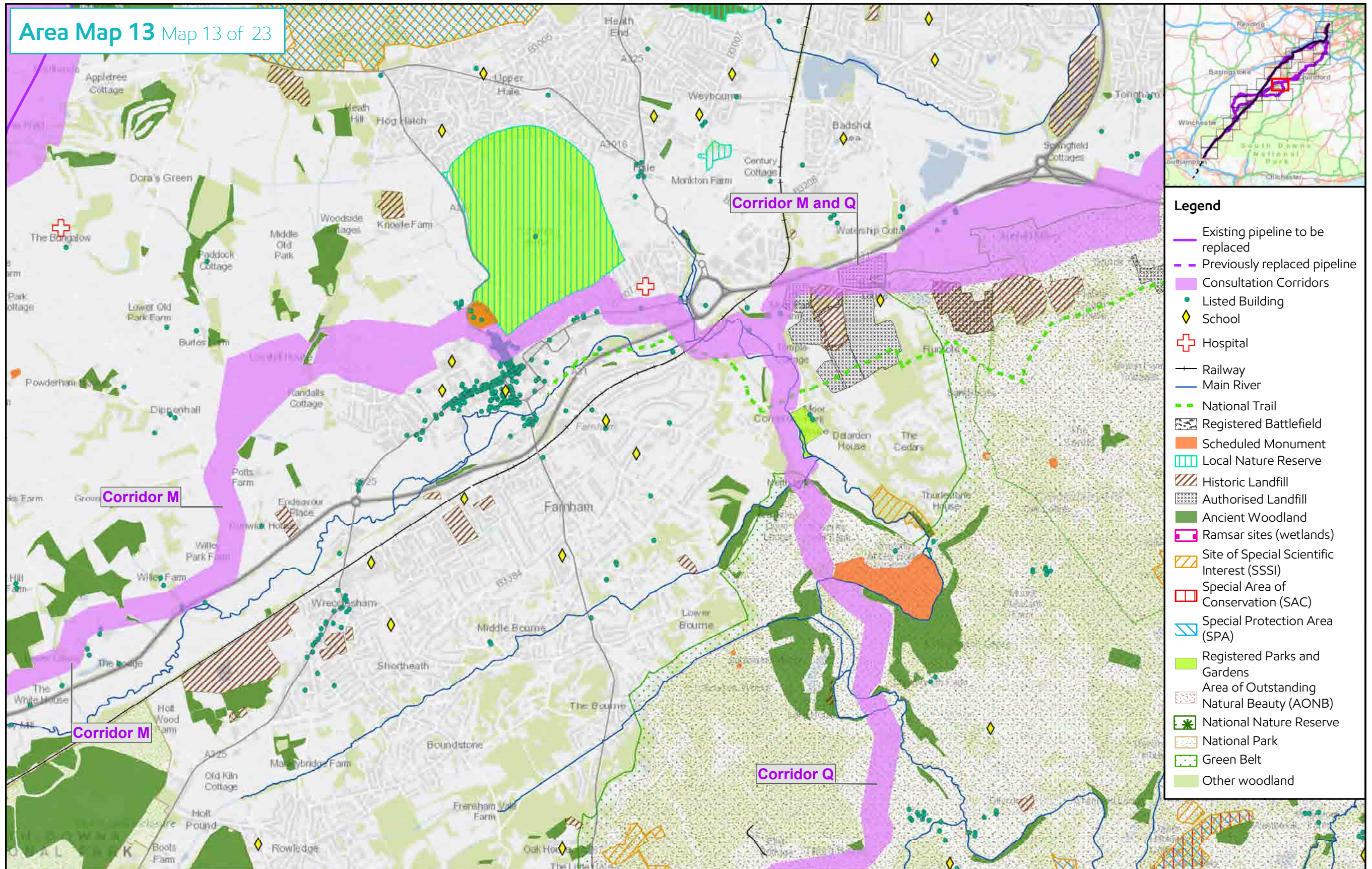
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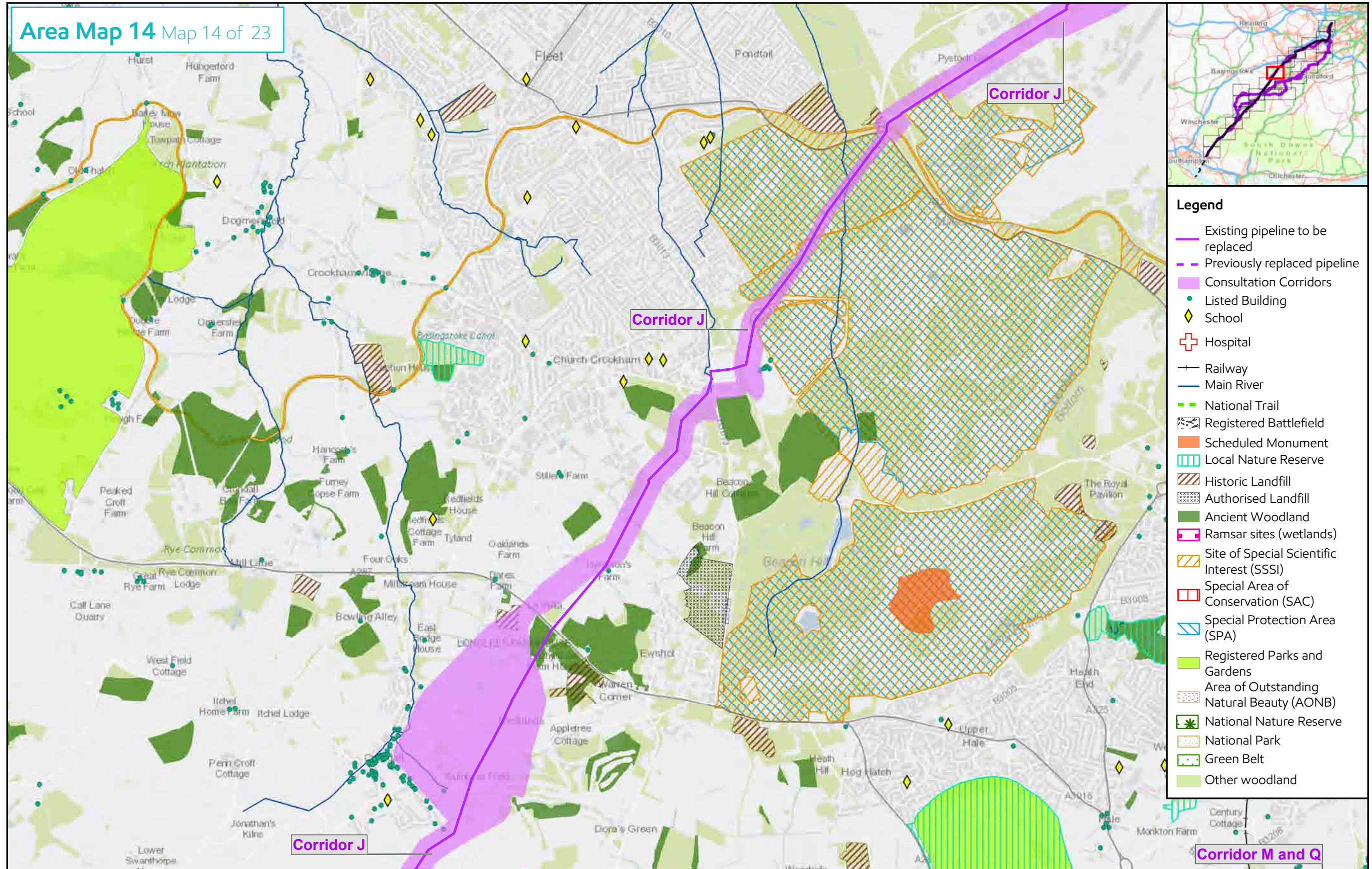
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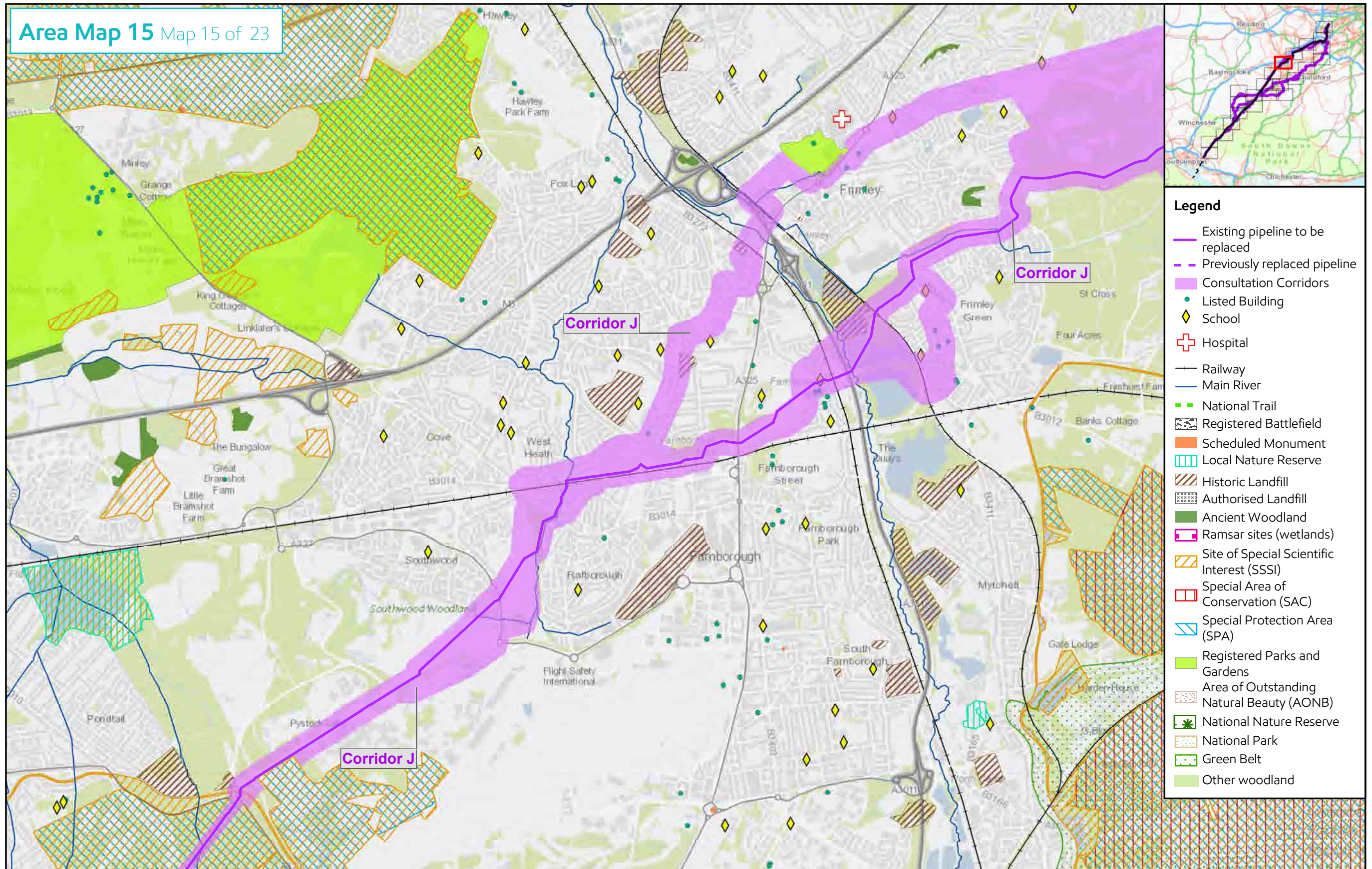
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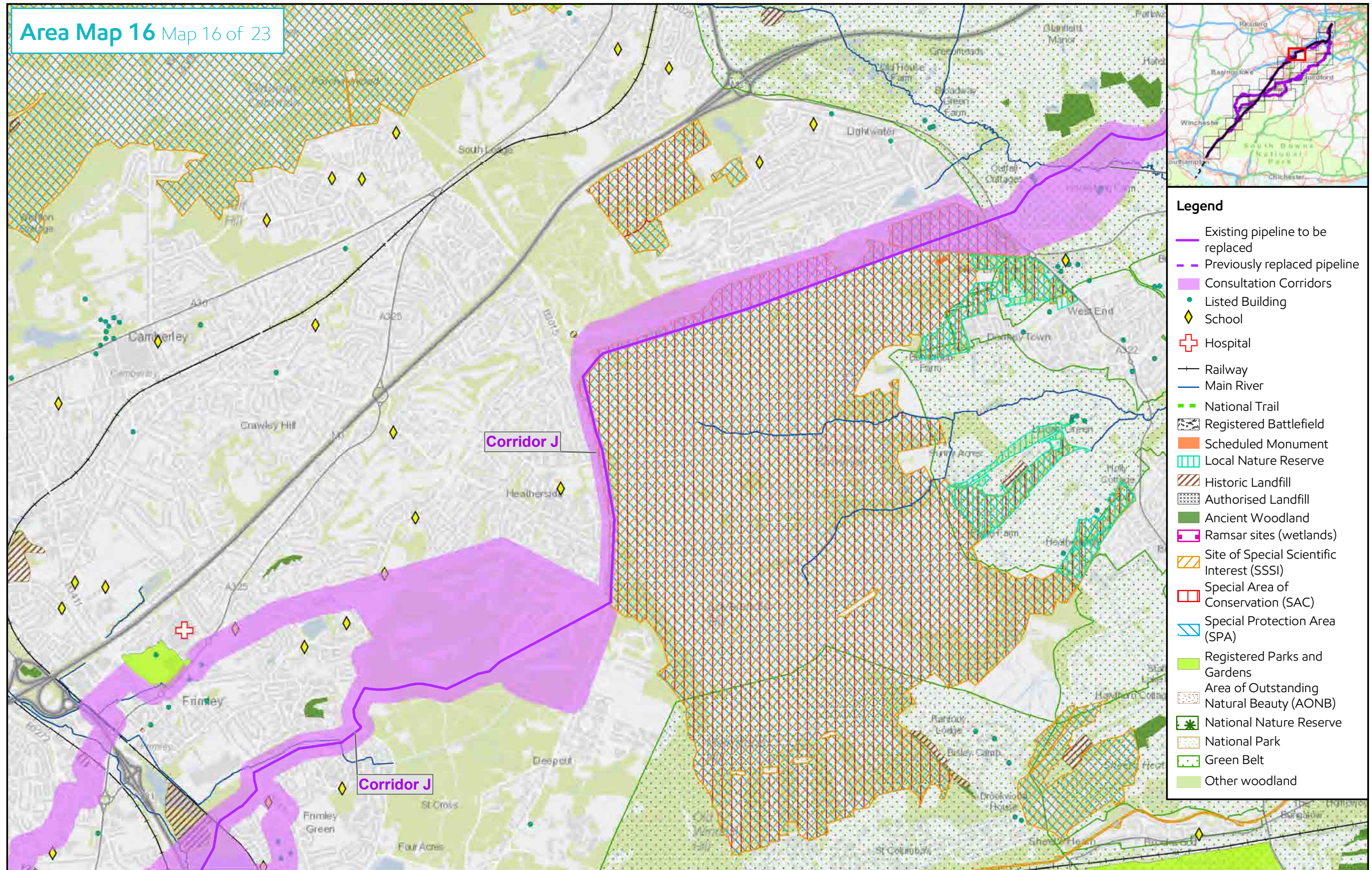
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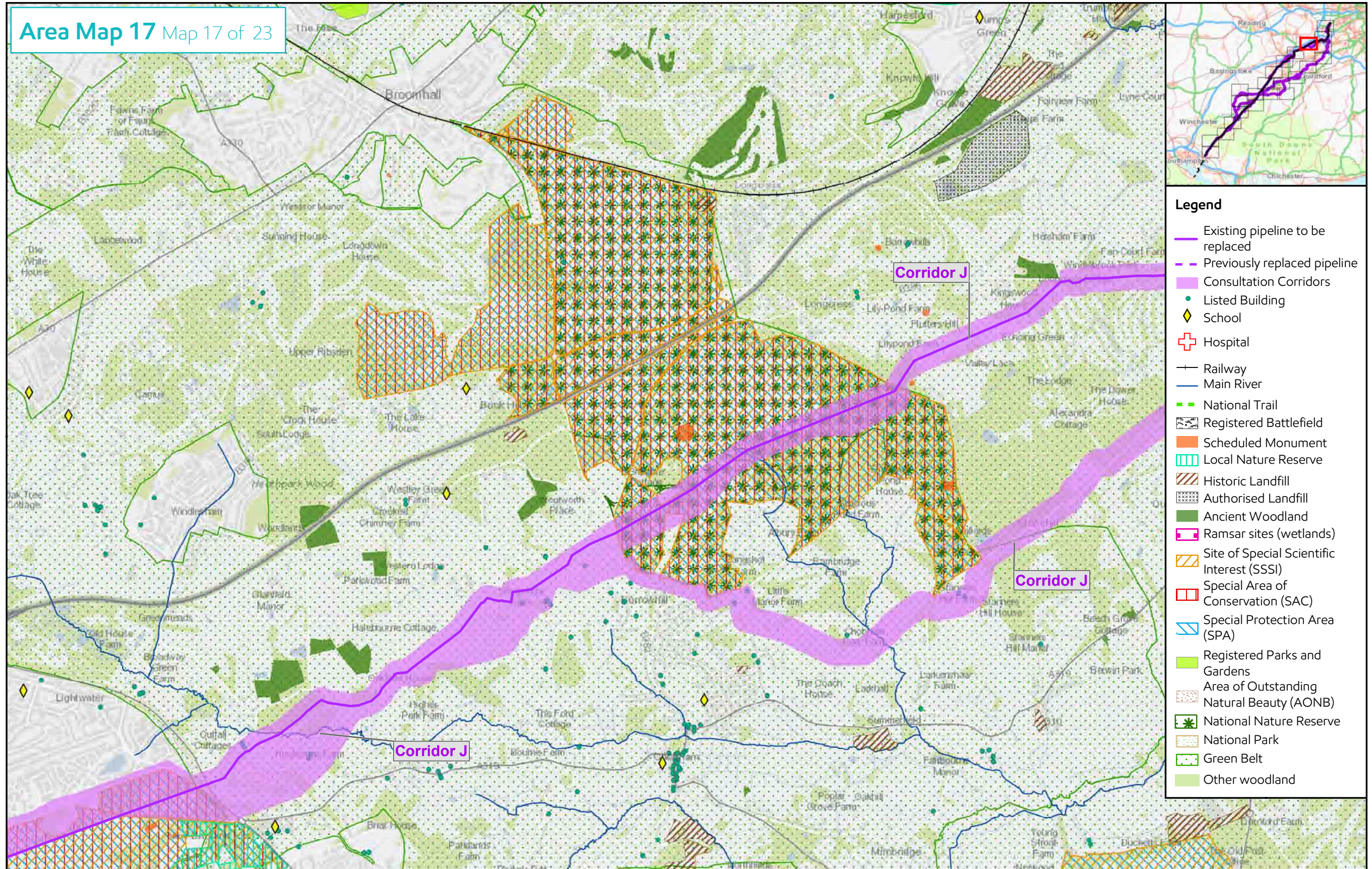




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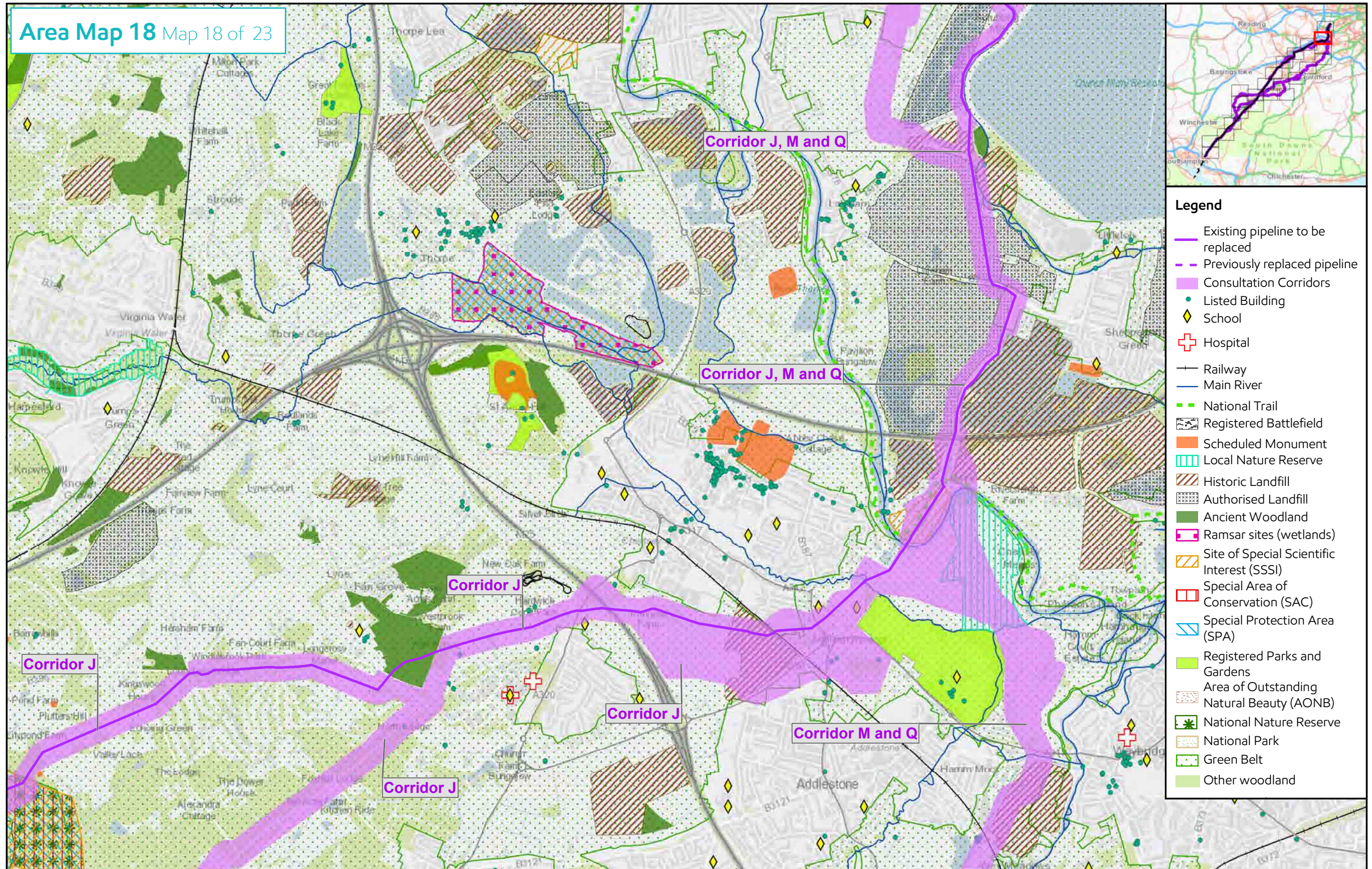
Area Map 17 Map 17 of 23



- Legend**
- Existing pipeline to be replaced
 - Previously replaced pipeline
 - Consultation Corridors
 - Listed Building
 - School
 - Hospital
 - Railway
 - Main River
 - National Trail
 - Registered Battlefield
 - Scheduled Monument
 - Local Nature Reserve
 - Historic Landfill
 - Authorised Landfill
 - Ancient Woodland
 - Ramsar sites (wetlands)
 - Site of Special Scientific Interest (SSSI)
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 - Green Belt
 - Other woodland

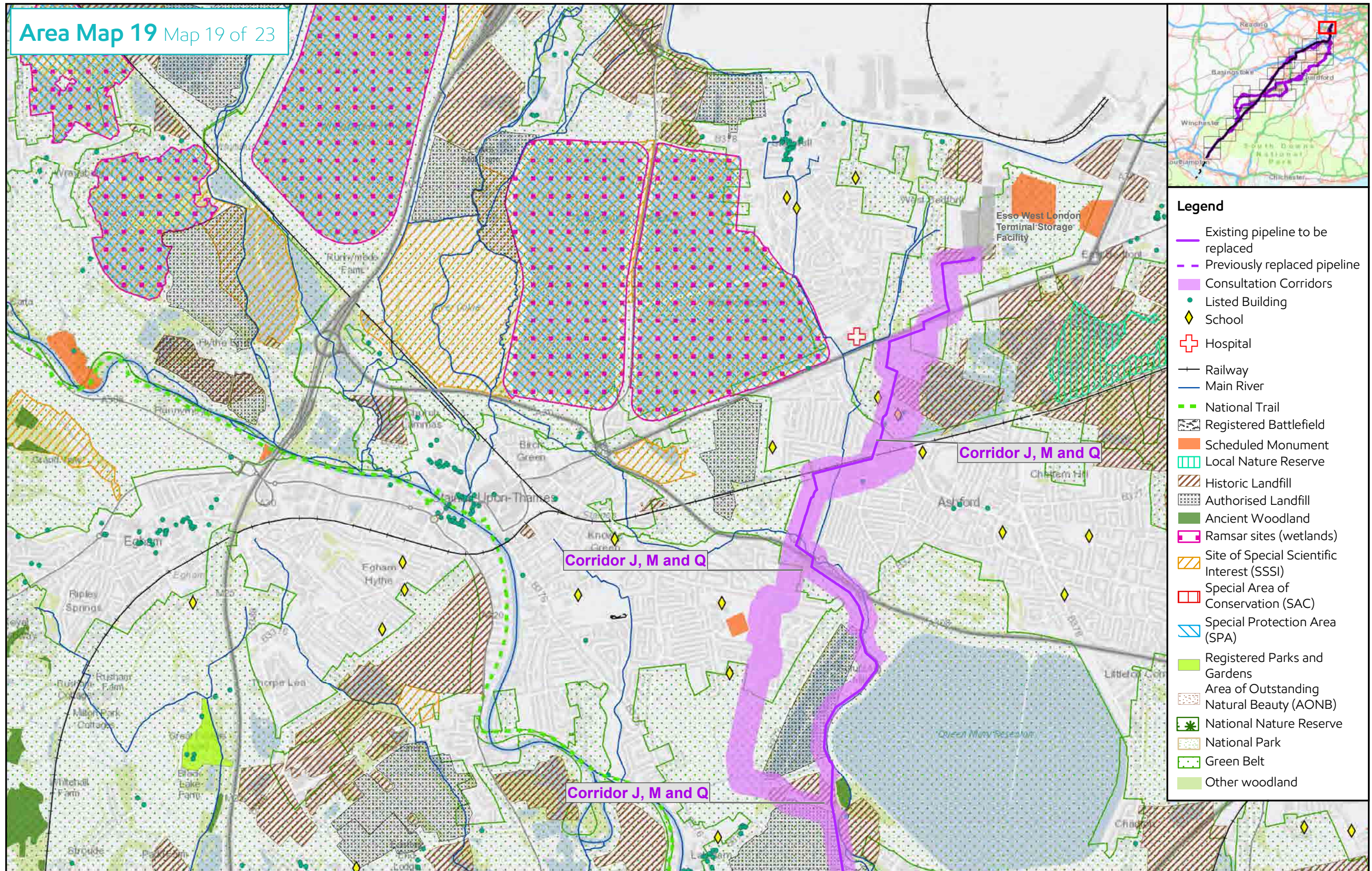
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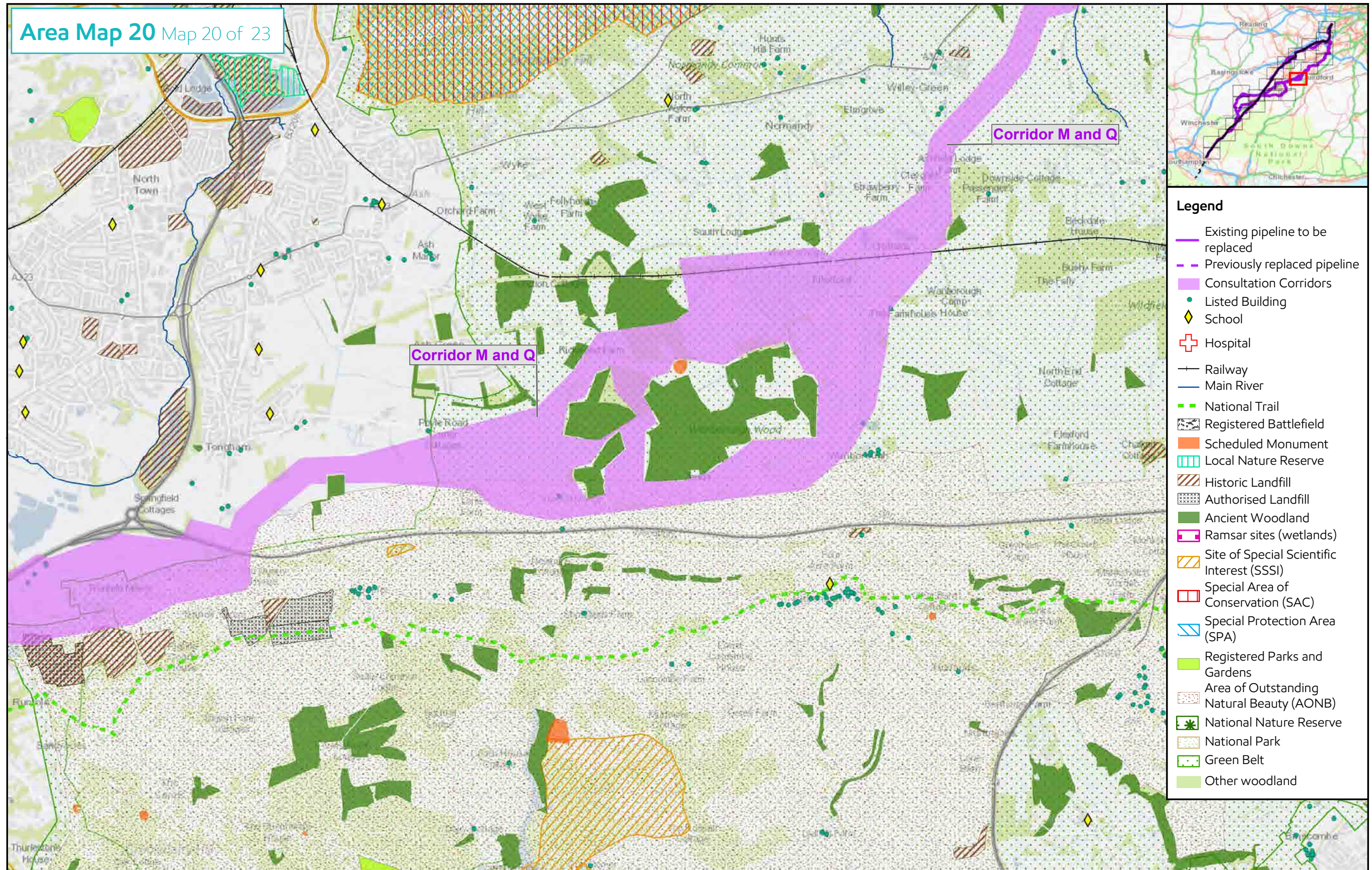
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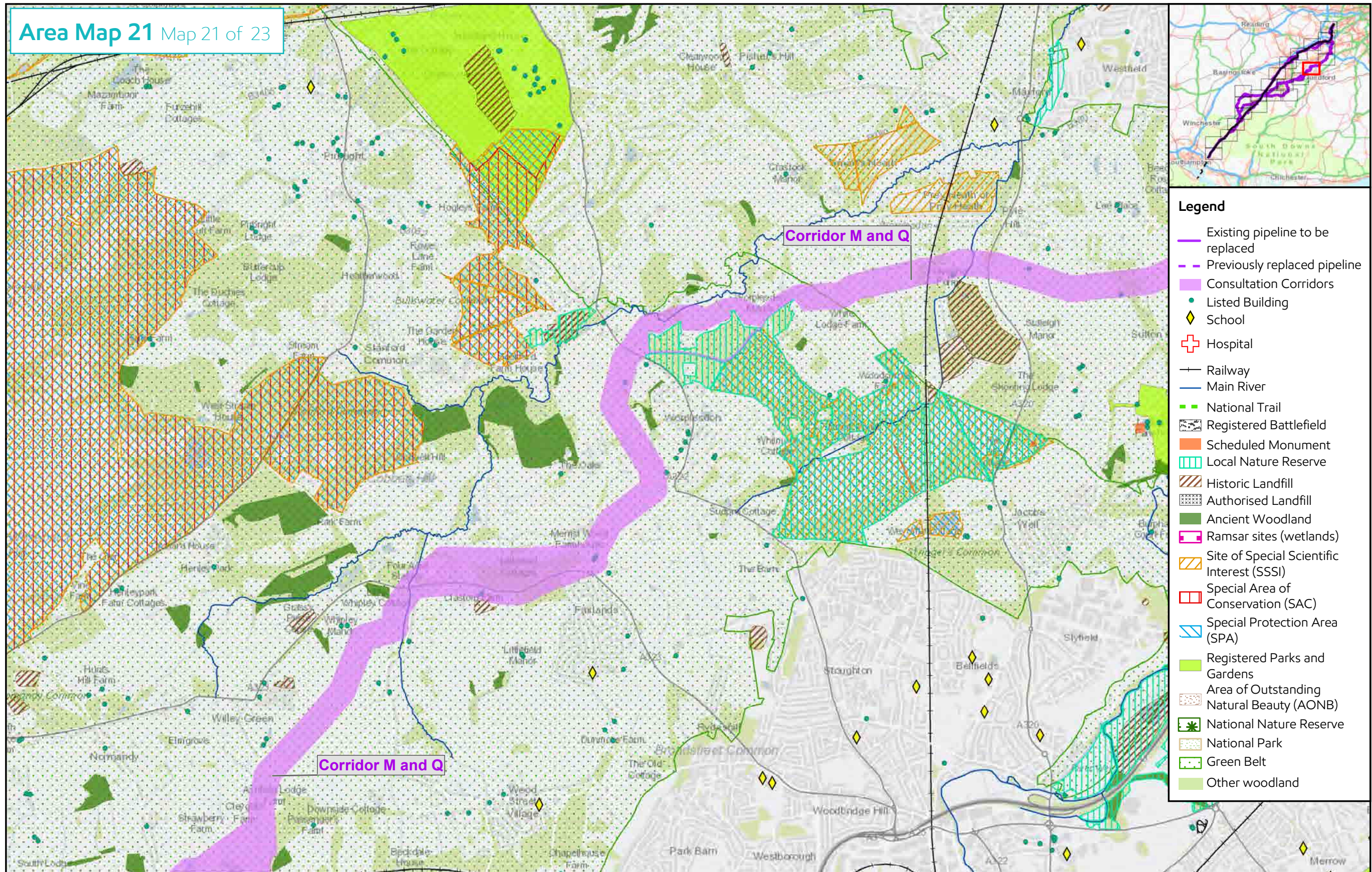
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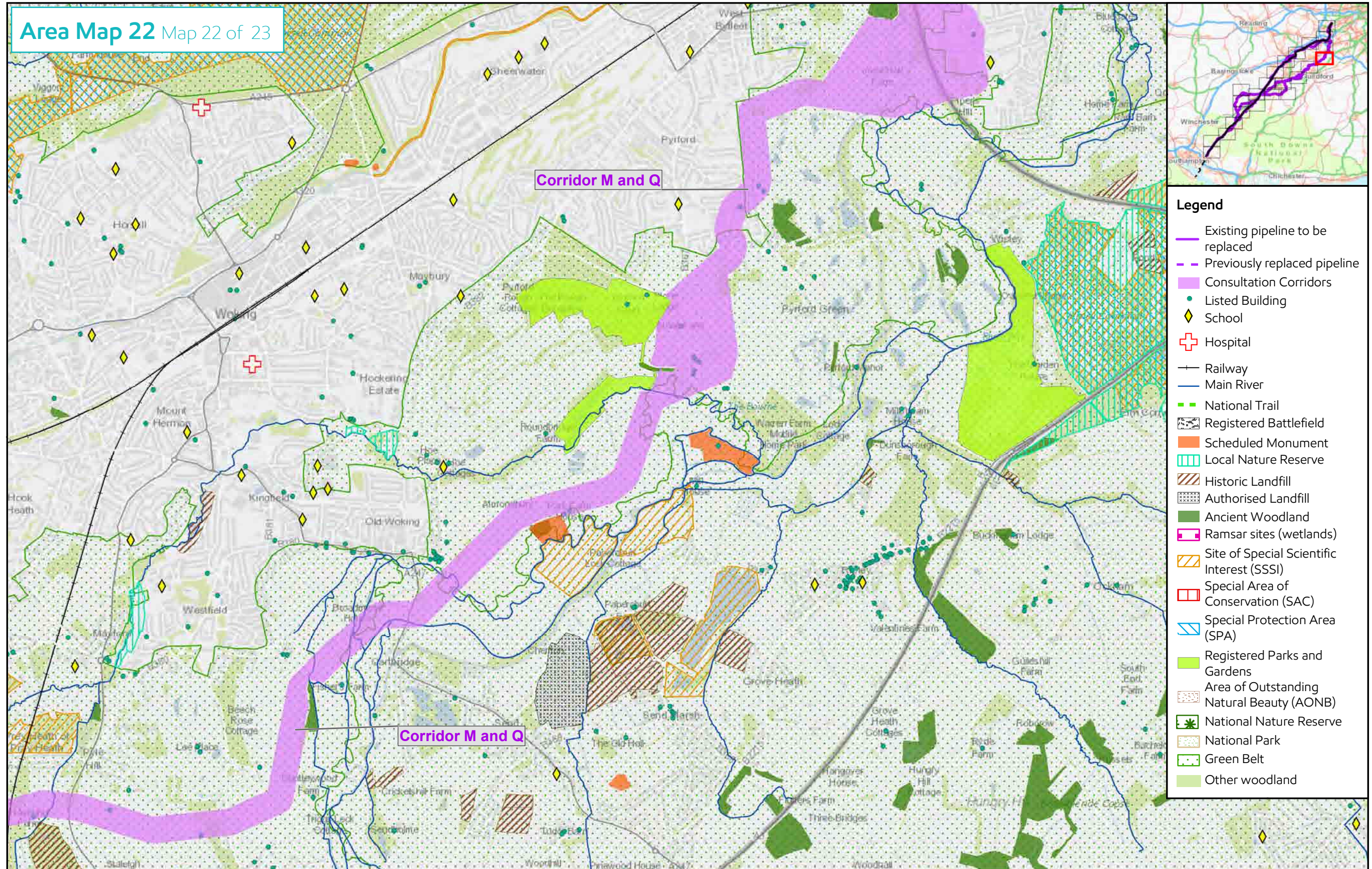
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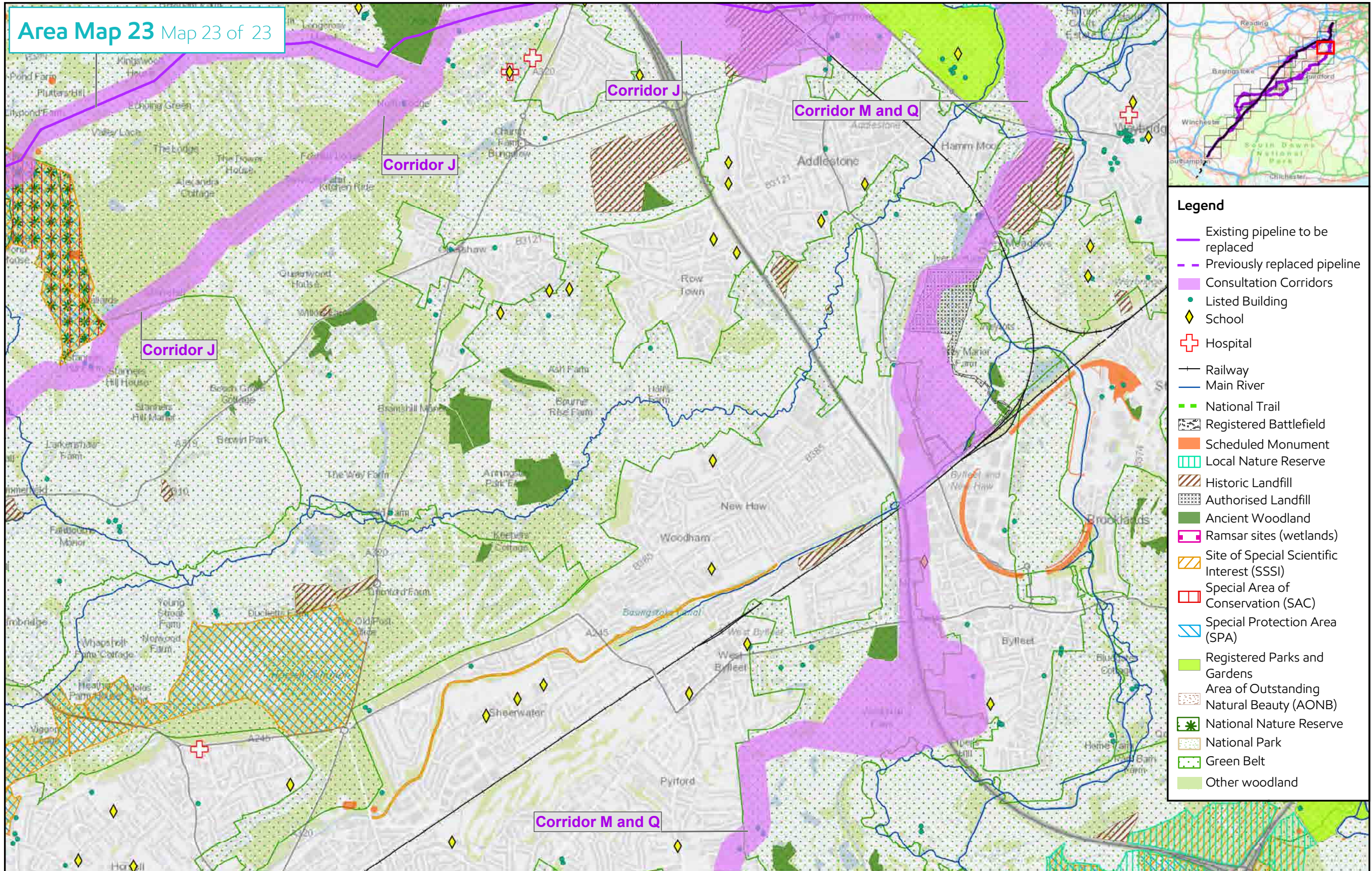
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Pipeline Project

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Appendix 3.4 Pipeline Corridor consultation response form



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CHAPTER 16

Response Questionnaire

You can complete this questionnaire online at: www.slpproject.co.uk

YOUR DETAILS

Please provide your name (required)

Title:.....

