

Southampton to London Pipeline Project

Volume 5

Appendix 5: Preferred Route Consultation
Application Document: 5.1

Planning Inspectorate Reference Number: EN070005

APFP Regulation No. 5(2)(q)

Revision No. 1.0

May 2019



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Appendix 5.1 Preferred Route consultation brochure



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Replacement Pipeline Route 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 068 905).

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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

Replacement pipeline route consultation



Welcome to our second consultation for the Southampton to London Pipeline Project.

Our aim for the project is to replace 90km of the 105km aviation fuel pipeline that runs from our Fawley Refinery near Southampton to our West London Terminal storage facility in Hounslow.

Our first consultation in spring 2018 helped us to select our preferred corridor. I would like to take this opportunity to thank the 1000+ people who responded to the initial consultation, those who took the time to visit our events and the landowners and organisations who have been speaking with us since we launched the project in 2017. The information you have provided has really helped us to understand local community concerns.

We have been listening and incorporating early feedback into our current proposals. For example, following the corridor consultation we removed the corridor sub-option that passed Frimley Park Hospital due to feedback around traffic management and obstruction to emergency services.

In this consultation, we are asking for your views on a route for the replacement pipeline and in particular on the route 'sub-options' presented in this brochure. We developed the preferred route by reviewing the available local technical data and taking into account your route specific feedback from the initial consultation. We also collected data from organisations such as local councils, environmental specialists and utility companies, as well as undertaking our own studies.

The preferred route will be subject to change following the consultation, as we will listen to your feedback and consider it before finalising the route, ahead of our application for development consent.

I understand that you may have concerns about the project. The information set out in this brochure will take you through the preferred route, which we have split into sections, and will provide more detail about the land we would look to use temporarily during the installation of the pipeline. It also includes our early findings about options to reduce or mitigate installation impacts – see Chapter 9.

All of the consultation materials are available on our website at www.slpproject.co.uk or you can call us to request hard copies of any of the documents.

Our technical team will also be coming into communities along the replacement pipeline route to answer any questions you might have. The programme of events can be found in Chapter 12.

I hope you find this brochure useful in understanding our proposals for the project. We encourage your participation as this will help us refine the route before our application for development consent. If you have any questions, or if you would like to register your feedback, please do not hesitate to get in touch with the project team.

Tim Sunderland | Project Executive



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 6 September and closes at 23:45 on 19 October 2018



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.



The stables at Ailsa Wharf, one of the first four distribution depots established in 1888 by Anglo-American Oil (as Esso then was). Distribution was carried out by horse drawn tank car until after WW1.



In 1910 a horse drawn van used by the Anglo-American Oil Co. for the delivery of 2-gallon cans of petroleum spirit on the Isle of Wight.



1957-This truck (equipped with a metering device and ticket printer) was used to deliver Esso Blue kerosene to householders in London.



1963 - A workman applies a concrete coating to one of the pipes from Fawley to London to protect them from any damage which may occur on the river bed.

CHAPTER 2

Why we are replacing the pipeline now

Pipelines take tankers off our roads

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

According to the UK Petroleum Industry 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.

We safely operate more than 700km (435 miles) of pipelines in the UK. All our pipelines are constantly monitored. We also inspect the pipelines frequently using internal pipeline inspection gauges, known as 'PIGs'. The ground above each pipeline is also regularly inspected on foot and from the air.

We aim to maintain the safe and secure movement of fuel

The existing pipeline was built between 1969 and 1972. 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.

The Planning Act 2008 changed the way we seek permission for important infrastructure – it introduced the Development Consent Order process. We announced the project in December 2017 to allow sufficient time to gain approval and build 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.

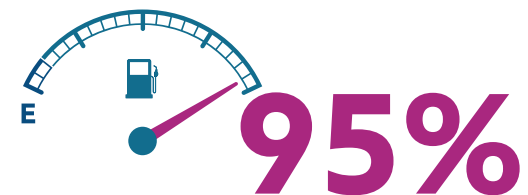


http://www.ukpia.com/industry_information/distribution.aspx

Keeping 100 road tankers off the road every day



Based on Esso's 2015 data for its existing pipeline



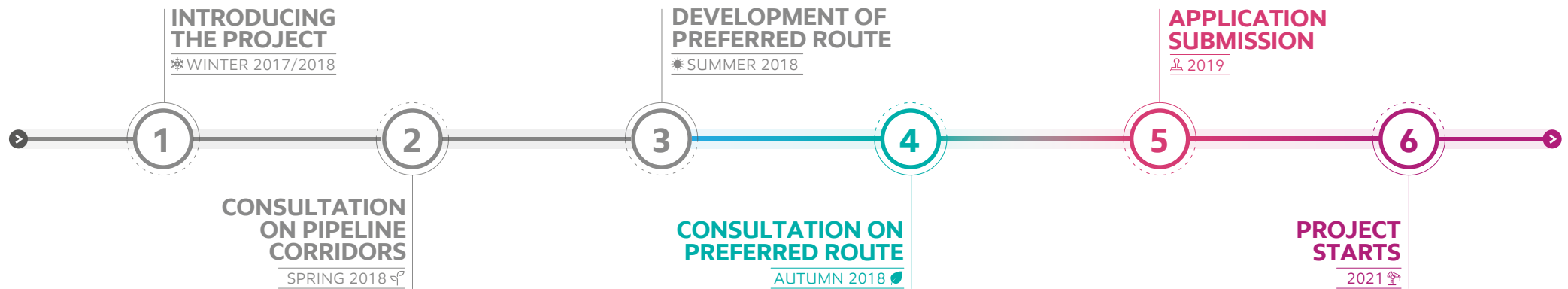
of ready-to-use products from Fawley Refinery are transported by underground pipeline



Southampton to London
Pipeline Project

CHAPTER 3

The project stages



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 environmentally 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 are committed to undertaking two consultations, with the aim of developing a route that meets our project objectives and guiding principles. Both consultations take place before we seek permission to replace the pipeline.

2 Our initial consultation in spring 2018 helped us to select the preferred corridor for the replacement pipeline. A number of corridor options were presented, with corridors being typically around 200 metres wide. Options G and J were selected, and when combined, formed the preferred corridor.

3 Over the summer of 2018, we developed an initial working route that was released via the project's website. This allowed us to have more focused and specific discussions with landowners and key stakeholders – enabling us to refine the route ahead of this consultation.

4 This consultation is about the preferred route for the replacement pipeline, which follows the preferred corridor. A route is typically in the region of 20-30 metres wide for the installation period. In some areas, it might be narrower or wider depending on local features, such as roads, protected landscape and nature conservation areas. We are also consulting on the wider order limits, which include the other land areas we may temporarily

need for access and construction management such as pipe lay down areas. This consultation will help us to fine-tune the route and prepare our application (including the Environmental Statement, which details any likely significant effects on the environment and how we intend to reduce or mitigate 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'). See Chapter 13 for more information about the DCO process.

6 Ultimately, if we are granted development consent, we plan to commence the installation of the pipeline in 2021.



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

CHAPTER 4

What we have taken into consideration

Project objectives

In refining the preferred route presented for this consultation, we referred back to the project's objectives – outlined in December 2017 at the launch of 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.

Guiding principles

We applied the following guiding principles to the consideration of pipeline corridor options, and will continue to apply them when refining the route, favouring a route which:

- if possible, benefits from existing equipment (infrastructure) and relationships with landowners;
- is likely to have better environmental outcomes versus the other alternative options, especially relating to internationally and nationally important areas along the final route;
- will provide social and economic outcomes of greater benefit;
- if possible, passes through less complex areas and avoids built-up areas;
- achieves 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 above include the potential for temporary disruption to local communities, the location of community areas and buildings, consideration of valued natural and historic 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.

How we developed the route

The preferred route follows the preferred corridor and has been developed by reviewing the available local data. We have considered route specific feedback from the first consultation and collected data from organisations such as local councils, environmental specialists and utility companies.

We have also undertaken a number of surveys and fieldwork to assess the engineering options for the installation of the pipeline, such as assessing potential access routes or ground conditions where trenchless crossings could take place.

Chapter 7 sets out the preferred route that we are seeking your views on during this consultation – by local area. [Your views and those of others will contribute significantly to this process, and we welcome your participation.](#)

The preferred route has been divided into eight separate sections (Section A to H) to make the presentation and assessment of the pipeline route simpler.

We will keep an open mind in assessing the pipeline route that is ultimately chosen for the application for development consent.



We will not install the pipeline under any existing homes.

PROJECT COMMITMENTS

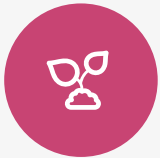
When we install the replacement pipeline, we commit to:



Protect habitats by using a 10m working width when crossing boundaries between fields where there are hedgerows, trees or watercourses.



Avoid all areas of existing classified Ancient Woodland.



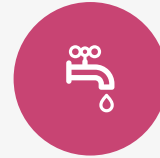
Reduce impacts on habitats and soil quality by typically using a standard working width of 30m for open cut trench installation in rural areas.



Reduce disruption to travel by using trenchless installation techniques for crossing trunk roads, motorways and railways.



Protect waterways that are over 30m wide by using trenchless crossings.



Avoid installation in existing Source Protection Zone 1 (SPZ 1) areas to reduce impacts on sources of drinking water.



Install 'water stops' to reduce the risk of underground water impacting on the materials that support the pipe.



Ensure that the principles of safe design have been incorporated into the design of the pipeline, as per Esso's design standards for fuel pipelines, relevant industry codes of practice, and the requirements of the Pipelines Safety Regulations 1996.



Include remotely operated valves to enable sections of the pipeline to be isolated, if necessary.



Monitor the operation of the pipeline 24 hours a day to detect any changes and remotely shut down the pipeline if needed.

CHAPTER 5

Installing the pipeline

The installation of the replacement pipeline will follow good industry practice using established techniques. The most common technique will use open-cut trenches, but in some areas trenchless techniques will need to be used. This will be highlighted for each section of the route in Chapter 7.



Typically, installation of the pipeline itself could take around two to three months in a local area. However, in complex areas, especially where trenchless techniques are used, this might be significantly longer.