First Name:

Last Name:.....

Please tell us your address (required)

.....
.....

Please tell us your postcode (required)

.....

Please provide your email address (we will use this to contact you regarding the outcomes of the consultation)

.....

Are you completing this questionnaire as:

An individual An organisation

Are you:

A landowner on the existing route

Land agent or solicitor on behalf of a landowner on the existing route

If you are responding on behalf of an organisation, please tell us:

The name of the organisation:

The category of your organisation:

- A County, District or Parish Council
- A statutory body (e.g. the Environment Agency)
- A voluntary or community sector organisation
- A business
- Other (Please specify below)

.....

Privacy and use of the information you provide.

Please see the confidentiality statement at the end of this form for details about how the information that you provide will be used and to indicate if you would like your response to be treated as confidential.



Appendix 3.5 E-newsletter issued at the launch of the Pipeline Corridor consultation



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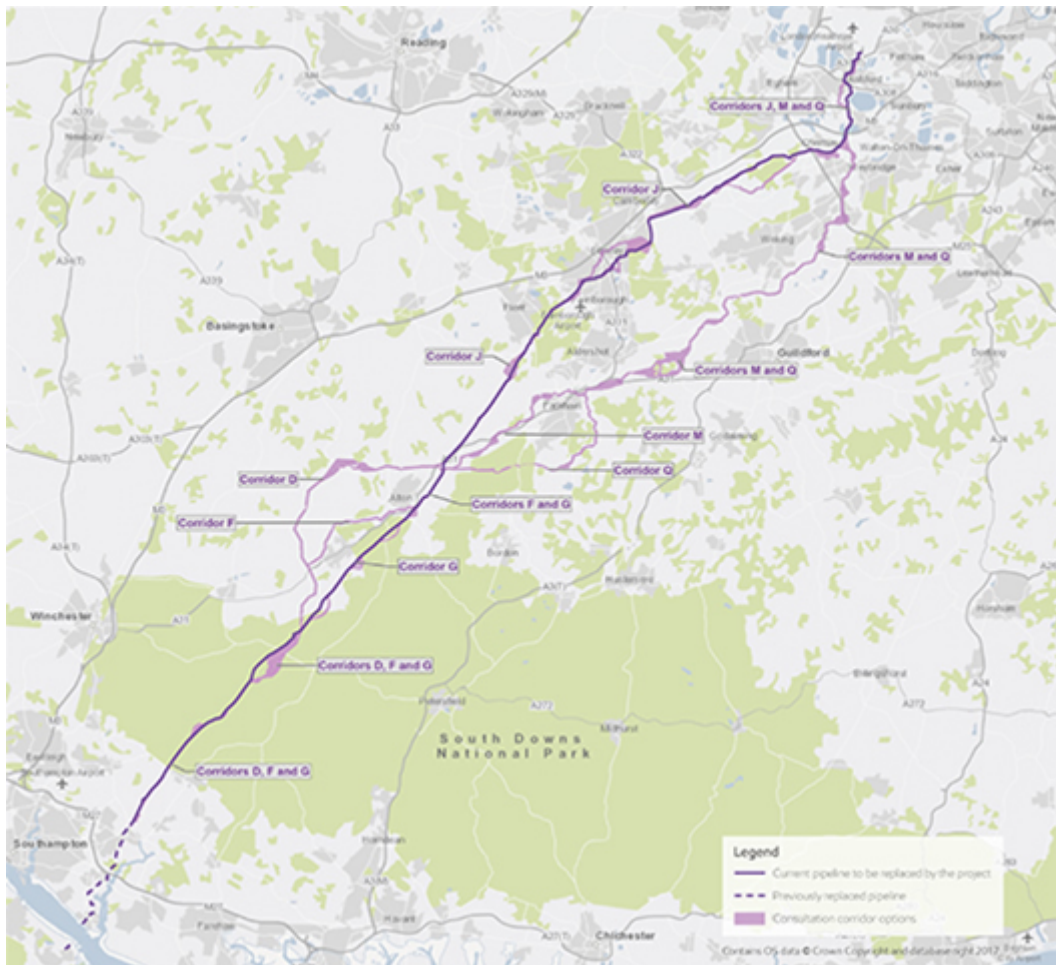
Have your say on the pipeline corridor options for the Southampton to London Pipeline Project



Southampton to London Pipeline Project



Have your say on the pipeline corridor options for the Southampton to London Pipeline Project



On the 19th March 2018 we launched our first consultation on pipeline corridor.

We want to provide everyone with the opportunity to contribute to and influence this important project.

[Subscribe](#)[Past Issues](#)[Translate ▼](#)

In December 2017, we began to talk publicly about our intention to replace 90km of our 105km aviation fuel pipeline that runs from our Fawley Refinery near Southampton to our West London Terminal storage facility in Hounslow (the project).

A total of 17 corridors were developed in the longlist stage, six were then shortlisted and we are asking for your views on all six corridor proposals.

This initial consultation will help us select the preferred corridor for the replacement pipeline. We will consider the views of everyone who responds to this consultation to help us select a single corridor. Once chosen, this corridor will be known as the preferred corridor. We will then develop a preferred route.

We have arranged a programme of exhibitions near to the proposed pipeline corridors. These exhibitions will enable you to meet members of the project to raise any questions you may have about the project: more details [here](#).

The fastest way to respond to this consultation is to complete the response form online [here](#).

Our website is the best way to keep up to date on the project: www.slpproject.co.uk.

If you have more questions, or would like clarification on any aspect of the project, please feel free to raise them with our project team, via email at info@slpproject.co.uk

If you are an existing landowner or occupier, please contact the land agent team

General SLP project enquires

Tel : 07925 068905

Email: info@slpproject.co.uk

Address: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU

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[unsubscribe from this list](#)



Appendix 3.6 List of potential prescribed consultees consulted at the Pipeline Corridor consultation



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3.6 List of potentially prescribed consultees consulted at the Pipeline Corridor consultation

Potentially prescribed consultees
Natural England
Historic England
Environment Agency
Civil Aviation Authority
Highways England
Forestry Commission
Network Rail
Homes and Communities Agency
Ministry of Defence
SSE plc
UK Power Networks Services
South East Water
Portsmouth Water
Southern Water
Thames Water
Affinity Water
National Grid
EDF
BT Open Reach
Virgin Media
Southern Gas Networks (SGN)
Surrey Fire and Rescue Service
Hampshire Fire and Rescue Service
London Fire Brigade
Office of the Police & Crime Commissioner for Hampshire
Office of the Police & Crime Commissioner for Surrey
The Office of the Police and Crime Commissioner for Thames Valley
County Councils
Hampshire County Council
Surrey County Council
District Councils and London Boroughs



Eastleigh Borough Council
Winchester City Council
East Hampshire District Council
Hart District Council
Rushmoor Borough Council
Surrey Heath Borough Council
Runnymede Borough Council
Spelthorne Council
Hounslow London Borough
South Downs National Park Authority
Woking Borough Council
Guildford Borough Council
Waverley Borough Council
Greater London Authority
Greater London Authority (Mayor of London)



Appendix 3.7 List of hard to reach and special interest groups consulted at the Pipeline Corridor consultation



(This page is intentionally blank)



3.7 List of hard to reach and special interest groups consulted at the Pipeline Corridor consultation

Societies & community groups/Hard to reach
Farnborough Society
Hampshire Cultural Trust
Hampshire Field Club and Archaeological Society
Hampshire Youth Access
Jane Austen Hampshire Group
Open Sight Hampshire
South Downs Society
Surrey Archaeology Society
Surrey Hills Society
Surrey Youth Focus
The Jane Austen Society
The Southern Circle (Jane Austen Society)
Windlesham Society
Environmental groups
Basingstoke Canal Society
Blackwater Valley Countryside Trust
Canals and Rivers Trust
Country Land and Business Association
CPRE
CPRE Hampshire
CPRE Surrey
English Heritage
Hampshire and Isle of Wight Wildlife Trust
Hampshire Cultural Trust
Hampshire Field Club & Archaeological Society
Hampshire Health Safety and Environmental Group
Inland Waterways Association
National Farmers Union
National Trust
North East Hampshire Historical & Archaeological Society
Surrey Archaeological Society
Surrey Hills Board
Surrey Nature Partnership

**3.7 List of hard to reach and special interest groups
consulted at the Pipeline Corridor consultation**



Surrey Wildlife Trust
The Wildlife Trusts
Woodland Trust
Transport groups
Watercress Line
Transport for London
Public Rights of Way
Auto Cycle Union
British Cycling (South region)
British Horse Society
Campaign for Better Transport
Cycling UK
Living Streets
Ramblers Association
Sustrans
The Hampshire Ramblers
The Society for All British and Irish Road Enthusiasts



Appendix 3.8 Example advert published at the Pipeline Corridor consultation



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The Southampton to London Pipeline Project

Esso is replacing 90km of its underground aviation fuel pipeline and wants your views

- This is a replacement for the existing aviation fuel pipeline, which has been in place since 1972
- Pipelines are a safe, secure and low-impact way to transport fuel
- This replacement pipeline will provide fuel to some of the UK's busiest airports
- It will continue to keep around 100 road tankers off the road every day¹
- It will be buried underground and will go unnoticed by most people

¹Based on Esso's 2015 data for its existing pipeline

How to respond

The fastest way to have your say is via www.slpproject.co.uk

Alternatively, you can email info@slpproject.co.uk
or respond by post - FREEPOST SLP PROJECT

The consultation closes on Monday 30th April 2018

Public Exhibitions

Esso has arranged a series of exhibitions near to the proposed pipeline corridors. Here you can meet the team to ask any questions:

Tuesday 27th March

1400-2000

Byfleet

St Mary's Centre for the Community, Stream Close, Byfleet, Surrey, KT14 7LZ

Thursday 29th March

1400-2000

Alton Community Centre, Amery Street, Alton, Hampshire, GU34 1HN

Tuesday 3rd April

1400-2000

Ashford

Ashford Community Centre, Woodthorpe Road, Ashford, Middlesex, TW15 3NJ

Friday 6th April

1400-2000

Chobham

Chobham Village Hall, Station Road, Chobham, GU24 8AQ

Saturday 7th April

1100-1700

Wrecclesham

The Wrecclesham Community Centre, Greenfield Road, Wrecclesham, Farnham, Surrey, GU9 8TJ

Monday 9th April

1400-2000

Addlestone and Chertsey

Chertsey Hall, Heriot Road, Chertsey, Surrey, KT16 9DR

Tuesday 10th April

1400-2000

Frimley

Lakeside Country Club, The Lakeside Complex, Wharf Road, Frimley Green, Surrey, GU16 6PT

Wednesday 11th April

1400-2000

Ropley

Ropley Parish Hall, Vicarage Lane, Ropley, Alresford, SO24 ODU

Thursday 12th April

1300-1900

Worplesdon

Worplesdon Memorial Hall, Perry Hill, Worplesdon, Guildford, Surrey, GU3 3RF

Wednesday 18th April

1400-2000

Church Crookham

Church Crookham Baptist Church, 64 Basingbourne Road, Fleet, GU52 6TH

Friday 20th April

1400-2000

Bishop's Waltham

Jubilee Hall, Little Shore Lane, Bishop's Waltham, Southampton, SO32 1ED

ESSO Petroleum Company, Limited Registered in England No. 26538 Registered Office: Ermyn House, Ermyn Way, Leatherhead, Surrey, KT22 8UX



Southampton to London
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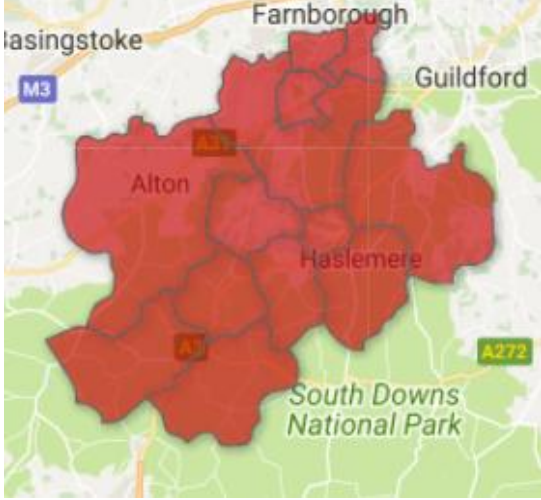
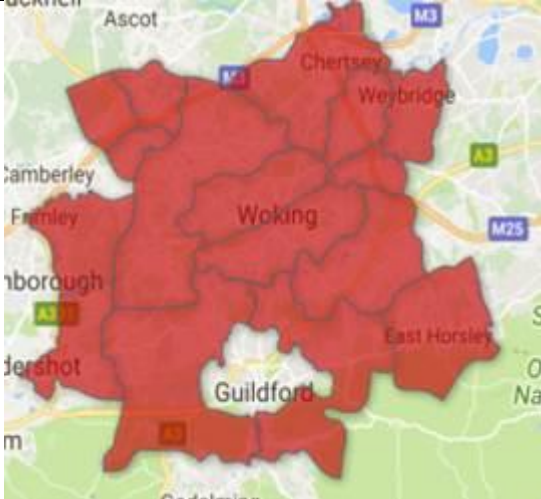
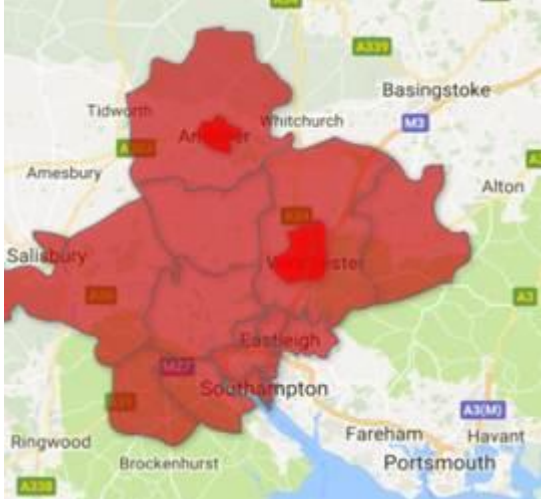


Appendix 3.9 Publications issued the press release at the launch of the Pipeline Corridor consultation

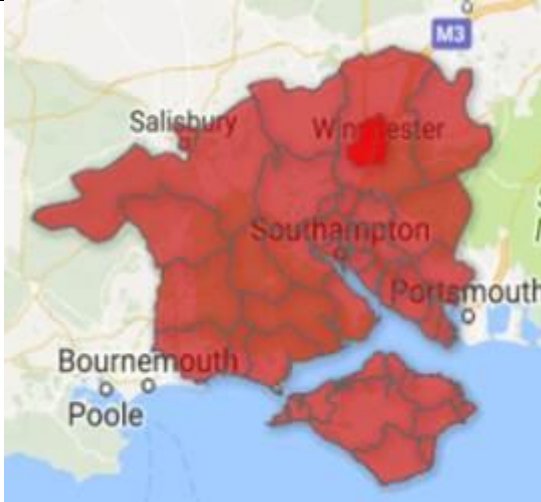
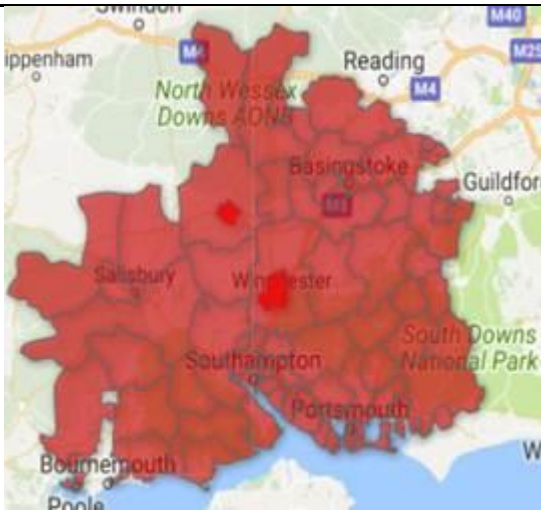


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<p>The Farnham Herald Series</p> <p>Circulation: 26,242</p> <p>Monthly online users: N/A</p>		<p>Weekly (Thursday)</p>	<p>Editor: Tony Short – tony.short@farnhamherald.com</p> <p>Chief Reporter: Daniel Gee – daniel.gee@farnhamherald.com</p> <p>Phone: 01252 725224</p>
<p>Woking News & Mail</p> <p>Circulation: 4,000</p> <p>Monthly online users: N/A</p>		<p>Weekly (Thursday)</p>	<p>Deputy Editor: Chris Patching – editor@wokingnewsandmail.org</p> <p>Reporter: Ben Brown – editor@wokingnewsandmail.org</p> <p>Phone: 01483 802700</p>
<p>Romsey Advertiser</p> <p>Circulation: 5,054</p> <p>Monthly online users: 19,050</p>		<p>Weekly (Friday)</p>	<p>Editor: Gordon Sutter – gordon.sutter@dailyecho.co.uk</p> <p>Phone: 01794 513396</p>



<p>Southern Daily Echo</p> <p>Circulation: 15,620</p> <p>Monthly online users: 1,209,382</p>		<p>Daily (except Sunday)</p>	<p>Editor: Gordon Sutter – gordon.sutter@dailyecho.co.uk</p> <p>Chief Reporter: Andrew Napier – andrew.napier@dailyecho.co.uk</p> <p>Phone: 023 8042 4777</p>
<p>Hampshire Chronicle</p> <p>Circulation: 7,973</p> <p>Monthly online users: 92,250</p>		<p>Weekly (Thursday)</p>	<p>Editor: Gordon Sutter – gordon.sutter@dailyecho.co.uk</p> <p>Chief Reporter: Andrew Napier – andrew.napier@dailyecho.co.uk</p> <p>Phone: 01962 861860</p>
<p>GetSurrey.co.uk</p> <p>(linked to Surrey Advertiser)</p> <p>Monthly unique browsers: 1,598,501</p>	<p>Online. Typical coverage area Surrey and Hampshire counties.</p>	<p>N/A</p>	<p>Executive Editor (Digital): Stuart Richards – stuart.richards@trinitymirror.com</p> <p>Live News Reporter: Connie Ritchie connie.rusk@trinitymirror.com</p> <p>Phone: 01483 508700</p>



Appendix 3.10 Cuttings of media coverage during the Pipeline Corridor consultation



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Uproar over Esso pipeline

Friday, 27 April 2018 - [Planning](#)

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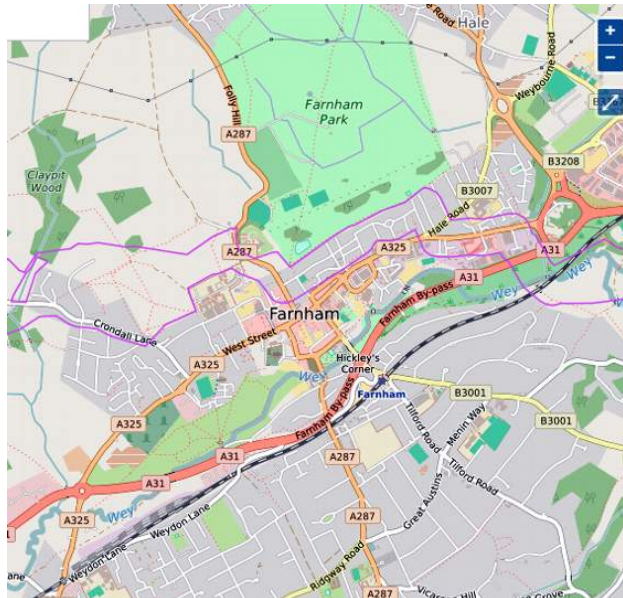
[Post a comment](#)

PLANS to re-route Esso's aviation fuel pipeline through the town's centre have been strongly objected to by both residents and Farnham Town Council (FTC).

Objections against the proposed corridors 'M' and 'Q' were expressed at the last town council meeting, with statements from two residents highlighting particular concerns over the disruption it would cause and safety issues.

Corridor M would see the pipeline run directly through Farnham town centre, while Corridor Q would run through Alice Holt Forest and the Frensham area.

Esso's preference for the replacement pipeline is to follow the existing route, Corridor J, which runs from Alton through Hampshire and Surrey via Crondall, Farnborough and Frimley - avoiding Farnham completely.



The Esso pipeline corridor 'M'

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In response to the pipeline consultation, a statement from FTC read: "Farnham Town Council supports the preferred route, Corridor J. The alternative routes of M and Q cannot be supported.

"Farnham is a special case due to the disruption caused by the regeneration programme scheduled for Brightwells and The Woolmead."

But, while objections were strongly felt, councillor Carole Cockburn wasn't "quite sure what else we as a town can do other than individually write and strengthen our own comment".



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She said: "When you start looking at it, the heritage that it's destroying, well it could destroy if it comes through, is just mind blowing.

"If you read the neighbourhood plan and what we said in the design statement about a number of listed buildings and also the tight-knit pattern of residential around Castle Street, the concept of any of that being harmed in anyway, not to mention the residents living in them, it's just unthinkable."

Mrs Cockburn went onto share her concerns that "the danger is that somewhere like Woking comes up with thousands of responses and little Farnham, which is going to be really clobbered by it, doesn't come up with anything like that number".

Councillor Andy Macleod added: "I was under the impression that they strongly prefer the existing route which is encouraging, but that doesn't mean we should in the slightest be complacent."

The council is encouraging local residents to have their say before the consultation closes at 11.45pm on April 30.

Councillor Jeremy Ricketts further echoed the view that "it would be absolutely disastrous for Farnham" and that "we need to be really forthright in our objections".

According to the consultation document, Route Q "avoids Common Land and land actively used by the Ministry of Defence", compared to Esso's preferred option.

This route would head north by "skirting east of Alice Holt Forest" and would keep to the east of Farnham.

A spokesperson for the Forestry Commission said: "Any impact on Alice Holt Forest will depend on which route is chosen.

"We appreciate that this is a critical infrastructure project and as a statutory consultee Forestry Commission staff have had initial talks with Esso to help them understand the different impacts from the route options on the forest.

"However, it's the planning inspectorate that's responsible for assessing the impacts of a planning application before giving or refusing permission."

While this route has the lowest amount of streetworks, similar to Option J, it actually bears greater landscape concerns than the preferred route.

For Farnham resident Stephen Cochrane it was not just the potential issue of economic damage caused by Route M that was of concern, but also how the pipeline would affect the town from a safety perspective.

Mr Cochrane said: "The thought of the pipeline entering the town at the top of Castle Hill directly above a congested and densely populated area with all it's old drains, cisterns and cellars is not a comfortable thought.

"I have seen the result of two fuel spillages and subsequent infernos overseas, it haunts me.

"Try googling 'list of pipeline explosions', I counted 56 in 10 countries since 2000."

Mr Cochrane further brought up the issue of pipeline easement, which would result in "several acres of central Farnham untouchable for further development of infrastructural changes".

John Hemsley is another Farnham resident who felt that the "disruption to and effect on the daily lives of all in Farnham will be massive for at least four years".

He continued: "Thereafter house and commercial property sales and rents and shop rentals will be affected, including the Woolmead and East Street.

"At the public meetings, Esso did not specify a completion date - this would depend upon the routes chosen but it would take years not months."

During Monday's meeting with Esso, the oil giant stated that works in the Farnham area would be completed within three months, which Mr Beaman thought "seemed rather ambitious".

The preferred route will be confirmed in the summer and a second public consultation held in the autumn.

An application will be made to the Government in 2019, with works due to start on the project in 2021.

To have your say on the project before April 30, go to www.slpproject.co.uk.

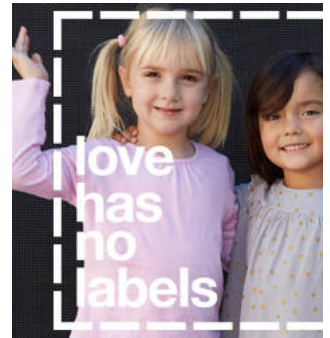
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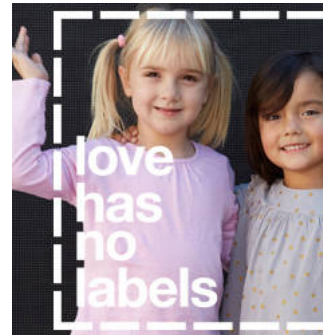
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Edition:
Country: UK
Date: Tuesday 27, March 2018
Page: 3
Area: 185 sq. cm
Circulation: Pub Stmt 38091 Weekly
Ad data: page rate £1,716.00, scc rate £5.50
Phone: 01252 716444
Keyword: Southampton to London Pipeline Project



Fuel company launches pipeline consultation

Esso is consulting the public about plans for a replacement for its Southampton to London aviation fuel pipeline.

The current pipeline, built between 1969 and 1972, supplies aviation fuel to some of the UK's busiest airports.

It runs from Esso's Fawley Refinery near Southampton to its West London Terminal storage facility in Hounslow, and Esso plans to replace 56 miles of its 65-mile length to maintain a reliable supply of fuel for years to come.

The company estimates that securing the "safe, secure and low impact" pipeline's future will continue to keep 100 oil tankers off the roads every day.

A team of engineering and environmental experts working with Esso has identified six potential 'corridors' for a new pipeline - three from Fawley to Esso's Alton Pumping Station, and three more from Alton to the West London Terminal.

Project executive Tim Sunderland is urging residents and land owners to participate in the consultation.

He said: "We recognise the importance of individuals, communities, representatives and organisations contributing to the development of our proposals.

"The existing pipeline was built in the late 1960s. Since then, Hampshire and Surrey have changed dramatically.

"The South Downs National Park and many other protected sites have

been established alongside the existing pipeline. We need to identify a corridor that will minimise interruption to local communities, and have better environmental outcomes versus the other options considered."

Corridors are around 220 yards wide. Once a corridor has been chosen, Esso will develop a preferred route, which will be between 22 and 33 yards wide during installation. The pipeline itself will be relatively narrow, with an internal diameter of around 12 inches.

Consultation on potential corridors began on March 19 and continues until 11.45pm on April 30, and three public exhibitions on the project will be held locally, at which people can talk to members of the project team.



Source: Surrey & Hants News {Main}
Edition:
Country: UK
Date: Tuesday 27, March 2018
Page: 3
Area: 185 sq. cm
Circulation: Pub Stmt 38091 Weekly
Ad data: page rate £1,716.00, scc rate £5.50
Phone: 01252 716444
Keyword: Southampton to London Pipeline Project



They will take place at Alton Community Centre on March 29 from 2-8pm, Wrecclesham Community Centre on April 7 from 11am-5pm and Ropley Parish Hall on April 11 from 2-8pm.

Esso intends to consult on

the route in the autumn of this year.

It will then submit its application for permission to install a replacement pipeline via a Development Consent Order to The Planning Inspectorate and the Secretary of State for Busi-

ness, Energy and Industrial Strategy.

Comments on the proposal can also be made at www.slproject.co.uk, by emailing info@slproject.co.uk, or by sending a response form to Freepost SLP Project.

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South Downs National Park: Fuel pipe 'could cause damage'

3 April 2018



PETER FACEY

Plans to replace a pipe that delivers aviation fuel to Heathrow and Gatwick airports could damage a national park, its governing body has warned.

Esso has proposed routes for a new pipeline from Fawley oil refinery near Southampton to a facility at Hounslow.

It said the existing pipe, built between 1969 and 1972, was coming to the end of its life.

The South Downs National Park Authority said the project could threaten woodland and historical sites.

At a **meeting discussing the authority's response** to Esso's public consultation, environment strategy officer Roni Craddock said: "There is potential for permanent damage to the national park."

She said woodland, hedgerows, sunken lane banks and undiscovered archaeological features could be at risk.

She added: "Looking at the route options which Esso have consulted on, my feeling is that they have done their homework and they have revealed many of the issues that we would have raised."



Policy officer Andy Beattie said he accepted that some of the new route should roughly follow an existing pipeline through the park from Lower Upham to West Tisted.

But he recommended changes to proposed sections near Chawton and through Alice Holt Forest to reduce the impact on the park.

As part of its response, the national park authority called on Esso to "produce a costed scheme of mitigation and compensation before selecting its preferred route."

Esso is proposing to replace a 90km (56 mile) section of pipeline between Boorley Green, Hampshire, and its West London Terminal storage facility.

It previously replaced a shorter span between Boorley Green and Hamble in 2002.

It said the existing pipeline kept "around 100 road tankers off the road every day".

Project executive Tim Sunderland said: "Our aim is to carefully design the pipeline to avoid or reduce environmental impacts.

"The Authority's officers have expressed satisfaction at our assessments to date."

The firm's consultation on proposals for a number of potential routes lasts until the end of April.

Its preferred route is due to go before the Planning Inspectorate at the end of the year.

If approved, construction work could start in 2021.



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NEWS

Esso Pipeline consultation slammed as 'inadequate' by concerned and bewildered residents

Camberley residents say that information about the pipeline hasn't been made available to them and isn't good enough



COMMENTS

By **Joe Burn** Reporter
05:00, 12 APR 2018 | **UPDATED** 16:00, 12 APR 2018

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EVERYTHING YOU NEED TO KNOW ABOUT THE PIPELINE PROJECT

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A concerned **Camberley** resident has slammed the **Esso Fuel Pipeline** consultation, ran by Fisher German LLP, as "inadequate".

Linda Clark fears residents aren't being told the full story as the website containing the maps and plans is "poorly detailed". This, she believes, is causing Fern Close and Bisley Road residents to get the impression that Option J - which passes right next to **Frimley, Lightwater, Chertsey, Addlestone, Ashford** and other towns and villages across the county - could lead to a pipeline running through their streets.

The pipeline is set to be **replaced in 2021** and runs from Southampton to Hounslow, west London. It will transport aviation fuel to some of UK's busiest airports, the existing pipeline was completed in 1972 and will be replaced to "maintain the supply of aviation fuel for years to come".



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Mrs Clark said: "There is an inadequate level of detail provided to identify where the pipeline options could be, a very generalist leaflet was enclosed, it did not give the specific detail of areas to be impacted and [there is] poor detail on their website.

"The web page provided does not give adequate resolution to identify the pipeline's options and their impact on individual properties. This is inadequate for appropriate consultation process purposes. Therefore you [Esso/Fisher German LLP] are not informing landowners of potential impact upon their properties."

Mrs Clark added that not all house holds in Fern Close, Camberley had received their consultation information packs and didn't know when the meetings were due to be held.

LOADING

Current pipeline to be replaced by the project (Image: Esso)



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"We in our home will not be providing any of our private data for you to use, store or sell," stated Mrs Clark. "After speaking to many local residents last evening, a lot are very concerned about the loss of value to their property, disruption to already congested roads, and safety as the pipeline could be so close to homes.

"The overall opinion was "no"."

Esso's response

Esso's project executive, Tim Sunderland, said: "We are still at a very early stage in our proposals and do not have a defined route for the pipeline.

"The corridors that we are currently consulting on provide an indication of a potential area where the pipeline could be installed. We will only look at designing routes later this year once a preferred corridor has been chosen. We are not yet looking in detail at specific roads or pieces of land - and the information now provided on the website and the scale of the maps reflects this.

"Further detail on the proposed route will be provided later in the consultation process."

Esso says it is committed to protecting the personal information of its consultees.

[READ MORE](#)

▶ [Esso Fuel Pipeline Replacement: How you can have your say on replacement of underground pipeline running through Surrey](#)

"Information will be retained and held in a secure environment until the point at which it is no longer needed by the project," said Mr Sunderland. "We are legally obliged to use the information in line with all applicable laws concerning the protection of personal data.

"Esso does not sell or distribute personal information to third parties for purposes of allowing them to market their products and services. [Fisher German LLP] have access to personal information needed to perform their functions, but may not use it for other purposes."



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their land.

VIDEO LOADING



SIX STEPS TO A PLANNING APPLICATION PROCESS

"The majority of landowners within the consultation corridors will have received a letter from our land agent team, Fisher German LLP," continued Mr Sunderland. "However, it may be that your neighbour's property lies outside of the consultation corridor so they may have received a leaflet about the project rather than a letter. We welcome comments from anyone with an interest in the proposals."

Esso say they have taken out advertising in key local publications, shared a press release with local editors to secure news coverage, sent posters and materials to local deposit points and engaged with local authorities.

"We have also been featured on BBC South Today and on BBC Radio Surrey, added Mr Sunderland. "We shared information about the project and how to have your say on the proposals."

Fisher German LLP have been contacted for comment.



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Option J, the favoured pipeline corridor in the south runs from Boorley Green to Alton (Image: Esso)

The initial consultation period kicked off on March 19 and those interested have until 11.45pm on April 30 to share their views.

In addition, there are a number of consultation exhibitions in and around Surrey during which people can talk to members of the project team about the proposals.

You can have your say on the project [online](#) or you can email a response form to info@slpproject.co.uk.

What do we use pipelines for?

Pipelines transport diesel, petrol and aviation fuel.

According to the UK Petroleum Association, more than 30 million tonnes of fuels are transported through UK pipelines every year.



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All local consultation exhibitions in and around Surrey and Hampshire

Thursday March 29, 2-8pm, Alton, Alton Community Centre, Amery Street, Alton, Hampshire, GU34 1HN

Tuesday April 3, 2-8pm, Ashford, Ashford Community Centre, Woodthorpe Road, Ashford, Middlesex, TW15 3NJ

Friday April 6, 2-8pm, Chobham, Chobham Village Hall, Station Road, Chobham, GU24 8AQ

Saturday April 7, 11am-5pm, Wrecclesham, The Wrecclesham Community Centre, Greenfield Road, Wrecclesham, Farnham, Surrey, GU9 8TJ

Monday April 9, 2-8pm, Addlestone and Chertsey, Chertsey Hall, Heriot Road, Chertsey, Surrey, KT16 9DR

Tuesday April 10, 2-8pm, Frimley, Lakeside Country Club, The Lakeside Complex, Wharf Road, Frimley Green, Surrey GU16 6PT

Wednesday April 11, 2-8pm, Ropley, Ropley Parish Hall, Vicarage Lane, Ropley, Alresford, SO24 ODU

Thursday April 12, 1-7pm, Worplesdon, Worplesdon Memorial Hall, Perry Hill, Worplesdon, Guildford, Surrey GU3 3RF

Wednesday April 18, 2-8pm, Church Crookham, Church Crookham Baptist Church, 64 Basingbourne Road, Fleet, GU52 6TH



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Esso upgrade in the pipeline

Oil firm consults on plan to replace 90km pipe carrying aviation fuel through Surrey

by CATARINA DEMONY
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A FUEL pipeline running through some of Surrey's biggest towns could be replaced if plans are given the go-ahead.

Built between 1969 and 1972, the pipeline, which provides aviation fuel to some of UK's busiest airports, runs from Esso's Fawley refinery near Southampton to a west London terminal storage facility in Hounslow.

Hoping to "maintain supply of aviation fuel for years to come", Esso has announced its intention to replace 90km of the 105km underground pipe.

The petrol company has identified three potential

corridors in the north, with one of the current favourites, known as Option J, passing next to Frimley, Lightwater, Chertsey, Addlestone, Ashford and other towns and villages across the county.

If Option J is approved, works will be carried out in Chertsey Meads, a riverside meadow widely used by the community, and around the busy Ashford Road.

Other corridor options in the north include M and Q, both starting in Alton and running through the heart of Pyrford.

Three additional corridors - Options D, F and G - have been identified in the South, with the favoured pipeline corridor being Option G, which

begins in Boorley Green and finishes in Holybourne. Esso has to select a corridor in the North and one in the South.

Even though the pipeline is relatively small, with an internal diameter of around 30cm, corridors are typically 200m

wide. Tim Sunderland, from the Southampton to London Pipeline Project, has urged residents and landowners to take part in the initial consultation period, which started last month. Those interested have until 11.45pm on Monday April 30 to share their views.

Mr Sunderland said: "We recognise the importance of individuals, communities, representatives

and organisations contributing to the development of our proposals.

"The existing pipeline was built in the late-1960s. Since then, Hampshire and Surrey have changed dramatically.



We need to identify a corridor that will minimise interruption to local communities

Tim Sunderland, Pipeline Project team

"The South Downs National Park and many other protected sites have been established alongside the existing pipeline.

"We need to identify a corridor that will minimise interruption to local communities and have better environmental outcomes versus the other options considered."

Once the preferred corridor has been chosen, Esso will develop a preferred route, which is typically in the region of 20m to 30m wide during the installation period.

Before submitting the application for permis-

Consultation exhibitions

■ Saturday April 7, 11am-5pm, Wrecclesham, The Wrecclesham Community Centre, Greenfield Road, Wrecclesham, Farnham, Surrey, GU9 8TJ

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ion in 2019, the company will hold another consultation on the preferred route this autumn.

Installation of the pipeline will begin in 2021 and will take around one to two months, maybe longer in complex areas.

There are a number of consultation exhibitions where people can talk to members of the project team about the proposals.

- What do we use pipelines for? They transport diesel, petrol and aviation fuel.
- According to the UK Petroleum Association, more than 30 million tonnes of fuels are transported through UK pipelines every year.
- This takes around one million tanker journeys off the roads.



Keyword: Esso pipeline

Esso proposes new fuel pipeline through Farnham

Esso proposes new fuel pipeline through Farnham. ESSO Petroleum Company Limited is seeking views about the proposed corridors for its replacement fuel pipeline - including two possible new routes through Farnham town centre and surrounding countryside.

The current underground pipeline supplies aviation fuel to some of the UK's busiest airports and runs 65 miles from Esso's Fawley refinery near Southampton to its west London terminal storage facility in Hounslow, passing through Alton as it links up with the Alton pumping station on the A31 at Upper Froyle.

Seventeen corridors were developed initially, six were then shortlisted and the project team has potentially identified pipeline corridors, one leading to and one from the Alton pumping station, as best fitting the guiding principles.

Two of these corridors pass through the Farnham area: Corridor 'Q' through the countryside to the south of the town via Frensham before linking back up with the A31 at Runfold, and the other 'M' skirting the northern edge of the town centre passing within metres of Grade I-listed Farnham Castle.

Other possible options, all of which broadly follow the existing pipeline where possible, take the pipeline away from Farnham entirely.

One of these, Esso's favoured corridor 'J', continues to follow the existing route through Hampshire and Surrey via Crondall, taking into account features that weren't built or protected when the pipeline was built in the 1960s.

In explaining the need for the work, Esso points out that pipelines are considered a safe, secure and low impact way to transport fuel, and "this pipeline will continue to keep an estimated 100 road tankers off the road each day".

The pipeline itself is relatively small, with an internal diameter of around 30cm, but corridors are typically around 200 metres wide.

Tim Sunderland, Southampton to London [pipeline](#) project executive, is urging residents and landowners to participate in the consultation. He added: "The existing pipeline was built in the late 1960s. Since then, Hampshire and Surrey have changed dramatically. The South Downs National Park and many other protected sites have been established alongside the existing pipeline.

"We need to identify a corridor that will minimise interruption to local communities and

Keyword: Esso pipeline

have better environmental outcomes versus the other options considered.”

Esso intends to consult on the chosen route in the autumn. It will then submit its application for permission to install the replacement pipeline to the planning inspectorate and the Secretary of State.

This initial consultation period began on March 19 and closes on April 30.

As part of this, an exhibition will be held at Wrecclesham Community Centre in Greenfield Road on Saturday, April 7, from 11am to 5pm where people will be able to talk to members of the team about the proposals.

To have your say on the project go to www.slpproject.co.uk.

Esso is also set to close a section of Grange Road in Tilford from Good Friday to April 24 to “excavate and make repairs” to its existing pipeline. For details visit www.roadworks.org.

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Keyword: Esso pipeline

Esso opens consultation in to new pipeline

Esso opens consultation in to new pipeline. A UK oil giant has launched a public consultation into replacing a Hampshire fuel pipeline.

Esso is proposing replacing 90km of its 105km aviation fuel pipeline which links its Fawley Refinery in Southampton with its West London terminal storage facility in Hounslow which provides fuel for several major airports.

The current underground pipeline was built 1969 and 1973 to supply oil to large industrial sites and oil-fired power stations.

Having been in operation for over 40 years Esso now wish to replace the pipeline to retain reliable flow of aviation fuel to airports.

Recently, a 10 km section of the pipeline was replaced between between Hamble and Boorley Green in Hampshire and are now proposing to replace the rest between Boorley Green and Esso's London storage facility.

With the introduction of the South Downs national Park and other protected site being introduced along the existing pipeline Esso will be moving the pipeline to one of potential corridors - three in the South from Esso's Fawley Refinery to its Alton Pumping Station, and three to the North of this juncture to its West London Terminal storage facility.

As a result of this Esso are holding an open consultation which runs until April 30, for those affected by the new pipeline to have their say.

As well as the consultation Esso will also be hosting a number of public exhibitions of the proposals including on at Jubilee Hall in Bishops Waltham on April 20.

Tim Sunderland, Southampton to London Pipeline Project Executive said: "We recognise the importance of individuals, communities, representatives and organisations contributing to the development of our proposals.

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Those wishing to take part in the project can do so online at www.slpproject.co.uk,

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Keyword: Southampton to London Pipeline Project

Esso Fuel Pipeline Replacement: How you can have your say on replacement of underground pipeline running through Surrey

Esso Fuel Pipeline Replacement: How you can have your say on replacement of underground pipeline running through Surrey. A fuel pipeline running through some of Surrey's biggest towns is set to be replaced in 2021 .

Completed in 1972, the existing pipeline, which provides aviation fuel to some of UK's busiest airports, runs from Esso's Fawley refinery near Southampton to a west London terminal storage facility in Hounslow.

Hoping to "maintain supply of aviation fuel for years to come", Esso has announced its intention to replace 90km of the 105km underground pipeline .

The petrol company has now urged local residents and landowners to help select one potential pipeline corridor in the north and one in the south.

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One of the current favourite corridors, known as Option J, passes right next to Frimley , Lightwater , Chertsey , Addlestone , Ashford and other towns and villages across the county.

Other corridor options in the north include M and Q, both starting in Alton and running through the heart of Pyrford.

If any of these options are approved, works will be carried out in places like Chertsey Meads and Ashford Road.

Once the preferred corridor has been chosen, Esso will develop a preferred route, which is typically in the region of 20 to 30 metres wide during the installation period.

Installation of the pipeline will take around one to two months. It might take longer in complex areas.

How to have your say

The initial consultation period kicked off on March 19 and those interested have until 11.45pm on April 30 to share their views.

In addition, there are a number of consultation exhibitions in and around Surrey during which people can talk to members of the project team about the proposals.

You can have your say on the project online or you can email a response form to info@slpproject.co.uk .

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Esso seeks views on pipeline plans

ESSO Petroleum Company Limited has launched its first consultation to hear community views about the proposed corridors for its replacement fuel pipeline.

The current underground pipeline supplies aviation fuel to some of the UK's busiest airports and runs from Esso's Fawley refinery near Southampton to its west London terminal storage facility in Hounslow, passing through Alton as it links up with the Alton pumping station on the A31 at Upper Froyle.

Seventeen corridors were developed initially, six were then shortlisted and the project team has potentially identified pipeline corridors, one leading to and one from the Alton pumping station, as best fitting the guiding principles.

These are the options that broadly follow the existing pipeline, although there are some places where this is no longer possible.

The project will replace 56 miles of the 65-mile Southampton to London pipeline, but not the first nine miles of the pipeline between Hamble and Boorley Green as this section of the pipeline was replaced in 2002.

The favoured Option G corridor, from the south, was developed to follow the existing aviation fuel pipeline where possible to make best use of existing infrastructure and landowner and stakeholder relationships.

The corridor avoids an-

cient woodland and sensitive features above the existing pipeline.

It runs from Boorley Green, north of Fawley, and heads north-east, passing between Bishop's Waltham and Upham, where it enters the South Downs National Park.

It then passes the village of Bramdean, passing under the A272 and the A32. The final approach to Alton is between Lower Farringdon and Chawton, south-east of the A31, passing Alton before crossing the River Wey to approach the Alton pumping station from the south-west.

Alton Chamber of Commerce and Industry chairman Stephen Lewis said: "If this option is backed by the consultation, this corridor will cross the A32 north of Lower Farringdon, cross the Selborne Road (B3006) by Farm and Country Supplies, Shepherds Court and Scaifs Farm, pass near Trunchaunts House and Farm (Kiln House), pass near the clubhouse at Worldham golf course, pass under the new solar PV farm on the B3004 Kingsley Road, and cross the A31 by the oil terminal at Froyle.

"Apart from those few houses and businesses affected, the other issue is the fact that it will cross under every road south and east of Alton.

"The disruption will be considerable, and we really don't want it going on while the housing, bridge and sports centre works are snarling up the south end of Alton," said Mr Lewis.

To the north, favoured Option J continues to follow the existing route through Hampshire and Surrey taking into account features that weren't built or protected in the 1960s, when the existing pipeline was built.

The corridor begins by heading east from Alton, crossing the A32 and heading north-east while keeping to the south-east of Upper and Lower Froyle, continuing to the south-east of Crondall before crossing the A287 and keeping to the south-eastern outskirts of Fleet. It then passes Tweseldown Racecourse from the north-west, travelling through Fleet before joining The Maultway and going around Bisley and Pirbright Ranges toward Chobham Common where it joins with another corridor to take it on toward London.

In explaining the need for the work, Esso points out that pipelines are considered a safe, secure and low impact way to transport fuel, and "this pipeline will continue to keep an estimated 100 road tankers off the road each day".

The pipeline itself is relatively small, with an internal diameter of around 30cm.

Tim Sunderland, Southampton to London pipeline project executive is urging residents and landowners to participate in the consultation. He said: "We recognise the importance of individuals, communities, representatives and organisations contributing to the development of our

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"The existing pipeline was built in the late 1960s. Since then, Hampshire and Surrey have changed dramatically. The South Downs National Park and many other protected sites have been established alongside the existing pipeline.

"We need to identify a corridor that will minimise interruption to local communities and have better environmental outcomes versus the other options considered."

He said: "Corridors are typically around 200 metres wide. Once the preferred corridor has been chosen, we will develop a preferred route. A route is typically in the region of 20-30 metres wide for the installation period."

Esso intends to consult on the chosen route in the autumn. It will then submit its application for permission to install the replacement pipeline via a development consent order to the planning inspectorate and the Secretary of State for Business, Energy and Industrial Strategy.

This initial consultation period began on March 19 and closes on April 30.

In Alton, the Esso consultation takes place today (Thursday, March 29) at Alton Community Centre, from 2pm-8pm.

There will be a further consultation at Ropley parish hall on Wednesday, April 11, from 2pm-8pm.

Alternatively, you can have your say online at slpproject.co.uk or e-mail info@slpproject.co.uk.



Keyword: Esso pipeline

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Keyword: Esso pipeline

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Keyword: Esso pipeline

He said: "Corridors are typically around 200 metres wide. Once the preferred corridor has been chosen, we will develop a preferred route. A route is typically in the region of 20-30 metres wide for the installation period."

Esso intends to consult on the chosen route in the autumn. It will then submit its application for permission to install the replacement pipeline via a development consent order to the planning inspectorate and the Secretary of State for Business, Energy and Industrial Strategy.

This initial consultation period began on March 19 and closes on April 30.

In Alton, the Esso consultation takes place today (Thursday, March 29) at Alton Community Centre, from 2pm-8pm.

There will be a further consultation at Ropley parish hall on Wednesday, April 11, from 2pm-8pm.

Alternatively, you can have your say online at slpproject.co.uk or e-mail info@slpproject.co.uk.

http://ct.moreover.com/?a=33678951219&p=119&v=1&x=dcCaB5Un8US7BFm6h7e_jw



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Pipeline proposal 'poorly detailed'

by **JOE BURN**
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A CONCERNED resident has slammed the Esso Fuel Pipeline consultation, ran by Fisher German LLP, as "inadequate".

Linda Clark of Camberley fears residents are not being told the full story as the website containing the maps and plans is "poorly detailed".

She believes this is causing Fern Close and Bisley Road residents to get the impression that option J, which passes Frimley, Lightwater, Chertsey, Addlestone, Ashford, could lead to a pipeline running through their streets.

The pipeline, which transports aviation fuel to some of the UK's busiest airports, runs from Southampton to Hounslow and is due to be replaced in 2021.

Mrs Clark said: "There is an inadequate level of detail provided to identify where the pipeline options could be. A very general leaflet was enclosed; it did not give the specific detail of areas to be impacted and there is poor detail on the website.

"The web page does not give adequate resolution to identify the pipeline options and their impact on individual properties.

"This is inadequate for appropriate consultation process purposes."

Mrs Clark added that not all households in Fern Close, Camberley had received consultation information packs.

"After speaking to many local residents last evening, a lot are very concerned about the loss of value to their property, disruption to already congested roads and safety as the pipeline could be so

close to homes," she said. "The overall opinion was 'no.'"

Esso's project executive, Tim Sunderland, said: "We are still at a very early stage in our proposals and do not have a defined route for the pipeline.

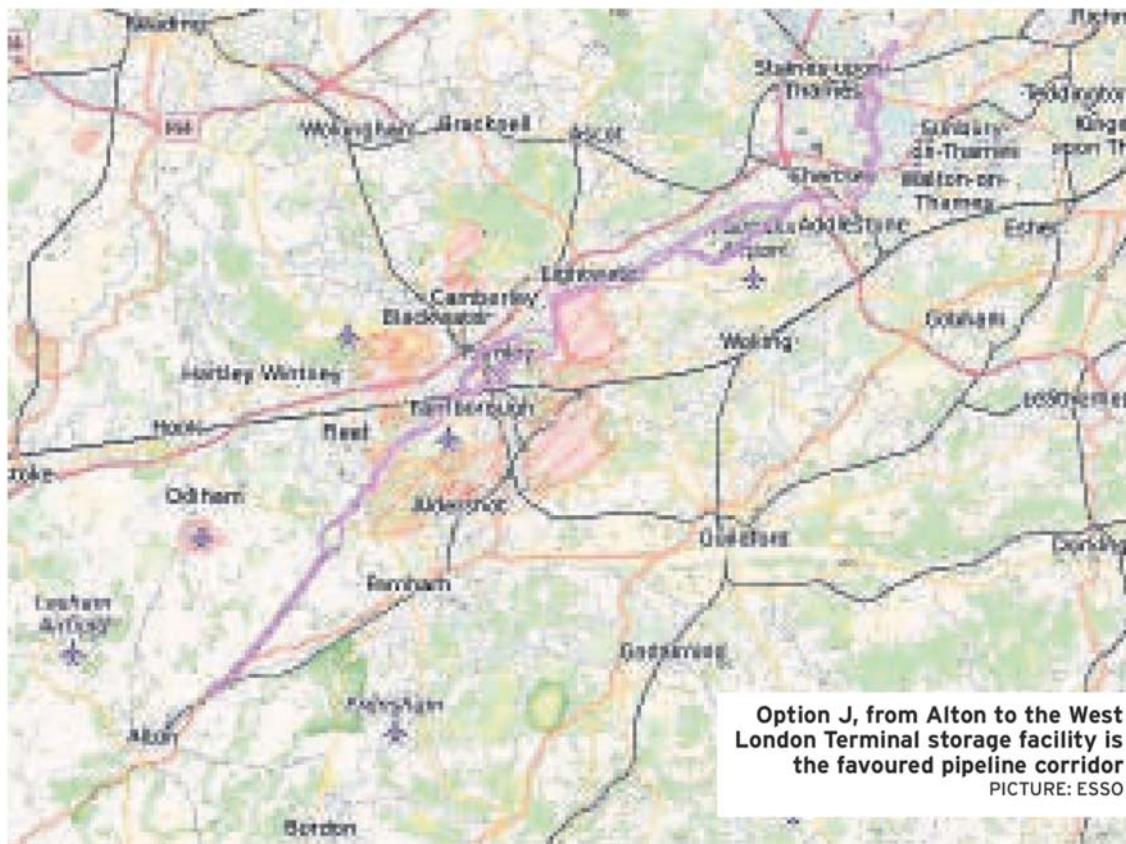
"The corridors we are currently consulting on provide an indication of a potential area where the pipeline could be installed. We will only look at designing routes later this year once a preferred corridor has been chosen.

"We are not yet looking in detail at specific roads or pieces of land - and the information now provided on the website and the scale of the maps reflects this.

"Further detail on the proposed route will be provided later in the consultation process."

He added: "The majority of landowners within the consultation corridors





will have received a letter from our land agent team, Fisher German LLP.

"However, it may be that your neighbour's property lies outside the consultation corridor so they may have received a leaflet about the project rather than a letter. We welcome comments from

anyone with an interest in the proposals."

Esso says it has taken advertising in local publications, shared a press release with editors to secure news coverage and engaged with local authorities.

"We have also been featured on BBC South To-

day and BBC Radio Surrey", said Mr Sunderland.

"We shared information about the project and how to have your say on the proposals."

Fisher German LLP has been contacted for comment.

The initial consultation period kicked off on

March 19 and those interested have until 11.45pm on Monday April 30 to share their views.

● Anyone wishing to have their say on the project can do so online at <https://www.slpproject.co.uk/> or email a response form to info@slp-project.co.uk.



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Concerns over new oil pipeline

RESIDENTS' groups have been expressing concern at the possibility of an aviation fuel pipeline being laid across several miles of countryside in Woking borough.

They are worried that Esso will choose a route from Worplesdon to Byfleet when it replaces the Southampton to West London Oil Terminal pipeline.

Esso has created this option to avoid replacing the pipe where it was laid across the Chobham Common National Nature Reserve in the late 1960s.

The company has said it prefers to keep to that route, known as Option J, but has tabled alternatives labelled Option Q and Option M.

These divert from the existing 65-mile pipeline near Alton in Hampshire and cross the countryside to near Fox Corner on the edge of Worplesdon. From there, the plans go across to Sutton Green, on via the south of Old Woking and north east across Pyrford before turning north to go between West Byfleet and Byfleet.

They then continue north to the oil terminal at West Bedfont via the gap between Addlestone and Weybridge, land east of Chertsey and Ashford.

A public consultation on six possible corridors for the new pipeline, in-

cluding the current route, ended on Monday last week. Esso aims to start laying the new line in 2021.

Groups including Byfleet, West Byfleet and Pyrford Residents' Association and Pyrford Neighbourhood Forum have pointed out that the pipeline construction will damage the landscape, listed buildings and ancient woodland.

"Why spend time and effort relocating the pipeline when a full set of planning precedents exist for the old pipeline and relationships are already well established with landowners and the public in corridor J?" said a spokesperson.

The current pipeline crosses fields and heathland in Lightwater and West End before travelling across Chobham Common, which is also part of a European Special Protection Area.

Groups including Chobham Common Preservation Committee and Chobham Society have told Esso they prefer the replacement pipeline to be laid close to its current route.

They are against an alternative line which avoids the common by cutting south east from Windsor Road to Red Lion Road and across open fields to Stonehill Road, which it would follow to join the current route near St Peter's Hospital.





Appendix 3.11 Pipeline Corridor consultation report document



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TRAVERSE



Southampton to London Pipeline Project

Non-Statutory Consultation

Summary report



Client	Esso Petroleum Company, Limited
Title	Southampton to London Pipeline Project Non-Statutory Consultation
Subtitle	Summary report
Dates	last revised 11/09/2018
Status	Final
Version	Version 11.09.2018
Classification	P01.1.
Project Code	10970
Quality Assurance by	Isabelle Guyot
Main point of contact	Ilina Georgieva
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Email	ilina.georgieva@traverse.ltd



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4	Feedback received on Route Corridor G.....	24
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1 Introduction

1.1 About the consultation

Between 19 March and 30 April 2018, Esso Petroleum Company, Limited (Esso) launched the first stage of a public consultation on plans to replace its underground aviation fuel pipeline that runs from Fawley Refinery near Southampton to the West London Terminal storage facility in Hounslow.

Respondents were invited to comment on the six corridor options proposed for the replacement pipeline as well as to provide feedback on the consultation process itself.

The consultation involved 11 public exhibitions at various locations along the route. Information about the project and the consultation was delivered to homes in the area and was accessible online via the consultation website.

The consultation was managed by Jacobs on behalf of Esso. Traverse, an independent employee-owned research and consultation organisation, was commissioned to process, analyse and summarise all consultation responses.

1.2 Participation

In total, excluding null responses¹, this consultation received 1,067 responses, of which 96 came from organisations. Table 1 shows a breakdown of the types of responses received.

Table 1: Responses by type

Representation type	Count
Email/letter	125
Response form: online	890
Response form: hardcopy	34
Response form: email	18

For the purposes of reporting, respondents were classified by sector. A breakdown

¹ Null responses comprised: general enquiries; duplicate submissions; blank submissions; or submissions which were not obviously intended as consultation responses, such as requests for consultation documentation



is given in Table 2. The sectors were applied to respondents based on information provided in their response. A list of organisations which responded to the consultation can be found in Appendix A.²

Table 2: Responses by sector

Sector	Count
Member of the Public	971
A County, District or Parish Council	33
A statutory body (e.g. the Environment Agency)	7
A voluntary or community sector organisation	22
A business	18
Other	16

1.3 Receipt of responses

There were three official channels through which to submit a response to this consultation:

- online: by using the dedicated consultation web form administered by Traverse.
- email: by emailing the consultation email address administered by Jacobs. Emails which were considered to be consultation responses were then forwarded to Traverse's dedicated project inbox.
- freepost: by sending a hardcopy response to the consultation Freepost address administered by Traverse.

At the outset of data processing, each response was assigned a unique reference number and saved with that number as its file name. Responses, other than those submitted through the online form, were then scanned and transcribed verbatim into an analysis database, using Editor's notes for non-textual data such as photos, videos and maps. Online responses were imported directly into the analysis database.

The consultation period ended at 11.45 pm on 30 April 2018 and the online form was switched off at this time. To make allowance for postal delivery delays, it was

² The list in Appendix A does not include small businesses or any organisations who have requested confidentiality. Some organisations submitted multiple responses, but their name appears only once.



agreed that responses received via the Freepost with a postmark date of up to 1 May would be accepted. Late responses were not included in this analysis. However, these were reviewed by the project team for any new information.

1.4 Approach to analysis

1.4.1 Development of the coding framework

To analyse the open text responses consistently, Traverse developed a coding framework largely following the structure of the consultation questionnaire. Each code represents a specific point, and these are grouped together according to unifying themes and sentiments. The table below shows an extract that illustrates the approach to developing codes. The full coding framework can be found in Appendix B.

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	Socio-economic (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

1.4.2 Using the coding framework

The lead analyst on the project began the development of the coding framework based on a review of a sample of early responses to the 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.

The application of a code to part of a response was done 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.



1.5 Approach to reporting

1.5.1 Reading the report

This report aims to provide a summary of the responses to the Southampton to London Pipeline (SLP) public consultation, based on the analysis carried out by Traverse. The summary is accompanied by charts providing an overview of responses to closed questions.

The report summarises all responses to the consultation, without separating feedback submitted by members of the public and organisations. However, where relevant, points raised by organisations are attributed.

Some comments apply to locations of the route that are crossed by multiple corridors. In such cases, the particular point has been discussed in detail in one chapter and a cross-reference has been included in subsequent chapters.

Quotes are used to illustrate particular arguments throughout the report.

1.5.2 Structure of the report

Chapters 2 to 7 present a summary of our analysis structured according to the six corridor options outlined by Esso. Each chapter is split into sections according to the eight main issues on which corridors were assessed: Engineering, Installation, Nature, Landscape, Cultural Heritage, Water, Soil and Geology, Social and economic impacts and Safety. Chapter 8 and 9 relate to general comments and comments about the consultation process.

Each section is then further broken down into comments in support or opposition and, where relevant, other risks and benefits and suggestions.

1.5.3 Numbers in the report

Charts included in this report should be interpreted with care as they only present the views of those respondents who answered a given closed question as opposed to all respondents to the consultation. Equally, the qualitative analysis is based only on the free-text responses submitted by respondents and not all participants provided one.

Throughout the report we have used quantifiers (e.g. 'a few' and 'most') when describing issues raised by respondents. These are intended to provide a basic sense of scale and proportion, and to help make the report more accessible to



readers. To aid clarity, each chapter opens with a summary of the number of respondents who have discussed that corridor option.

It is important to note that this consultation was an open and qualitative process, rather than an exercise to establish dominant views across a representative cross section of the public. Therefore, no conclusions can be reliably drawn about any population's views beyond those who responded to the consultation. Traverse's intention is to reflect accurately the issues raised, rather than to attribute weight to the number of respondents raising them.

1.5.4 Data protection

The response form included a statement on data protection, explaining how data will be used and for what purpose. Respondents were also given an opportunity to request confidential treatment of their response by ticking a box on the response form. In this report, we have not included quotes from any respondents who requested confidentiality.

In line with standard practice for public consultation reports, points made by organisations who have not requested confidentiality, have been attributed to them where relevant.

1.6 *Quality assurance*

Traverse has a series of quality assurance (QA) procedures in place at different steps of the data entry and analysis stages to ensure that responses are accurately captured and analysed.

At the data entry stage, a sample of the work is inspected by a member of staff and if a series of errors are found, an increased proportion of the work is reviewed.

At the analysis stage, QA procedures are based on regular team meetings and updates to discuss the process and compare working notes to ensure a consistent and accurate approach is taken by each analyst.



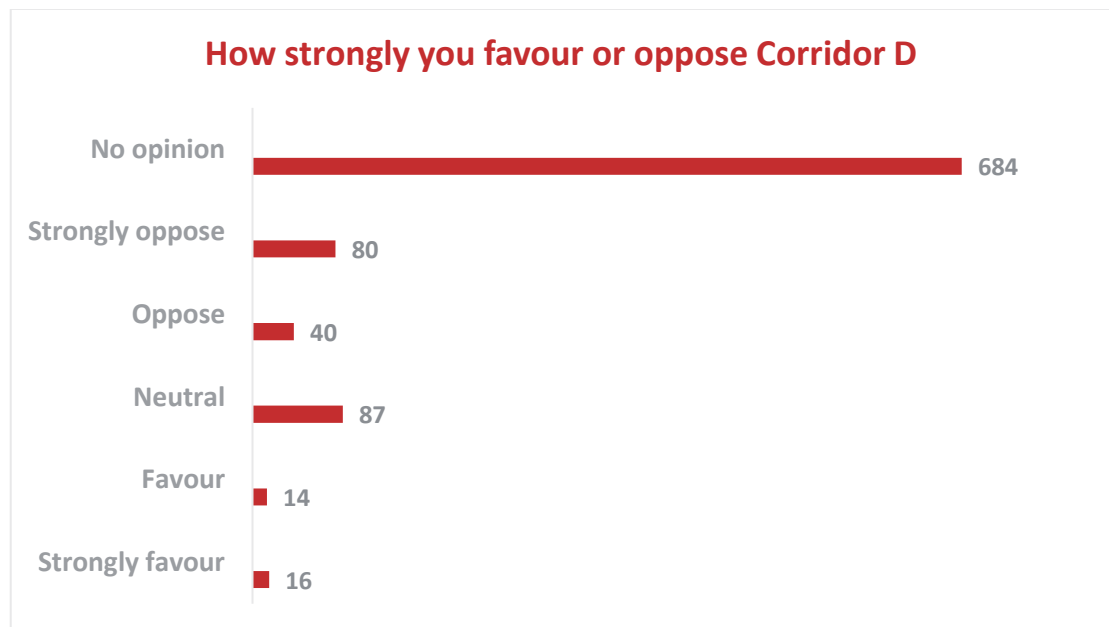
2 Feedback received on Route Corridor D

2.1 Overview

Corridor D is one of the three shortlisted corridors in the southern section of the proposed pipeline.

Question 1a asks respondents for their views on Corridor D and the results are summarised in Chart 1 below³. Of the 1,067 respondents who submitted a response to the consultation, 921 answered this question with 684 indicating they had no opinion. The majority of those who expressed an opinion (120 out of 237) oppose or strongly oppose Corridor D while 87 remain neutral.

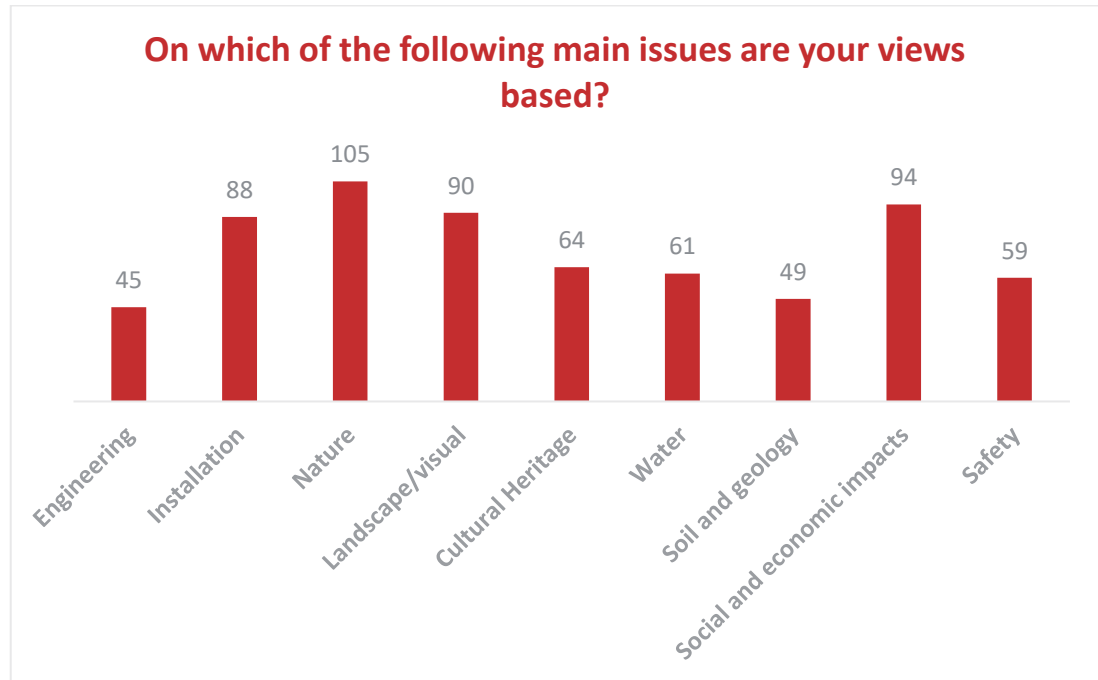
Chart 1: Answers to Question 1a (Base: 921 respondents)



Question 2b asks respondents to select the reasons for their preference and the feedback is summarized in Chart 2 below. Respondents could select multiple reasons.

³ Respondents who did not respond using the questionnaire were not able to complete this question

Chart 2: Answers to Question 1b (Base: 173 respondents)



The majority of respondents who have answered the two closed questions, oppose Corridor D mainly for socio-economic reasons and concerns about the potential impact on nature.

Some of the respondents also provided additional open-text comments. In total, 61 respondents discussed Corridor D as part of their qualitative feedback which is summarised in this chapter.

The southern corridors (Corridor D, F and G) received overall a low number of comments so this chapter is shorter and less detailed than those which discuss the northern corridors.

2.2 Comments on engineering issues

2.2.1 Comments in support of Corridor D

As indicated in Chart 1, the majority of respondents who express an opinion oppose Corridor D. However, those who favour it say that it is close enough to the existing route and avoids a planned housing development in Alton.

2.2.2 Comments in opposition to Corridor D

Concerns related to engineering tend to be clustered around the following key topics.



Deviates from the existing pipeline alignment

Respondents are concerned that Corridor D would affect previously undisturbed area either because of its deviation from the existing route or its longer length compared to the other southern options. Such concerns are often accompanied by calls for the corridor to follow closely the existing route and avoid affecting new locations.

“Option D is the longest route therefore causing the most disruption and having the most impact on previously undisturbed areas”. User ID: 210 (Member of the Public)

Impact on existing infrastructure

A small number of respondents express concern about the possible impact Corridor D could have on water pipes and pumping stations on Shalden Lane and south of Lasham, without elaborating further.

Terrain constraints

A few respondents argue that the small or single lane roads around Chalky Hill would be unsuitable for construction traffic and if used, this would cause significant disruption.

2.2.3 Other engineering benefits and risks

Eastleigh Borough Council, whilst not explicitly opposed to Corridor D, would like consideration to be given to a series of planned housing developments in the area at Boorley Green, Crows Nest Lane and south of Maddoxford Lane. Because of the location of those developments, these comments also apply to Corridors F and G.

Similar concerns are raised by East Hampshire District Council who notes that Ropley Parish Council has proposed allocations for residential development in locations that could be affected by Corridors D and F.

2.2.4 Engineering suggestions

A small number of respondents suggest alternative routes which could be adopted within Corridor D in order to avoid impacting individual properties or local roads.



2.3 *Comments on installation issues*

Due to the overlap in comments on installation and engineering issues, the majority of feedback relevant to both topics has been reported in 2.2. In this section, we have summarised feedback specific to the installation process.

2.3.1 Comments in support of Corridor D

One respondent suggests that the installation of Corridor D would cause less disruption to communities than the other options but does not provide further detail to support this statement.

2.3.2 Comments in opposition to Corridor D

In contrast, a small number of respondents say that the selection of Corridor D would disrupt local residents and communities, without elaborating further.

2.4 *Comments on nature issues*

2.4.1 Comments in support of Corridor D

A few respondents feel Corridor D would have less impact than other options on local wildlife and ancient woodland. Most of those comments are general in nature but some make a specific reference to Chawton Park.

The National Trust also welcomes the decision to move the proposed pipeline away from the existing route at the Hinton Ampner Estate in order to avoid potential impacts on ancient woodland and bat habitats.

2.4.2 Comments in opposition to Corridor D

Conversely, a few respondents suggest that Corridor D would impact upon wildlife and biodiversity, affecting the habitats of bats, barn owls, red kites, ravens and great crested newts. They also say that it could affect local vegetation, including ancient woodland.

2.4.3 Other environmental benefits and risks

A few respondents who do not explicitly oppose Corridor D raise concerns about its possible impact on nature. For example, referring to all three southern corridor options, the South Downs National Park Authority expresses 'broad concerns' about their potential impact on the South Downs National Park in terms of biodiversity and trees, hedgerows and woodland.



2.4.4 Environmental suggestions

Most of the suggestions focus on mitigation measures and relate to an area that is crossed by all three southern corridor options.

The National Trust requests further dialogue in order to ensure that the pipeline does not impact upon ancient woodland or bat commuting routes on the Hinton Ampner Estate.

Discussing the three proposed southern corridors, the South Downs National Park Authority says that some alterations would be required to avoid the potential impact on a nearby ancient semi natural woodland.

2.5 *Comments on landscape issues*

2.5.1 Comments in support of Corridor D

A small number of respondents feel Corridor D would have less impact than other options on the South Downs National Park and areas of natural beauty. For example, the South Downs National Park Authority says that Corridors D and F are preferable in that regard to Corridor G because they would avoid crossing the Park between Four Marks and Chawton.

2.5.2 Comments in opposition to Corridor D

In contrast, a few respondents raise landscape concerns with regards to Corridor D, namely its potential to impact on views around Alton and Brockwood Park.

2.5.3 Other landscape benefits and risks

The South Downs National Park Authority points out that all southern corridor options would cross the Park in the section from Lower Upham to Ropley and expresses concerns about the potential impact.

2.6 *Comments on heritage issues*

2.6.1 Comments in support of Corridor D

There are no comments made explicitly in support of Corridor D in relation to heritage issues.

2.6.2 Comments in opposition to Corridor D

A few respondents are concerned about the potential impact of Corridor D on



sites of historic importance such as Holybourne (a scheduled monument), Brockwood Park and Grade II listed buildings. Some also refer to the area north-west of the church in Shelden, which is considered to have high archaeological potential.

2.6.3 Other heritage benefits and risks

Without necessarily explicitly supporting Corridor D, the National Trust says that all southern corridor option would avoid archaeological remains found on the Hinton Ampner Estate, whilst the South Downs National Park Authority feels that Corridors D and F would have less impact on Grade II listed Chawton House than Corridor G.

However, referring to the common alignment of all three southern options, the National Trust adds that there are bronze age features in the field to the east of Joan's Acre Wood and the South Downs National Park Authority is worried about access to Stephen Castle Down.