Due to the potential need to make small adjustments to the location of the pipeline to account for local ground conditions, it is not possible to determine in advance the precise position within the route where we will lay the pipeline. We will seek formal permission in our application for development consent to lay the pipeline within the limits of deviation, which is effectively the same width as the working width of the route that we are consulting upon.

Installing in rural areas

In rural areas, it is likely that we will use open-cut trench installation. During installation, we will maintain access to public rights of way, protect livestock, and work with landowners to reduce or mitigate the impacts of installation on how they use the land, where possible.

Roads in rural areas can be narrow and winding. We will carefully plan our vehicle movements and the transportation of materials to reduce the impact on local road users. Temporary road signs will also be installed to alert people to any road closures and other changes in the area.



Installing in urban areas

In urban areas, we will use methods such as traffic management and trenchless installation to enable us to work within more constrained areas. We will work with local communities and authorities to agree how we can minimise the impacts on public access such as footpaths and public areas.

Once installed, the replacement pipeline will be a quiet neighbour.

Crossing major roads and railway lines

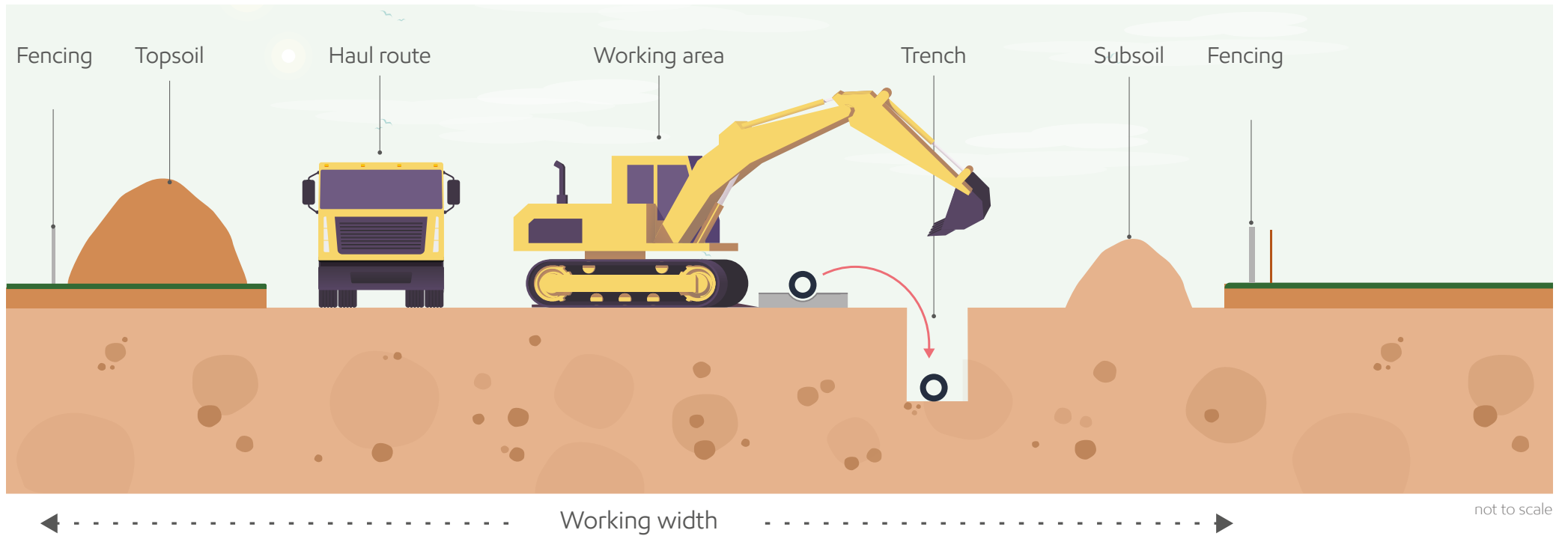
We will use trenchless crossings under motorways, A-roads and railway lines to reduce impacts on people's journeys.

Traffic management plans

If we are successful in our application for development consent, we will work with the County Highways Authorities in Hampshire and Surrey in relation to appropriate traffic management plans. We will work with County Highway Authorities and local councils to communicate our plans ahead of installation to local communities.

On a temporary basis, we may need to use diversions and access roads, move pedestrian walkways and bus stops and, in some cases, close sections of road. Where we do need to close a road, this will be done for as short a time as possible to reduce impacts on local communities.





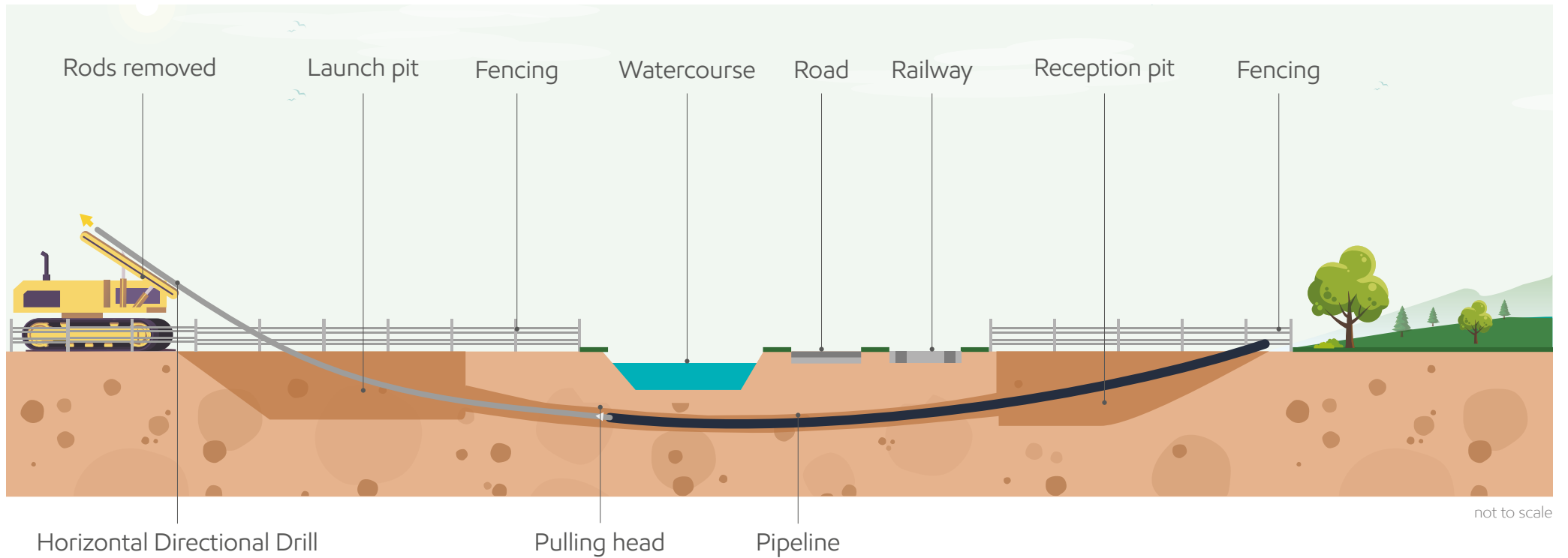
Open-cut trench technique

The most common technique for installation of the pipeline would be open-cut trenches, which are less than one metre wide. Although the pipeline is relatively small, with an internal diameter of about 30cm, the working width needed for safe installation using this technique is usually between 20 and 30 metres. The working width

allows sufficient space for digging the trench, laying a pipe alongside the trench before installation, storing topsoil and subsoil separately during installation and enabling access for construction vehicles. At times, we will need to use narrower working widths for short distances, for example in urban areas or where space is constrained.



Typically, installation of the pipeline itself could take around two to three months in a local area. However, in complex areas, especially where trenchless techniques are used, this might be significantly longer.



Trenchless techniques

At times, we will need to use trenchless techniques to install the pipeline, for example under railway lines, major roads and river beds. In these cases, we will use methods such as directional drilling or auger boring, which use a machine to drill or 'bore' a hole through the ground from one side of an obstruction, such as a railway line, to the other. Typically, a pit is dug at either end of the trenchless section from where the machinery can be located. Throughout the work, care

is taken to prevent any movement of land. The replacement pipeline will not go under any existing homes, even where trenchless installation is used.

While trenchless techniques cause less disturbance at ground level, allowing roads and railways to remain open and rivers to continue flowing, more land may be temporarily required for pits for the drilling machinery

relative to open-cut trench techniques. Depending on the length of the trenchless section, it may take longer to complete trenchless installation relative to an area where open-cut trench techniques are used. Furthermore, sections of the pipeline that are installed using trenchless crossings can largely be installed in a straight line. This means that only certain types of trenchless techniques can be used.

CHAPTER 6

The Code of Construction Practice

We will clearly set out our working methods and how we will reduce or mitigate any potential installation impacts.

This will include the preparation of our Code of Construction Practice and our contractors will prepare a Construction Environmental Management Plan, which will set out our commitment to communities along the route.

The Code of Construction Practice and the Construction Environmental Management Plan will describe methods to reduce or mitigate impacts on people and the environment. This may include:

- how land drainage systems would be crossed and maintained;
- how we will keep communities informed;
- good housekeeping on installation sites, such as dust reduction;
- reducing evening and weekend working hours and noise levels, including using low-noise equipment;
- carefully managing traffic to reduce disruption and delays; and
- how we will manage footpath closures and diversions.

The Code of Construction Practice will apply to everyone working on the project and compliance will be a condition of the Development Consent Order.

Reinstatement after installation

Once the replacement 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 road surfaces
- reinstatement of drainage; and
- reseeded and replanting as appropriate.



We will protect habitats by using a 10m working width where there are hedgerows, tress or watercourses.

We will not install the pipeline under any existing homes.



CHAPTER 7

The preferred route

We are continually working to fine tune our route by talking to individuals, communities and local authorities to understand the impact of the project, as well as liaising with engineering and environmental experts.

Therefore, the preferred route outlined in this brochure represents our current estimate, as the route will be refined up until we submit our application for development consent. This means that the application we submit will include feedback collected from this consultation.

We would like to hear your views as they will help us in refining the route for the replacement pipeline.