2.7 *Comments on water issues*

2.7.1 Comments in support of Corridor D

There are no comments made explicitly in support of Corridor D in relation to water issues.

2.7.2 Comments in opposition to Corridor D

A few respondents express concern about the impact which they feel Corridor D could have on water or groundwater protection zones, water sources and aquifers, particularly in the area around Lasham.

Krishnamurti Foundation Trust is especially worried about chemicals sweeping into the water table near the school they manage.

2.7.3 Other water benefits and risks

One respondent, who does not explicitly oppose Corridor D, expresses concern about the impact which it might have on their dew pond.

2.8 *Comments on soil and geology issues*

2.8.1 Comments in support of Corridor D

There are no comments made explicitly in support of Corridor D in relation to soil



or geology issues.

2.8.2 Comments in opposition to Corridor D

In contrast, there is a concern that the rare acid clay cap around Brockwood would be contaminated during the installation process, regardless of any mitigation measures put in place. This in turn, respondents argue, would affect the growth rate of plants which require that specific soil composition.

2.9 *Comments on social and economic impacts*

2.9.1 Comments in support of Corridor D

There are no comments made explicitly in support of Corridor D in relation to socio-economic issues.

2.9.2 Comments in opposition to Corridor D

Perceived social or economic impacts are the most commonly cited reason to oppose Corridor D. Respondents' concerns are clustered around the following key themes.

Impact on properties

Some respondents say that Corridor D would directly affect their property, including houses, gardens and arable land with some being particularly concerned that two houses would have to be demolished in the Heath Green area.

A few respondents point out that as their farm land has been classified as ancient pastureland, there are restrictions in place to its use and any damage should be avoided.

Impact on business and local economy

Some respondents say that Corridor D would negatively impact local businesses, particularly Hattingley Valley Vineyard. Related to this, Hattingley Valley Ltd. says that it could take five years for the vineyard to be re-established and that this could make the business unviable.

Impact on daily life

A few respondents suggest that installing a pipeline in Corridor D would affect their enjoyment of footpaths, bridleways and the local countryside. There are also



concerns about the proximity to local schools (Brockwood Park School, Inwoods Small School and Wildflowers Nursery) and a study retreat centre.

2.9.3 Other socio-economic benefits and risks

A small number of respondents, who do not necessarily oppose Corridor D, express concern about possible impacts on roads and traffic.

The South Downs National Park Authority is pleased that Corridors D and F would avoid Chawton House and Alice Holt Woods, both of which are significant tourist attractions.

2.10 Comments on safety issues

2.10.1 Comments in support of Corridor D

There are no comments made explicitly in support of Corridor D in relation to safety issues.

2.10.2 Comments in opposition to Corridor D

A small number of respondents raise general safety concerns in relation to the installation process with one respondent being particularly concerned about horses getting frightened by the noise of heavy machinery.



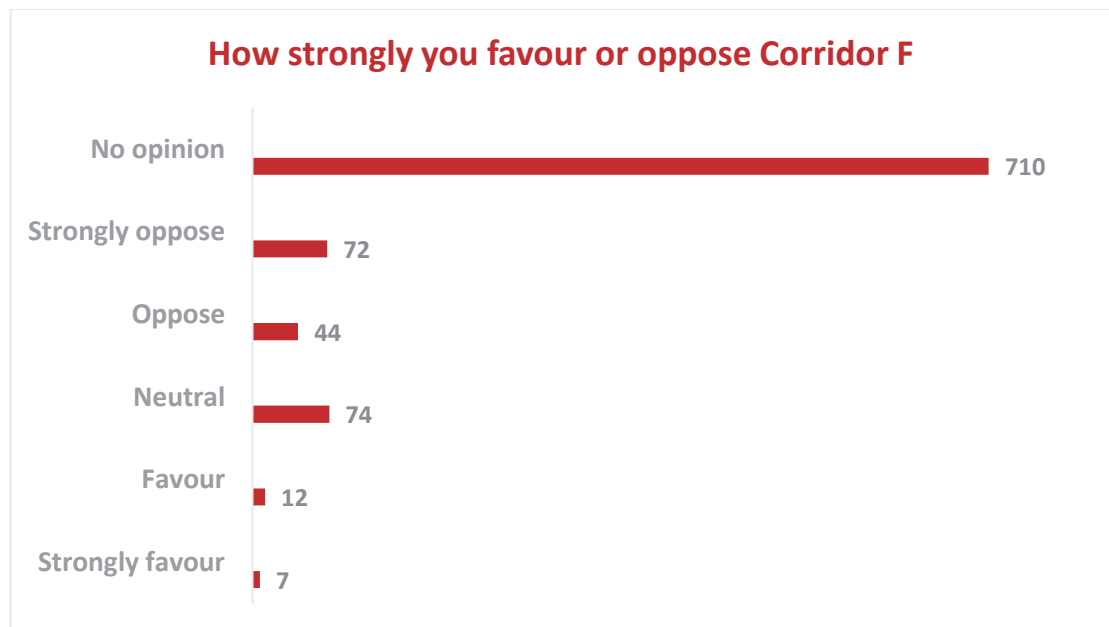
3 Feedback received on Route Corridor F

3.1 Overview

Corridor F is one of the three shortlisted corridors in the southern section of the proposed pipeline.

Question 2a asks respondents for their views on Corridor F and the results are summarised in Chart 3⁴ below. Of the 1,067 respondents who submitted a response to the consultation, 919 answered this with 710 indicating they had no opinion. The majority of those who expressed an opinion (116 out of 209) oppose or strongly oppose Corridor F while 74 remain neutral.

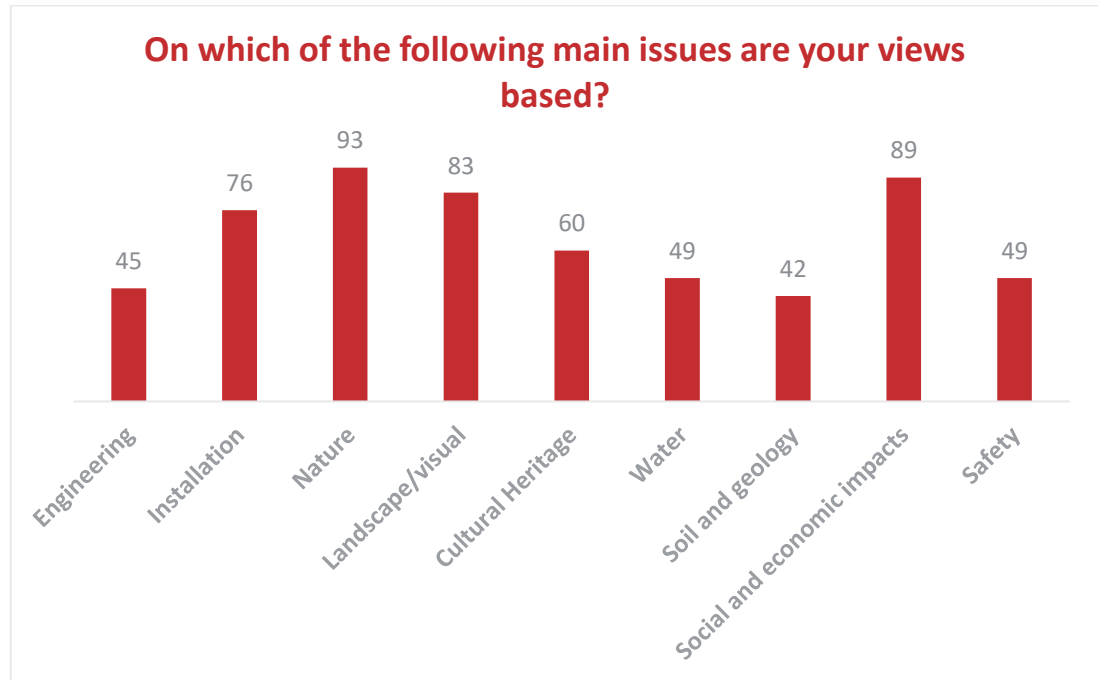
Chart 3: Answers to Question 2a (Base: 919 respondents)



Question 2b asks respondents to select the reasons for their preference and the feedback is summarized in Chart 4 below. Respondents could select multiple reasons.

⁴ Respondents who did not respond using the questionnaire were not able to complete this question

Chart 4: Answers to Question 2b (Base: 155 respondents)



The majority of respondents who have answered the two closed questions, oppose Corridor F mainly for socio-economic reasons and concerns about the potential impact on nature.

Some of the respondents also provided open-text comments. In total, 58 respondents discussed Corridor F as part of their qualitative feedback which is summarised in this chapter.

The southern corridors (Corridor D, F and G) received overall a low number of comments so this chapter is shorter and less detailed than those which discuss the northern corridors.

3.2 Comments on engineering issues

3.2.1 Comments in support of Corridor F

As indicated in Chart 3, the majority of respondents who express an opinion oppose Corridor F. However, those who favour it say that it is close enough to the existing route to enable the use of existing infrastructure and arrangements.

3.2.2 Comments in opposition to Corridor F

Concerns related to engineering tend to be clustered around the following key topics.



Deviates from the existing pipeline alignment

Just like with Corridor D, a few respondents are concerned that because of its deviation from the existing route, Corridor F would affect previously undisturbed areas.

Impact on planned developments

Referring to a planned housing development near Alton, some respondents raise concerns about the combined impact of the two projects, adding that it would cause too much disruption to local residents.

“To the south west of Alton this route conflicts with several other developments that are currently planned, including housing, roads and a sports centre”. User ID: 176 (Member of the public)

3.2.3 Other engineering benefits and risks

Other potential benefits and risks relate to an area crossed by both Corridors D and F and have been reported in section 2.2.3.

3.3 Comments on installation issues

Due to the overlap in comments on installation and engineering issues, the majority of feedback relevant to both topics has been reported in 3.2. In this section, we have summarised feedback specific to the installation process.

3.3.1 Comments in support of Corridor F

There are no comments made explicitly in support of Corridor F in relation to installation issues.

3.3.2 Comments in opposition to Corridor F

A small number of respondents say that the selection of Corridor F could lead to significant disruption to local residents and communities, without elaborating further.

3.4 Comments on nature issues

3.4.1 Comments in support of Corridor F

Supportive comments have been made in relation to an area that is crossed by all three southern options and have already been reported in section 2.4.1



3.4.2 Comments in opposition to Corridor F

A few respondents raise concerns about the possible impact Corridor F could have on ancient woodland, wildlife and biodiversity with a specific reference to Chawton Park, Ropley Wood and Webb Lane.

3.4.3 Other environmental benefits and risks

A few respondents who do not explicitly oppose Corridor F raise concerns about the possible impact of the proposed corridor on local biodiversity, specifically around the River Wey.

3.4.4 Environmental suggestions

Suggestion have been made in relation to an area that is crossed by all three southern corridor options and have already been reported in section 2.4.4.

3.5 *Comments on landscape issues*

3.5.1 Comments in support of Corridor F

As already reported in the chapter on Corridor D, the South Downs National Park Authority suggests that Corridors D and F would have less impact than Corridor G because they would avoid crossing the South Downs National Park between Four Marks and Chawton.

3.5.2 Comments in opposition to Corridor F

In contrast, a few respondents feel Corridor F would impact upon the landscape and views in the area but do not elaborate further.

3.6 *Comments on heritage issues*

3.6.1 Comments in support of Corridor F

There are no comments made explicitly in support of Corridor F in relation to heritage issues.

3.6.2 Comments in opposition to Corridor F

A small number of respondents raise concerns about the possible impact of Corridor F on the historic sites of Chawton and Webb Lane, as well as other Grade II listed buildings.



3.6.3 Other heritage benefits and risks

Without necessarily explicitly opposing Corridor F, Hampshire County Council expresses concerns that Corridor F may run through Abbotstone Down which they say is a scheduled ancient monument. Other potential benefits and risks relate to an area crossed by all three southern corridor options and have been reported in 2.6.3.

3.7 *Comments on water issues*

3.7.1 Comments in support of Corridor F

One respondent supports Corridor F because they say it would have less impact on water-bodies, without providing further detail.

3.7.2 Comments in opposition to Corridor F

Very few respondents raise concerns about Corridor F with regards to water issues. Those who do, including Chawton Parish Council, refer to its crossing of numerous water protection zones as well as the land to the east of Winchester Road which is prone to flooding.

3.7.3 Other water benefits and risks

Other potential benefits and risks relate to an area crossed by all three southern corridor options and have been reported in 2.7.3.

3.8 *Comments on soil and geology issues*

3.8.1 Comments in support of Corridor F

There are no comments made explicitly in support of Corridor F in relation to soil and geology issues.

3.8.2 Comments in opposition to Corridor F

There are no comments made explicitly in opposition to Corridor F in relation to soil and geology issues.

3.9 *Comments on social and economic issues*

3.9.1 Comments in support of Corridor F

There are no comments made explicitly in support of Corridor F in relation to socio-economic issues.



3.9.2 Comments in opposition to Corridor F

In contrast, perceived socio-economic impacts are the most commonly cited reason to oppose Corridor F. Respondents' concerns include:

Impact on properties

Respondents raise concerns about Corridor F's proximity to several villages, including Four Marks, Medstead and Chawton. The latter is also home to Jane Austin's house which, respondents argue, is an important tourist attraction that would be adversely affected by any potential disruption.

Impact on business and local economy

Related to the potential impact on local tourism and by extension on the local economy, some respondents reject Corridor F because it would cross twice the Mid Hants Railway (also known as the Watercress Line) which is often used by tourists.

A few respondents who run a local equestrian centre, argue that it would be negatively impacted by Corridor F, either because of noise pollution which is detrimental to horses' rehabilitation or access restrictions during installation. They add that any paddock which is dug up would take 18 months to become usable again.

One respondent also raises a concern about the potential impact of pipeline installation on their farm, adding that it would disturb livestock and affect their access to water.

Impact on daily life

A few respondents reject Corridor F because it would impact upon use and enjoyment of footpaths and bridleways, with Alton Town Council raising particular concern that the pipeline could affect the public open space at Windmill Hill.

3.9.3 Other socio-economic benefits and risks

A small number of respondents, who do not necessarily oppose Corridor F, express concern about possible impacts on roads and traffic.

Other socio-economic benefits and risks relate to an area that is crossed by all three proposed southern corridors and have been discussed in the chapter on Corridor D.



3.10 Comments on safety issues

3.10.1 Comments in support of Corridor F

There are no comments made explicitly in support of Corridor F in relation to safety issues.

3.10.2 Comments in opposition to Corridor F

Specific safety concerns about Corridor F relate to an area that is also crossed by Corridor D and have been reported in 2.10.2



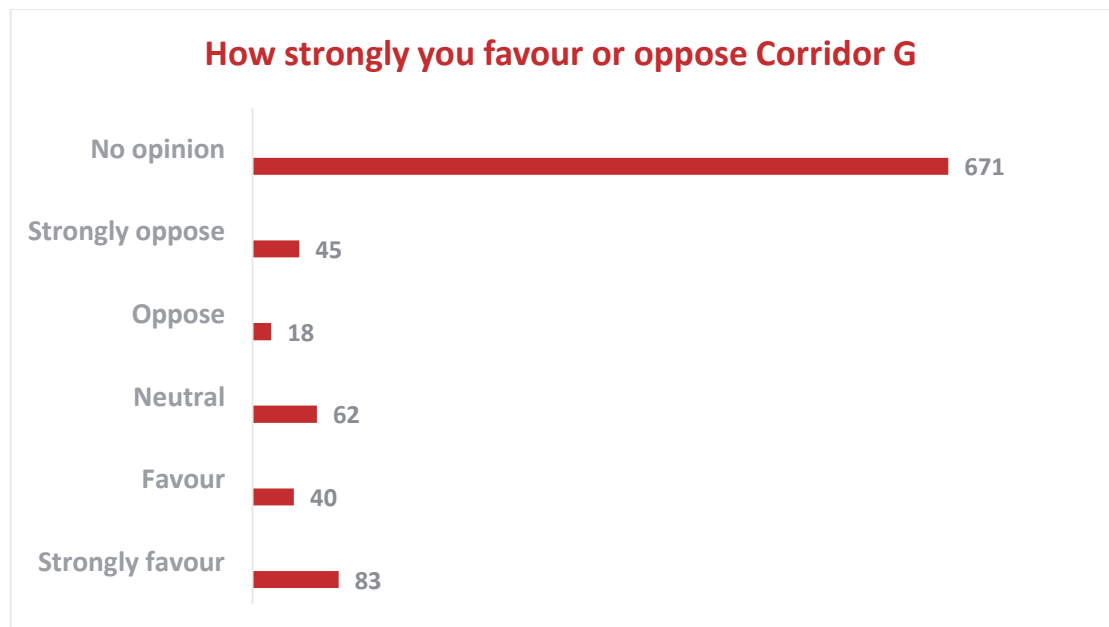
4 Feedback received on Route Corridor G

4.1 Overview

Corridor G is one of the three shortlisted corridors and Esso's preferred option in the southern section of the proposed pipeline.

Question 3a asks respondents for their views on Corridor G and the results are summarised in Chart 5 below⁵. Of the 1,067 respondents who submitted a response to the consultation, 919 answered this question, with 671 indicating they had no opinion. The majority of those who expressed an opinion (123 out of 248) favour or strongly favour Corridor G, while 62 remain neutral.

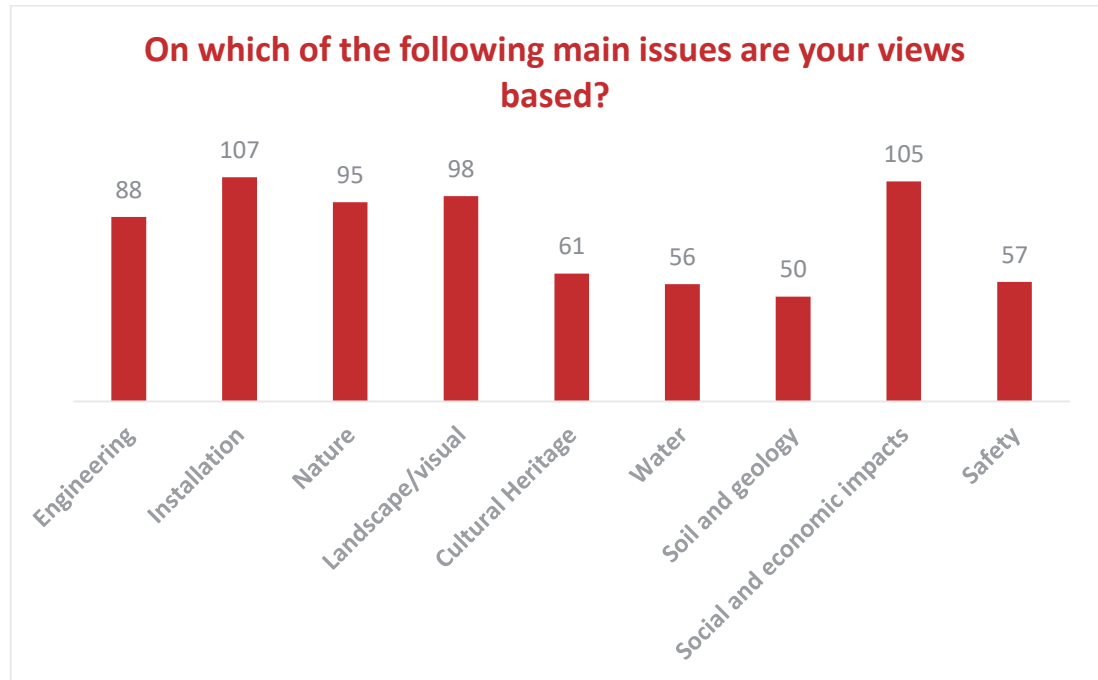
Chart 5: Answers to Question 3a (Base: 919 respondents)



Question 3b asks respondents to select the reasons for their preference and the feedback is summarized in Chart 6 below. Respondents could select multiple reasons.

⁵ Respondents who did not respond using the questionnaire were not able to complete this question

Chart 6: Answers to Question 3b (Base:187 respondents)



The majority of respondents who have answered the two closed questions, support Corridor G mainly for socio-economic and installation reasons.

Some of the respondents also provided additional open-text comments. In total, 109 respondents discussed Corridor G as part of their qualitative feedback which is summarised in this chapter.

The southern corridors (Corridor D, F and G) received overall a low number of comments so this chapter is shorter and less detailed than those which discuss the northern options.

4.2 Comments on engineering issues

4.2.1 Comments in support of Corridor G

The most frequently cited reason in support of Corridor G is that it largely follows the route of the existing pipeline. This, respondents argue, would minimise disruption and keep the overall cost of the project down as it would make use of existing infrastructure and already established agreements with landowners.

“I favour Option G as it most closely follows the existing pipeline route. This will allow Esso to take maximum advantage of existing infrastructure, and allows it to build upon relationships already established...”. User ID: 783 (Member of the Public)



4.2.2 Comments in opposition to Corridor G

In contrast, a few respondents oppose Corridor G over concerns it would conflict with existing infrastructure (such as fibre optic broadband cables and private drainage systems) and planned housing developments.

The two planned housing developments referred to by respondents are those in Alton and Boorley Green. With regards to Boorley Green, the consortium in charge is concerned that the pipeline replacement would result in loss of dwellings and blight some of the land. They also warn that their programme cannot accommodate any delay and construction is expected to begin later in 2018. For these reasons, they call on Esso to explore alternative options including bore drilling under the existing pipes.

With regards to housing development in Alton, there is a concern from respondents that due to its planned scale, it would be difficult to ensure that the corridor would not pass under existing or future housing.

Respondents also feel that installation could be complicated by the unsuitably small or rural access roads and by the gradient of the land in the area.

4.2.3 Other engineering benefits and risks

Other engineering benefits and risks identified by respondents relate to a location crossed by all three southern corridor options and have already been reported in 2.3.2.

4.2.4 Engineering suggestions

Some respondents offer mitigation suggestions, most of which focus on changes to the route in order to avoid specific properties or roads. Another recommendation is to use the pipeline replacement as an opportunity to introduce mains drainage in Four Marks, which some respondents say, would be seen positively by the local community.

4.3 *Comments on installation issues*

Due to the overlap in comments on installation and engineering issues, the majority of feedback relevant to both topics has been reported in 4.2. In this section, we have summarised feedback specific to the installation process.



4.3.1 Comments in support of Corridor G

In the context of their supportive comments about Corridor G largely following the alignment of the existing pipeline, some respondents say that the installation process of that corridor would be the least disruptive one out of all three southern options.

4.3.2 Comments in opposition to Corridor G

There are no comments made explicitly in opposition to Corridor G in relation to installation issues apart from those which have already been captured in the section on engineering in 4.2.2.

4.4 *Comments on nature issues*

4.4.1 Comments in support of Corridor G

A few respondents favour Corridor G because of its perceived lower environmental impact, particularly with regards to wildlife and ancient woodland. In support of this view, some respondents point out that this corridor largely follows the alignment of the existing pipeline, so no new areas or species would be disturbed.

The Environment Agency also favours Corridor G as they believe that it would be the least disruptive to the natural environment. They, however, add that a range of environmental issues would have to be considered in further detail such as groundwater, contaminated land, flood risk, Flood Alleviation Schemes, geomorphology and others.

Other supportive comments relate to an area that is crossed by all three southern corridor options and have already been reported in section 2.4.1

4.4.2 Comments in opposition to Corridor G

In contrast, a few respondents say that Corridor G would disturb ancient trees on the land between Smugglers Lane and Petersfield Road and in the surrounding woodlands, which serve as a habitat for barn owls, bats and other wildlife.

The South Downs National Park Authority also argues that even though the Chawton was not a designated site when the pipeline was originally installed, it is now part of South Downs National Park and any impact on this area would be unacceptable.



4.4.3 Other environmental benefits and risks

A few respondents, who do not explicitly oppose Corridor G, raise concerns about its perceived impact on local biodiversity with a specific reference to the areas around River Wey and Monkwood. The latter, respondents argue, is home to badger setts, bats and protected bird species.

In contrast, Chawton Parish Council says that, although Corridor G crosses the South Downs National Park, the potential impact would not be permanent as the area would soon return to a natural surface once the pipeline is installed.

4.4.4 Environmental suggestions

One respondent calls for affected land to be reinstated with minimum disturbance to wildlife, whilst another says the chalk grassland priority habitat at Stephen's Castle Down should be protected.

Other suggestions have been made in relation to an area that is crossed by all three southern corridor options and have already been reported in section 2.4.4.

4.5 *Comments on landscape issues*

4.5.1 Comments in support of Corridor G

There are no comments made explicitly in support of Corridor G in relation to landscape issues.

4.5.2 Comments in opposition to Corridor G

A small number of respondents reject Corridor G because it would cross a greater area of the South Downs National Park than Corridors D and F.

4.6 *Comments on heritage issues*

4.6.1 Comments in support of Corridor G

Some respondents, including Historic England, support Corridor G as they believe it would have the least impact on designated and non-designated archaeological assets, particularly if the final route avoids the Grade II listed park and garden of Chawton House.

4.6.2 Comments in opposition to Corridor G

In contrast, a small number of respondents oppose Corridor G because they feel it



would impact upon historic sites, including Grade II listed buildings.

4.6.3 Other heritage benefits and risks

The South Downs National Park Authority highlights the proximity of the proposed corridor to the Chawton Park Grade II Registered Park and Garden and asks for Historic England's advice to be sought.

Other potential benefits and risks relate to an area crossed by all three southern corridor options and have been reported in section 2.6.3.

4.7 *Comments on water issues*

4.7.1 Comments in support of Corridor G

A small number of respondents suggest that Corridor G would have less impact than other options on water protection zones, waterways and flood plains but do not provide further detail.

4.7.2 Comments in opposition to Corridor G

There are no comments made explicitly in opposition to Corridor G in relation to water issues.

4.7.3 Other water benefits and risks

Other potential benefits and risks relate to an area crossed by all three southern corridor options and have been reported in 2.7.3.

4.8 *Comments on soil and geology*

4.8.1 Comments in support of Corridor G

There are no comments made explicitly in support of Corridor G in relation to soil and geology issues.

4.8.2 Comments in opposition to Corridor G

One respondent argues that because Corridor G crosses a bigger part of the South Downs National Park, there are potentially sensitive soils and land instability associated with this corridor option which are not associated with Corridors D or F.

4.8.3 Other geological benefits and risks

One respondent, who does not necessarily oppose any of the proposed corridors specifically, is concerned about foundation settlement problems because of clay



soil present in the area.

4.9 Comments on social and economic issues

4.9.1 Comments in support of Corridor G

Some respondents support Corridor G because they say that unlike the other two southern corridor options, it would avoid residential areas, thereby affecting fewer communities.

4.9.2 Comments in opposition to Corridor G

In contrast, a few respondents oppose Corridor G because of its close proximity to local golf clubs and some residential properties. In addition to general concerns about possible disruption, respondents also worry about the value and saleability of their properties.

Others are concerned about how road closures would affect local bus services, both school and general ones.

4.9.3 Other socio-economic benefits and risks

A small number of respondents raise the potential impact of Corridor G on roads and traffic without explicitly opposing this option. In particular, one respondent says that Petersfield Road is used by farm machinery, public transport and services such as nursing care and hospital transport, and is not suitable for large construction vehicles.

Hampshire County Council says that the existing route runs through approximately 100 rights of way, but that all of the proposed options would have a comparative impact, so they do not object to the preference for Corridor G.

4.10 Comments on safety issues

4.10.1 Comments in support of Corridor G

There are no comments made explicitly in support of Corridor G in relation to safety issues.

4.10.2 Comments in opposition to Corridor G

A few respondents raise concerns about the safety of construction traffic during installation. They say that this could be hazardous due to the lack of street lights or pavements and the presence of sharp blind corners.



4.10.3 Other safety benefits and risks

Similarly, one respondent, without explicitly opposing Corridor G, warns that the area has seen fatal traffic accidents and care should be taken during the installation phase.

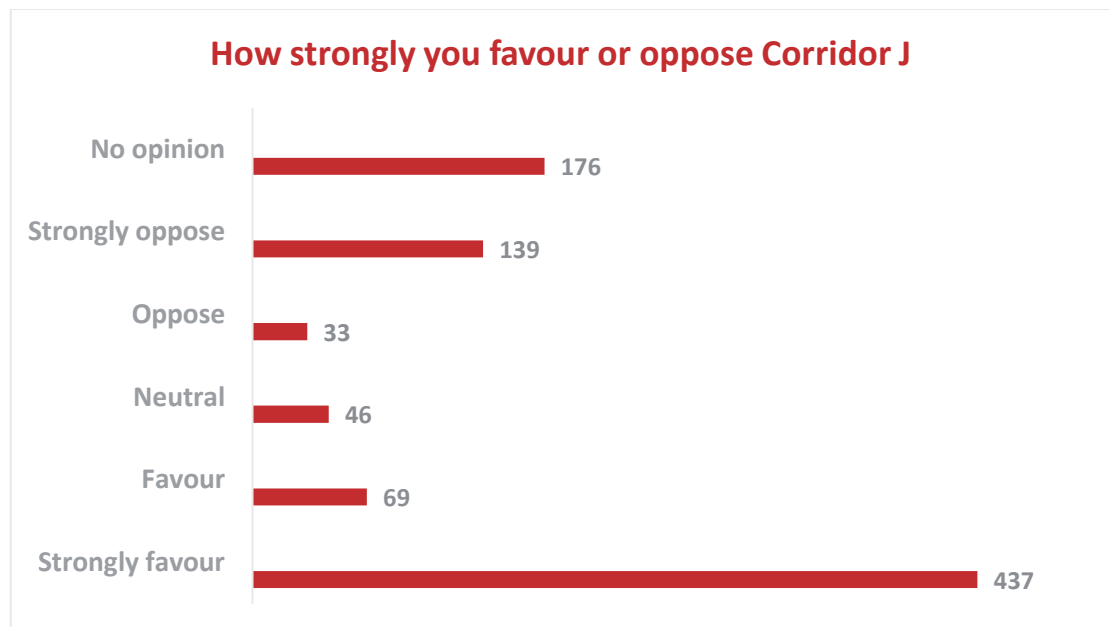
5 Feedback received on Route Corridor J

5.1 Overview

Corridor J is one of the three shortlisted corridors and Esso's preferred option in the northern section of the proposed pipeline.

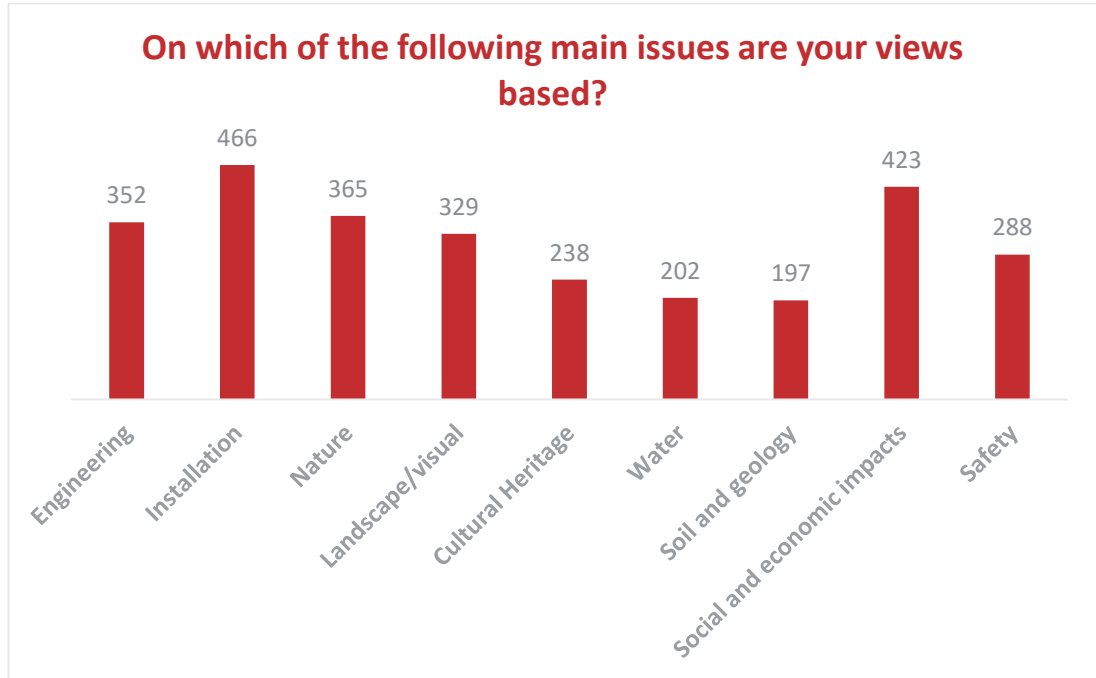
Question 4a asks respondents for their views on Route Corridor J and the results are summarized in Chart 7 below⁶. Of the 1,067 respondents who submitted a response to the consultation, 900 answered this question, with 176 indicating they had no opinion. The majority of those who expressed an opinion (506 out of 724) favour or strongly favour Corridor J.

Chart 7: Answers to Question 4a (Base: 900 respondents)



⁶ Respondents who did not respond using the questionnaire were not able to complete this question

Chart 8: Answers to Question 4b (Base: 643 respondents)



The majority of respondents who have answered the two closed questions, support Corridor J mainly for perceived socio-economic and installation advantages.

Some of the respondents also provided additional open-text comments. In total, 560 respondents discussed Corridor J as part of their qualitative feedback which is summarised in this chapter.

Corridor J largely follows the alignment of the existing pipeline. However, at three points it offers respondents the choice to keep close to the existing alignment or diverge from it in order to avoid specific features. In this chapter those sub-options are referred to as Frimley sub-option, Chobham sub-option and Laleham sub-option.

5.2 Comments on engineering issues

5.2.1 Comments in support of Corridor J

The most common reason given by respondents for favouring Corridor J is that it follows closely the existing route. Advantages identified by respondents include familiarity with the terrain, the opportunity to make use of existing infrastructure as well as established relationships with landowners. Others note that this was the choice of surveyors when the original pipeline was laid, and is Esso's preferred option now.



Many also expect Corridor J to be less expensive as it is the shortest of all northern options.

5.2.2 Comments in opposition to Corridor J

In contrast, a few respondents worry that contrary to claims, Option J is the longest of all three options and would impact on existing infrastructure.

There are also concerns about potential conflict with planned developments along Hanworth Lane, Guildford Road and Salesian School.

One respondent rejects Corridor J on feasibility grounds, stating that given the built-up character of the area, it would be impossible to meet the requirement for having 3 metres clearance from the existing line.

However, the proposed sub-options receive more critical feedback.

Comments in opposition to the sub-options

Chobham sub-option: A few concerns are raised about the Chobham sub-option, including the increased length and the associated higher cost, as well as its proximity to an electric sub-station in Burrowhill. One respondent states that this sub-option would **affect Mincing Lane's** residents access to the main drainage.

Ashford and St.Peters Hospitals NHS Foundation Trust objects to the Chobham sub-option as it would conflict with a planned housing development near the hospital estate.

Frimley sub-option: Several respondents point out infrastructure constraints such as the presence of water pipes, a sewer pipe underneath The Hatches bridleway that is little over three metres wide, an electric sub-station and the need to cross railway lines and major roads.

Laleham sub-option: Surrey County Council raises several concerns about the engineering feasibility of the Laleham sub-option. These include crossing Kingston Road, Staines bypass and Staines Aqueduct as well as the use of residential roads in the area. Another concern, also shared by Tarmac Trading Ltd. and Spelthorne Borough Council, relates to the restoration plans of a mineral extraction site on Manor Farm. Spelthorne Borough Council adds that this sub-option would pass through more landfill than the corridor option following the existing alignment.



5.2.3 Other engineering benefits and risks

Notwithstanding their support for Corridor J to follow closely the existing pipeline, Spelthorne Borough Council warns that there could be interaction between the proposed corridor and the Lower Thames Flood Alleviation Scheme should the latter come through the Littleton Lane/Chertsey Bridge junction area.

Related to the flood alleviation scheme, Surrey County Council suggests that efficiencies could be achieved if the two projects could work together. On a separate note, the Council adds that a new fire station on Kingston Road and road works near Red may present an engineering challenge.

Runnymede Borough Council and Hart District Council have similar concerns with regards to their housing development plans which may conflict with the proposed corridor. One resident of Froyle objects to having a Corrosion Protection Cabinet placed near their home.

5.2.4 Engineering suggestions

One repeated suggestion is for Corridor J to pass through the Ministry of Defence land close to the Maultway, which respondents argue, would help avoid many of the anticipated challenges. Other respondents suggest small changes to the routing of the proposed corridor in order to avoid property or key infrastructure. For example, a few respondents suggest that Corridor J could go along roads such as the M3.

Referring to an area where all three northern corridor options converge, Surrey County Council suggests that in order to minimise the potential impact on Shepperton Quarry, a site for aggregate extraction and recycling, the proposed corridor should follow the existing pipeline as close to Littleton Lane as possible. Surrey County Council also asks for Highways England to be involved should the corridor cross the A30 Trunk.

5.3 *Comments on installation issues*

Due to the overlap in comments on installation and engineering issues, the majority of feedback relevant to both topics has been reported in 5.2. In this section, we have summarised feedback specific to the installation process.



5.3.1 Comments in support of Corridor J

As Corridor J is broadly aligned with the route of the current pipeline, many respondents expect its installation to be quicker and less disruptive than that of the other options. Reasons cited in support of this view refer to Esso's familiarity with the terrain, residents being used to the pipeline and the proposed corridor's shorter length.

5.3.2 Comments in opposition to Corridor J

In contrast, referring to the residential character of the area and proximity to nature sites, a few respondents are concerned that Corridor J would cause significant disruption. Specific locations mentioned include Farnborough, Worplesdon, Fleet and Froyle.

Most installation concerns, however, focus on the three sub-options.

Comments in opposition to the three proposed sub-options

Respondents, including local authorities, raise similar concerns in relation to all three sub-options, namely that any deviation from the existing pipeline would affect previously undisturbed areas and take much longer to complete, thereby prolonging the period of disruption. Specific concerns include:

Chobham sub-option: concern that the area is already under pressure from planned developments.

Frimley sub-option: concern that the pipeline may be placed under the Hatches which is a busy road.