To aid the design of the route and assess the installation and environmental impact, the preferred route has been divided into eight separate sections:

Section A – Boorley Green to Bramdean

Section B – Bramdean to South of Alton

Section C – South of Alton to Crondall

Section D – Crondall to Farnborough

Section E – Farnborough to Bisley and Pirbright Ranges

Section F – Bisley and Pirbright Ranges to M25

Section G – M25 to M3

Section H – M3 to the West London Terminal storage facility

Within this chapter you will find information about the entire length of the route, more detailed descriptions of the sections and a summary of the specific engineering factors taken into consideration.

Sub-options

We have included sub-options along the preferred route. In some cases, these options allow us to complete further environmental and engineering assessments. In other areas, it is to provide a basis for communication with landowners to understand how best to pass through that area of land.

This consultation provides an opportunity for anyone to comment on the preferred route, including providing feedback on the sub-options.

Map features

The following features will be shown on the maps in this chapter:

Preferred order limits

Red outline

Preferred limits of deviation/preferred route

Yellow shading

Possible pipeline location

Blue dashed line (only shown in close up images)



Example map

Please visit our website to view our interactive map or come along to one of our events to pick up a map book

www.slpproject.co.uk



Possible pipeline location: The proposed location of the pipeline within the limits of deviation, which may be subject to change following this consultation and ongoing design development.

This represents Esso's current assumptions on the location of the replacement pipeline, but if granted development consent, the pipeline could be installed anywhere within the limits of deviation. This flexibility is required in order to deal with unforeseen ground conditions and local features.

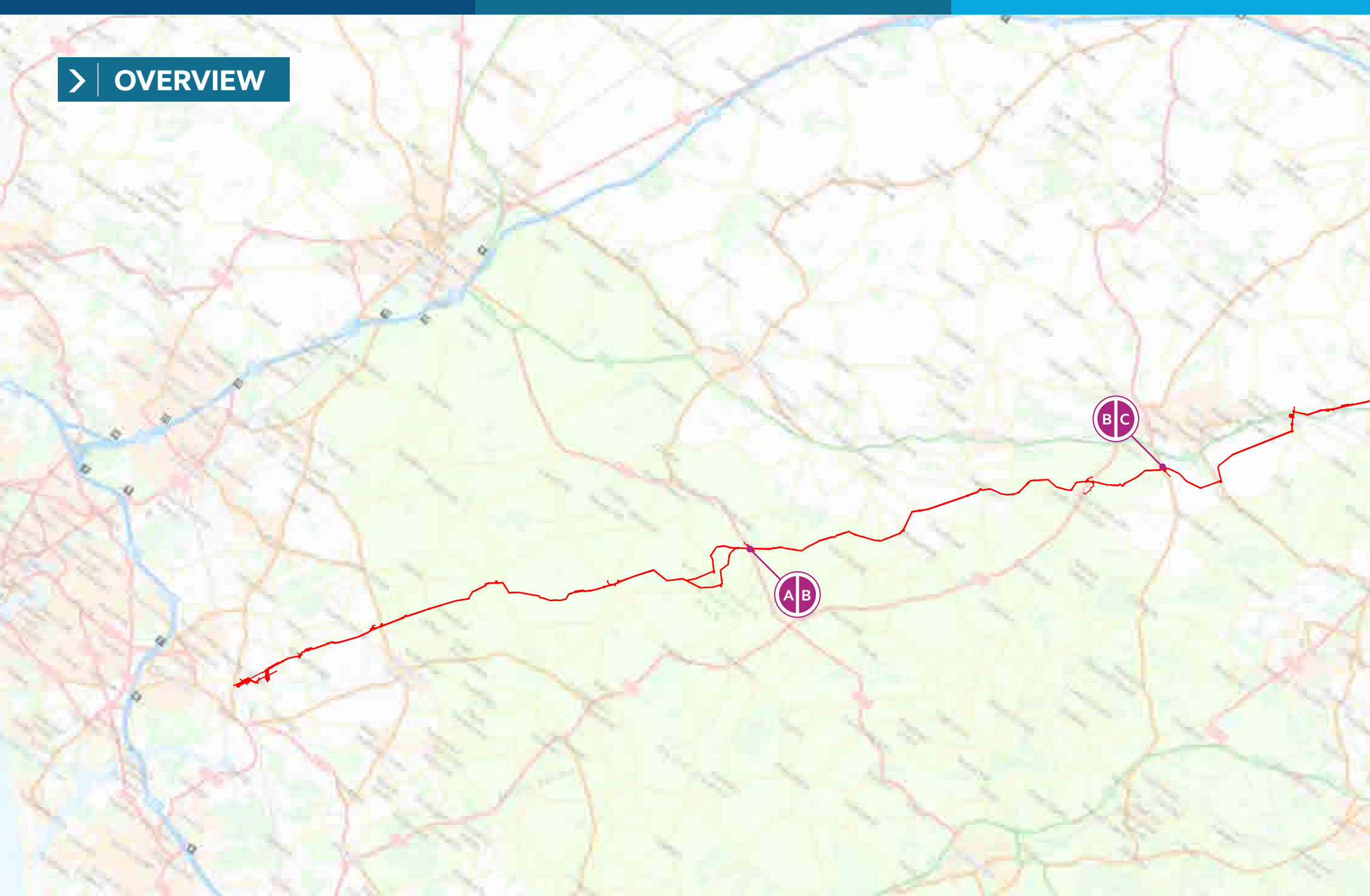
Preferred limits of deviation: These limits show the maximum area within which the pipeline could be installed, if we are granted development consent.

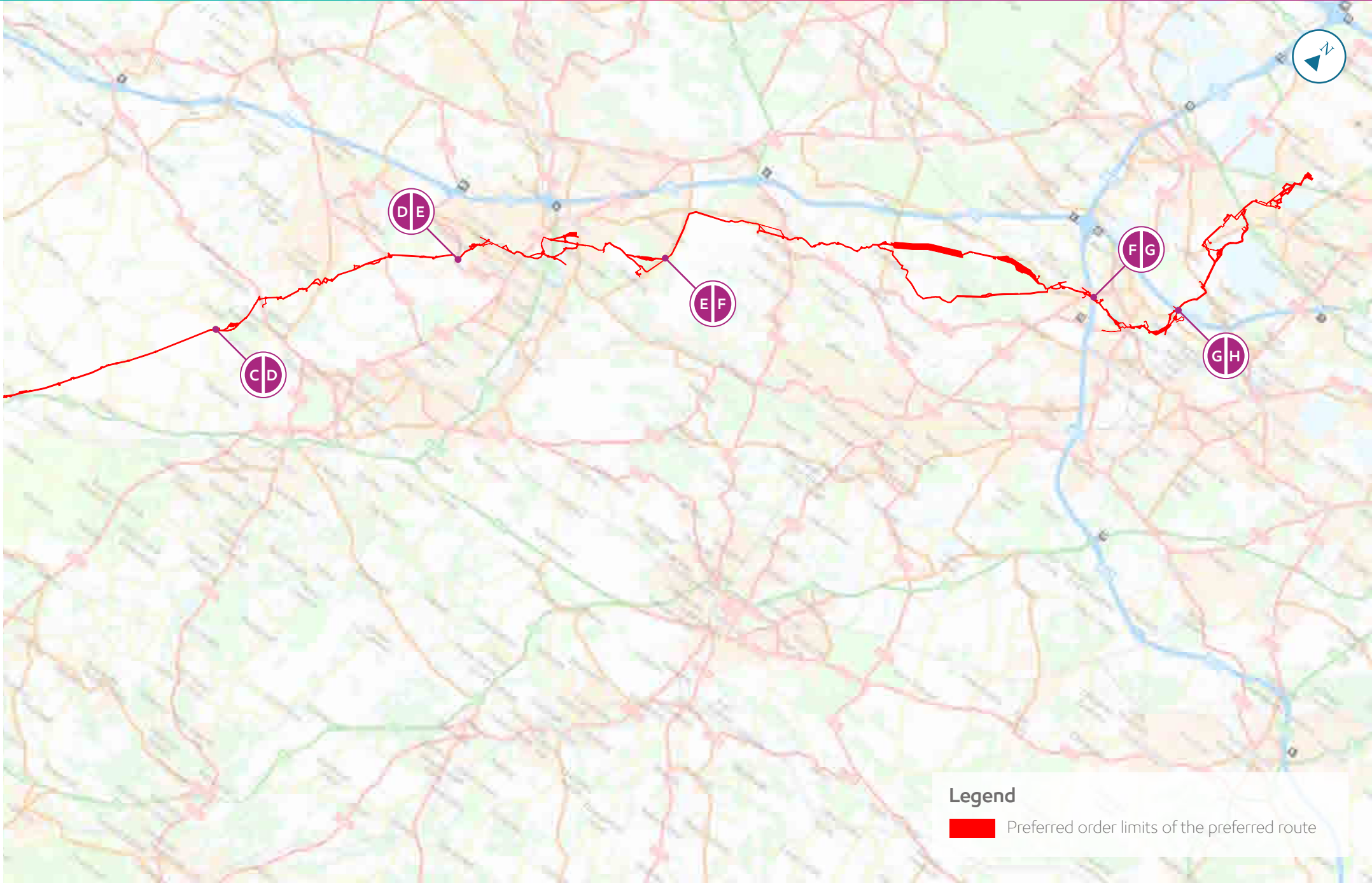
Preferred order limits: The provisional outer limits for the project, including the route and any temporary working areas that would be required to install the pipeline, such as access routes and working compounds. This would also include the easement strip that would be protected along the pipeline following installation.

▪ **Temporary installation phase working compounds and laydown areas:** These are small satellite areas close to the route and within the order limits that are used for storing equipment, hosting staff facilities, and laying down pieces of the pipeline. There would also be larger working compounds.

- **Temporary installation phase stringing out areas:** These areas can sometimes be seen on the map as long, thin and straight areas within the preferred order limits that stick out from the route. These areas are used to weld segments of the pipeline together above the ground and to provide space to feed these sections of pipeline back into openings during trenchless installation.
- **Temporary installation phase off-site access roads:** These are temporary roads for machinery and lorries transporting equipment. They are used to provide access to the highway from the work sites to reduce the impact on local roads.

> OVERVIEW





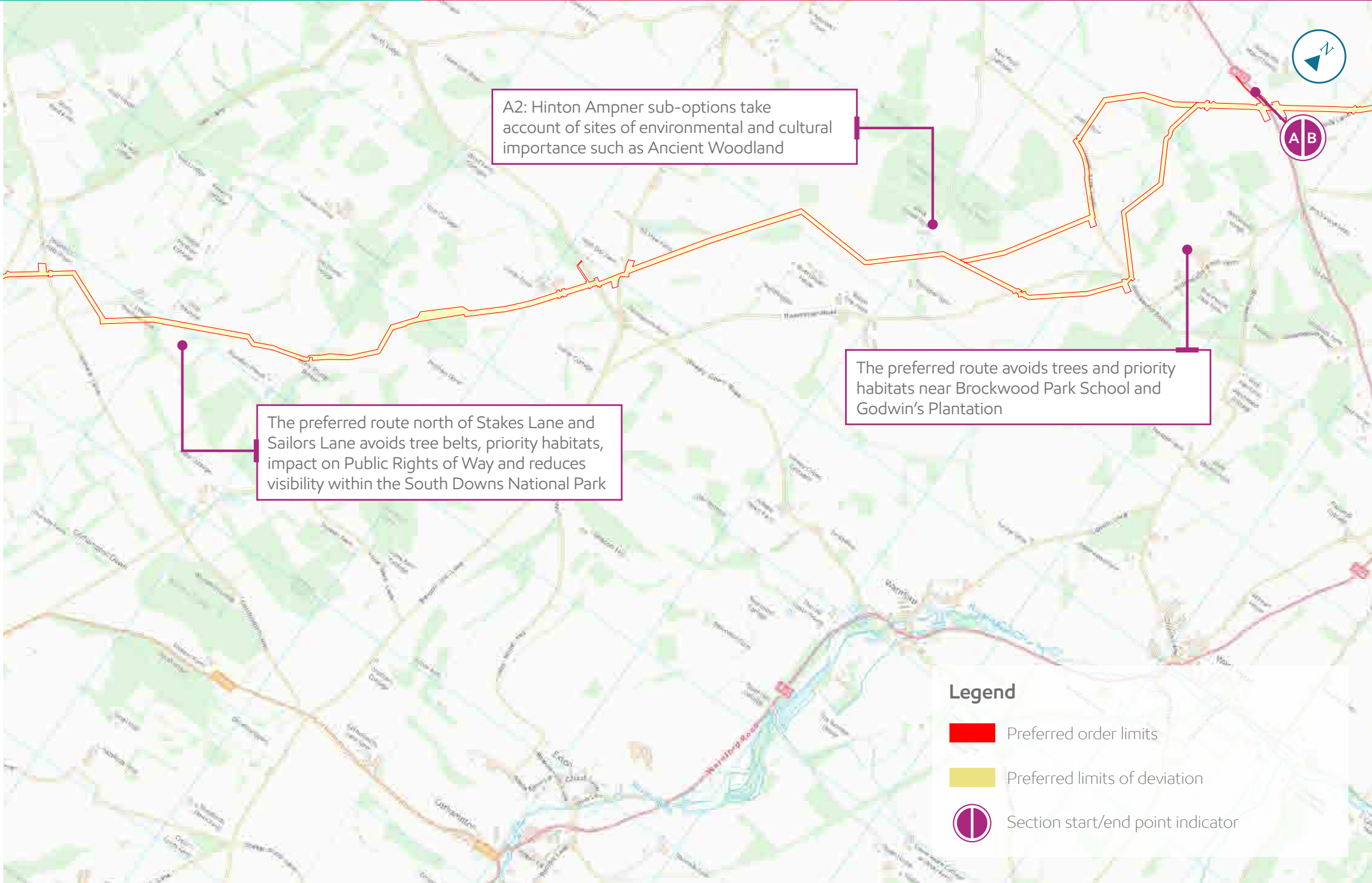
SECTION A – BOORLEY GREEN TO BRAMDEAN

The preferred route starts north of the B3354 and Maddoxford Lane and east of Boorley Green

The preferred route diverts away from the existing pipeline to avoid Stephen's Castle Down

A1: Boorley Green sub-options take account on ongoing development





SECTION A – BOORLEY GREEN TO BRAMDEAN

Summary of this section

Section A is largely rural and runs through agricultural land. Most of this section is within the South Downs National Park. It spans Eastleigh Borough and Winchester City Councils.

Preferred route description

Section A is approximately 19.4km long and starts north of the B3354 and Maddoxford Lane and east of Boorley Green, where there are two sub-options designed to take account of ongoing development in the area.

The section then crosses the B2177 between Bishop's Waltham and Upham, where it enters the South Downs National Park.

The route diverts away from the existing pipeline to avoid the chalk grassland and established vegetation areas at Stephen's Castle Down.

There are then another two sub-options just east of Joan's Acre Wood. The western sub-option passes Joan's Acre Wood, with options to route through or around the Hinton Ampner National Trust property.

The sub-options meet, passing the village of Bramdean before this section ends just after a trenchless crossing of the A272.

Use of trenchless installation techniques

Area	Reason(s) for using these techniques
Ford Lake Stream	Both sub-options will use a trenchless crossing to reduce disruption to the stream and its habitats.
A272	Trenchless techniques will be used to avoid the need to close this main road between Bramdean and Petersfield.

SUB-OPTIONS IN SECTION A

In this section there are two parts of the route that include sub-options, which we are presenting for this consultation. The first is in Boorley Green. The second is in the area around Hinton Ampner.

As the replacement pipeline will have a different diameter to the existing pipeline, a pigging station (see Chapter 10 for explanation) will be required around Boorley Green.

Our current favoured option would be to start the replacement pipeline from Maddoxford Lane.

A1: Boorley Green sub-options

We are currently considering two sub-options in the Boorley Green area designed to take account of ongoing development around Maddoxford Lane.

The **A1a** sub-option follows the existing pipeline, crossing the Maddoxford Lane development area and the former Botley Park Golf Course and using trenchless installation to cross Ford Lake Stream before heading towards the B2177.

The **A1b** sub-option heads east at Maddoxford Lane, which uses trenchless techniques to cross Ford Lake Stream, then north just to the west of Nether Hill Lane, where it re-joins the first sub-option and travels north east. The eastern sub-option would involve accessing parts of Maddoxford Lane during installation.

A2: Hinton Ampner sub-options

There are two sub-options just east of Joan's Acre Wood, designed to take account of sites of environmental and cultural importance in the area.

The **A2a** sub-option passes Joan's Acre Wood, avoiding Brockwood Copse and Roadside Strips Site of Importance for Nature Conservation (SINC) before heading north west past Malthouse Plantation. This option is routed through the Hinton Ampner National Trust estate.

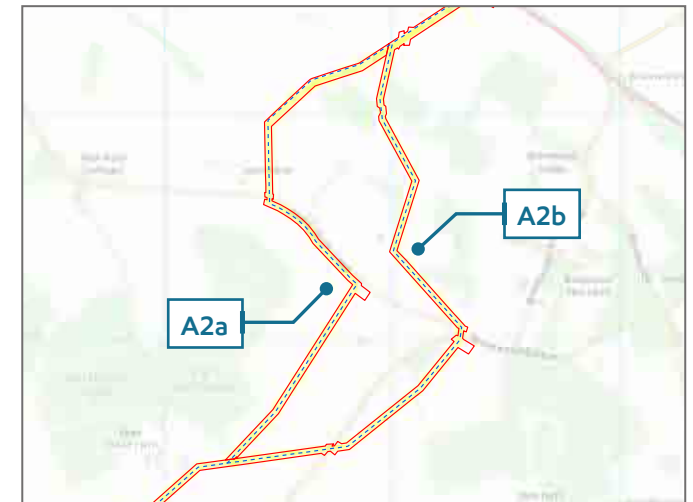
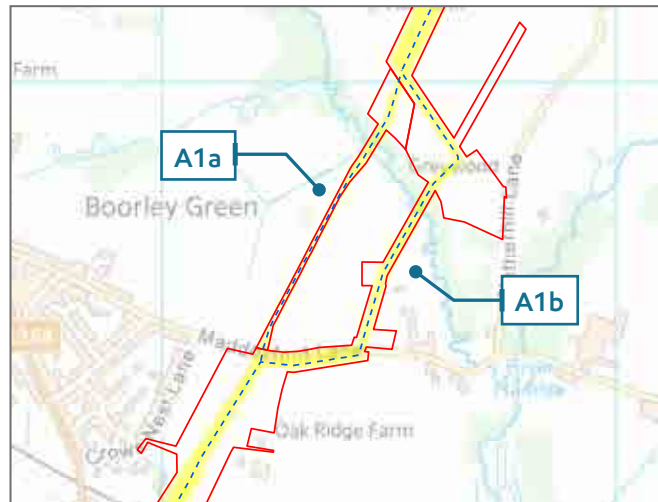
The **A2b** sub-option crosses Brockwood Copse and Roadside Strips SINC before heading north west past The Firs and Godwin's Plantation. The eastern option is routed around the Hinton Ampner National Trust estate. It then re-joins the western sub-option.