5.3.3 Other installation benefits and risks

Discussing the Chobham sub-option, a few respondents note that there are two other pipelines that run alongside the existing pipeline and worry that choosing the Chobham sub-option would create a precedent for diverting the other two pipelines in the future.

One respondent says that as access to local allotments in that area is via a single lane, any disruption would cause significant inconvenience.

5.3.4 Installation suggestions

The Chobham Commons Preservation Committee calls for the track across



Chobham Common to be closed for the minimum amount of time during the installation process, and fully restored afterwards.

5.4 Comments on nature issues

5.4.1 Comments in support of Corridor J

Many respondents prefer Corridor J because of an expected smaller environmental impact in comparison to Corridors M and Q, with some specifically referring to its avoidance of the Alice Holt and Burdenshot Hill Woods and wildlife habitats in Pyrford.

Surrey Heath Borough Council and Alice Holt Community Forum add that any potential impact can be avoided or mitigated, while Surrey Wildlife Trust argues that Corridor J appears to have the potential to follow roads or other developed land.

Chertsey Meads Management Liaison Group prefers Corridor J in part because it would have less impact on the Chertsey Meads Site of Nature Conservation Importance (SNCI). The Group points out that Corridors M and Q would enter the site from the south east, resulting in greater impact on the local flora.

Just like with Corridor G, the Environment Agency favours Corridor J because they believe that it would be the least disruptive to the natural environment. They, however, stress that their final views would depend on the further details provided at the next stage.

Comments in support of the three proposed sub-options

A few respondents favour some of the proposed sub-options because of environmental reasons.

Surrey Wildlife Trust supports the Chobham sub-option because they expect it to have less impact on the Chobham Common Site of Special Scientific Interest (SSSI). They also support Frimley sub-option because they say it would not affect the wetland habitats of Frimley Hatches SNCI.

5.4.2 Comments in opposition to Corridor J

Fewer respondents express concerns about the impact of Corridor J on nature than that of alternative northern corridors. However, there are still concerns about the impact of the corridor on wildlife, biodiversity and ancient woodland.



Respondents, including the Royal Society for the Protection of Birds (RSPB), express concerns about the wildlife within the Thames Basin Heaths Special Protection Area (SPA) and the Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC), with some highlighting the protected status of some of the species residing there. Because of the anticipated impact, RSPB calls for Habitat Regulation Assessment.

“The consultation documents correctly identify that this route option, as a result of impacts to the SPA and SAC, would need to be supported by a Habitats Regulations Assessment to consider the effects of the proposals. From the details provided we considered that it would not be possible to exclude Likely Significant Effects on these sites.” (RSPB)

Within the SPA, the West End Parish Council is particularly concerned about upsetting the managed habitat for the Dartford Warbler on Brentmoor Heath and the possible removal of oak trees and Scots pines.

Other vegetation concerns include the perceived impact on Colony Bog, an ecosystem containing several rare indigenous plants. A few respondents are also concerned about the potential impact on Green Belt land.

However, most of the concerns relate to the proposed sub-options.

Comments in opposition to the three proposed sub-options

Chobham sub-option: The Chobham Commons Preservation Committee is among those objecting to that sub-option, saying that placing the replacement pipeline under the existing track across the Common would be less disturbing than damaging currently unaffected heathland. Other concerns relate to the potential impact on wildlife and mature trees.

Frimley sub-option: Potential impact on wildlife and woodland drive opposition to the Frimley sub-option. Specific species or habitats referenced by respondents include badger setts adjacent to Frimley Fuel Allotments and on The Mallards; birds including heron, sparrow hawk, swans, as well as bats and bees.

Other respondents refer to trees and woodland, including the trees opposite Frimley Park Hospital and along Chobham Road, as well as mature trees in The Hatches.



Laleham sub-option: One respondent is specifically opposed to this sub-option as it would pass through a proposed country park.

5.4.3 Other nature benefits and risks

Though neutral to or supportive of Corridor J overall, some respondents still identify risks that need to be considered. These mainly relate to wildlife and vegetation present in the area.

The Chertsey Meads Management Liaison Group says that the Chertsey Meads Sky Larks' nesting season must not be disrupted and calls for the preservation of a colony of Surrey-rare Adder's-tongue Fern.

West Surrey Badger Group sees a risk to badger setts in Rhododendrons Road, Balmoral Drive and Johnson's Wax land, while Cover Brook Greenway Group raises concerns about the biodiversity of Southwood Meadow.

Surrey Heath Borough Council calls for any potential harm to wildlife on Thames Heath Basins SPA to be avoided, while Spelthorne Borough makes a similar request about Dumsey Meadow SSSI.

Other respondents mention great crested newts in Froyle, wildlife in the Ewshot area and Chobham Common.

Chobham Parish Council asks for the surface of the Common to be reinstated and not have sub-soil.

Some respondents make observations about the proposed sub-options.

The West Surrey Badger Group is neutral overall but raises concerns about badger setts present in the vicinity of the Frimley sub-option while another respondent is worried about possible impacts to ancient woodland surrounding Keaver Drive.

5.4.4 Nature suggestions

Calls to minimise the perceived impact on local wildlife and biodiversity are often accompanied by mitigation suggestions such as avoiding the breeding season or utilising a narrow installation trench method. Other, more specific recommendations, have been put forward by various stakeholders.

Hart District Council suggests consulting with themselves and Natural England, especially in relation to where Corridor J would cross the Tweseldon area and



Cove Brook Greenway Group calls for surfacing the path along the causeway between Hazel Avenue and the Monkey Puzzle in Cove, among other mitigation suggestions.

Surrey Wildlife Trust refers to several Surrey Biodiversity Opportunity Areas such as Blackwater River and Colony Bog where they believe the project might aspire to contribute to objectives and targets for Priority habitat restoration and/or creation. Similar views are expressed by the Chobham Commons Preservation Committee with regards to the conservation of the heathland, which the Committee adds could be funded if rent is paid to the Surrey County Council for the proposed wayleave through the Common.

5.5 Comments on landscape issues

5.5.1 Comments in support of Corridor J

Guildford Borough Council and others support Corridor J, saying that it would have no additional impact on the landscape because it largely follows the existing route. Some add that the area it would pass through is less visually attractive compared to sections crossed by the other proposed northern corridors.

5.5.2 Comments in opposition to Corridor J

However, in the context of their concerns about biodiversity, some respondents including RSPB also discuss the potential impact on designated sites, especially the Thames Basin Heaths SPA. Respondents add that areas including Frith Hill SNCI and Frimley Fuel Allotments Local Nature Reserve (LNR) have not been considered thus far and that Southwood Golf Course is due to become designated Suitable Alternative Natural Greenspace (SANG) land.

Other concerns include worries about the visual effect on Wanborough Fields and the vista of residential areas.

Comments in opposition to the three proposed sub-options

With regards to the Chobham sub-option, there are concerns that the Little Heath Common SNCI could be affected as well as the general leafy appeal of the area.

Concerns about the Frimley sub-option focus on aesthetics, namely impacting on the visual value of the area along Chobham Road and The Hatches.



Discussing the Laleham sub-option, one respondent feels that a proposed country park along the corridor would be rendered unattractive by the pipeline.

5.5.3 Other landscape benefits and risks

Hart District Council notes that the current corridor runs through Suitable Alternative Natural Greenspace (SANG) land under development and asks for this to be taken into account. They add that as the SANG has been created to divert visitors away from the Thames Basin Heath Special Protection Area (SPA), any potential disruption to the SANG would also affect the SPA. Discussing the latter, they also ask for an appropriate Habitats Regulations Assessment to be carried out.

Surrey Wildlife Trust, notwithstanding their preference for the Chobham sub-option, says that this route may impact Stanners Hill & Fern Hill (Chobham) Site of Nature Conservation Interest (SNCI) and Queenwood Golf Course SNCI.

5.6 Cultural heritage comments

5.6.1 Comments in support of Corridor J

Corridor J is seen by respondents, including Surrey County Council's Heritage Conservation Team, as the northern corridor option with the least impact on historic environment. The main reasons offered by respondents is that Corridor J would avoid harming Farnham's cultural heritage and that any buried archaeology along the proposed corridor would have already been identified.

5.6.2 Comments in opposition to Corridor J

While a few respondents flag potential impacts on some Grade II listed properties, including the Chobham Park House, most concerns are raised with regards to the proposed sub-options.

Comments in opposition to the three proposed sub-options

Several respondents argue that the Chobham sub-option would take Corridor J through an area with a lot of listed buildings, some dating back to the 1650s. An example is the Westways Farm, built in the 1730s, which has gardens open to the public.

One respondent is concerned about how the Frimley sub-option would affect the Grade II listed Thatched Cottage public house.



5.6.3 Other cultural heritage benefits and risks

Some respondents identify possible hazards to the local heritage without necessarily opposing Corridor J.

Surrey County Council highlights the potential risk to the Grade I listed Farnborough Hill Convent and to scheduled monuments at West End Common and Chobham. Additionally, Hart District Council is worried about the listed buildings in the Crondall Conservation Area.

With regards to the Frimley sub-option, Surrey Heath Borough Council comments that unless this option passes directly under the A325 close to The Grove, it could affect an area of high archaeological potential.

5.6.4 Cultural heritage suggestions

In relation to the Crondall Conservation Area, Hart District Council recommends consulting Historic England and applying the tests included in the Listed Buildings and Conservation Area Act, as well as those in the National Planning Policy Framework and the Council's Development Plan.

5.7 *Comments on water issues*

5.7.1 Comments in support of Corridor J

A common reason to support Corridor J is because it is perceived to present no or little flood risk in comparison to Corridors M and Q. This view is often expressed in the context of respondents' belief that as Corridor J broadly follows the route of the current pipeline, the water table in the area is sufficiently known and hazard planning is already in place. Other respondents also note that this corridor option is further away from floodplains.

A few respondents support Corridor J because they expect it to have less impact on rivers and watercourses, and refer to their ecological, landscape and amenity value.

5.7.2 Comments in opposition to Corridor J

In contrast, referring to the high-water table and tree clearance in the area, several respondents object to Corridor J over flooding risks. Most concerns, however, focus on the three proposed sub-options.



Comments in opposition to the three proposed sub-options

A few respondents comment on a high-water table present around the Chobhan sub-option and say that flooding occurs frequently in winter. One respondent adds that a pond which helps to alleviate the problem may be interfered with during installation.

A few respondents are also concerned about flooding around the Frimley sub-option, pointing out to the high water table and clay soil in support of that view. A few respondents are worried about pollution of water or impact on local watercourses such as Tomlins Pond.

With regards to the Laleham sub-option, there are concern that potential flooding would affect nearby bungalows for elderly residents. The Laleham Residents' Association says that as Manor Farm would be converted to lakes in the near future, placing a pipeline under or over the lakes would be unacceptable.

5.8 Comments on soil and geology issues

5.8.1 Comments in support of Corridor J

Many respondents say that, as Corridor J follows closely the existing pipeline alignment, the soil and geology is known to Esso and so the impact would be reduced.

5.8.2 Comments in opposition to soil and geology

A few respondents, including West End Parish Council, are worried about soil erosion along this route generally, while others focus specifically on the proposed sub-options.

Comments in opposition to the three proposed sub-options

Respondents highlight the rare soil type in the area surrounding the Chobham sub-option and point out that restoring the ground would be a lengthy process.

With regards to the Laleham sub-option, one respondent is concerned that the soil would be contaminated from pipeline leaks.

5.8.3 Other soil and geology benefits and risks

Surrey County Council's Mineral and Waste Planning Authority raises a few issues relating to the area north of Addlestone (where all three northern corridor options



converge) and says that their priority is to minimise impact on mineral and waste sites located there. Additionally, they warn that Corridor J could potentially encroach on a Metal/End of Life Vehicle recycling site and call for this to be avoided.

Spelthorne Borough Council comments that the Reservoir Aggregate landfill along this path is not likely to be significantly contaminated and is of less concern than other landfills.

5.8.4 Soil and geology suggestions

Surrey County Council suggests that if this corridor option is chosen, Esso could avoid impacting on the Brent Aggregates Manor Farm site by consulting with the operators.

5.9 *Comments on social and economic impacts*

5.9.1 Comments in support of Corridor J

A recurring reason cited in support of Corridor J is that it would avoid residential or densely populated areas, especially Farnham and would overall affect fewer properties. Several respondents prefer Corridor J because they say it would minimise the impact on landowners and future development of property.

Some respondents also expect Corridor J to have a smaller impact on factors affecting daily life such as access to amenities or traffic congestion.

Others see Corridor J as the most business-friendly option either because they believe it would disturb the economic life of Farnham less or could provide additional business opportunities such as potentially supplying Farnborough Airport.

5.9.2 Comments in opposition to Corridor J

In contrast, some respondents object to Corridor J because of socio-economic reasons.

Impact on properties

Some respondents oppose Corridor J because of concerns about perceived impact on properties, with several commenting that the area is densely populated and that the population has increased since the original pipeline was



laid there.

Landowners are especially worried about how this corridor option would impact on property values or the cost of home insurance with some expressing doubts over their homes' future saleability.

Some are also concerned about potential structural damage, especially given the age of the houses or rat infestation during installation.

Impact on business and local economy

Several respondents say that Corridor J would impact the local economy, referring to local golf clubs and home-workers who may lose business.

Impact on daily life

Others are apprehensive about potential loss of amenity as well as increased noise and air pollution because of installation works and removal of trees. Related to this, Caring Homes Healthcare Group Ltd. is worried about the elderly residents living in their care home in Lightwater.

Increases to congestion are also anticipated in several locations along Corridor J, such as Cove Road, Prospect Road, Chertsey Road and Church Crookham. Respondents argue that as local roads are already very busy and traffic is expected to increase as a result of planned housing development at Deepcut Barracks, it would not be possible to accommodate additional construction traffic.

A few respondents also comment that the Corridor J is inappropriate because of its proximity to schools.

Comments in opposition to the proposed three sub-options

Chobham sub-option: Landowners in the area are worried about possible impacts on their properties, and a few such as the Shrubbs Hill House and Landowners' Association intend to oppose the pipeline vigorously. A few respondents say that taking the Chobham sub-option would negatively affect property values or express concerns about subsidence.

Several respondents worry about the potential impact on their daily life. These concerns mostly focus on amenity loss, increased air and noise pollution and



heightened traffic. Surrey County Council expects disruption to traffic to be greater on this sub-option than the sub-option following closely the alignment of the existing pipeline.

Frimley sub-option: Residents in Frimley are particularly concerned about traffic and congestion. This is felt to be acute in Frimley owing to significant school and hospital generated traffic. (See section 5.9.7 for further detail.)

Aside from impact on traffic, some respondents are worried about disruption to the schools in the area and the local community. Examples given include restricting access to the Thatched Cottage public house, said to be lynchpin of the local fabric, the Queen Elizabeth Park, as well as an all-weather cycle facility in Deepcut. A few respondents say that the local economy would be impacted by this Corridor, with a notable concern for small businesses there already felt to be vulnerable.

In support of their calls for this sub-option to be rejected, respondents, including Surrey County Council and Surrey Heath Borough Council, also refer to the urban character of the area and its large population.

Just like with concerns raised about Corridor J as a whole, objections from local landowners focus on potential increase in insurance premiums, decrease in property values, structural damage and loss of rental income.

Laleham sub-option: The main socio-economic concern raised in relation to the Laleham sub-option is perceived impact on residential areas with respondents believing that following the existing alignment would impact fewer homes. Spelthorne Borough Council says that this option would disturb residents and businesses which are not currently affected.

Tarmac Trading Ltd. is concerned that their plans for a new development in the area would be affected, while others oppose the Laleham sub-option because of its proximity to schools.

5.9.3 Other social and economic benefits and risks

Respondents who are either neutral or supportive of Corridor J still perceive risks that they believe Esso should consider such as restricting access to Stake Lane in Farnborough, increasing traffic on the A30 and impact on small residential roads.



On the other hand, respondents identify tourism related benefits such as the possibility of using the current route across Chobham Common as a bridleway.

Surrey County Council says that Corridor J would have the least impact on the local traffic as it would largely follow the existing route.

5.9.4 Socio-economic suggestions

A few respondents suggest that Corridor J could supply Farnborough Airport in order to reduce tanker traffic further.

Another respondent suggests that problems with traffic could be alleviated by installing the proposed pipeline during the school holiday, while Chertsey Meads Management Liaison Group asks for the timing of works not to coincide with their annual Chertsey Show held in August. The Group also expects that if open spaces owned by them are impacted they would receive appropriate compensation.

Chertsey Meads Management Liaison Group presents a list of infrastructure improvements that Esso could fund along Corridor J such as undergrounding the overhead power lines, replacing the old vehicle height barrier in Mead Lane and upgrading play equipment in the children's play area.

Comments on safety issues

5.9.5 Comments in support of Corridor J

One respondent favours Corridor J crossing through the Chobham Common as it would add a fire break by separating areas of vegetation.

5.9.6 Comments in opposition to Corridor J

Concerns about the safety of Corridor J include the perceived danger of terrorist attack, increase in traffic accidents as well as a heightened concern for the safety of children caused by the proximity of Corridor J to schools. One respondent notes that this corridor would pass through a Public Safety Zone, and that the presence of a pipeline would intensify any catastrophe brought about by an aeroplane crash there.

Several respondents are worried about emergency services, especially access to Frimley Park Hospital being affected by installation works and congestion. Though such concerns relate to Corridor J generally, respondents more commonly raise



them as part of their feedback on the Frimley sub-option. Respondents comment that access is already strained during rush hours, and Surrey Heath Borough Council and Surrey County Council are among those who do not wish to see this situation worsened. Surrey Heath Borough Council notes that congestion is so significant that visiting times had to be changed permanently at the hospital.

Comments in opposition to the three proposed sub-options

Chobham sub-option: A few respondents highlight general concerns arising from the proposed pipeline going via the Chobham sub-option, especially because of its proximity to residential areas.

Frimley sub-option: In addition to the hospital related concerns summarised above, respondents reject the Frimley sub-option because of road safety risks. The danger posed by increased traffic is felt to be more critical in Frimley because of the concentration of schools and absence of speed bumps that accompany hospital routes.

Other concerns include the proposed pipeline's proximity to a petrol station.

Laleham sub-option: The safety of the Laleham sub-option is a concern to a few respondents, including Laleham Residents' Association, who refer to the residential character of the area.

5.9.7 Other safety benefits and risks

A few other risks are identified with Corridor J by respondents who do not necessarily oppose it.

Ashford and St. Peters Hospitals NHS Foundation Trust insists that access to St. Peters Hospital should be maintained at all times as this corridor could impact Holloway Hill (B386) which is an access route for the hospital.

With regards to the Frimley sub-option, one respondent suggests that any additional traffic movements along the Red Road should take into account its high accident rate.

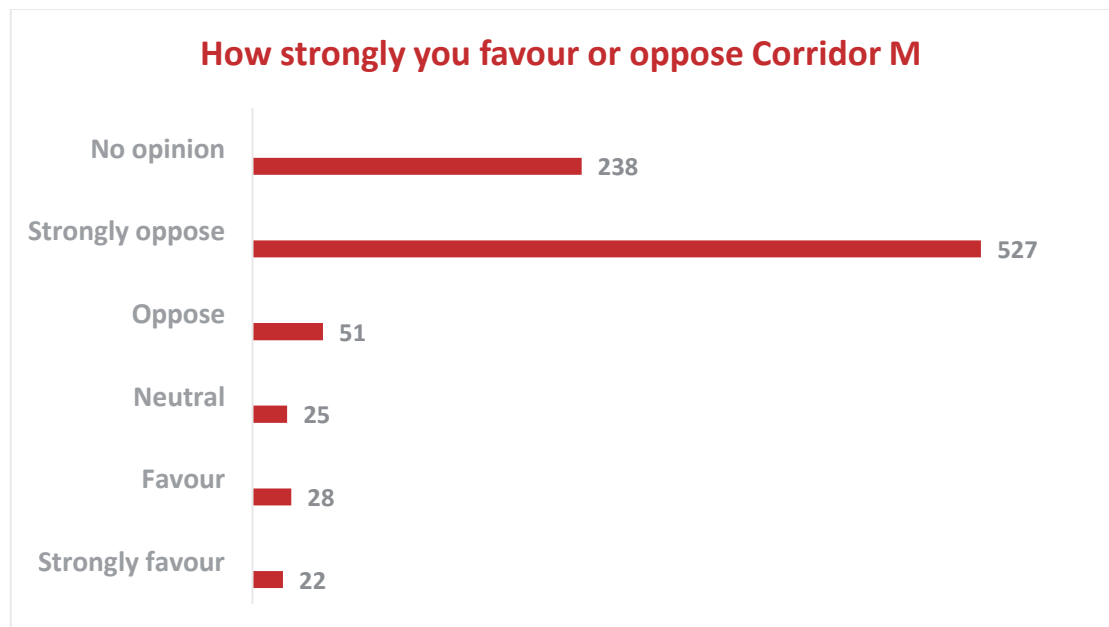
6 Feedback received on Route Corridor M

6.1 Overview

Corridor M is one of the three shortlisted corridors in the northern section of the proposed pipeline.

Question 5a asks respondents for their views on Corridor M and the results are summarized in Chart 9 below⁷. Of the 1,067 respondents who submitted a response to the consultation, 891 answered this question, with 238 indicating that they had no opinion. The majority of those who expressed an opinion (578 out of 653) oppose or strongly oppose Corridor M.

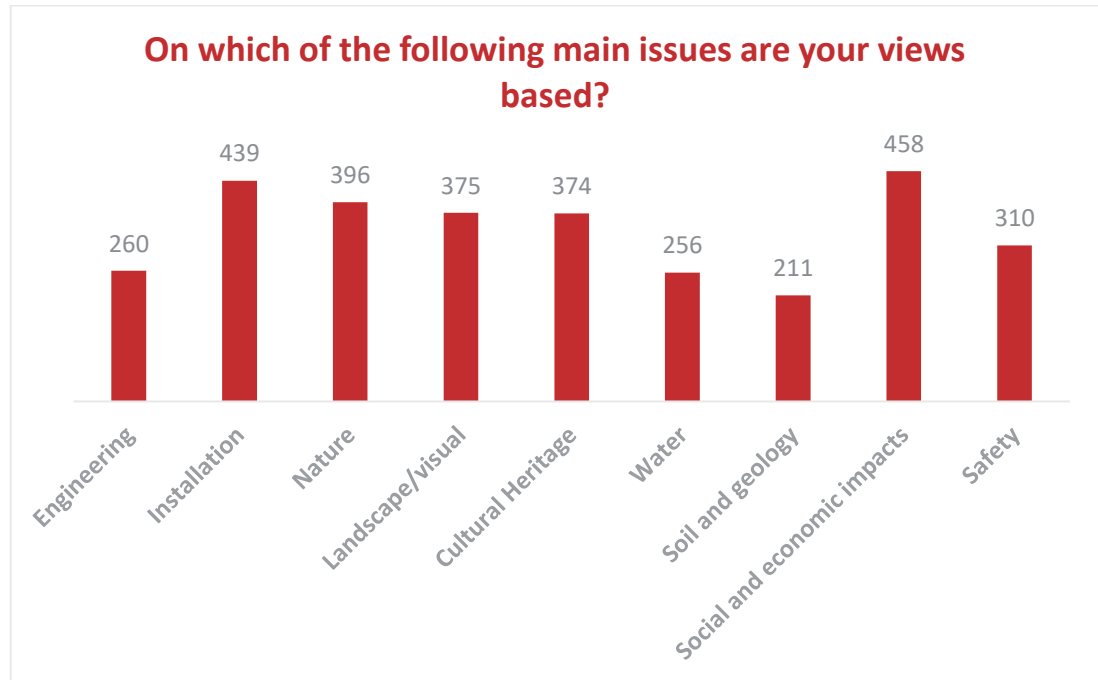
Chart 9: Answers to Question 5a (Base: 891 respondents)



Question 5b asks respondents to select the reasons for their preference and the feedback is summarized in Chart 10 below. Respondents could select multiple reasons.

⁷ Respondents who did not respond using the questionnaire were not able to complete this question

Chart 10: Answers to Question 5b (Base: 599 respondents)



The majority of respondents who have answered the two closed questions, oppose Corridor M mainly for socio-economic reasons and concerns about the installation process.

Some of the respondents also provided additional open-text comments. In total, 512 respondents discussed Corridor M as part of their qualitative feedback which is summarised in this chapter.

6.2 Comments on engineering issues

6.2.1 Comments in support of Corridor M

Though the majority of respondents oppose Corridor M, several respondents favour the corridor because of perceived advantages in the engineering process, including its ability to more readily receive future expansions if necessary.

6.2.2 Comments in opposition to Corridor M

Concerns related to engineering tend to be clustered around the following key topics.

Deviates from the existing pipeline alignment

Many respondents oppose Corridor M because it would deviate from the alignment of the existing pipeline, therefore impacting upon areas which were not previously affected. Many of these respondents oppose Corridor Q for the



same reasons.

Impact on existing infrastructure

Respondents, including Byfleet, West Byfleet & Pyrford Residents' Association point to the presence of flood defences and are concerned that these might be inhibited by this corridor option. Other respondents worry about clashing with another pipeline, sewage works in Woking, landfill or working mineral sites as well as power lines, telephone and broadband cables and electricity pylons.

The sewage system in several locations along the corridor is also thought to be vulnerable due to its age, while residents of Burdenshot Hill are especially concerned that their current system of drainage might be disturbed.

Some respondents refer to recent experience with other engineering works in support of their view. For example, during a recent upgrade to the electricity supply along Pyrford Road, the team in charge encountered unmapped utility services which caused the project to overrun. Respondents expect a similar thing to happen in Farnham, which also has old and unknown infrastructure.

Terrain constraints

Respondents highlight natural and other features that may hinder the engineering of Corridor M, often adding that these also apply to Corridor Q.

Of particular concern are waterways between the Hoe Stream and the River Wey, as well floodplains and boggy terrain in the area. Others say the presence of hills would make it difficult to achieve consistent depth. A few others simply state that the terrain or soil conditions are unknown, and that this would pose unexpected risks.

The built environment and dense housing are also expected to present engineering challenges, with several respondents predicting that the six-metre easement may be problematic, especially in Farnham. Others specify problems arising from steep gradient, small gardens and garden features, such as wells. Respondents also name roads, railway lines and canals as potential obstacles.

“The route along the tight suburban streets of Farnham north of the A325, and then along the Guildford Road will be a challenge in terms of traffic/parking management during installation.” User ID: 100113 (Surrey



County Council)

Commenting on an area that is crossed by both Corridors M and Q, Burdenshot Hill Estate Ltd. highlights a number of features that they feel Esso needs to be aware of including the narrow roads which, in their view, would make them unsuitable for construction traffic.

Because of these and other concerns relating to Corridor M's length, respondents state that this option would be more expensive.

Old Park Lane Residents' Association says that they would not allow the proposed pipeline to go through their land.

Impact on planned developments

Many respondents are worried about cumulative disruption arising from conflict with multiple planned developments along the same route, particularly in Farnham. Farnham Town Council is especially concerned about planned developments in East Street and the Woolmead area, Waverly Borough Council refers to another one off the Crondall Lane, while other respondents reference those in Pyrford, Byfleet, West Byfleet and Woking. A few respondents say that future developments may be inhibited by the presence of a pipeline. Many of these comments relate to an area that is crossed by both Corridors M and Q.

"Farnham is going through extensive upheaval over the next 3 or 4 years or so. Further construction work will severely damage the prosperity of the town and have a significant detrimental impact on the health of its residents." User ID: 411 (Member of the public)

6.2.3 Other engineering benefits and risks

Surrey County Council, though not supportive of Corridor M, identifies several engineering advantages, including the avoidance of key infrastructure sites and roads, and that it partially follows the route of existing electricity pylons.

6.3 Comments on installation issues

Due to the overlap in comments on installation and engineering issues, the majority of feedback relevant to both topics has been reported in 6.2. In this section, we have summarised feedback specific to the installation process.



6.3.1 Comments in support of Corridor M

A few respondents argue that Corridor M would cause less disruption than other northern corridor options, without elaborating further.

6.3.2 Comments in opposition to Corridor M

In contrast, a recurring concern among respondents who comment on Corridor M is the expected disruption to built-up areas. Some respondents expect disruption to be felt more severely along Corridor M than Corridor J, and to a lesser extent Corridor Q, because it would affect more new areas. Others expect that the requirement for new agreements with landowners would extend the period of disruption, with several pointing out to opposition or legal challenges further slowing down the installation process.

These concerns are particularly acute in Farnham where respondents anticipate that disruption would be exacerbated or prolonged by Farnham's congested roads and old and dense streets. Similar views are expressed by respondents, including Woking Borough Council, with regards to Byfleet and Pyrford area.

6.4 *Comments on nature issues*

6.4.1 Comments in support of Corridor M

Some respondents favour Corridor M because of an anticipated smaller overall impact on nature than other corridors. This view is echoed by the RSPB who believes that this option would have less impact on Thames Basin Heaths SPA than other northern corridor options. RSPB adds that this corridor option could be further improved by avoiding Dumsey Meadow SSSI, and if possible Chertsey Meads Local Nature Reserve.

6.4.2 Comments in opposition to Corridor M

Conversely, perceived impact on nature is the third most commonly cited reason to oppose Corridor M with some arguing that the ecological impact of this option would be significantly greater than that of other northern corridor options.

Respondents refer to a number of nature-related concerns in support of this view.

Impact on wildlife and biodiversity

In addition to general concerns about wildlife, many respondents refer to specific species or habitats in the area which could be impacted. These include deer,



birds, reptiles and insects in Farnham Park and Alice Holt Forest as well as sensitive amphibians and reptiles residing in the River Wey floodplain. Protected species such as bats, badgers, natterjack toads, the Dartford Warbler and the great crested newt are also occasionally mentioned.

Surrey Wildlife Trust argues that the pipeline would pass through several Surrey Biodiversity Opportunity Areas and Woking Borough and Spelthorne Borough Council both raise concerns about the perceived damage to the local flora and fauna.

There is also a concern that as Corridor M is still within the buffer zone of Thames Basin Heaths SPA, it may impact the wildlife there.

The Chertsey Meads Management Liaison Group objects to Corridors M as it would cross the Chertsey Meads in a north westerly direction which would significantly affect the local biodiversity.

Impact on ancient woodland, Green Belt and other green spaces

Others are worried that the perceived damage to ancient woodland, most notably Alice Holt Forest, The Hanger and Wanborough Woods, would be irreparable. The Pyrford Neighbourhood Forum and the Byfleet, West Byfleet & Pyrford Residents' Association comment that the position of Corridor M is such that either The Hanger or St. Nicholas Church in Pyrford would be affected.

“Adjacent to St Nicholas Church is an area of ancient woodland known as the Hanger - officially designated and unique within the neighbourhood. Clearly this area cannot be allowed to suffer any damage as such remnants are truly irreplaceable.” User ID: 386 (Member of the public)

Potential impact on the Green Belt in the Pyrford area and other green spaces such as Chertsey Meads and Farnham Park is also highlighted by respondents, often in the context of their biodiversity concerns.

6.4.3 Other environmental benefits and risks

A few respondents who do not explicitly oppose Corridor M raise concerns about the possible environmental impact of the route. The West Surrey Badger Group makes its support or opposition to northern corridor options contingent upon the impact on badger setts.



6.5 *Comments on landscape issues*

6.5.1 Comments in support of Corridor M

One respondent supports Corridor M because they expect it to be without visual impact.

6.5.2 Comments in opposition to Corridor M

In contrast, many respondents expect the landscape to suffer if Corridor M were chosen. The Surrey Hills AONB Board and Guildford Borough Council, amongst others, raise specific concerns about the proximity of the corridor to the Surrey Hills Area of Outstanding Natural Beauty (AONB).

Others refer to the Pyrford Escarpment which has been designated as Rising Land of Landscape Importance and the Areas of Great Landscape Value along the corridor.

In the context of their concerns about wildlife within Corridor M, respondents also worry about the potential impact on designated sites, particularly Whitmoor Common Site of Scientific Interest (SSSI), Hog's Back in the North Downs and Pyrford Common Site of Nature Conservation Importance (SNCI). Surrey Wildlife Trust, which manages several SNCIs in the vicinity, expresses concern that the Corridor M would impact on some of these sites.

Many of these comments also relate to Corridor Q.

6.5.3 Other landscape benefits and risks

A few respondents say that they would support Corridor M if it avoided the Surrey Hills.

6.6 *Comments on cultural heritage*

6.6.1 Comments in support of Corridor M

There are no comments made explicitly in support of Corridor M in relation to cultural heritage.

6.6.2 Comments in opposition to Corridor M

Compared to the other corridors, Corridor M generates the most concern regarding cultural heritage. This is largely owing to its perceived impact on central Farnham, a conservation area renowned for its Georgian townscape, including



many listed buildings, as well as the Farnham Castle Scheduled Ancient Monument. Respondents, including Farnham Town Council, the Georgian Group and Farnham Buildings Preservation Trust, stress the uniqueness and amenity value of these assets and call for their integrity not to be breached.

“The creation of a new pipeline within Corridor M has the potential to damage the foundations of numerous sensitive listed buildings - perhaps most notably at the junction of Castle Street and Park Row where the adjacent buildings are less than four metres apart.” User ID: 100173 (The Georgian Group)

Such concerns are echoed by respondents with regards to Pyrford which is home to two conservation areas and a high proportion of listed buildings, including the Grade I listed 12th century St. Nicholas Church. The Pyrford Neighbourhood Forum is concerned that the potential damage to those would be irreparable and also highlights the presence of additional heritage assets that could soon get a graded status. A few respondents also say that Corridor M could impact the ongoing project to restore Pyrford Court. Many of these concerns also relate to Corridor Q.

Surrey County Council names three other conservation areas potentially impacted by Corridor M: Pierrepont, the River Wey Navigation and the River Wey and Godalming conservation areas, while others argue the corridor may jeopardise the flood defences protecting the Old Woking conservation area.

Some respondents, including Woking Borough, discuss the possible adverse impacts on Woking Palace, a Scheduled Ancient Monument while Worplesdon Parish Council points out that the interactive map on the website omits the listed buildings in Worplesdon.

Many respondents also express concerns about possible disturbance to Roman and Romano-Celtic sites and **highlight the area's** high potential for prehistoric archaeological remains. There are additional concerns about disturbance to remains in Farnham Park, Woking Palace and Old Woking.

Commenting on an area that is crossed by both Corridors M and Q, Burdenshot Hill Estate Ltd. highlights the presence of 19th century sandstone excavation works.



6.6.3 Cultural heritage suggestions

One respondent comments that if the modern graveyard in Pyrford is to be avoided, then a longer detour around the escarpment would be necessary.

6.7 *Comments on water issues*

6.7.1 Comments in support of Corridor M

There are no comments made explicitly in support of Corridor M in relation to water issues.

6.7.2 Comments in opposition to Corridor M

Flooding risk

Much of the area that Corridor M runs through is either low lying, has high water table or is said to be poorly drained, and the impact of a pipeline through the area is a concern for many respondents. Some respondents note that areas such as Flexford, Normandy and Wanborough are already flooded regularly despite ongoing attempts to alleviate the problem by the relevant parties. Other respondents identify parts of Old Woking as lying within a flood risk zone 3, and that the floodplain to the south of Old Woking is of strategic importance to the area's flood defences.

Impact on rivers and watercourses

Some respondents, such as Spelthorne Borough Council, wish to avoid impacts to the rivers present in the area because of ecological and landscape concerns.

Other respondents comment on general impact on watercourses in the area or the potential for contamination. The Pyrford Green Belt Action Group is among those worried by the potential of a leak from the pipeline, while others note the proximity of the proposed corridor to source protection zones. The risk of polluting the chalk aquifer to the north of Farnham is highlighted by Farnham Town Council.

6.7.3 Other water benefits and risks

A few respondents see risks of contamination or flooding accompanying Corridor M, and say that this either moderates their support for it, or that this should be taken into account should Corridor M be chosen.



6.8 Comments on soil and geology issues

6.8.1 Comments in support of Corridor M

There are no comments made explicitly in support of Corridor M in relation to soil and geology issues.

6.8.2 Comments in opposition to Corridor M

Some respondents say that soil in the area is more vulnerable than elsewhere and worry about the impact of heavy machinery on local geology or the possibility of subsidence.

Surrey County Council's Mineral and Waste Planning Authority opposes Corridor M because of its impact on mineral resources. A few other respondents worry about the proximity of the proposed corridor to current or former waste sites.

6.8.3 Other soil and geology benefits and risks

Surrey County Council names several sites, including Bourne Mill Community Recycling Centre, the sites in Runfold, as well as Addlestone Quarry, which they would like to be avoided. These comments also apply to Corridor Q. The Council adds that in terms of potential impact on waste and mineral resources, Corridors M and Q would have bigger impact than Corridor J.

Other concerns are that the soil around Corridor M is generally less well known than that around Corridor J.

6.9 Comments on social and economic impacts

6.9.1 Comments in support of Corridor M

Several respondents prefer Corridor M to Corridor J because it would affect fewer residential areas, avoid individual properties or retain a link with Farnborough Airport.

Hart District Council supports both Corridors M and Q as they would avoid Hart.

6.9.2 Comments in opposition to Corridor M

In contrast, many respondents highlight socio-economic concerns which tend to be clustered around the following key topics.



Impacts on properties

Many respondents argue that Corridor M is unsuitable because it would affect a larger number of residential properties than the other northern corridors, mostly because it is routed through Farnham. Landowners along the proposed corridor have particular concerns regarding their properties, including the threat of compulsory purchase, inhibition of future development and loss of amenity.

Some, such as the **Byfleet, West Byfleet and Pyrford Residents' Association** say that the possibility of Corridor M is already having an effect on property value. Other respondents are concerned about potential structural damage to their properties, given their age and the area's susceptibility to subsidence.

Impact on business and local economy

Some respondents are concerned that businesses in Farnham would be affected during the installation phase while others refer to potential disruption to agricultural activities around Puttenham and Flexford.

The Winern Glebe Allotments Society argues that the depth and width of the pipeline would ruin their site.

Impacts on daily life

A common concern of respondents about Corridor M is loss of amenity, especially that derived from footpaths and bridleways on the floodplains and Pyrford Escarpment. Others are concerned about impacts on access to leisure areas, local sports clubs, boats on the River Wey Navigation or allotments.