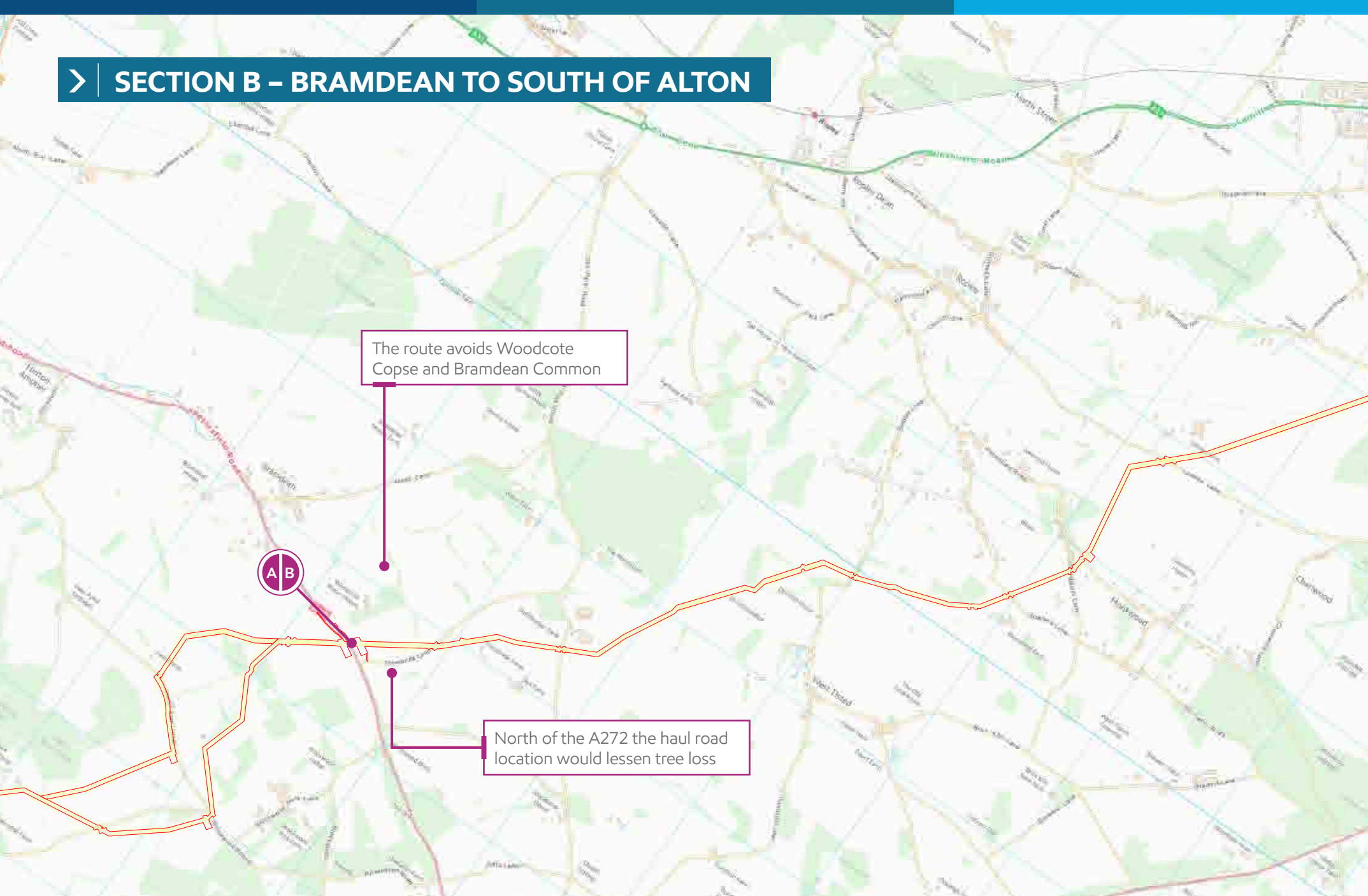
Please note, the possible pipeline location is only shown on the following close-up images of the sub-options.

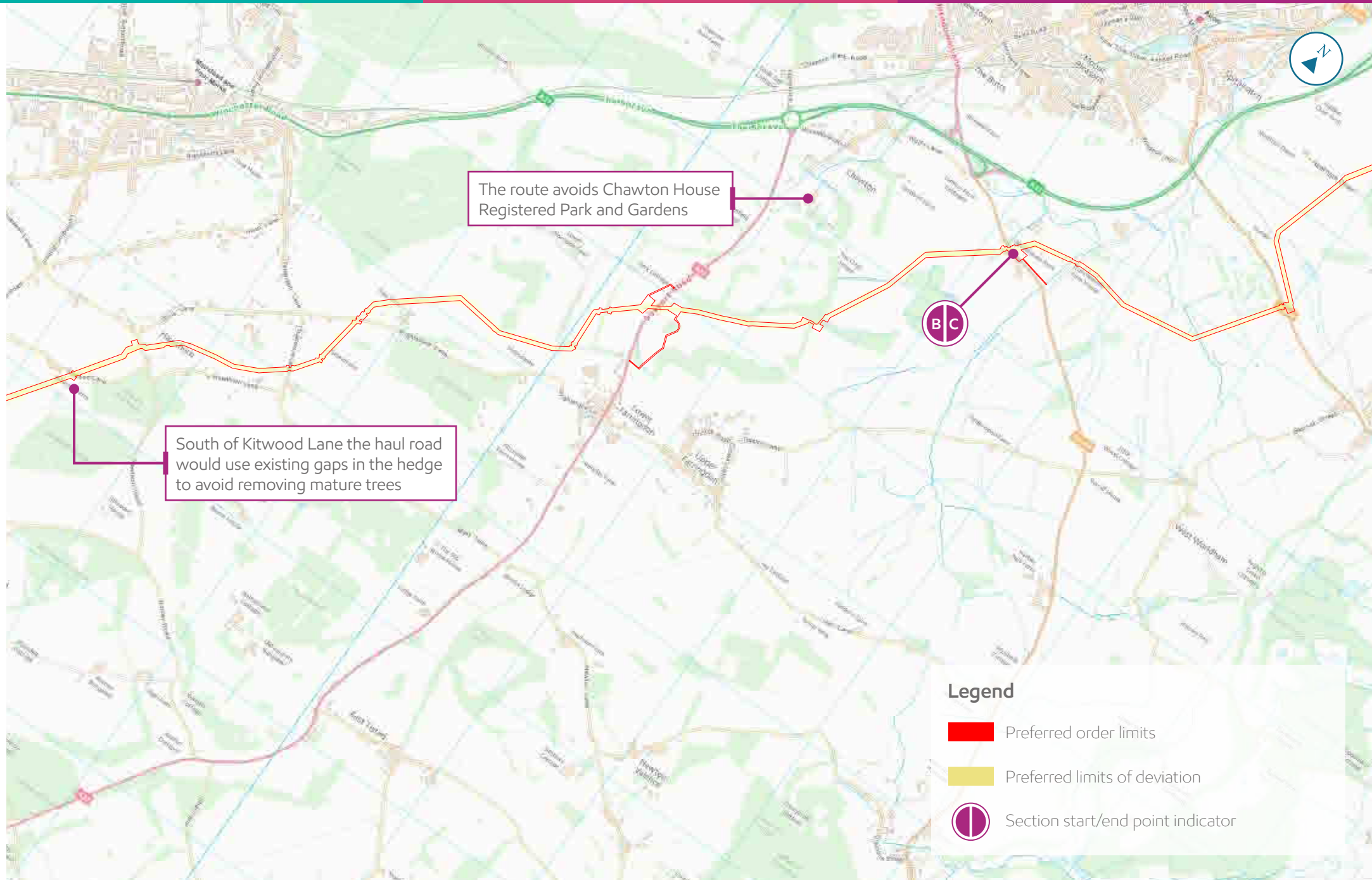
Please visit our website to view our interactive map or come along to one of our events to pick up a map book

www.slproject.co.uk



SECTION B – BRAMDEAN TO SOUTH OF ALTON





SECTION B – BRAMDEAN TO SOUTH OF ALTON

Summary of this section

Section B is also largely rural, similar to Section A, and lies mainly within the South Downs National Park – re-entering the park near Four Marks. It spans Eastleigh Borough and Winchester City Councils.

Preferred route description

Section B is around 15km long and starts just after the A272 crossing.

It avoids Woodcote Copse and Bramdean Common before running north of West Tisted. It then runs through the Four Marks Golf Course followed by a trenchless crossing of the A32, before running outside the southern boundary of Chawton House Registered Park and Gardens.

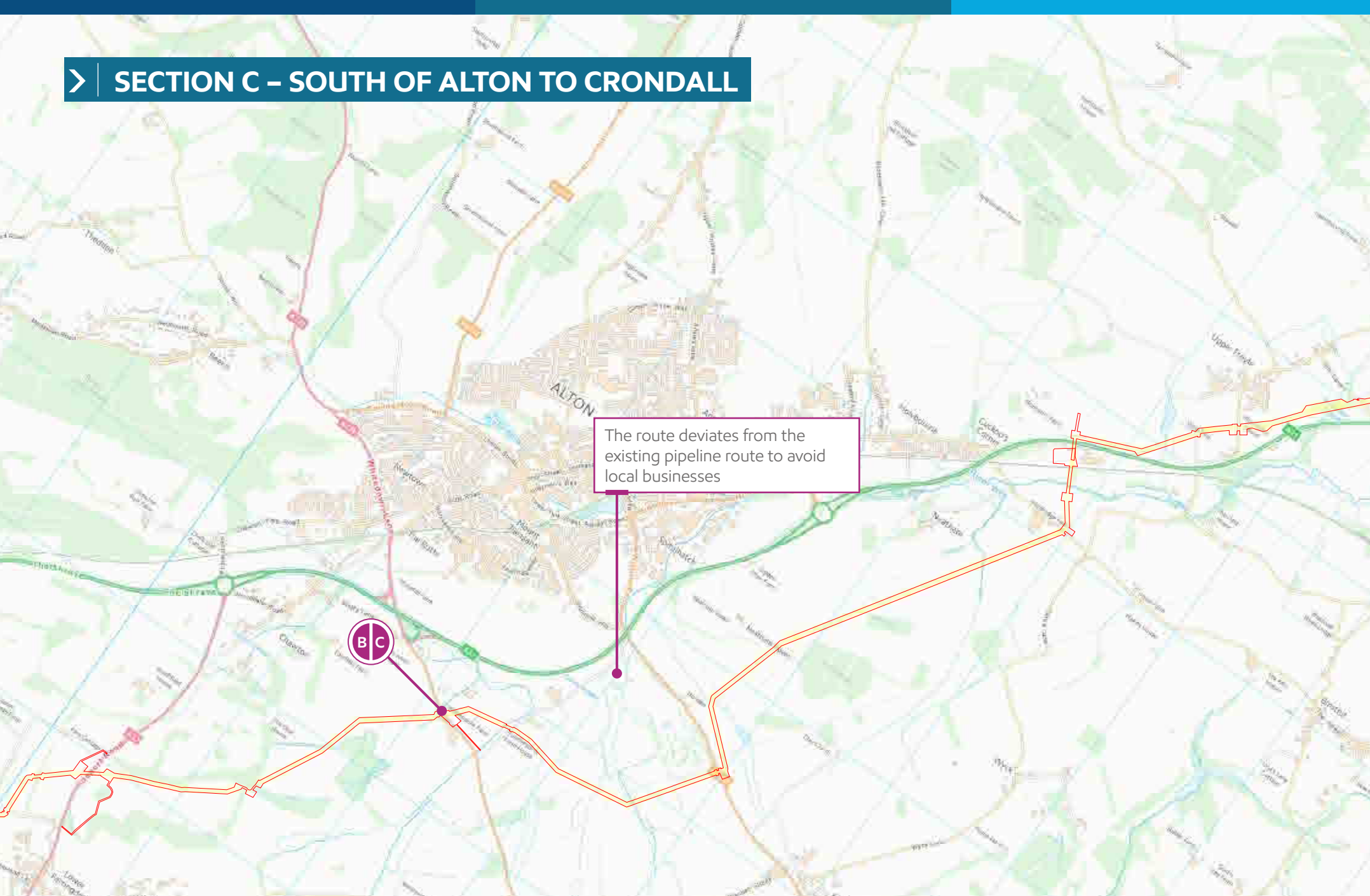
The section ends at the boundary of the South Downs National Park after the B3006 crossing.

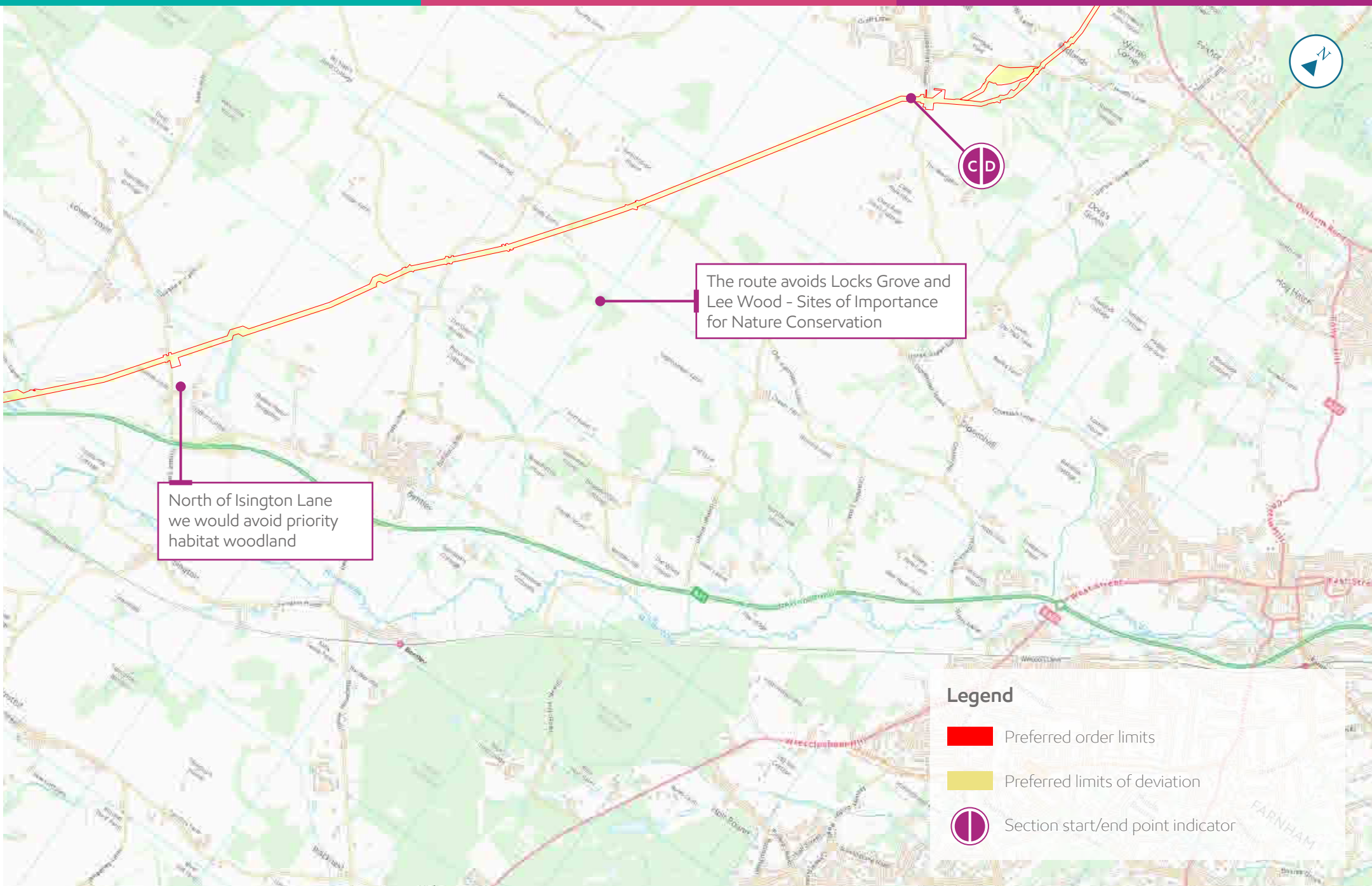
Use of trenchless installation techniques

Area	Reason(s) for using these techniques
A32	Trenchless techniques will be used as this is a main road into Chawton and Alton.

THERE ARE NO SUB-OPTIONS IN SECTION B

> SECTION C – SOUTH OF ALTON TO CRONDALL





SECTION C – SOUTH OF ALTON TO CRONDALL

Summary of this section

Section C is largely rural with long stretches passing through agricultural land. It spans the East Hampshire and Hart District Councils.

Preferred route description

Section C is approximately 14.6km long and starts at the boundary of the South Downs National Park after the B3006 crossing.

It deviates slightly from the existing pipeline route to avoid local businesses.

It runs east of Alton, skirting around Worldham Golf Course before a trenchless crossing of the River Wey and the Alton to Waterloo railway line into Alton Pumping Station.

From Alton Pumping Station, a trenchless crossing passes under the A31 and runs to the south east of Upper and Lower Froyle, avoiding Locks Grove and Lee Wood Sites of Importance for Nature Conservation (SINC). The section ends at Dippenhall Street.

Use of trenchless installation techniques

Area	Reason(s) for using these techniques
A31, Alton to Waterloo railway line and River Wey	We will use two trenchless crossings to avoid the A31 Alton By-Pass, Alton to Waterloo railway line and River Wey. This will ensure that people can still use the major road out of Alton and the railway during installation. The crossing under the River Wey will protect the river from any potential disturbance from open-cut trench installation.

THERE ARE NO SUB-OPTIONS IN SECTION C

> SECTION D – CRONDALL TO FARNBOROUGH





SECTION D – CRONDALL TO FARNBOROUGH

Summary of this section

Section D runs through both rural and urban areas with a significant proportion passing through land owned by the Ministry of Defence (MOD). There are a number of Sites of Special Scientific Interest (SSSI) and European designated wildlife sites. We will mitigate potential impacts on these designated sites by, for example, routing (where appropriate) along an existing track and taking into account factors such as bird nesting seasons.

This section spans Hart District Council and Rushmoor Borough Council.

Preferred route description

Section D is approximately 8.8km long and starts at Dippenhall Street, where there are two sub-options at Oak Park Golf Course to enable us to carry out further engineering and environmental assessments.

The section then crosses the A287 before entering MOD land at Ewshot Lane. It runs alongside Naishes Lane to Quetta Park and onto Fleet Business Park, where there are another two sub-options. Both options deviate from the existing pipeline to avoid crossing Fleet Business Park.

Both sub-options cross the B3013, re-joining by a development site, through which there are two crossing options, before re-entering MOD land.

From this point, the section crosses the northern part of Tweseldown Racecourse, Ewshot, and the Bourley and Long Valley SSSI, followed by a trenchless crossing of the Basingstoke Canal and A323.

It then passes along the northern boundary of Eelmoor Marsh SSSI before leaving the MOD land. The section crosses Cody Technology Park and the western section of Southwood Golf Course and finishes just after the trenchless crossing of the A327.

Use of trenchless installation techniques

Area	Reason(s) for using these techniques
A287 Ewshot Hill	Trenchless techniques will be used to avoid disruption to the A287, which is a major route into Farnham.
A327 Ivley Road	A major route into Farnborough, the A327 will be crossed using trenchless techniques to avoid disruption to local residents.
A323	A major route into Farnborough, the A323 will be crossed using trenchless techniques to avoid disruption to local residents.
Basingstoke Canal	We would cross the canal using a trenchless technique.

SUB-OPTIONS IN SECTION D

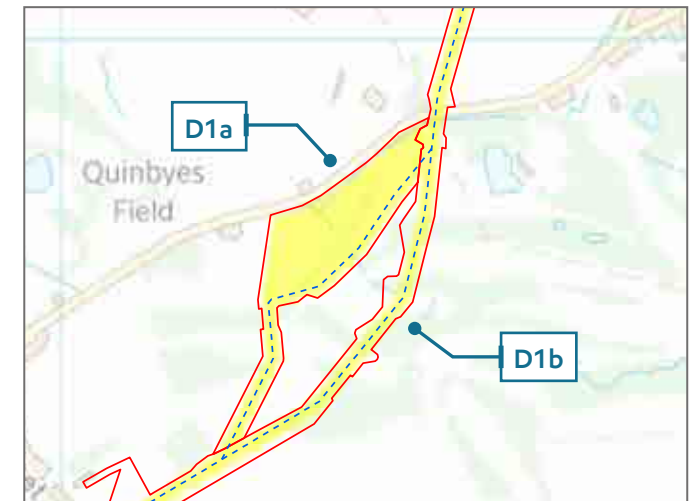
In this section there are four parts of the route that include sub-options, which we are presenting for this consultation. The first is around Oak Park Golf Club. The second is Fleet Business Park. The third is off Beacon Hill Road. The fourth is Norris Hill.

D1: Oak Park Golf Course sub-options

The route at Oak Park Golf Course includes two sub-options, both of which cross the golf course before re-joining at Heath Lane.

The **D1a** sub-option may have a greater impact on the local golf course during installation, however it is further from the area of ancient woodland.

While also avoiding the ancient woodland, the **D1b** sub-option runs closer to it, however this option may have less of an impact on the golf course during installation.