Some also refer to perceived air quality and noise pollution. The Farnham Society Planning Committee stresses that Farnham has serious air quality issues and that increased traffic would exacerbate this problem.

Some respondents are concerned that the ongoing monitoring of the pipe would compromise their privacy while others worry that the installation's proximity to schools would disturb classes. Merrist Wood College objects to Corridor M and Q as they are concerned about the potential disruption to college students who have courses all year around except for 2 weeks over Christmas.

The most common socio-economic impact, however, is the anticipated increase



in road traffic during installation. In particular, many respondents are concerned about more traffic on roads in Farnham, which respondents feel already suffer from congestion owing to school and hospital traffic.

Respondents in Byfleet and Pyrford express concerns about impacts on the M25 and A3, while traffic on the A31 is a concern along the earlier portion of the proposed corridor. Byfleet Primary School is concerned that any crossing of the M25 would impact the lives of students and staff and asks for this to be considered in the future planning.

Discussing both Corridors M and Q, Pyrford Neighbourhood Forum highlights the heavy traffic in the area and warns that restricting access on the **Bolton's Lane** and Pyrford Road would create havoc.

6.9.3 Other social and economic benefits and risks

The South Downs National Park Authority sees a benefit to Corridor M avoiding the tourist destinations in the South Downs National Park.

A few respondents who do not express a preference for one corridor over another still express traffic concerns in relation to Corridor M or ask for their homes to be avoided.

Surrey County Council expresses concerns about the potential impact of both Corridors M and Q on the local road network and asks for directional drilling to be explored if any A roads or busy B roads would be crossed.

6.9.4 Social and Economic suggestions

The Winern Glebe Allotments Society seeks appropriate compensation for any loss of use of their allotments, as well as for any buildings lost, whilst Byfleet Primary School calls for any work potentially affecting its grounds to be carried out during the school holidays to minimise disruption.

Surrey County Council lists roads that should be avoided in order to minimise the potential impact on traffic management.

6.10 Comments on safety issues

6.10.1 Comments in support of Corridor M

A few respondents see Corridor M as safer than Corridor J, especially because it



would avoid flight paths from Heathrow Airport.

6.10.2 Comments in opposition to Corridor M

Conversely, concerns about accidents, sabotage or terrorism are common with regards to Corridor M, mainly because of its proximity to densely populated areas and schools.

Other concerns include the safety of the pipeline being compromised by developments along Corridor M or interaction with other subterranean infrastructure.

Several respondents highlight traffic related concerns. These focus either on potential increase in traffic accidents or access to emergency services being affected by congestion.

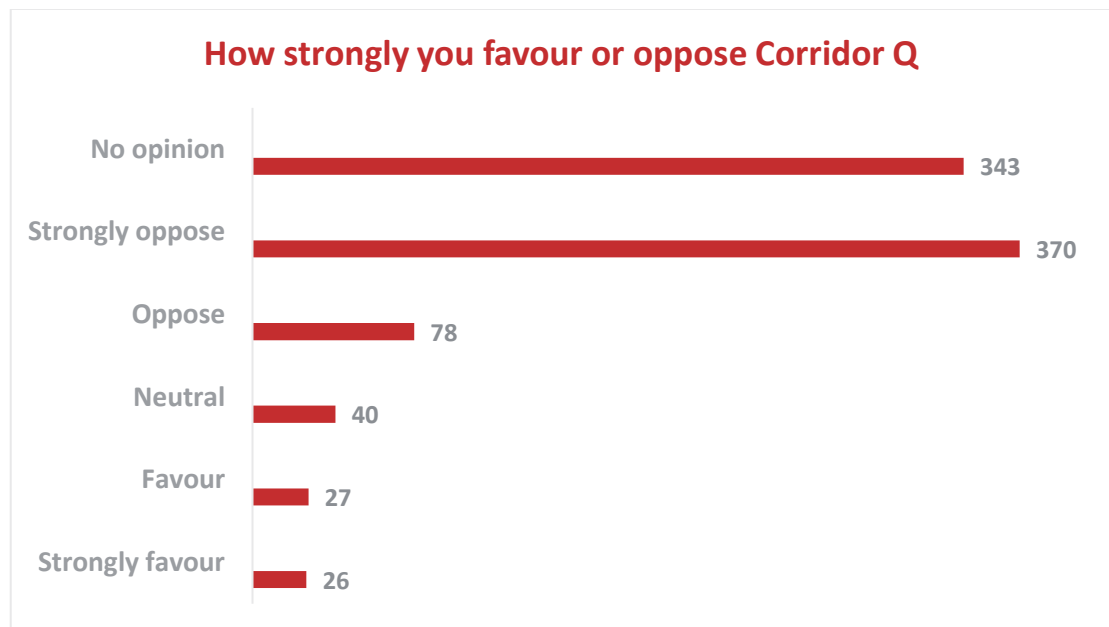
7 Feedback received on Route Corridor Q

7.1 Overview

Corridor Q is one of the three shortlisted corridors in the northern section of the proposed pipeline.

Question 6a asks respondents for their views on Corridor Q and the results are summarized in Chart 11 below⁸. Of the 1,067 respondents who submitted a response to the consultation, 884 answered this question, with 343 indicating they had no opinion. The majority of those who expressed an opinion (448 out of 541) oppose or strongly oppose Corridor Q.

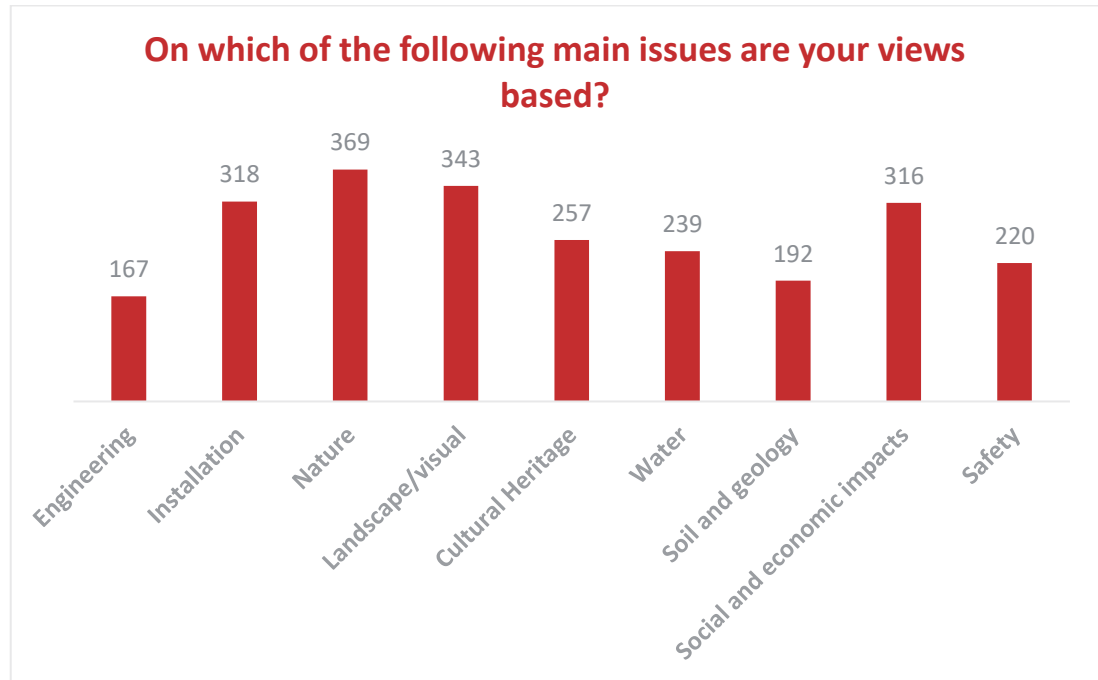
Chart 11: Answers to Question 6a (Base: 884 respondents)



Question 6b asks respondents to select the reasons for their preference and the feedback is summarized in Chart 12 below. Respondents could select multiple reasons.

⁸ Respondents who did not respond using the questionnaire were not able to complete this question

Chart 12: Answers to Question 6b (Base: 469 respondents)



The majority of respondents who have answered the two closed questions, oppose Corridor Q mainly because of concerns about its potential impact on the local landscape and nature.

Some of the respondents also provided additional open-text comments. In total, 392 respondents discussed Corridor Q as part of their qualitative feedback which is summarised in this chapter.

As Corridor Q overlaps significantly with Corridor M, many of the comments made about Corridor M (see Chapter 6), also apply to Corridor Q.

7.2 Comments on engineering issues

7.2.1 Comments in support of Corridor Q

As indicated in Chart 11, the majority of respondents who express an opinion oppose Corridor Q. However, those who favour it say that it would follow the route of an existing pipeline which runs to Gatwick Airport.

7.2.2 Comments in opposition to Corridor Q

Concerns related to engineering are the third most commonly cited reason to oppose Corridor Q. These concerns tend to be clustered around the following key topics.



Deviates from the existing pipeline alignment

Several respondents oppose Corridor Q because they feel that the pipeline should follow as closely as possible the existing route. They say that Corridor Q is the further option from the existing route and therefore feel that it would impact upon areas which were not previously affected. Many of these respondents oppose Corridor M for the same reasons.

“It is much better in my opinion to place the new pipeline in the same area as the old and thus lessen the various impacts to the environment and society”. User ID: 270 (Member of the public)

A few respondents say that following a new route would take longer to arrange and be overall more expensive than following the existing one.

Impact on existing infrastructure

Several respondents say that the pipeline route may affect and be affected by existing water and energy infrastructure, including water and gas pipes, drainage ditches, flood defences, underground cables and electricity pylons. A few respondents add that the proposed corridor could affect sewage works and soakaways.

Terrain constraints

Several respondents refer to landscape or townscape features, which they feel would complicate the engineering of the proposed pipeline. These include the presence of flood plains, railway lines, a former landfill site as well as narrow roads.

Impact on planned developments

Several respondents, including Waverley Borough Council and Farnham Town Council, raise concerns about potential cumulative disruption from Corridor Q and planned developments nearby.

7.2.3 Other engineering benefits and risks

A few respondents, whilst not explicitly opposing Corridor Q, raise concerns which reflect those summarised in Section 7.2.2.

One respondent describes in detail how they believe the pipeline could cause health and safety concerns by affecting soakaway, whilst Runnymede Borough



Council says it is currently preparing a Local Plan and is concerned that Corridor Q may affect the proposed employment allocation at Byfleet Road, New Haw.

Meanwhile, Surrey County Council points out that Corridor Q would not impact upon Farnham Quarry, Homefield Sandpit, the A31 or any railway line within Surrey.

7.3 Comments on installation issues

Due to the overlap in comments on installation and engineering issues, the majority of feedback relevant to both topics has been reported in 7.2. In this section, we have summarised feedback specific to the installation process.

7.3.1 Comments in support of Corridor Q

A few respondents argue that Corridor Q would be the least disruptive option without providing further detail.

7.3.2 Comments in opposition to Corridor Q

In contrast, many respondents oppose Corridor Q because of anticipated disruption during installation. They rarely specify the precise nature of the disruption, but often refer to locations such as Farnham.

“Running a new route in this location is likely to cause disruption and disturbance to residents during construction”. User ID: 248 (Guildford Borough Council)

7.3.3 Other installation benefits and risks

A few respondents, whilst not explicitly opposing or supporting Corridor Q, raise issues which reflect those summarised in Section 7.3.1 and 7.3.2.

7.3.4 Installation suggestions

Worplesdon Parish Council recommends avoiding the use of highways during installation because of the amount of traffic on these roads and keeping works sites secure in order to prevent burglaries.

Surrey County Council says that enhanced reinstatement of any roads damaged during installation may be required as the A245 and A367 form part of the RideLondon Surrey Cycling events route.



7.4 Comments on nature issues

7.4.1 Comments in support of Corridor Q

A few respondents say that Corridor Q would have less impact on the environment as it would avoid designated sites which otherwise would be impacted by Corridor J.

7.4.2 Comments in opposition to Corridor Q

However, concerns related to the natural environment are the most commonly cited reasons to oppose Corridor Q. In addition to general concerns about potential disruption to biodiversity, respondents also make more specific points.

Impact on wildlife and biodiversity

Respondents refer to the perceived disruption to wildlife habitats, particularly in Alice Holt Forest, Bourne Woods, Frensham Ponds, the River Wey and Birdworld. Species identified by respondents include bats, badgers, warblers, adders, dormice, kingfishers, purple emperor butterflies and great crested newts.

Impact on ancient woodland, Green Belt and other green spaces

Many respondents, including the Alice Holt Community Forum, express concern about the potential impact of Corridor Q on ancient woodland, particularly in relation to Alice Holt Forest and The Hanger near Pyrford. Respondents often suggest that any damage done to these areas would be irreparable and should be avoided.

“We consider that the impact of Corridor Q on Alice Holt Forest could be materially adverse. Alice Holt Forest is an ancient woodland, a Site of Importance for Nature Conservation (SINC) and is part of the South Downs National Park”. User ID: 936 (Member of the public)

Some respondents believe that Corridor Q would pass through Green Belt land which they describe as beautiful and unspoilt.

7.4.3 Other environmental benefits and risks

A few respondents raise general concerns about Corridor Q without explicitly opposing this option.

The Forestry Commission England says that Corridor Q is the only route to affect



the Public Forest Estate, but that most of the route follows existing utility easements. It feels that if the new pipeline can be accommodated within the existing easements then there would not be any significant impact on adjoining ancient woodland.

7.4.4 Environmental suggestions

The RSPB calls for the Whitmoor Common SSSI/SPA, Tankersford Common and Dumsey Meadow SSSI to be avoided and interactions with watercourses and floodplains minimised using careful route design and installation techniques. It also suggests that Farnham Heath RSPB reserve could be avoided by locating the route corridor further north.

7.5 *Comments on landscape issues*

7.5.1 Comments in support of Corridor Q

A small number of respondents acknowledge that as the pipeline would be underground, it would not have a lasting landscape impact.

7.5.2 Comments in opposition to Corridor Q

Many respondents, however, including Surrey Wildlife Trust, worry that Corridor Q would adversely impact designated sites such as the Surrey Hills Area of Outstanding Natural Beauty (AONB), the surrounding Area of Great Landscape Value (AGLV), Chertsey Meads and the River Wey Sites of Nature Conservation Interest, Thames Basin Heaths and Wealden Heaths SPAs, and Frensham Common SSSI.

Surrey Hills AONB Board points out the AGLV areas in the vicinity of Dockenfield adjacent to the West Sussex National Park and along the River Wey East of Farnham have both been identified as 'AONB candidate areas' in 2013, with Natural England intending to begin work on a boundary view in late 2018.

South Downs National Park Authority adds that even though the Alice Holt Woods was not a designated site when the pipeline was originally installed, it is now part of South Downs National Park and any impact on these areas would be unacceptable.

The Natural Trust objects to Corridor Q because of concerns over its potential impact on the Rivey Wey Navigation which contains several Sites of Special



Scientific Interest. The Trust adds that even though horizontal directional drilling could be used to avoid any lasting impact on the navigation itself, this would not alleviate their concerns about the potential impact on the land adjacent to the navigation.

Other landscape concerns relate to an area that is also crossed by Corridor M and have been summarised in section 6.5.2

7.6 Comments on heritage issues

7.6.1 Comments in support of Corridor Q

A small number of respondents support Corridor Q because they believe it would avoid listed buildings and cultural heritage sites in Farnham.

7.6.2 Comments in opposition to Corridor Q

Others, however, object to Corridor Q because of its potential impact on local conservation areas and listed buildings mainly in Pyrford.

“Pyrford contains the largest collection of heritage in any area of the Borough... Many of these properties fall within or near to your pipeline corridor”. (User ID: 100559)

Woking Borough Council adds that it will resist any proposal which adversely affects a conservation area in Pyrford and the Byfleet, West Byfleet and Pyrford Residents' Association calls for a graveyard near Pyrford to be avoided.

Farnham Town Council objects to Corridor Q as it would pass through the Waverley Abbey Conservation Area which hosts Scheduled Ancient Monuments and listed buildings.

Several respondents also refer to sites of archaeological remains or interest in the local vicinity.

7.6.3 Heritage suggestions

Woking Borough Council requests an archaeological assessment of sites which are to be affected by Corridor Q, including a full archaeological survey of sites where archaeological importance has been identified.

Wanborough Barns Management Committee says that if Corridors M or Q are



selected then archaeologists should be used to ensure that heritage assets are protected.

7.7 Comments on water issues

7.7.1 Comments in support of Corridor Q

There are no comments made explicitly in support of Corridor Q in relation to water issues.

7.7.2 Comments in opposition to Corridor Q

Respondents who oppose Corridor Q mainly focus on the perceived flood risk.

Many respondents comment that Corridor Q crosses flood plains or areas which are prone to flooding, with some arguing that the pipeline could increase the local flood risk by affecting drainage ditches. Woking Borough Council says it would be concerned if the project exacerbated flood risk in the borough.

Several respondents say that Corridor Q would impact upon watercourses or other bodies of water, including the River Wey and its tributaries and others raise concerns that Corridor Q could lead to contamination or pollution of water courses through spills or leaks.

7.7.3 Other water benefits and risks

A small number of respondents raise concerns about how Corridor Q might affect waterways and flood plains without explicitly opposing it as an option.

7.7.4 Water suggestions

Woking Borough Council feels a geological survey may be needed to assess the impact of Corridor Q on the local water table. They request that the views of the Environment Agency be sought in this regard.

7.8 Comments on soil and geology issues

7.8.1 Comments in support of Corridor Q

There are no comments made explicitly in support of Corridor Q in relation to geological issues.

7.8.2 Comments in opposition to Corridor Q

Several respondents feel that Corridor Q would impact upon local geology, often



without specifying the nature of the impact. A small number of respondents say it would damage the soil, with one suggesting it would affect gault clay at Dockenfield.

Surrey County Council raises concerns about the proximity of Corridor Q to their preferred areas of mineral extraction. They also say that Hamm Court Farm has reserves of around 0.78 million tonnes of concreting aggregate but that a large quantity of the reserves could be 'sterilised' by a pipeline in Corridor Q and that all three northern options could impact sites on land west of Queen Mary and Manor Farm Quarry.

They add that Corridor Q runs through or near mineral and waste sites at Runfold South, Runfold North and Addlestone Quarry. Although they feel the proposed corridor is unlikely to have a major impact on the site at Runfold South, they would like the impact on all three sites to be minimised.

7.9 Comments on social and economic issues

7.9.1 Comments in support of Corridor Q

Several respondents support Corridor Q because it would avoid built up or residential areas, including Farnham, Farnborough, Frimley and Lightwater.

"This route [corridor], although longer, is mostly through countryside and avoids most of the built-up areas". User ID: 506 (Member of the public)

A small number of respondents also prefer Corridor Q because they say it would avoid roads and footpaths.

7.9.2 Comments in opposition to Corridor Q

However, negative socio-economic impacts are more frequently discussed by those who object to Corridor Q.

Impact on properties

Some respondents object to the perceived close proximity of Corridor Q to residential properties and local schools either because of concerns over potential damage by subsidence or fears that it would drive down property prices. Some also worry about possible need to demolish properties in order to install the proposed pipeline.



A few respondents are concerned they would not be able to freely use their land in the future and plans for development would be hindered by the presence of the proposed pipeline.

Referring to the strong local opposition to Corridor Q, Frensham Parish Council says that residents experienced significant disruption during the installation of the Fawley to Gatwick pipeline and they do not want this to be repeated.

Impact on business and local economy

Several respondents believe that a pipeline in Corridor Q would adversely affect local businesses, including farms.

Impact on daily life

Many respondents believe that a pipeline in Corridor Q would adversely affect their daily life. These concerns generally relate to potential restriction on the use of footpaths, bridleways, parkland, woodland and recreational sites. Respondents often highlight the importance of Alice Holt Woods, which they say receives over 300,000 visitors a year, and Pyrford escarpment, which they say is popular with walkers, equestrians and cyclists.

“The floodplain and the escarpment are criss-crossed by many footpaths and bridleways that are constantly used by walkers in the area during the week as well as at weekends. Any loss or damage to such amenities due to laying the pipeline in the area would impact a great many people across the whole of Woking and severely impair recreational areas available to the borough”. User ID: 100058 (Pyrford Neighbourhood Forum)

Respondents also express concerns about any possible deterioration in air quality, noise impacts and the health and wellbeing of residents.

Many respondents feel that a pipeline in Corridor Q would lead to an increase in traffic and congestion, often suggesting that roads are already struggling to cope with demand. Some also worry about road closures during the installation phase.

7.9.3 Other socio-economic benefits and risks

Some respondents, without explicitly supporting Corridor Q, believe that it would avoid built-up areas such as Farnham. However, a small number also raise



concerns about Corridor Q's potential impact on schools and roads without explicitly opposing this option.

Surrey County Council's Transport Development Planning team argues that from traffic point of view, Corridor Q is preferable to Corridor M as it does not cross the A31/railway line.

7.9.4 Socio-economic suggestions

Surrey Hills AONB Board feels that pipeline installation could be combined with cycleway plans.

7.10 Comments on safety issues

7.10.1 Comments in support of Corridor Q

A small number of respondents prefer Corridor Q on safety grounds because they feel it would have less impact on hospitals, would be further from nearby airports and could be more easily monitored during installation.

7.10.2 Comments in opposition to Corridor Q

In contrast, some respondents raise safety concerns, highlighting the possibility of accidents, fuel spillages or sabotage of the pipeline.



8 General comments

8.1 Overview

Some respondents comment on the need case of the project or discuss the issues in a broader sense and not in reference to specific corridors. Their feedback is summarised in this chapter.

8.2 *General comments relating to the need for a new pipeline*

Most of those who discuss the need case of the project, agree with the rationale outlined by Esso. Respondents cite potential economic benefits, improved safety and taking tankers off the road. Heathrow Airport Ltd. describes the renewal of the pipeline as essential.

A few respondents, such as Send Parish Council, say that even though they are on one of the proposed corridors, they still accept the need for the pipeline.

In contrast, several respondents do not see a need for a new pipeline. They argue that demand for air travel should be reduced, that alternative sources of energy should be sought, that it is not worth the amount of disruption it would bring or that the current pipeline is still sufficient.

8.3 *General comments relating to engineering*

The most common sentiment regarding engineering is the desire to see the new pipeline follow the alignment of the existing pipeline as explained in the previous chapters. Many respondents suggest that the new pipeline should simply replace the existing one, while others would like to see the principle of placing the new pipeline as close as possible to the existing one adopted as a criterion in order to minimise disruption and reduce costs.

In terms of other design comments, respondents argue that minimising the total length of the pipeline should be the priority because a longer pipeline requires more energy, while others express concerns about the depth at which the proposed pipeline would be laid.

Some respondents state that there are currently three pipelines present in the project area, the one scheduled for replacement, a gas pipeline and a multi-fuel pipeline, and ask why the other two are not being replaced as well in order to avoid disrupting the community multiple times.



Hampshire County Council says that any alterations to rights of way would need their agreement and a Temporary Closure Order is required. In relation to the southern options, Chawton Parish Council says that flooding alleviation works are being planned, and that the pipeline should not impact on these.

A number of suggestions relate to the treatment of the existing pipeline. Some suggest that it should be removed as soon as possible to avoid the ramifications of a decaying pipe. Others, such as South Downs National Park Authority, call instead for using filling other than concrete in order to avoid environmental damage.

Some respondents, such as Blackbushe Airport Ltd., would like to see other local airports supplied as well.

8.4 General comments relating to installation

Several respondents comment that disruption is a problem along all corridors or wish to stress its installation impact. To minimise it, some suggest that rail heads could be established in Farnham and Woking to enable delivery of installation materials.

A few respondents make recommendations to make the pipeline future-proof. For example, Farnham Society Planning Committee recommends increasing its capacity, while others suggest laying two different pipes to carry different types of fuel.

8.5 General comments relating to nature

The environment is a recurring concern among respondents, who argue that minimising impact on nature, should be the priority. The Forestry Commission England, the Woodland Trust, the RSPB and the Surrey Wildlife Trust all stress the 'irreplaceability' of ancient woodland and its importance as habitats for wildlife. The Woodland Trust highlights the social role of woodland in the UK and is concerned that all proposed corridor options would have an adverse impact on vegetation.

The Forestry Commission England says that development-led tree felling often drives illegal felling, they ask for this to be considered during the project.

The South Downs National Park Authority discusses potential biodiversity impacts



of the project without specifying individual corridors. In addition to general calls for the protection of the local wildlife and vegetation, they also make more specific requests for the replacement or restoration of affected hedgerows and chalk downland turf. With regards to the hedgerows, the Authority suggests that potential impact could be reduced by utilising gateways or direct drilling.

The Authority says that further detail would be required on how the potential impact on woodlands would be minimised. They call for mitigation and compensation measures including a scheme of replacement planting, to be put in place.

In contrast, one respondent says that protecting the environment should not take priority over social concerns.

Several respondents suggest mitigations or enhancements that could be made to offset the potential impact on nature.

The Woodland Trust and the Forestry Commission England ask for buffer zones of new trees to be planted around affected woodland. Natural England and the Forestry Commission England call for a biodiversity net-gain, while the RSPB would like to see habitat enhancements 'wherever possible'.

The Forestry Commission England requests a Habitats Regulations Assessment which states how many Veteran Trees and hectares of Ancient Woodland would be lost, adding that these alongside all woodland habitats should be recognised as a habitat of principle importance. They also call for the delivery of green infrastructure, referring to Jeskyns as a good example and that local timber be used. The request for green infrastructure is echoed by Natural England who also calls for surveys to establish the level of impact on protected species.

The South Downs National Park Authority says that mitigation and compensation should be consulted on in relation to impacts on the South Downs National Park.

8.6 General comments relating to landscape

Several respondents are generally concerned about landscape and call for the protection of all designated sites.

Natural England says that the principles of the National Planning Policy Framework should be incorporated into the assessment and that the co-operation of the



South Downs National Park and the Surrey Hills Area of Outstanding Natural Beauty should be sought.

The South Downs National Park Authority agrees that as the proposed pipeline would be buried, the potential visual impact would, in theory, be minimum. However, they stress the importance of using sensitive installation and reinstatement methods such as horizontal direct drilling and keeping the width of the installation corridor to the minimum.

They also express concern that tranquillity, a perceptual quality of the landscape, would be affected during the installation and decommissioning phases of the project because of the presence of vehicles and heavy machinery.

One area, however, where the Authority believes landscape scar could be permanent is the pasture and woodland surrounding the proposed pipeline where a 6m wide easement would be required. They ask for further assessment to be considered.

8.7 General comments relating to cultural heritage

A few respondents wish to see cultural conservation prioritised.

Historic England is pleased that the proposed corridors largely avoid designated heritage assets, and they expect that there is enough flexibility within the corridors to further avoid damage. Historic England also points towards its own published Good Practice Advice to guide assessment of the setting to heritage assets.

Regarding archaeological remains, Historic England says that non-designated heritage assets of archaeological interest are of equal significance to scheduled monuments and should be subject to the same policies. They point towards the Historic Environment Records held by County Councils as informative of the potential of archaeological sites.

Surrey County Council suggests a process for a fuller consideration of implications for heritage assets.

The South Downs National Park Authority stresses the archaeological potential of the Park and is concerned that archaeological features would be impacted during the installation process. The Authority asks for a series of archaeological assessments, including a geophysical survey and offers mitigation suggestions.



8.8 General comments relating to water issues

One respondent says that limiting impact on rivers should be a criterion in decision-making.

8.9 General comments relating to soil and geology

Surrey County Council would prefer a corridor is chosen that has minimal impact on restored mineral sites. They insist that sites should be restored back to pre-installation standard or enhanced where possible.

Natural England suggests that the DEFRA Construction Code of Practice for the Sustainable Use of Soil on Development Sites could be used for guidance on how to minimise impact on best and most versatile agricultural land, and advises that a soils management plan is developed. This is also echoed by the South Downs National Park Authority.

Other respondents highlight the presence of sensitive soils such as chalk and sandstone, with some worrying that keeping the existing pipeline in the ground would affect the soil composition.

8.10 General comments relating to social and economic impacts

A common criterion suggested is the avoidance of residential areas, especially densely populated ones. A few respondents comment that it is preferable to go through countryside, or that nature recovers better than people do. A few landowners are keen that private property, particularly their own, is avoided, often in the context of their concerns about diminishing property value.

Minimising traffic is another recurring request with Surrey County Council advising that lesser status roads are crossed first, that the shortest routes across roads are used, and that the pipeline does not travel along roads.

Highways England states a concern for the operation of the Strategic Road Network, namely the potential impact on slow-moving HGVs on the M3, M25 and A30. Related to this, they call for a traffic impact assessment.

Surrey County Council also says that impact on educational facilities should be minimised as much as possible.

The South Downs National Park Authority is concerned about the perceived



impact on rights of way and in addition to calling for their full and timely reinstatement, they also ask for the installation timetable to take into account any major events planned for the National Trail or on other rights of way. The Authority stresses that any closures or diversions need to be properly communicated to the public.

Several respondents say that socio-economic impacts should be given precedence over project's finances, with some suggesting that the social costs have not been adequately considered.

A few respondents suggest that communities, and not just individuals, should be compensated for impacts endured.

8.11 General comments on safety

Surrey County Council insists that impact on emergency services and health care facilities is avoided or, at the least, minimised. They are concerned about ambulance sites and fire stations, as well as Frimley Park Hospital, Royal Surrey County Hospital at Guildford, St Peter's Hospital, Chertsey and Ashford Hospital.

Others are concerned about pipeline leaks, terrorist attacks or general traffic accidents.

In contrast, a few respondents comment that a pipeline is the safest way to transport fuel and the UKPIA points to the thoroughness of planning and maintenance of their members' infrastructure projects.

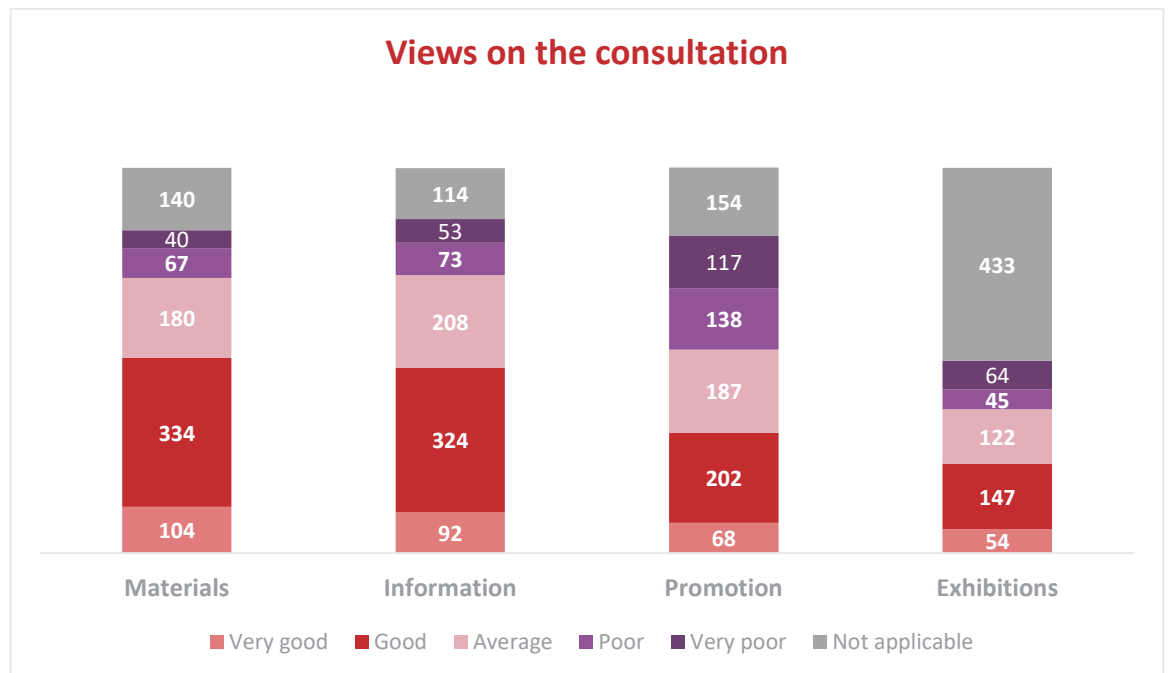
Highways England would like site operators to reduce trips during peak periods to minimise the potential for road accidents, while another respondent suggests using vibration detectors to pick up on any nearby digging.

9 Feedback received on the consultation process

9.1 Overview

In addition to comments on the six corridor options, respondents were also asked to share their views on the consultation process and the results are summarised in Chart 13 below⁹. Views are overall positive with the largest number of criticisms expressed with regards to the promotion of the consultation.

Chart 13: Answers to Questions 8a, b, c and d



9.2 Comments on the consultation process overall

Those who comment positively on the consultation process as a whole say that they are appreciative of the opportunity to have their say or praise the manner in which the consultation has been carried out.

In contrast, several respondents criticise the duration or the format of the consultation, adding that they did not have enough time to study the information or that the online format made it inaccessible to some.

Some respondents are also sceptical whether their feedback will influence the decision-making process and feel that a decision has already been made.

⁹ Respondents who did not respond using the questionnaire were not able to complete this question



9.3 Comments on the exhibitions

Several respondents are pleased with the consultation exhibitions describing them as well presented and helpful. They also praise the project staff for their friendly manner, strong knowledge of the project and overall approachability.

In contrast, some respondents criticise the exhibitions, stating that there were held at inconvenient times, were not informative and staff there were unwilling or unable to answer questions. Some respondents also challenge the choice of venues and express their disappointment that no event was held in central Farnham.

9.4 Comments on information provided

Even though the majority of respondents who answered the closed question were satisfied with the information, many of those who provided further comments felt that the information was insufficient, misleading, at times inconsistent or too technical.

Conversely, a few are pleased with the level of detail provided and make positive comments about the consultation brochure.

9.5 Comments on materials and maps

Many respondents criticise the maps for being unclear, difficult to use or inaccurate. Specific criticisms include place names not being clearly marked, the omission of a housing development north of Farnham and in the case of the interactive map – frequent technical glitches. Some also add that the font used in the materials is difficult to read.

In contrast, a few respondents find the maps useful and easy to navigate.

9.6 Comments on promotion of the consultation

As indicated in Chart 13, the most widely-held concern about the consultation process relates to its promotion. Many respondents say that they were not aware of the consultation, that they were given short notice of events and consultation deadlines, or that they found out about the consultation through friends or by word of mouth.

Conversely, others are pleased with the level of promotion often highlighting the



letter drop as an example of best practice.

9.7 *Other comments*

A few respondents find the project website helpful, while others report technical difficulties. Additionally, some respondents feel that the questionnaire was confusing, as it did not offer them an opportunity to comment on sub-options.

9.8 *Suggestions*

Several respondents request further consultation or communication. Surrey County Council welcomes the inclusive approach taken in this consultation and expects that it will continue as a preferred option is developed.

Respondents request more information on a number of topics:

- more detail on how the installation will be undertaken;
- more detail on the specific route which the pipeline will follow within the route corridors;
- more detail on the next steps in the consultation process;
- more detail on compensation packages or compulsory purchase schemes that might be available to affected landowners;
- more detail on what will happen to the current pipeline;
- more detail on the type of safety procedures and measures that would be put in place before, during and after installation; and
- more detail on the potential environmental impact of the project.



Appendix A: List of participating organisations

Organisations have not been listed if they indicated that their response should be treated as confidential. Some organisations submitted multiple responses, however their name has been included only once.