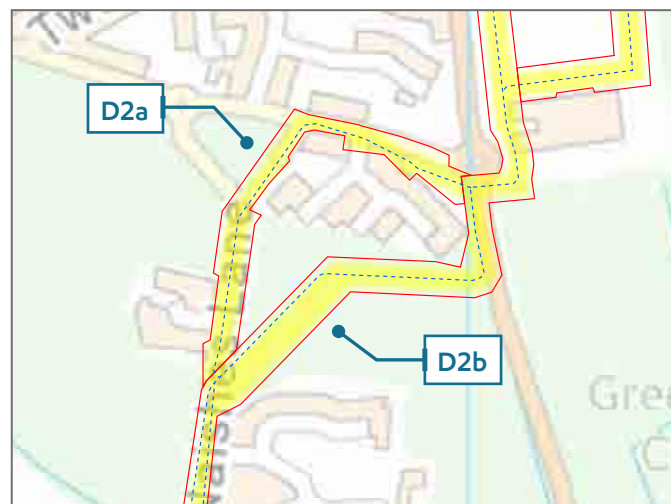


D2: Fleet Business Park sub-options

From just north of Quetta Park, to the north of Naishes Lane, we are consulting on two sub-options to take into account local businesses, traffic, the copse areas and Sites of Importance for Nature Conservation (SINC). Both options deviate from the existing pipeline to avoid crossing through Fleet Business Park.

The **D2a** sub-option, to the west, avoids Soanes and Wood Copses by following Naishes Lane, before heading down Sandy Lane towards the B3013. However, this sub-option is along roads with traffic calming measures in place (road narrowing islands) so may lead to some disruption for local traffic during installation.

The **D2b** sub-option crosses Wakefords Copse, passing to the south of Fleet Business Park. This sub-option passes through significantly more land designated as SINC and tree protection areas. Both options cross the B3013.

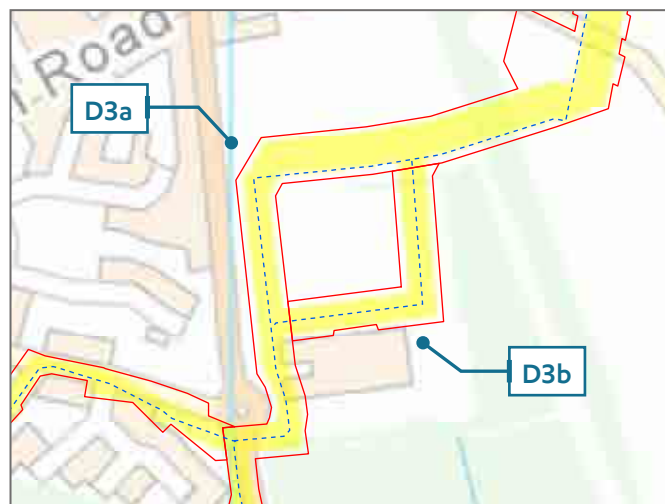


D3: Beacon Hill Road sub-options

Just north of the junction of Sandy Lane and the B3013/ Beacon Hill Road, there are currently two sub-options designed to take into account emerging development plans on the site to the east.

The **D3a** sub-option travels north in parallel to Beacon Hill Road and then east towards Tweseldown Racecourse.

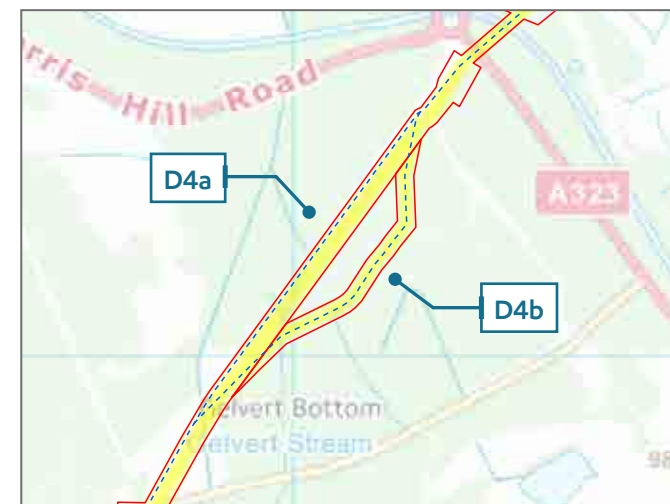
The **D3b** sub-option travels through the development site to the east and then north to meet the other sub-option, where they re-join one another.



D4: Norris Hill sub-option

In the vicinity of Hussar Copses, south of Norris Hill Road, we are considering two sub-options in order to reduce impacts on ecologically sensitive areas.

The **D4a** sub-option would follow the existing pipeline, whereas the **D4b** sub-option follows an established track. Ongoing environmental assessments are currently taking place in order to establish the route with the least impact.



> SECTION E – FARNBOROUGH TO BISLEY AND PIRBRIGHT RANGES

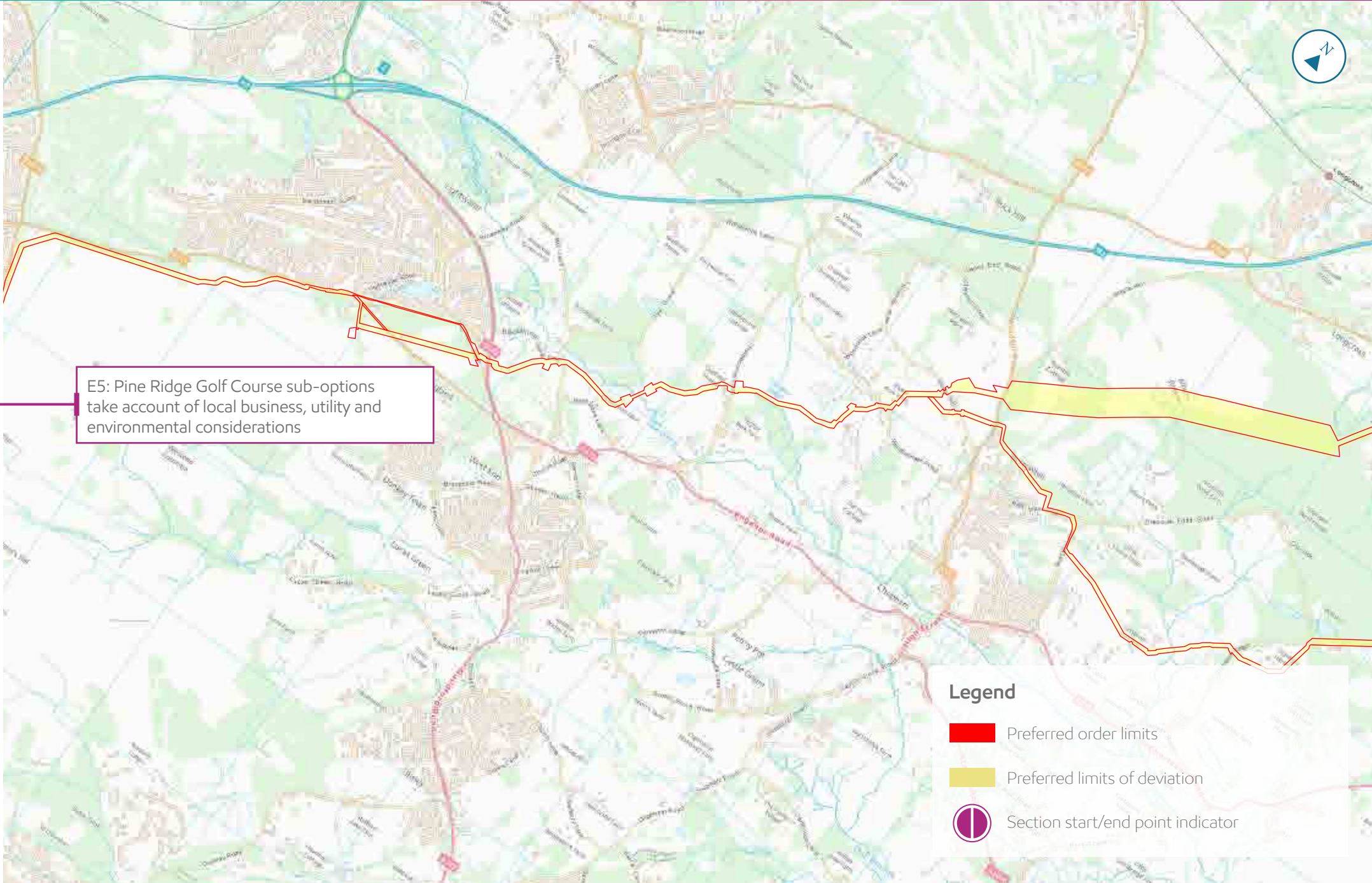
E1: Cove Brook Park area sub-options require further environmental assessments within the recreation area around Cove Brook and sensitive areas including wetland habitats

E3: Cabrol Road sub-options take account of impacts to local residents, private allotments and park land

The project would look to restore/improve the playground at Queen Elizabeth Park if it could not be avoided

E2: Cove Road sub-options take account of busy local roads with a high number of existing underground services, and limited space for crossing the railway

E4: Farnborough North sub-options take account of multiple challenging crossings and the impacts on Farnborough North Station



E5: Pine Ridge Golf Course sub-options take account of local business, utility and environmental considerations

SECTION E – FARNBOROUGH TO BISLEY AND PIRBRIGHT RANGES

Summary of this section

Section E runs through both rural and urban areas with a significant proportion passing through land owned by the Ministry of Defence (MOD). It spans Rushmoor Borough Council and Surrey Heath Borough Council.

Preferred route description

Section E is around 7.5km in length and starts just after the A327 crossing, running along the north of Cove Road (B3014), where there are two sub-options through the open land to the south of Cove Brook.

Both sub-options then cross the South Western main railway line to the west of Farnborough, before running east and through Queen Elizabeth Country Park to the north of Farnborough Station, where a trenchless crossing passes under the A325.

The section then crosses open land owned by Farnborough Hill School, after which it crosses the North Down railway line at Farnborough North, where there are another two sub-options.

The options meet at the B3411 and follow the existing pipeline to Frith Hill, crossing MOD land, where there are two sub-options, either following the existing pipeline across Pine Ridge Golf Course or following an existing track around the Golf course and running along the verge of Deepcut Bridge Road.

This section finishes immediately after the B3015 at the junction of Old Bisley Road, The Maultway and Deepcut Bridge Road.