Name
Alice Holt Community Forum
Alton Town Council
Ashford and St. Peter's Hospitals NHS Foundation Trust
Blackbushe Airport Ltd.
Bramdean & Hinton Ampner Parish Council
Burdenshot Hill Estate Ltd. (BHEL)
Byfleet Primary School
Byfleet, West Byfleet & Pyrford Residents' Association
Caring Homes Healthcare Group Ltd.
Castle Street Residents Association
Chawton Parish Council
Chertsey Meads Management Liaison Group
Chobham Commons Preservation Committee
Chobham Parish Council
Church Crookham Parish Council
Cove Brook Greenway Group
East Hampshire District Council
Eastleigh Borough Council
Farnham Buildings Preservation Trust



Farnham Town Council
Forestry Commission England
Four Marks Parish Council
Frensham Parish Council
Frimley Fuel Allotments
Fullers Road Residents Group
Guildford Borough Council
Hamm Court Ltd.
Hampshire County Council
Hart District Council
Hattingley Valley Ltd & Kings Farm, Lower Wield
Heathrow Airport Ltd.
Highways England
Historic England
Ian Judd and Partners
Ian Judd and Partners LLP
Krishnamurti Foundation Trust Ltd.
Laleham Residents' Association
Linden Ltd., Bloor Homes Ltd. and Bovis Homes Ltd. (the consortium)
Merrist Wood College
Mill Farm Organic
Natural England
Normandy Action Group
Normandy Parish Council



Old Park Lane Residents' Association
Preyshot Estates Ltd.
Pyrford Court Ltd.
Pyrford Green Belt Action Group
Pyrford Neighbourhood Forum
Regal Point
Ripley Parish Council
Royal Society for the Protection of Birds (RSPB)
Runnymede Borough Council
Send Parish Council
Shalden Parish Council
Shrubbs Hill House and Landowners' Association
South Downs National Park Authority
Spelthorne Borough Council
Surrey Archaeological Society
Surrey County Council
Surrey Heath Borough Council
Surrey Hills AONB Board
Surrey Wildlife Trust
Tarmac Trading Ltd
The Bourne Conservation Group
The Chobham Society
The Environment Agency
The Farnham Society Planning Committee



The Georgian Group
The National Trust
The United Kingdom Petroleum Industry Association (UKPIA)
The Woodland Trust
Tvedt Group Ltd
Waltham Group of Ramblers
Waverley Borough Council
West End Parish Council
West Surrey Badger Group
Windlesham Parish Council
Winern Glebe Allotments Society
Woking Borough Council
Worplesdon Parish Council



Appendix B: Coding framework

Theme	Code	Count
Consultation process - C	C - Consultation process - process request	59
Consultation process - C	C - Consultation process - challenge - assessment	6
Consultation process - C	C - Consultation process - challenge - other	25
Consultation process - C	C - Consultation process - decision has already been made/Esso will not listen to people's views	12
Consultation process - C	C - Consultation process - inaccessible	6
Consultation process - C	C - Consultation process - support	18
Consultation process - C	C - Consultation process - time/duration - sufficient	1
Consultation process - C	C - Consultation process - time/duration - too short	32
Consultation process - C	C - Exhibition - location/venue - challenge	17
Consultation process - C	C - Exhibition - timing - challenge	19
Consultation process - C	C - Exhibitions - informative	20
Consultation process - C	C - Exhibitions - staff - helpful/knowledgeable	23
Consultation process - C	C - Exhibitions - staff - unhelpful/inconsiderate/lacking local knowledge	24
Consultation process - C	C - Exhibitions - unhelpful/biased	18
Consultation process - C	C - Information - challenge - inconsistent	4
Consultation process - C	C - Information - challenge - insufficient/misleading	67
Consultation process - C	C - Information - challenge - legibility	3
Consultation process - C	C - Information - support - helpful staff	3
Consultation process - C	C - Information - support - sufficient/useful	9
Consultation process - C	C - Information - too technical/not in plain English/confusing	9
Consultation process - C	C - Materials/maps - challenge - inaccurate/incomplete/out of date	42
Consultation process - C	C - Materials/maps - challenge - unclear/difficult to use	89
Consultation process - C	C - Materials/maps - challenge - unclear/do not work	11
Consultation process - C	C - Materials/maps - support - helpful/easy to follow	8
Consultation process - C	C - More info - compensation/compulsory purchase	7
Consultation process - C	C - More info - cost	1
Consultation process - C	C - More info - current pipeline	4
Consultation process - C	C - More info - environmental impact	2
Consultation process - C	C - More info - installation	10
Consultation process - C	C - More info - next steps	8
Consultation process - C	C - More info - safety	3
Consultation process - C	C - More info - size of pipeline	1
Consultation process - C	C - More info - soils/geology	1
Consultation process - C	C - More info - specific route	8
Consultation process - C	C - More info - traffic impact assessment	1
Consultation process - C	C - Promotion - excellent/helpful	5
Consultation process - C	C - Promotion - insufficient/patchy	134
Consultation process - C	C - Query - installation	1
Consultation process - C	C - Questionnaire - challenge/confusing	7
Consultation process - C	C - Suggestion - information	2
Consultation process - C	C - Suggestion - process	8
Consultation process - C	C - Webform/website - difficult to use/technical glitch	8
Consultation process - C	C - Website - helpful	3



Theme	Code	Count
General - G	G - Concern - Engineering - impact on existing infrastructure (water)	2
General - G	G - Concern - Engineering - impact on planned developments	1
General - G	G - Concern - Engineering - legal obstacles	1
General - G	G - Concern - Engineering - other	3
General - G	G - Concern - Heritage - comments	1
General - G	G - Concern - Installation - depth	2
General - G	G - Concern - Installation - disruption	5
General - G	G - Concern - Landscape - comments	1
General - G	G - Concern - Nature - general environmental impact	4
General - G	G - Concern - Nature - impact on ancient woodland	2
General - G	G - Concern - Project - decision-making unclear	1
General - G	G - Concern - Safety - general concern	5
General - G	G - Concern - Safety - risk from traffic	1
General - G	G - Concern - SOC - densely populated area/proximity to properties	2
General - G	G - Concern - SOC - impact on daily life	1
General - G	G - Concern - SOC - impact on landowner's property	1
General - G	G - Concern - SOC - impact on property (value)	3
General - G	G - Concern - SOC - traffic (impact on congestion)	1
General - G	G - Concern - Soil and Geology - general impact	1
General - G	G - Oppose - Project - disagree with need case	8
General - G	G - Other - Engineering - comments	1
General - G	G - Other - Heritage - comments	1
General - G	G - Other - Nature - comments	1
General - G	G - Other - Safety - comments	2
General - G	G - Suggestion - Alternative - alternative corridor	4
General - G	G - Suggestion - Alternative - rail transport	1
General - G	G - Suggestion - Alternative - route	6
General - G	G - Suggestion - Alternative - use road/rail	1
General - G	G - Suggestion - Engineering - avoid impact on planned developments	1
General - G	G - Suggestion - Engineering - avoid private property/use public land	4
General - G	G - Suggestion - Engineering - consider local opinion	3
General - G	G - Suggestion - Engineering - follow/replace existing pipeline	105
General - G	G - Suggestion - Engineering - minimise disruption	1
General - G	G - Suggestion - Engineering - old pipe	6
General - G	G - Suggestion - Engineering - shorter pipe	1
General - G	G - Suggestion - Engineering - supply other airports	3
General - G	G - Suggestion - Engineering - use existing infrastructure	1
General - G	G - Suggestion - Heritage - comments	3
General - G	G - Suggestion - Heritage - minimise impact	1
General - G	G - Suggestion - Heritage - minimise impact on historic sites	4
General - G	G - Suggestion - Installation - future-proofing	3
General - G	G - Suggestion - Installation - more capacity	1
General - G	G - Suggestion - Installation - other	1
General - G	G - Suggestion - Landscape - consider/mitigate impact	3
General - G	G - Suggestion - Landscape - mitigation	3
General - G	G - Suggestion - Nature - designated areas not priority	1
General - G	G - Suggestion - Nature - minimise environmental impact	19



Theme	Code	Count
General - G	G - Suggestion - Nature - mitigation	8
General - G	G - Suggestion - Project - policy context	2
General - G	G - Suggestion - Safety - avoid disturbing emergency services	1
General - G	G - Suggestion - Safety - general	2
General - G	G - Suggestion - SOC - assessment	1
General - G	G - Suggestion - SOC - avoid impact on business	1
General - G	G - Suggestion - SOC - avoid landowner's property	3
General - G	G - Suggestion - SOC - avoid residential areas	25
General - G	G - Suggestion - SOC - avoid schools/education facilities	1
General - G	G - Suggestion - SOC - compensation comments	12
General - G	G - Suggestion - SOC - consider other factors before cost	8
General - G	G - Suggestion - SOC - minimise disruption	5
General - G	G - Suggestion - SOC - mitigate quality of life impacts	1
General - G	G - Suggestion - SOC - traffic management	4
General - G	G - Suggestion - Soil and Geology - comments	2
General - G	G - Suggestion - Soil and Geology - consider impact	2
General - G	G - Suggestion - Water - comments	1
General - G	G - Suggestion (North options) - Engineering - follow/replace existing pipeline	2
General - G	G - Support - Heritage - avoids historic sites	1
General - G	G - Support - Nature - no concern	1
General - G	G - Support - Other - agree with Code of Construction Practice	3
General - G	G - Support - Other - agree with discounted options	1
General - G	G - Support - Project - agree with need case	30
General - G	G - Support - Safety - no concern	1
Northern Corridor J - NJ	NJ - Benefit - Engineering - follows the existing route/arrangements in place/terrain known	5
Northern Corridor J - NJ	NJ - Benefit - Nature - avoids ancient woodland	1
Northern Corridor J - NJ	NJ - Benefit - Safety - no concern	1
Northern Corridor J - NJ	NJ - Benefit - SOC - avoids properties/residential areas	3
Northern Corridor J - NJ	NJ - Benefit - SOC - less impact on daily life	2
Northern Corridor J - NJ	NJ - Benefit - SOC - less impact on tourism	1
Northern Corridor J - NJ	NJ - Benefit (sub-option Chobham) - Nature - less environmental impact	1
Northern Corridor J - NJ	NJ - Benefit (sub-option Laleham) - Engineering - avoids infrastructure	1
Northern Corridor J - NJ	NJ - Concern - Engineering - impact on existing infrastructure (other)	1
Northern Corridor J - NJ	NJ - Concern - Engineering - impact on planned developments	4
Northern Corridor J - NJ	NJ - Concern - Heritage - impact on listed buildings	2
Northern Corridor J - NJ	NJ - Concern - Installation - disruption	4
Northern Corridor J - NJ	NJ - Concern - Nature - general environmental impact	5
Northern Corridor J - NJ	NJ - Concern - Nature - impact on designated sites	4
Northern Corridor J - NJ	NJ - Concern - Nature - impact on Green Belt/SANG land/green spaces	1
Northern Corridor J - NJ	NJ - Concern - Nature - impact on wildlife/biodiversity	11
Northern Corridor J - NJ	NJ - Concern - Safety - impact on emergency facilities/services	2
Northern Corridor J - NJ	NJ - Concern - Safety - risk from traffic	1
Northern Corridor J - NJ	NJ - Concern - SOC - densely populated area/proximity to properties	2
Northern Corridor J - NJ	NJ - Concern - SOC - impact on business	1
Northern Corridor J - NJ	NJ - Concern - SOC - impact on daily life	1
Northern Corridor J - NJ	NJ - Concern - SOC - impact on landowner's property	5



Theme	Code	Count
Northern Corridor J - NJ	NJ - Concern - SOC - traffic (impact on congestion)	5
Northern Corridor J - NJ	NJ - Concern - SOC - traffic (impact on roads/rail)	3
Northern Corridor J - NJ	NJ - Concern - Soil and Geology - general impact	1
Northern Corridor J - NJ	NJ - Concern - Water - impact on water bodies	1
Northern Corridor J - NJ	NJ - Concern (sub-option Chobham) - Engineering - precedent for future re-routing	2
Northern Corridor J - NJ	NJ - Concern (sub-option Chobham) - Installation - disruption	1
Northern Corridor J - NJ	NJ - Concern (sub-option Chobham) - Nature - impact on designated sites	2
Northern Corridor J - NJ	NJ - Concern (sub-option Chobham) - Nature - impact on wildlife/biodiversity	1
Northern Corridor J - NJ	NJ - Concern (sub-option Chobham) - SOC - impact on landowner's property	4
Northern Corridor J - NJ	NJ - Concern (sub-option Frimley) - Heritage - impact on archaeological sites	1
Northern Corridor J - NJ	NJ - Concern (sub-option Frimley) - Installation - depth	1
Northern Corridor J - NJ	NJ - Concern (sub-option Frimley) - Installation - disruption	1
Northern Corridor J - NJ	NJ - Concern (sub-option Frimley) - Nature - impact on ancient woodland	1
Northern Corridor J - NJ	NJ - Concern (sub-option Frimley) - Nature - impact on designated sites	1
Northern Corridor J - NJ	NJ - Concern (sub-option Frimley) - Nature - impact on wildlife/biodiversity	1
Northern Corridor J - NJ	NJ - Concern (sub-option Frimley) - Safety - impact on emergency facilities/services	1
Northern Corridor J - NJ	NJ - Concern (sub-option Frimley) - Safety - risk from traffic	1
Northern Corridor J - NJ	NJ - Concern (sub-option Frimley) - SOC - densely populated area/proximity to properties	1
Northern Corridor J - NJ	NJ - Concern (sub-option Frimley) - SOC - traffic (impact on congestion)	2
Northern Corridor J - NJ	NJ - Oppose - Engineering - impact on existing infrastructure (energy)	1
Northern Corridor J - NJ	NJ - Oppose - Engineering - impact on existing infrastructure (sewage)	1
Northern Corridor J - NJ	NJ - Oppose - Engineering - impact on planned developments	4
Northern Corridor J - NJ	NJ - Oppose - Engineering - terrain constraints	1
Northern Corridor J - NJ	NJ - Oppose - Engineering - too long/costly	3
Northern Corridor J - NJ	NJ - Oppose - Heritage - impact on historic sites	1
Northern Corridor J - NJ	NJ - Oppose - Heritage - impact on listed buildings	3
Northern Corridor J - NJ	NJ - Oppose - Installation - disruption	9
Northern Corridor J - NJ	NJ - Oppose - Installation - legality/opposition	1
Northern Corridor J - NJ	NJ - Oppose - Landscape - general impact	5
Northern Corridor J - NJ	NJ - Oppose - Nature - general environmental impact	12
Northern Corridor J - NJ	NJ - Oppose - Nature - impact on ancient woodland	5
Northern Corridor J - NJ	NJ - Oppose - Nature - impact on designated sites	12
Northern Corridor J - NJ	NJ - Oppose - Nature - impact on Green Belt/SANG land/green spaces	4
Northern Corridor J - NJ	NJ - Oppose - Nature - impact on wildlife/biodiversity	12
Northern Corridor J - NJ	NJ - Oppose - Other - general	5
Northern Corridor J - NJ	NJ - Oppose - Other - support/prefer other options	2
Northern Corridor J - NJ	NJ - Oppose - Safety - general concern	6
Northern Corridor J - NJ	NJ - Oppose - Safety - impact on emergency facilities/services	8
Northern Corridor J - NJ	NJ - Oppose - Safety - risk from traffic	3
Northern Corridor J - NJ	NJ - Oppose - SOC - close to schools	4
Northern Corridor J - NJ	NJ - Oppose - SOC - densely populated area/proximity to properties	19
Northern Corridor J - NJ	NJ - Oppose - SOC - impact on access to utilities/services	7
Northern Corridor J - NJ	NJ - Oppose - SOC - impact on daily life	10
Northern Corridor J - NJ	NJ - Oppose - SOC - impact on landowner's property	26



Theme	Code	Count
Northern Corridor J - NJ	NJ - Oppose - SOC - impact on local economy/tourism	8
Northern Corridor J - NJ	NJ - Oppose - SOC - impact on property (damage)	3
Northern Corridor J - NJ	NJ - Oppose - SOC - impact on property (value)	10
Northern Corridor J - NJ	NJ - Oppose - SOC - traffic (impact on congestion)	15
Northern Corridor J - NJ	NJ - Oppose - Soil and Geology - general impact	4
Northern Corridor J - NJ	NJ - Oppose - Water - flood risk	5
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Engineering - impact on existing infrastructure	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Engineering - impact on existing infrastructure (energy)	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Engineering - impact on planned developments	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Engineering - too far from current route/affects new areas	14
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Engineering - too long/costly	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Heritage - impact on historic sites	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Heritage - impact on listed buildings	6
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Installation - disruption	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Landscape - general impact	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Nature - general environmental impact	6
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Nature - impact on ancient woodland	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Nature - impact on designated sites	4
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Nature - impact on wildlife/biodiversity	11
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Other - general	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Safety - general concern	5
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Safety - impact on emergency facilities/services	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - SOC - densely populated area/proximity to properties	15
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - SOC - impact on access to utilities/services	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - SOC - impact on daily life	5
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - SOC - impact on landowner's property	14
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - SOC - impact on property (damage)	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - SOC - impact on property (value)	4
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - SOC - traffic (impact on congestion)	4
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Soil and Geology - general impact	3
Northern Corridor J - NJ	NJ - Oppose (sub-option Chobham) - Water - flood risk	3
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Engineering - impact on existing infrastructure (energy)	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Engineering - impact on existing infrastructure (general)	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Engineering - impact on existing infrastructure (sewage)	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Engineering - impact on existing infrastructure (water)	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Engineering - too far from current route/affects new areas	1



Theme	Code	Count
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Heritage - impact on listed buildings	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Installation - disruption	13
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Landscape - general impact	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Nature - general environmental impact	8
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Nature - impact on ancient woodland	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Nature - impact on wildlife/biodiversity	8
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Other - general	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Safety - general concern	5
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Safety - impact on emergency facilities/services	28
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Safety - risk from traffic	10
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - SOC - close to schools	14
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - SOC - densely populated area/proximity to properties	16
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - SOC - impact on business	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - SOC - impact on daily life	4
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - SOC - impact on landowner's property	7
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - SOC - impact on property (value)	3
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - SOC - traffic (impact on congestion)	38
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Water - general impact	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Water - impact on water bodies	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Frimley) - Water - pollution of water	3
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - Engineering - impact on planned developments	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - Engineering - prefer the current route	4
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - Engineering - terrain constraints	4
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - Engineering - too far from current route/affects new areas	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - Installation - disruption	5
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - Landscape	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - Nature - impact on Green Belt/SANG land/green spaces	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - Safety	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - Safety - general concern	3
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - SOC - close to schools	4



Theme	Code	Count
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - SOC - densely populated area/proximity to properties	8
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - SOC - impact on business	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - SOC - impact on landowner's property	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - SOC - impact on property (value)	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - SOC - traffic (impact on congestion)	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - Soil and Geology - general impact	2
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - Water - flood risk	1
Northern Corridor J - NJ	NJ - Oppose (sub-option Laleham) - Water - impact on water bodies	1
Northern Corridor J - NJ	NJ - Suggestion - Engineering - alternative route	28
Northern Corridor J - NJ	NJ - Suggestion - Engineering - follow the existing route	33
Northern Corridor J - NJ	NJ - Suggestion - Engineering - replace within the existing corridor	8
Northern Corridor J - NJ	NJ - Suggestion - Installation - comments	3
Northern Corridor J - NJ	NJ - Suggestion - Nature - consider impact/further studies	1
Northern Corridor J - NJ	NJ - Suggestion - Nature - reduce environmental impact	11
Northern Corridor J - NJ	NJ - Suggestion - Other - other comments	2
Northern Corridor J - NJ	NJ - Suggestion - Other - supply Farnborough Airport	4
Northern Corridor J - NJ	NJ - Suggestion - SOC - compensation comments	2
Northern Corridor J - NJ	NJ - Suggestion - SOC - congestion	2
Northern Corridor J - NJ	NJ - Suggestion (sub-option Laleham) - Engineering - impact on planned developments	1
Northern Corridor J - NJ	NJ - Support - Engineering - avoids existing infrastructure	1
Northern Corridor J - NJ	NJ - Support - Engineering - avoids planned developments	1
Northern Corridor J - NJ	NJ - Support - Engineering - cost not an issue	1
Northern Corridor J - NJ	NJ - Support - Engineering - follows the existing route/arrangements in place/terrain known	276
Northern Corridor J - NJ	NJ - Support - Engineering - general	2
Northern Corridor J - NJ	NJ - Support - Engineering - shorter/lower cost	60
Northern Corridor J - NJ	NJ - Support - Heritage - avoids historic sites	28
Northern Corridor J - NJ	NJ - Support - Heritage - impact on archaeological sites	4
Northern Corridor J - NJ	NJ - Support - Installation - less disruption	106
Northern Corridor J - NJ	NJ - Support - Landscape - minimises impact	15
Northern Corridor J - NJ	NJ - Support - Nature - avoids ancient woodland	5
Northern Corridor J - NJ	NJ - Support - Nature - avoids designated sites	5
Northern Corridor J - NJ	NJ - Support - Nature - less environmental impact	69
Northern Corridor J - NJ	NJ - Support - Nature - less impact on wildlife/biodiversity	2



Theme	Code	Count
Northern Corridor J - NJ	NJ - Support - Other - general	12
Northern Corridor J - NJ	NJ - Support - Safety - no concern	1
Northern Corridor J - NJ	NJ - Support - SOC - avoids properties/residential areas	44
Northern Corridor J - NJ	NJ - Support - SOC - good for business	10
Northern Corridor J - NJ	NJ - Support - SOC - less impact on daily life	15
Northern Corridor J - NJ	NJ - Support - SOC - less impact on landowner's property	3
Northern Corridor J - NJ	NJ - Support - SOC - less impact on traffic/congestion	2
Northern Corridor J - NJ	NJ - Support - SOC - less traffic/congestion impact	11
Northern Corridor J - NJ	NJ - Support - Soil and Geology - no concern	1
Northern Corridor J - NJ	NJ - Support - Water - avoids impact on rivers	5
Northern Corridor J - NJ	NJ - Support - Water - no flooding concern	17
Northern Corridor J - NJ	NJ - Support (sub-option Chobham) - Nature - less impact on designated sites	4
Northern Corridor J - NJ	NJ - Support (sub-option Chobham) - Soil and Geology	1
Northern Corridor J - NJ	NJ - Support (sub-option Frimley) - Nature - less impact on designated sites	1
Northern Corridor J - NJ	NJ - Support- Other - general	32
Northern Corridor M - NM	NM - Benefit - Engineering - avoids existing infrastructure	1
Northern Corridor M - NM	NM - Benefit - Nature - avoids ancient woodland	1
Northern Corridor M - NM	NM - Benefit - SOC - less impact on tourism	1
Northern Corridor M - NM	NM - Concern - Engineering - impact on existing infrastructure (sewage)	1
Northern Corridor M - NM	NM - Concern - Engineering - impact on planned developments	3
Northern Corridor M - NM	NM - Concern - Engineering - too long/costly	1
Northern Corridor M - NM	NM - Concern - Installation - disruption	3
Northern Corridor M - NM	NM - Concern - Landscape - general impact	1
Northern Corridor M - NM	NM - Concern - Nature - general environmental impact	1
Northern Corridor M - NM	NM - Concern - Nature - impact on designated sites	2
Northern Corridor M - NM	NM - Concern - Nature - impact on wildlife/biodiversity	1
Northern Corridor M - NM	NM - Concern - SOC - disruption	1
Northern Corridor M - NM	NM - Concern - SOC - impact on daily life	2
Northern Corridor M - NM	NM - Concern - SOC - impact on landowner's property	2
Northern Corridor M - NM	NM - Concern - SOC - traffic (impact on congestion)	1
Northern Corridor M - NM	NM - Concern - Soil and Geology - general impact	2
Northern Corridor M - NM	NM - Concern - Water - flood risk	2
Northern Corridor M - NM	NM - Concern - Water - pollution of water	1
Northern Corridor M - NM	NM - Oppose - Engineering - hinders future development	2
Northern Corridor M - NM	NM - Oppose - Engineering - impact on existing infrastructure (energy)	44
Northern Corridor M - NM	NM - Oppose - Engineering - impact on existing infrastructure (general)	24
Northern Corridor M - NM	NM - Oppose - Engineering - impact on existing infrastructure (sewage)	18



Theme	Code	Count
Northern Corridor M - NM	NM - Oppose - Engineering - impact on existing infrastructure (water)	47
Northern Corridor M - NM	NM - Oppose - Engineering - impact on planned developments	114
Northern Corridor M - NM	NM - Oppose - Engineering - more admin/legal issues	33
Northern Corridor M - NM	NM - Oppose - Engineering - terrain constraints	46
Northern Corridor M - NM	NM - Oppose - Engineering - too far from current route/affects new areas	41
Northern Corridor M - NM	NM - Oppose - Engineering - too long/costly	31
Northern Corridor M - NM	NM - Oppose - Heritage - general impact	30
Northern Corridor M - NM	NM - Oppose - Heritage - impact on archaeological sites	53
Northern Corridor M - NM	NM - Oppose - Heritage - impact on historic sites	179
Northern Corridor M - NM	NM - Oppose - Heritage - impact on listed buildings	27
Northern Corridor M - NM	NM - Oppose - Installation - complexity	2
Northern Corridor M - NM	NM - Oppose - Installation - depth	1
Northern Corridor M - NM	NM - Oppose - Installation - disruption	102
Northern Corridor M - NM	NM - Oppose - Installation - legality/opposition	8
Northern Corridor M - NM	NM - Oppose - Landscape - general impact	46
Northern Corridor M - NM	NM - Oppose - Nature - general environmental impact	58
Northern Corridor M - NM	NM - Oppose - Nature - impact on ancient woodland	43
Northern Corridor M - NM	NM - Oppose - Nature - impact on designated sites	41
Northern Corridor M - NM	NM - Oppose - Nature - impact on Green Belt/SANG land/green spaces	33
Northern Corridor M - NM	NM - Oppose - Nature - impact on wildlife/biodiversity	61
Northern Corridor M - NM	NM - Oppose - Other - general	40
Northern Corridor M - NM	NM - Oppose - Safety - general concern	47
Northern Corridor M - NM	NM - Oppose - Safety - impact on emergency facilities/services	3
Northern Corridor M - NM	NM - Oppose - Safety - risk from traffic	7
Northern Corridor M - NM	NM - Oppose - SOC - close to schools	6
Northern Corridor M - NM	NM - Oppose - SOC - densely populated area/proximity to properties	124
Northern Corridor M - NM	NM - Oppose - SOC - impact on business	85
Northern Corridor M - NM	NM - Oppose - SOC - impact on daily life	82
Northern Corridor M - NM	NM - Oppose - SOC - impact on landowner's property	51
Northern Corridor M - NM	NM - Oppose - SOC - impact on livestock/agriculture	2
Northern Corridor M - NM	NM - Oppose - SOC - impact on property (damage)	10
Northern Corridor M - NM	NM - Oppose - SOC - impact on property (value)	38
Northern Corridor M - NM	NM - Oppose - SOC - traffic (impact on congestion)	181
Northern Corridor M - NM	NM - Oppose - SOC - traffic (impact on roads/rail)	1
Northern Corridor M - NM	NM - Oppose - Soil and Geology - general impact	24
Northern Corridor M - NM	NM - Oppose - Water - flood risk	69
Northern Corridor M - NM	NM - Oppose - Water - general impact	1
Northern Corridor M - NM	NM - Oppose - Water - impact on water bodies	25
Northern Corridor M - NM	NM - Oppose - Water - pollution of water	13
Northern Corridor M - NM	NM - Suggestion - Alternative - alternative route	7
Northern Corridor M - NM	NM - Suggestion - Heritage - mitigation	1



Theme	Code	Count
Northern Corridor M - NM	NM - Suggestion - Installation - comments	2
Northern Corridor M - NM	NM - Suggestion - Nature - reduce environmental impact	1
Northern Corridor M - NM	NM - Suggestion - SOC - compensation comments	1
Northern Corridor M - NM	NM - Support - Engineering - avoids existing infrastructure	1
Northern Corridor M - NM	NM - Support - Engineering - more direct route	1
Northern Corridor M - NM	NM - Support - Engineering - more future proof	1
Northern Corridor M - NM	NM - Support - Installation - less disruption	3
Northern Corridor M - NM	NM - Support - Landscape - minimises impact	1
Northern Corridor M - NM	NM - Support - Nature - avoids designated sites	7
Northern Corridor M - NM	NM - Support - Nature - less environmental impact	5
Northern Corridor M - NM	NM - Support - Other - general	1
Northern Corridor M - NM	NM - Support - Safety - no concern	2
Northern Corridor M - NM	NM - Support - SOC - avoids properties/residential areas	12
Northern Corridor M - NM	NM - Support - SOC - less impact on daily life	2
Northern Corridor M - NM	NM - Support - SOC - less impact on landowner's property	1
Northern Corridor M - NM	NM - Support - SOC - less traffic/congestion impact	1
Northern Corridor M - NM	NM - Support - SOC - retains link with Farnborough Airport	1
Northern Corridor Q - NQ	NQ - Benefit - Engineering - avoids existing infrastructure	1
Northern Corridor Q - NQ	NQ - Benefit - Engineering - follows the existing route/arrangements in place/terrain known	1
Northern Corridor Q - NQ	NQ - Benefit - Installation - less disruption	2
Northern Corridor Q - NQ	NQ - Benefit - Nature - less environmental impact	1
Northern Corridor Q - NQ	NQ - Benefit - Safety - no concern	1
Northern Corridor Q - NQ	NQ - Benefit - SOC - avoids properties/residential areas	8
Northern Corridor Q - NQ	NQ - Benefit - SOC - less impact on landowner's property	1
Northern Corridor Q - NQ	NQ - Concern - Engineering - impact on existing infrastructure (sewage)	1
Northern Corridor Q - NQ	NQ - Concern - Engineering - impact on planned developments	1
Northern Corridor Q - NQ	NQ - Concern - Engineering - more admin/legal issues	1
Northern Corridor Q - NQ	NQ - Concern - Engineering - terrain constraints	1
Northern Corridor Q - NQ	NQ - Concern - Engineering - too far from current route/affects new areas	1
Northern Corridor Q - NQ	NQ - Concern - Engineering - too long/costly	2
Northern Corridor Q - NQ	NQ - Concern - Heritage - impact on archaeological sites	1
Northern Corridor Q - NQ	NQ - Concern - Heritage - impact on historic sites	1
Northern Corridor Q - NQ	NQ - Concern - Installation - disruption	3
Northern Corridor Q - NQ	NQ - Concern - Landscape - general impact	2
Northern Corridor Q - NQ	NQ - Concern - Landscape - impact on South Downs National Park	1
Northern Corridor Q - NQ	NQ - Concern - Nature - general environmental impact	5



Theme	Code	Count
Northern Corridor Q - NQ	NQ - Concern - Nature - impact on ancient woodland	2
Northern Corridor Q - NQ	NQ - Concern - Nature - impact on designated sites	1
Northern Corridor Q - NQ	NQ - Concern - SOC - close to schools	1
Northern Corridor Q - NQ	NQ - Concern - SOC - densely populated area/proximity to properties	2
Northern Corridor Q - NQ	NQ - Concern - SOC - traffic (impact on congestion)	2
Northern Corridor Q - NQ	NQ - Concern - Soil and Geology - general impact	1
Northern Corridor Q - NQ	NQ - Concern - Water - flood risk	1
Northern Corridor Q - NQ	NQ - Concern - Water - general impact	2
Northern Corridor Q - NQ	NQ - Oppose - Engineering - impact on existing infrastructure (energy)	21
Northern Corridor Q - NQ	NQ - Oppose - Engineering - impact on existing infrastructure (Gatwick pipeline)	1
Northern Corridor Q - NQ	NQ - Oppose - Engineering - impact on existing infrastructure (general)	10
Northern Corridor Q - NQ	NQ - Oppose - Engineering - impact on existing infrastructure (sewage)	10
Northern Corridor Q - NQ	NQ - Oppose - Engineering - impact on existing infrastructure (water)	34
Northern Corridor Q - NQ	NQ - Oppose - Engineering - impact on planned developments	45
Northern Corridor Q - NQ	NQ - Oppose - Engineering - more admin/legal issues	5
Northern Corridor Q - NQ	NQ - Oppose - Engineering - terrain constraints	22
Northern Corridor Q - NQ	NQ - Oppose - Engineering - too far from current route/affects new areas	43
Northern Corridor Q - NQ	NQ - Oppose - Engineering - too long/costly	28
Northern Corridor Q - NQ	NQ - Oppose - Heritage - general impact	37
Northern Corridor Q - NQ	NQ - Oppose - Heritage - impact on archaeological sites	33
Northern Corridor Q - NQ	NQ - Oppose - Heritage - impact on historic sites	59
Northern Corridor Q - NQ	NQ - Oppose - Heritage - impact on listed buildings	28
Northern Corridor Q - NQ	NQ - Oppose - Installation - complexity	1
Northern Corridor Q - NQ	NQ - Oppose - Installation - depth	1
Northern Corridor Q - NQ	NQ - Oppose - Installation - disruption	67
Northern Corridor Q - NQ	NQ - Oppose - Installation - legality/opposition	1
Northern Corridor Q - NQ	NQ - Oppose - Landscape - general impact	38
Northern Corridor Q - NQ	NQ - Oppose - Nature - general environmental impact	62
Northern Corridor Q - NQ	NQ - Oppose - Nature - impact on ancient woodland	70
Northern Corridor Q - NQ	NQ - Oppose - Nature - impact on designated sites	76
Northern Corridor Q - NQ	NQ - Oppose - Nature - impact on Green Belt/SANG land/green spaces	21
Northern Corridor Q - NQ	NQ - Oppose - Nature - impact on wildlife/biodiversity	78
Northern Corridor Q - NQ	NQ - Oppose - Other - general	34
Northern Corridor Q - NQ	NQ - Oppose - Safety - general concern	22
Northern Corridor Q - NQ	NQ - Oppose - Safety - risk from traffic	6
Northern Corridor Q - NQ	NQ - Oppose - SOC - close to schools	7
Northern Corridor Q - NQ	NQ - Oppose - SOC - densely populated area/proximity to properties	46



Theme	Code	Count
Northern Corridor Q - NQ	NQ - Oppose - SOC - impact on business	24
Northern Corridor Q - NQ	NQ - Oppose - SOC - impact on daily life	53
Northern Corridor Q - NQ	NQ - Oppose - SOC - impact on landowner's property	34
Northern Corridor Q - NQ	NQ - Oppose - SOC - impact on livestock/agriculture	6
Northern Corridor Q - NQ	NQ - Oppose - SOC - impact on local economy/tourism	1
Northern Corridor Q - NQ	NQ - Oppose - SOC - impact on property (damage)	9
Northern Corridor Q - NQ	NQ - Oppose - SOC - impact on property (value)	21
Northern Corridor Q - NQ	NQ - Oppose - SOC - traffic (impact on congestion)	65
Northern Corridor Q - NQ	NQ - Oppose - SOC - traffic (impact on roads/rail)	15
Northern Corridor Q - NQ	NQ - Oppose - Soil and Geology - general impact	26
Northern Corridor Q - NQ	NQ - Oppose - Water - flood risk	59
Northern Corridor Q - NQ	NQ - Oppose - Water - general impact	2
Northern Corridor Q - NQ	NQ - Oppose - Water - impact on water bodies	36
Northern Corridor Q - NQ	NQ - Oppose - Water - pollution of water	9
Northern Corridor Q - NQ	NQ - Suggestion - Alternative - alternative route	8
Northern Corridor Q - NQ	NQ - Suggestion - Heritage - minimise impact on historic sites	1
Northern Corridor Q - NQ	NQ - Suggestion - Installation - minimise disruption	2
Northern Corridor Q - NQ	NQ - Suggestion - Nature - minimise environmental impact	3
Northern Corridor Q - NQ	NQ - Suggestion - SOC - compensation comments	1
Northern Corridor Q - NQ	NQ - Suggestion - SOC - minimise disruption	2
Northern Corridor Q - NQ	NQ - Support - Engineering - follows route of another ESSO pipeline	3
Northern Corridor Q - NQ	NQ - Support - Heritage - avoids historic sites	2
Northern Corridor Q - NQ	NQ - Support - Installation - less disruption	5
Northern Corridor Q - NQ	NQ - Support - Landscape - minimises impact	2
Northern Corridor Q - NQ	NQ - Support - Nature - avoids designated sites	4
Northern Corridor Q - NQ	NQ - Support - Nature - less environmental impact	3
Northern Corridor Q - NQ	NQ - Support - Other - general	3
Northern Corridor Q - NQ	NQ - Support - Other - prefer to Route J	1
Northern Corridor Q - NQ	NQ - Support - Other - prefer to Route M	1
Northern Corridor Q - NQ	NQ - Support - Safety - doesn't inhibit access to emergency services	1
Northern Corridor Q - NQ	NQ - Support - Safety - no concern	1
Northern Corridor Q - NQ	NQ - Support - SOC - avoids properties/residential areas	28
Northern Corridor Q - NQ	NQ - Support - SOC - less impact on business	1
Northern Corridor Q - NQ	NQ - Support - SOC - less impact on daily life	2
Northern Corridor Q - NQ	NQ - Support - SOC - less impact on traffic/congestion	2
Northern Corridor Q - NQ	NQ - Support - SOC - retains link with Farnborough Airport	1
Southern Corridor D - SD	SD - Benefit - Heritage - avoids archaeological sites	1
Southern Corridor D - SD	SD - Benefit - Heritage - avoids listed buildings	1
Southern Corridor D - SD	SD - Benefit - Installation - less disruption	1
Southern Corridor D - SD	SD - Benefit - Nature - avoids designated sites	1
Southern Corridor D - SD	SD - Benefit - Nature - less impact on Green Belt/SANG land/green spaces	1



Theme	Code	Count
Southern Corridor D - SD	SD - Benefit - SOC - less impact on tourism	1
Southern Corridor D - SD	SD - Concern - Engineering - hinders future development	1
Southern Corridor D - SD	SD - Concern - Engineering - impact on planned developments	2
Southern Corridor D - SD	SD - Concern - Engineering - too far from current route/affects new areas	1
Southern Corridor D - SD	SD - Concern - Heritage - impact on archaeological sites	2
Southern Corridor D - SD	SD - Concern - Heritage - impact on historic sites	1
Southern Corridor D - SD	SD - Concern - Heritage - impact on listed buildings	1
Southern Corridor D - SD	SD - Concern - Landscape - general impact	1
Southern Corridor D - SD	SD - Concern - Landscape - impact on South Downs National Park	1
Southern Corridor D - SD	SD - Concern - Nature - impact on ancient woodland	1
Southern Corridor D - SD	SD - Concern - Nature - impact on wildlife/biodiversity	1
Southern Corridor D - SD	SD - Concern - SOC - traffic (impact on congestion)	1
Southern Corridor D - SD	SD - Concern - Soil and Geology - general impact	1
Southern Corridor D - SD	SD - Concern- Water - impact on water bodies	1
Southern Corridor D - SD	SD - Oppose - Engineering - impact on existing infrastructure (water)	2
Southern Corridor D - SD	SD - Oppose - Engineering - impact on planned developments	2
Southern Corridor D - SD	SD - Oppose - Engineering - terrain constraints	4
Southern Corridor D - SD	SD - Oppose - Engineering - too far from current route/affects new areas	6
Southern Corridor D - SD	SD - Oppose - Engineering - too long/costly	5
Southern Corridor D - SD	SD - Oppose - Heritage - impact on archaeological sites	2
Southern Corridor D - SD	SD - Oppose - Heritage - impact on historic sites	2
Southern Corridor D - SD	SD - Oppose - Heritage - impact on listed buildings	1
Southern Corridor D - SD	SD - Oppose - Installation - disruption	3
Southern Corridor D - SD	SD - Oppose - Landscape - general impact	4
Southern Corridor D - SD	SD - Oppose - Nature - general environmental impact	1
Southern Corridor D - SD	SD - Oppose - Nature - impact on ancient woodland	1
Southern Corridor D - SD	SD - Oppose - Nature - impact on wildlife/biodiversity	3
Southern Corridor D - SD	SD - Oppose - Other - support/prefer other options	2
Southern Corridor D - SD	SD - Oppose - Safety - other	2
Southern Corridor D - SD	SD - Oppose - Safety - risk from traffic	1
Southern Corridor D - SD	SD - Oppose - SOC - close to schools	1
Southern Corridor D - SD	SD - Oppose - SOC - impact on business	4
Southern Corridor D - SD	SD - Oppose - SOC - impact on daily life	4
Southern Corridor D - SD	SD - Oppose - SOC - impact on landowner's property	11
Southern Corridor D - SD	SD - Oppose - SOC - impact on property (value)	1
Southern Corridor D - SD	SD - Oppose - SOC - traffic (impact on congestion)	1
Southern Corridor D - SD	SD - Oppose - SOC - traffic (impact on roads/rail)	1
Southern Corridor D - SD	SD - Oppose - Soil and Geology - general impact	1
Southern Corridor D - SD	SD - Oppose - Water - impact on water protection zones/pumping station	5



Theme	Code	Count
Southern Corridor D - SD	SD - Suggestion - Landscape - minimise impact on South Downs National Park	1
Southern Corridor D - SD	SD - Suggestion - Alternative - alternative route	1
Southern Corridor D - SD	SD - Suggestion - Engineering - alternative route	1
Southern Corridor D - SD	SD - Suggestion - Engineering - follow the existing route	5
Southern Corridor D - SD	SD - Suggestion - Landscape - minimise impact on South Downs National Park	1
Southern Corridor D - SD	SD - Suggestion - Nature - minimise environmental impact	2
Southern Corridor D - SD	SD - Suggestion - SOC - avoid residential areas	1
Southern Corridor D - SD	SD - Suggestion - SOC - mitigate traffic impacts	1
Southern Corridor D - SD	SD - Support - Engineering - avoids planned developments	1
Southern Corridor D - SD	SD - Support - Engineering - follows the existing route/arrangements in place/terrain known	5
Southern Corridor D - SD	SD - Support - Installation - less disruption	1
Southern Corridor D - SD	SD - Support - Landscape - less impact on South Downs National Park	2
Southern Corridor D - SD	SD - Support - Landscape - minimises impact	1
Southern Corridor D - SD	SD - Support - Nature - avoids ancient woodland	3
Southern Corridor D - SD	SD - Support - Nature - less environmental impact	1
Southern Corridor D - SD	SD - Support - Nature - less impact on wildlife/biodiversity	1
Southern Corridor D - SD	SD - Support - SOC - avoids properties/residential areas	1
Southern Corridor F - SF	SF - Benefit - Engineering - follows the existing route/arrangements in place/terrain known	1
Southern Corridor F - SF	SF - Benefit - Heritage - avoids archaeological sites	1
Southern Corridor F - SF	SF - Benefit - Heritage - avoids listed buildings	1
Southern Corridor F - SF	SF - Benefit - Installation - less disruption	1
Southern Corridor F - SF	SF - Benefit - Nature - avoids designated sites	1
Southern Corridor F - SF	SF - Benefit - Nature - less impact on Green Belt/SANG land/green spaces	1
Southern Corridor F - SF	SF - Benefit - SOC - less impact on tourism	1
Southern Corridor F - SF	SF - Concern - Engineering - hinders future development	1
Southern Corridor F - SF	SF - Concern - Engineering - impact on planned developments	2
Southern Corridor F - SF	SF - Concern - Heritage - impact on archaeological sites	2
Southern Corridor F - SF	SF - Concern - Heritage - impact on historic sites	2
Southern Corridor F - SF	SF - Concern - Heritage - impact on listed buildings	1
Southern Corridor F - SF	SF - Concern - Landscape - general impact	1
Southern Corridor F - SF	SF - Concern - Landscape - impact on South Downs National Park	1
Southern Corridor F - SF	SF - Concern - Nature - impact on ancient woodland	1
Southern Corridor F - SF	SF - Concern - Nature - impact on wildlife/biodiversity	2
Southern Corridor F - SF	SF - Concern - SOC - traffic (impact on congestion)	1
Southern Corridor F - SF	SF - Concern - SOC - traffic (impact on roads/rail)	1



Theme	Code	Count
Southern Corridor F - SF	SF - Concern - Soil and Geology - general impact	1
Southern Corridor F - SF	SF - Concern - Water - impact on water bodies	1
Southern Corridor F - SF	SF - Oppose - Engineering - impact on planned developments	8
Southern Corridor F - SF	SF - Oppose - Engineering - terrain constraints	1
Southern Corridor F - SF	SF - Oppose - Engineering - too far from current route/affects new areas	4
Southern Corridor F - SF	SF - Oppose - Heritage - impact on historic sites	2
Southern Corridor F - SF	SF - Oppose - Heritage - impact on listed buildings	1
Southern Corridor F - SF	SF - Oppose - Installation - disruption	4
Southern Corridor F - SF	SF - Oppose - Landscape - general impact	2
Southern Corridor F - SF	SF - Oppose - Nature - general environmental impact	1
Southern Corridor F - SF	SF - Oppose - Nature - impact on ancient woodland	3
Southern Corridor F - SF	SF - Oppose - Nature - impact on wildlife/biodiversity	4
Southern Corridor F - SF	SF - Oppose - Other - support/prefer other options	1
Southern Corridor F - SF	SF - Oppose - Safety - general concern	1
Southern Corridor F - SF	SF - Oppose - Safety - risk from traffic	1
Southern Corridor F - SF	SF - Oppose - SOC - densely populated area/proximity to properties	7
Southern Corridor F - SF	SF - Oppose - SOC - impact on daily life	2
Southern Corridor F - SF	SF - Oppose - SOC - impact on landowner's property	3
Southern Corridor F - SF	SF - Oppose - SOC - impact on livestock/agriculture	4
Southern Corridor F - SF	SF - Oppose - SOC - impact on local economy/tourism	3
Southern Corridor F - SF	SF - Oppose - SOC - impact on property (value)	1
Southern Corridor F - SF	SF - Oppose - SOC - traffic (impact on roads/rail)	2
Southern Corridor F - SF	SF - Oppose - Water - flood risk	1
Southern Corridor F - SF	SF - Oppose - Water - impact on water protection zones/pumping station	1
Southern Corridor F - SF	SF - Suggestion - Alternative - alternative route	1
Southern Corridor F - SF	SF - Suggestion - Engineering - follow the existing route	4
Southern Corridor F - SF	SF - Suggestion - Landscape - minimise impact on South Downs National Park	3
Southern Corridor F - SF	SF - Suggestion - Nature - minimise environmental impact	2
Southern Corridor F - SF	SF - Suggestion - SOC - mitigate traffic impacts	1
Southern Corridor F - SF	SF - Support - Engineering - follows the existing route/arrangements in place/terrain known	5
Southern Corridor F - SF	SF - Support - Engineering - shorter/lower cost	1
Southern Corridor F - SF	SF - Support - Landscape - less impact on South Downs National Park	2
Southern Corridor F - SF	SF - Support - Nature - avoids ancient woodland	1
Southern Corridor F - SF	SF - Support - Nature - avoids designated sites	1
Southern Corridor F - SF	SF - Support - Nature - less impact on wildlife/biodiversity	1
Southern Corridor F - SF	SF - Support - SOC - avoids properties/residential areas	1
Southern Corridor F - SF	SF - Support - Water - avoids water protection zones	1
Southern Corridor F - SF	SF - Support with caveats	1



Theme	Code	Count
Southern Corridor G - SG	SG - Benefit - Heritage - avoids archaeological sites	1
Southern Corridor G - SG	SG - Benefit - Installation - less disruption	1
Southern Corridor G - SG	SG - Benefit - Landscape - less impact on South Downs National Park	1
Southern Corridor G - SG	SG - Benefit - Nature - avoids designated sites	1
Southern Corridor G - SG	SG - Benefit - Nature - less impact on Green Belt/SANG land/green spaces	1
Southern Corridor G - SG	SG - Benefit - SOC - avoids properties/residential areas	1
Southern Corridor G - SG	SG - Concern - Engineering - impact on planned developments	2
Southern Corridor G - SG	SG - Concern - Engineering - terrain constraints	1
Southern Corridor G - SG	SG - Concern - Heritage - impact on archaeological sites	2
Southern Corridor G - SG	SG - Concern - Heritage - impact on historic sites	1
Southern Corridor G - SG	SG - Concern - Heritage - impact on listed buildings	1
Southern Corridor G - SG	SG - Concern - Installation - disruption	1
Southern Corridor G - SG	SG - Concern - Landscape - general impact	1
Southern Corridor G - SG	SG - Concern - Landscape - impact on South Downs National Park	2
Southern Corridor G - SG	SG - Concern - Nature - general environmental impact	1
Southern Corridor G - SG	SG - Concern - Nature - impact on ancient woodland	1
Southern Corridor G - SG	SG - Concern - Nature - impact on wildlife/biodiversity	3
Southern Corridor G - SG	SG - Concern - Other - general	1
Southern Corridor G - SG	SG - Concern - Safety - risk from traffic	1
Southern Corridor G - SG	SG - Concern - SOC - impact on daily life	1
Southern Corridor G - SG	SG - Concern - SOC - traffic (impact on congestion)	2
Southern Corridor G - SG	SG - Concern - Soil and Geology - general impact	1
Southern Corridor G - SG	SG - Concern - Water - impact on water bodies	2
Southern Corridor G - SG	SG - Oppose - Engineering - impact on existing infrastructure (other)	4
Southern Corridor G - SG	SG - Oppose - Engineering - impact on existing infrastructure (sewage)	4
Southern Corridor G - SG	SG - Oppose - Engineering - impact on planned developments	3
Southern Corridor G - SG	SG - Oppose - Engineering - terrain constraints	4
Southern Corridor G - SG	SG - Oppose - Heritage - impact on historic sites	1
Southern Corridor G - SG	SG - Oppose - Heritage - impact on listed buildings	1
Southern Corridor G - SG	SG - Oppose - Landscape - impact on South Downs National Park	2
Southern Corridor G - SG	SG - Oppose - Nature - general environmental impact	1
Southern Corridor G - SG	SG - Oppose - Nature - impact on ancient woodland	4
Southern Corridor G - SG	SG - Oppose - Nature - impact on designated sites	1
Southern Corridor G - SG	SG - Oppose - Nature - impact on wildlife/biodiversity	4
Southern Corridor G - SG	SG - Oppose - Safety - risk from traffic	4
Southern Corridor G - SG	SG - Oppose - SOC - impact on community facilities (golf club)	2
Southern Corridor G - SG	SG - Oppose - SOC - impact on landowner's property	4
Southern Corridor G - SG	SG - Oppose - SOC - impact on livestock/agriculture	1
Southern Corridor G - SG	SG - Oppose - SOC - traffic (impact on public transport)	4



Theme	Code	Count
Southern Corridor G - SG	SG - Oppose - SOC - traffic (impact on roads/rail)	4
Southern Corridor G - SG	SG - Oppose - Soil and Geology - general impact	1
Southern Corridor G - SG	SG - Suggestion - Alternative - alternative route	1
Southern Corridor G - SG	SG - Suggestion - Engineering - follow the existing route	3
Southern Corridor G - SG	SG - Suggestion - Engineering - follow the existing route	1
Southern Corridor G - SG	SG - Suggestion - Engineering - infrastructure	1
Southern Corridor G - SG	SG - Suggestion - Engineering - route	3
Southern Corridor G - SG	SG - Suggestion - Heritage - avoid listed buildings	1
Southern Corridor G - SG	SG - Suggestion - Landscape - minimise impact on South Downs National Park	1
Southern Corridor G - SG	SG - Suggestion - Landscape - South Downs National Park not priority	1
Southern Corridor G - SG	SG - Suggestion - Nature - consider impact/further studies	1
Southern Corridor G - SG	SG - Suggestion - Nature - minimise environmental impact	6
Southern Corridor G - SG	SG - Suggestion - SOC - compensation comments	1
Southern Corridor G - SG	SG - Suggestion - SOC - mitigate traffic impacts	1
Southern Corridor G - SG	SG - Suggestion - SOC - planned development	1
Southern Corridor G - SG	SG - Support - Engineering - follows the existing route/arrangements in place/terrain known	64
Southern Corridor G - SG	SG - Support - Engineering - shorter/lower cost	13
Southern Corridor G - SG	SG - Support - Heritage - avoids archaeological sites	1
Southern Corridor G - SG	SG - Support - Heritage - avoids historic sites	4
Southern Corridor G - SG	SG - Support - Installation - less disruption	9
Southern Corridor G - SG	SG - Support - Nature - avoids ancient woodland	4
Southern Corridor G - SG	SG - Support - Nature - less environmental impact	4
Southern Corridor G - SG	SG - Support - Nature - less impact on wildlife/biodiversity	3
Southern Corridor G - SG	SG - Support - Other - general	6
Southern Corridor G - SG	SG - Support - SOC - avoids properties/residential areas	8
Southern Corridor G - SG	SG - Support - SOC - less impact on daily life	2
Southern Corridor G - SG	SG - Support - SOC - less traffic/congestion impact	2
Southern Corridor G - SG	SG - Support - Water - no concern	3



TRAVERSE





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Appendix 3.12 Decision information sheet document



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What next?

We recognise the importance of individuals, communities, representatives and organisations contributing to the development of our proposals.

This is why we committed to undertaking two consultations and have just completed the first consultation to select a preferred corridor.

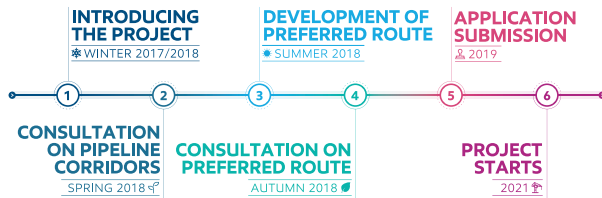
Now that we have selected a preferred corridor, we will develop the route for the pipeline and aim to release an initial working route in summer 2018.

In autumn 2018, we will publish and consult on the preferred route. This will provide an opportunity for anyone who wishes to take part to comment on the project.

We will then submit our formal application for permission to install the replacement pipeline. The permission is called a Development Consent Order (often referred to as a 'DCO').

For people who may be affected by the preferred corridor, Fisher German - our land agent team - will remain in touch to provide updates on the project as it develops.

For more information please visit
www.slpproject.co.uk



Contact us

info@slpproject.co.uk

07925 068 905



Southampton to London
Pipeline Project

Preferred corridor announcement

Securing aviation fuel supplies in South East England



Southampton to London
Pipeline Project

The results of the corridor consultation

Esso Petroleum Company, Limited (Esso) intends to replace 90km of our 105km aviation fuel pipeline that runs from our Fawley Refinery near Southampton, to our West London Terminal storage facility in Hounslow.

Between 19 March and 30 April we consulted on a number of replacement pipeline corridor options. There were three options between Boorley Green and Alton, and three options between Alton and our West London Terminal storage facility.

Corridors are typically 200 metres wide and provide a general indication of a potential pipeline route. A route is typically in the region of 20-30 metres wide for the installation period, depending on local features.

- We sent a leaflet about the consultation to 26,000 properties
- We received over 14,000 visits to our website during the consultation
- We were grateful to receive more than 1,000 responses
- After the close of the consultation, an independent consultation expert collated all consultation responses, which have now been analysed in detail

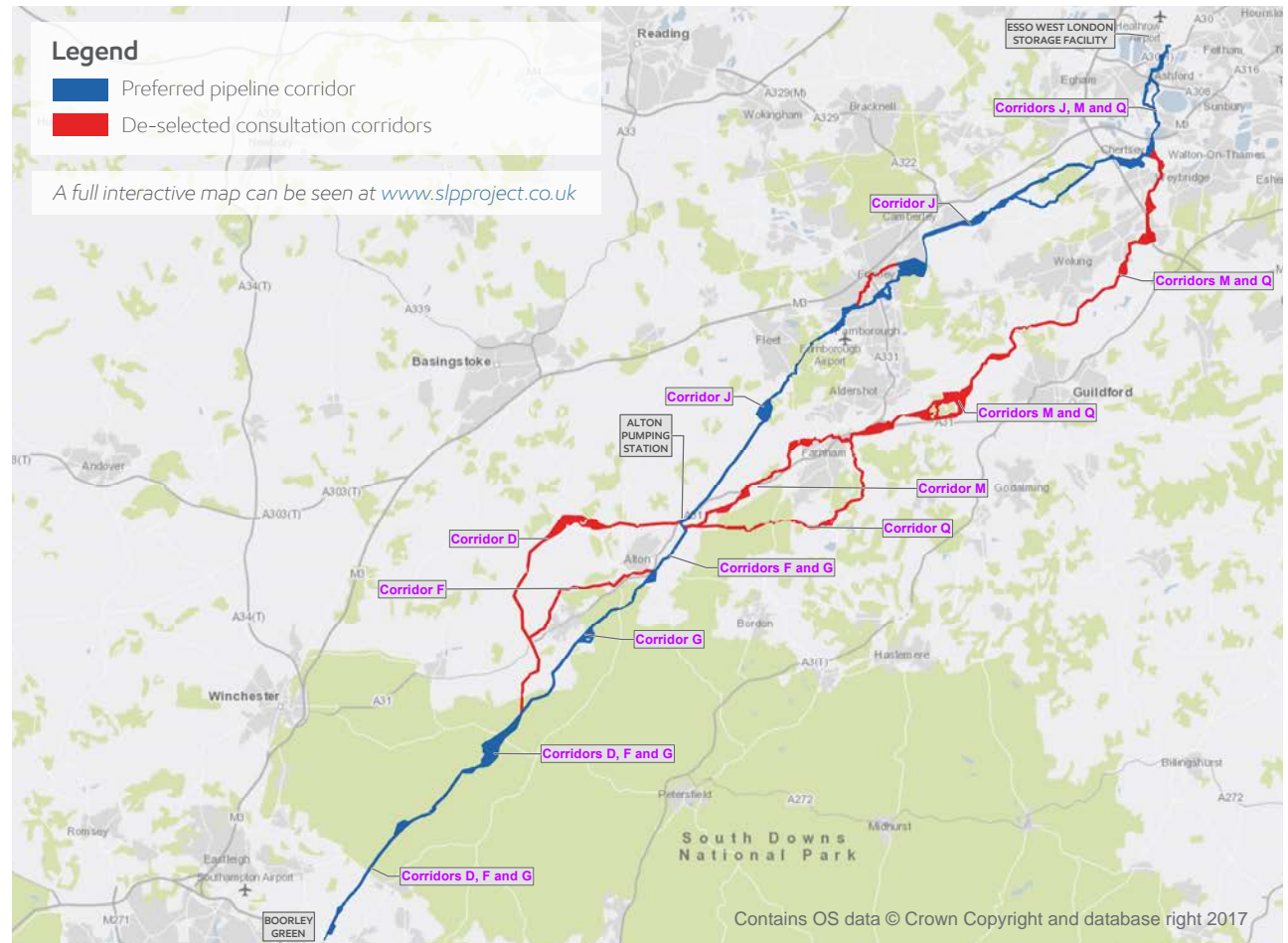
Our technical data, engineering and environmental experts and the in-depth analysis of the consultation responses have helped us to select a preferred pipeline corridor to progress.

In the south, between Boorley Green and Alton, we will be progressing Option G as our preferred corridor for the route.

In the north, between Alton and the West London Terminal storage facility in Hounslow, we will be progressing Option J as our preferred corridor for the route.

When the two selected options are combined they form the single preferred corridor.

Find out more about our selection at www.slpproject.co.uk



PIPELINE CORRIDOR



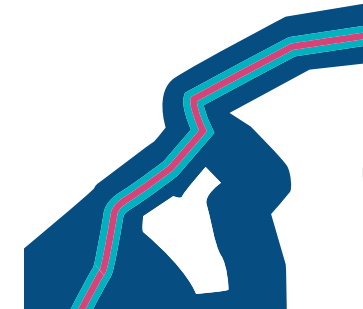
A corridor is an area where one or more routes could be designed. It could vary in size, but is typically around 200m wide.

ROUTE



A route is a single path of the replacement pipeline. It could vary in size, but is around 20-30m wide.

EASEMENT



Once installation is complete the easement is a single protected path that is typically 6m wide.



Appendix 3.13 Leaflet sent to local residents and representatives to announce the preferred corridor



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What next?

We recognise the importance of individuals, communities, representatives and organisations contributing to the development of our proposals.

This is why we committed to undertaking two consultations and have just completed the first consultation to select a preferred corridor.

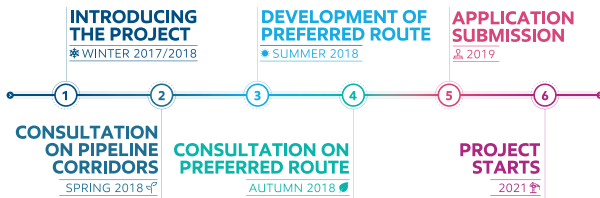
Now that we have selected a preferred corridor, we will develop the route for the pipeline and aim to release an initial working route in summer 2018.

In autumn 2018, we will publish and consult on the preferred route. This will provide an opportunity for anyone who wishes to take part to comment on the project.

We will then submit our formal application for permission to install the replacement pipeline. The permission is called a Development Consent Order (often referred to as a 'DCO').

For people who may be affected by the preferred corridor, Fisher German - our land agent team - will remain in touch to provide updates on the project as it develops.

For more information please visit
www.slpproject.co.uk



Contact us

info@slpproject.co.uk

07925 068 905



Southampton to London
Pipeline Project

Preferred corridor announcement

Securing aviation fuel supplies in South East England



Southampton to London
Pipeline Project

The results of the corridor consultation

Esso Petroleum Company, Limited (Esso) intends to replace 90km of our 105km aviation fuel pipeline that runs from our Fawley Refinery near Southampton, to our West London Terminal storage facility in Hounslow.

Between 19 March and 30 April we consulted on a number of replacement pipeline corridor options. There were three options between Boorley Green and Alton, and three options between Alton and our West London Terminal storage facility.

Corridors are typically 200 metres wide and provide a general indication of a potential pipeline route. A route is typically in the region of 20-30 metres wide for the installation period, depending on local features.

- We sent a leaflet about the consultation to 26,000 properties
- We received over 14,000 visits to our website during the consultation
- We were grateful to receive more than 1,000 responses
- After the close of the consultation, an independent consultation expert collated all consultation responses, which have now been analysed in detail

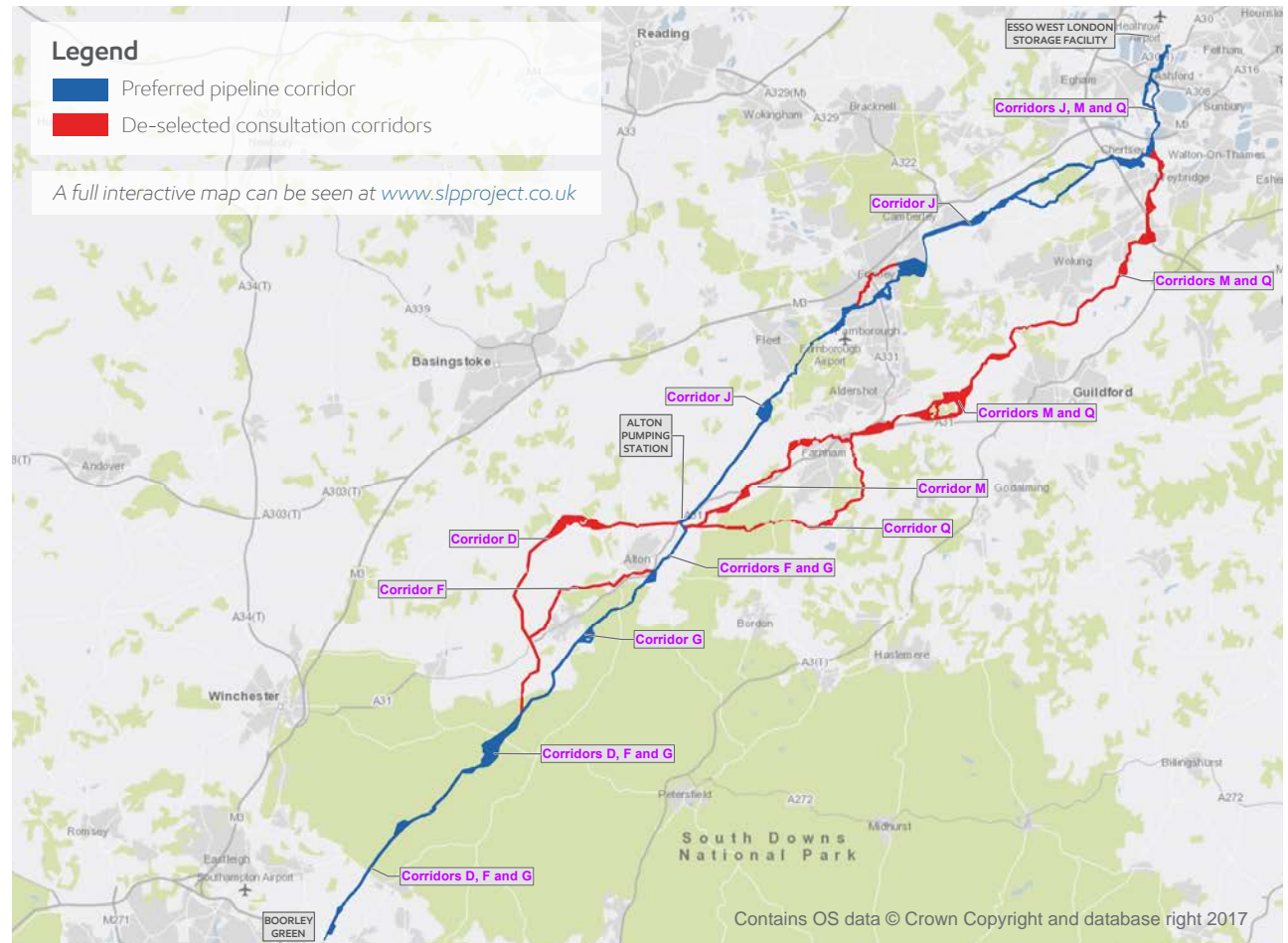
Our technical data, engineering and environmental experts and the in-depth analysis of the consultation responses have helped us to select a preferred pipeline corridor to progress.

In the south, between Boorley Green and Alton, we will be progressing Option G as our preferred corridor for the route.

In the north, between Alton and the West London Terminal storage facility in Hounslow, we will be progressing Option J as our preferred corridor for the route.

When the two selected options are combined they form the single preferred corridor.

Find out more about our selection at www.slpproject.co.uk



PIPELINE CORRIDOR



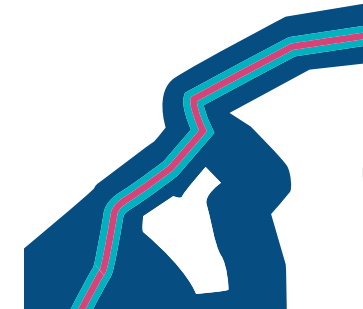
A corridor is an area where one or more routes could be designed. It could vary in size, but is typically around 200m wide.

ROUTE



A route is a single path of the replacement pipeline. It could vary in size, but is around 20-30m wide.

EASEMENT



Once installation is complete the easement is a single protected path that is typically 6m wide.



Appendix 3.14 Letter sent to Persons with an Interest in Land to announce the preferred corridor



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Our Reference: XX
30 May 2018

Dear «Salutation_Short»

Esso's Southampton to London Pipeline Project – Preferred corridor announcement

In December 2017 we began to talk publicly about our intention to replace 90km of our 105km aviation fuel pipeline that runs from our Fawley Refinery near Southampton to our West London Terminal storage facility in Hounslow.

Between 19 March and 30 April 2018 we consulted on a number of replacement pipeline corridor options. There were three options between Boorley Green and Alton, and three options between Alton and the West London Terminal storage facility. We are grateful for all the responses to the consultation that we received and would like to thank you for any input that you gave to the consultation process.

Our technical data, engineering and environmental experts and the in-depth analysis of the consultation responses have helped us to select a preferred pipeline corridor to progress.

- Between Boorley Green and Alton we will be progressing Option G as our preferred corridor for the route.
- Between Alton and the West London Terminal storage facility in Hounslow we will be progressing Option J as our preferred corridor for the route.
- The two options selected are those that most closely follow the existing pipeline.
- When the two selected options are combined they form the single preferred corridor.
- The Frimley Park Hospital sub-option was included in Option J, but has been removed due to concerns around traffic management in the area and obstruction to emergency services.

Your property does not lie within the preferred corridor so there is no further need to respond to our previous request for land information. Thank you for the engagement that you have had with the project to date. Any information you have shared with us will be handled in accordance with our privacy policy.

Over the summer of 2018, we will continue to refine the preferred route. In autumn 2018, we will publish and consult on the preferred route.

If you wish to remain up to date or help inform the project, be sure to subscribe to our newsletter and keep an eye on our website for any project updates.

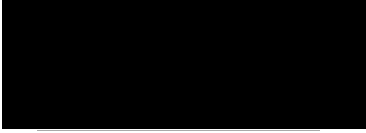
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The Estates Office Norman Court,
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0845 437 0383
SLPproject@fishergerman.co.uk



Southampton to London
Pipeline Project

If you have any questions about this letter, please contact Fisher German LLP on 0845 4370383 or by email SLPproject@fishergerman.co.uk

Yours sincerely,



Jonathan Anstee de Mas, Land & Pipeline Technical Lead, Esso Petroleum Company, Limited

SLP Project team

Tel: 0845 437 0383

Email: SLPproject@fishergerman.co.uk

Website: www.slpproject.co.uk



Our Reference: XX
30 May 2018

Dear «Salutation_Short»

Esso's Southampton to London Pipeline Project - Preferred corridor announcement

In December 2017 we began to talk publicly about our intention to replace 90km of our 105km aviation fuel pipeline that runs from our Fawley Refinery near Southampton to our West London Terminal storage facility in Hounslow.

Between 19 March and 30 April 2018 we consulted on a number of replacement pipeline corridor options. There were three options between Boorley Green and Alton, and three options between Alton and the West London Terminal storage facility. We are grateful for all the responses to the consultation that we received and would like to thank you for any input that you gave to the consultation process.

Our technical data, engineering and environmental experts and the in-depth analysis of the consultation responses have helped us to select the preferred pipeline corridor to progress.

- Between Boorley Green and Alton we will be progressing Option G as our preferred corridor for the route.
- Between Alton and the West London Terminal storage facility in Hounslow we will be progressing Option J as our preferred corridor for the route.
- The two options selected are those that most closely follow the existing pipeline.
- When the two selected options are combined they form the single preferred corridor.

Your property lies within the preferred corridor, but this does not necessarily mean that the pipeline will pass through your land.

Pipeline corridors provide a general indication of a potential pipeline route. Now that we have selected a preferred corridor, we will develop the route for the pipeline and aim to release an initial working route via the project's website in summer 2018.

We will continue our conversations with local authorities, parish councils and landowners, where necessary, to understand local environmental and engineering features, as well as the potential impacts of the pipeline.

Over the summer of 2018, we will continue to refine the preferred route. In autumn 2018, we will publish and consult on the preferred route. This second consultation will provide an opportunity for anyone who wishes to take part to comment on the proposals. We recognise that individuals, communities, representatives and organisations have an important role to play in contributing to the development of our proposals.

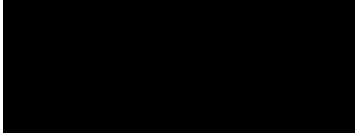
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Southampton to London
Pipeline Project

If you have any questions about this letter, please contact Fisher German LLP on 0845 4370383 or by email SLPproject@fishergerman.co.uk

Yours sincerely,



Jonathan Anstee de Mas, Land & Pipeline Technical Lead, Esso Petroleum Company, Limited

SLP Project team

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Email: SLPproject@fishergerman.co.uk

Website: www.slpproject.co.uk



Appendix 3.15 Letter emailed to key stakeholders and interested parties to announce the preferred corridor



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30 May 2018

Dear Sir/Madam,

Esso's Southampton to London Pipeline Project

We are writing to inform you about recent developments concerning Esso's Southampton to London Pipeline Project.

Between 19 March and 30 April 2018 we consulted on options for the replacement pipeline corridor. There were three options between Boorley Green and Alton, and three options between Alton and Esso's West London Terminal storage facility in Hounslow.

We were grateful to receive more than 1,000 responses to the consultation. Our technical data, engineering and environmental experts and the in-depth analysis of the consultation responses have helped us to select a preferred pipeline corridor to progress.

- Between Boorley Green and Alton we will be progressing Option G as our preferred corridor for the route.
- Between Alton and the West London Terminal storage facility in Hounslow we will be progressing Option J as our preferred corridor for the route.
- The two options selected are those that most closely follow the existing pipeline.
- When the two selected options are combined they form the single preferred corridor.
- The Frimley Park Hospital sub-option was included in Option J, but has been removed due to concerns around traffic management in the area and obstruction to emergency services.

Now that we have selected a preferred corridor, we will develop the route for the pipeline and aim to release an initial working route via the project's website in summer 2018, ahead of a second consultation planned in autumn 2018.

We will continue our conversations with local authorities, parish councils and some landowners to understand local environmental and engineering features, as well as the potential impacts of the pipeline.

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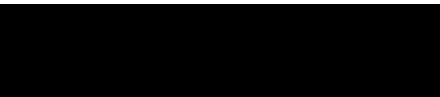


Southampton to London
Pipeline Project

Over the summer of 2018, we will continue to refine the preferred route. In autumn 2018, we will publish and consult on the preferred route. This will provide an opportunity for anyone who wishes to take part to comment on the proposals. Individuals, communities, representatives and organisations have an important role to play in contributing to the development of our proposals. We thank you for your comments.

To be kept up to date with the project, subscribe to our newsletter or visit our website www.slpproject.co.uk. If you have any general project enquiries, contact us by email at info@slpproject.co.uk or by phone on 07925 068 905

Yours sincerely,



Tim Sunderland, Southampton to London Pipeline Project Executive

Global Project Development, ExxonMobil Fuels and Lubricants

Email: info@slpproject.co.uk

Website: www.slpproject.co.uk



Appendix 3.16 E-newsletter sent to subscribers to announce the preferred corridor



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Southampton to London
Pipeline Project



Corridor options G and J selected by Esso to be combined to form the single preferred pipeline corridor



- **14,000 visits to the website during consultation**
- **1,900 visited us at our consultation exhibitions**
- **We were grateful to receive more than 1,000 consultation responses**

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for residents and interested members of the public to meet the project team, find out more information about the project, and ask any questions they had about it. All exhibitions sparked interesting discussions and raised a variety of key themes and considerations. We also received over **14,000** visits to our website during the consultation.

After the close of the consultation on 30 April, an independent consultation expert collated all consultation responses, which have now been analysed.

Our technical data, engineering and environmental experts and the in-depth analysis of the consultation responses have helped us to make the decision on a preferred pipeline corridor to progress:

- Between Boorley Green and Alton we will be progressing Option G as our preferred corridor for the route.
- Between Alton and the West London Terminal storage facility in Hounslow we will be progressing Option J as our preferred corridor for the route.

they form the single preferred corridor.

- The Frimley Park Hospital sub-option was included in Option J, but has been removed due to concerns around traffic management in the area and obstruction to emergency services.

Now that we have selected a preferred corridor, we will develop the route for the pipeline and aim to release an initial working route in summer 2018, ahead of the second consultation in autumn this year. The second consultation will help us refine the route that will be submitted for our formal application for permission to install the replacement pipeline. The permission is called a Development Consent Order (often referred to as a 'DCO').

For people who may be affected by the preferred corridor, we will be in touch via our land agent team, Fisher German LLP, to provide updates on the project.

For further information about the project please visit our website www.slpproject.co.uk

If you are an existing landowner or occupier, please contact the land agent team

General SLP project enquires

Tel : 07925 068905

Email: info@slpproject.co.uk

Address: 1180 Eskdale Road, Winnersh, Wokingham, RG41 5TU

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Appendix 3.17 Press release issued at the announcement of the preferred corridor



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Following a public consultation Esso announces the preferred corridor for its Southampton to London Pipeline Project

- Corridor Options G and J will be progressed to the next stage of route development
- Second public consultation on the pipeline route will take place in autumn 2018

Between 19 March and 30 April 2018 Esso ran a consultation to seek views on a number of pipeline corridor options for a replacement aviation fuel pipeline running from its Fawley Refinery near Southampton to its West London Terminal storage facility in Hounslow. A total of 11 consultation exhibitions were held across Hampshire and Surrey, providing an opportunity for residents and interested members of the public to contribute to and influence this important project. Over 1,900 people attended the exhibitions, and over 1,000 consultation responses were received.

After the close of the consultation, an independent consultation expert collated all consultation responses, which have now been analysed. The technical data, engineering and environmental experts and the in-depth analysis of the consultation responses have helped to select a preferred pipeline corridor to progress.

- Between Boorley Green and Alton Option G has been selected as the preferred corridor for the route.
- Between Alton and the West London Terminal storage facility in Hounslow Option J has been selected as the preferred corridor for the route.
- The two options selected are those that most closely follow the existing pipeline.
- When the two selected options are combined they form the single preferred corridor.
- The Frimley Park Hospital sub-option was included in Option J, but has been removed due to concerns around traffic management in the area and obstruction to emergency services.

Esso's Project Executive for the Southampton to London Pipeline Project, Tim Sunderland, said: *"We thank everyone who took part in the consultation. The feedback received was very helpful. Now that we have selected a preferred pipeline corridor, we will continue our conversations with local authorities, parish councils and landowners, where necessary, to understand local environmental and engineering features, as well as the potential impacts of the pipeline. We will now develop a route, which will follow the preferred corridor, that will typically be a width closer to 20-30 metres. In autumn 2018, we will publish and consult on the preferred route. This will provide an opportunity for anyone who wishes to take part to comment on the project."*

For project updates, and to find out more about our selection, visit the project website www.slpproject.co.uk and sign up for e-newsletters.

-END-

About Esso

Esso is a brand of ExxonMobil, which has operated in the UK for over 120 years. In the early days ExxonMobil imported high quality lamp oil to the UK market. Today our focus on quality fuels remains, but our operations are far more extensive. Esso owns and operates the UK's largest refinery at Fawley, which provides fuel for more than 800,000 retail customers every day at Esso-branded service stations. Our underground distribution pipeline network transports fuel from



Fawley to our fuel terminals at Avonmouth, Birmingham, Hythe, Purfleet, West London and also for use at the UK's busiest airports. ExxonMobil is one of the UK's largest petrochemical manufacturers with major plants at Fawley, Fife and Newport. ExxonMobil also holds an interest in nearly 40 producing oil and gas fields in the UK North Sea, and a stake in the South Hook Liquefied Natural Gas plant at Milford Haven in Wales, which has the capacity to import 20 percent of the UK's gas demand.

Notes for editor:

For more information, visit www.slpproject.co.uk or contact our media relations desk.

We operate Monday to Friday during normal business hours. Please note, this team only deals with enquiries from reporters, journalists, researchers, etc.

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