Use of trenchless installation techniques

Area	Reason(s) for using these techniques
Cove Road, Cove Brook and the South Western main railway line	The western sub-option through open land to the south of Cove Brook will use a long trenchless crossing under Cove Road, Cove Brook and the South Western Main railway line to just south of West Heath Road.
A325 Farnborough Road	A trenchless crossing will be used to avoid the A325, which is a major route through Farnborough.
North Downs railway line	Both sub-options will use trenchless installation to avoid the North Downs railway line near Farnborough North Station.
A331, River Blackwater, Frimley Hatches Fisheries and Ascot to Guildford railway line	Both sub-options will use trenchless crossings to go under the major road A331, River Blackwater, Frimley Hatches Fisheries and Ascot to Guildford railway line. This will reduce impacts on travel for local people and minimise disturbance to the wildlife in the River Blackwater and Fisheries.
Reading to Redhill Railway Line	A trenchless installation beneath the railway line. This will reduce impacts on travel for local people and minimise disturbance.
Playing fields in Ringwood Road to SC Johnson Land	A trenchless crossings to go under the major road A331, River Blackwater, Frimley Hatches Fisheries and Ascot to Guildford railway line. This will reduce impacts on travel for local people and minimise disturbance to the wildlife in the River Blackwater and Fisheries.

SUB-OPTIONS IN SECTION E

In this section there are five parts of the route that include sub-options, which we are presenting for this consultation. The first is around Cove Brook park area. The second is in Cove Road area. The third is Cabrol Road area. The fourth is in the Farnborough North area. The fifth is around Pine Ridge Golf Course.

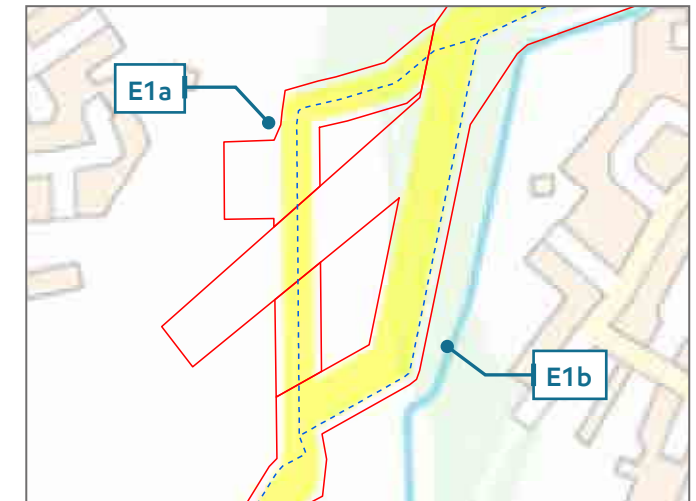
E1: Cove Brook Park area sub-options

We are currently considering options at this location to reduce potential impacts to the recreation area around Cove Brook.

The **E1a** sub-option travels through the recreation area to the west.

The **E1b** sub-option to the east is closer to the Brook and may have a greater effect on environmentally sensitive areas including wetland habitats.

Further work is needed in this area to more fully understand the local environment, including environmental and recreation considerations.

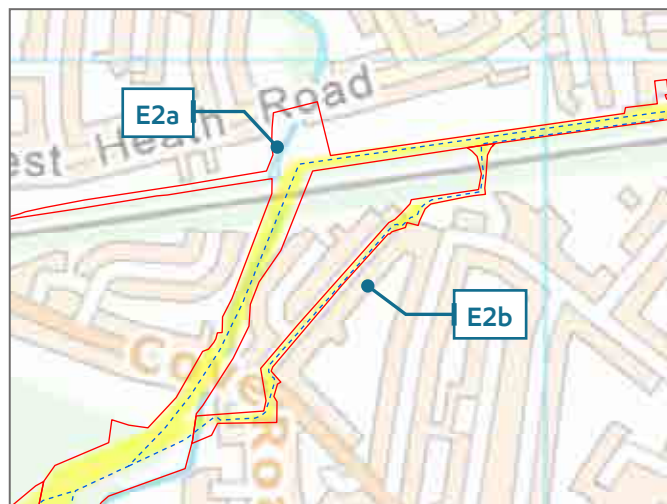


E2: Cove Road sub-options

Cove Road area is densely populated. It features busy local roads with a high number of existing underground services already in place. There is limited space at either side of the railway embankment and the route needs to cross the Waterloo railway line.

The **E2a** sub-option is a long trenchless crossing under Cove Road, Cove Brook and the South Western Main railway line to just south of West Heath Road. This avoids the need for extensive street works in Cove Road and at Highfield Path. Once across the railway line, we do not currently anticipate open-cut trenches along the northern railway embankment. However, this would be dependent on suitable ground conditions and is part of ongoing assessments.

The **E2b** sub-option follows a route through Highfield Path, making use of the existing pedestrian railway underpass. During installation the path would be closed, however we would work with Local Highway Authority



to agree diversions to public rights of way. Although it includes more street works than the western sub-option, it involves less installation uncertainty related to ground conditions.

Both sub-options then cross the South Western main railway line to the west of Farnborough Main station, before running east.

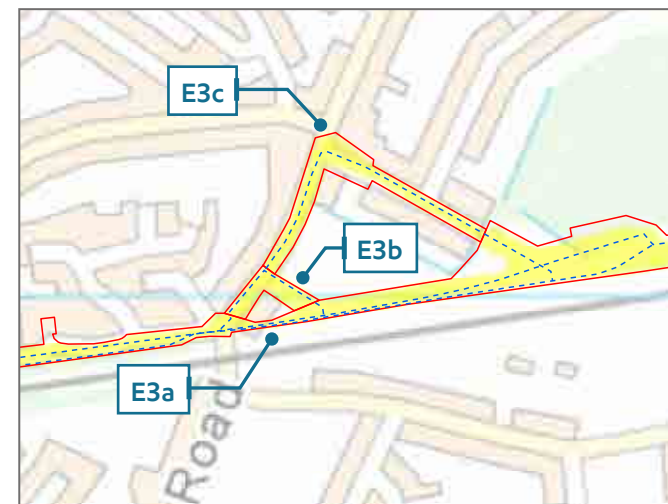
E3: Cabrol Road sub-options

In the Cabrol Road area there are a number of considerations we must take into account including potential impacts to local residents, allotments and park land.

The **E3a** sub-option in this location would closely follow the current pipeline route. This sub-option would reduce streetworks, but may affect landowners in Stakes Lane during installation.

The **E3b** sub-option would include a small diversion and open-cut trench thereby avoiding the landowners in Stakes Lane, however the route would then need to travel beneath some allotments before reaching the Queen Elizabeth Country Park.

The **E3c** sub-option would involve a diversion via Cabrol Road before travelling towards the park. This option would involve open-cut trenches, avoiding the allotments. It would however include street works during installation, which would potentially disrupt more local residents.



E4: Farnborough North sub-options

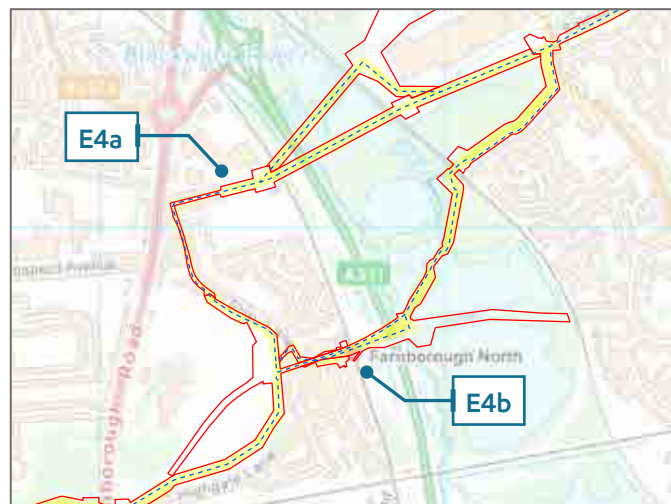
One of the challenges in this area is that it has multiple challenging crossings: two railway lines, the A331 Road, the River Blackwater and the Fisheries.

The **E4a** sub-option follows Ship Lane/Ringwood Road passing north of the cemetery, where there is a trenchless crossing from the playing field in Ringwood Road across to SC Johnson land. This sub-option passes under the Reading to Redhill railway line, A331, River Blackwater, Frimley Hatches Fisheries and the Ascot to Guildford railway line. This option avoids the Henry Tyndale School (school for children with complex learning difficulties) and reduces the potential impacts on Farnborough North Station, as a key commuter station.

The **E4b** sub-option is a trenchless crossing under the Reading to Redhill railway line, River Blackwater and A331 to the Frimley Hatches Fisheries, followed by open-cut trench through the Frimley Hatches Fisheries and a second trenchless crossing of the Ascot to Guildford railway line to

SC Johnson land. This approach could cause disruption to Henry Tyndale School and access to Farnborough North Station. There may also be disruption to the Fisheries and potential to close local footpaths used for accessing the station.

The sub-options meet at the B3411 and follow the existing pipeline to Firth Hill.

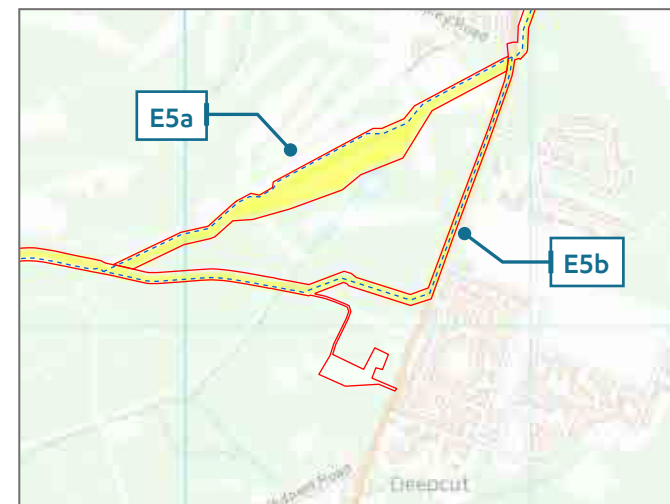


E5: Pine Ridge Golf Course sub-options

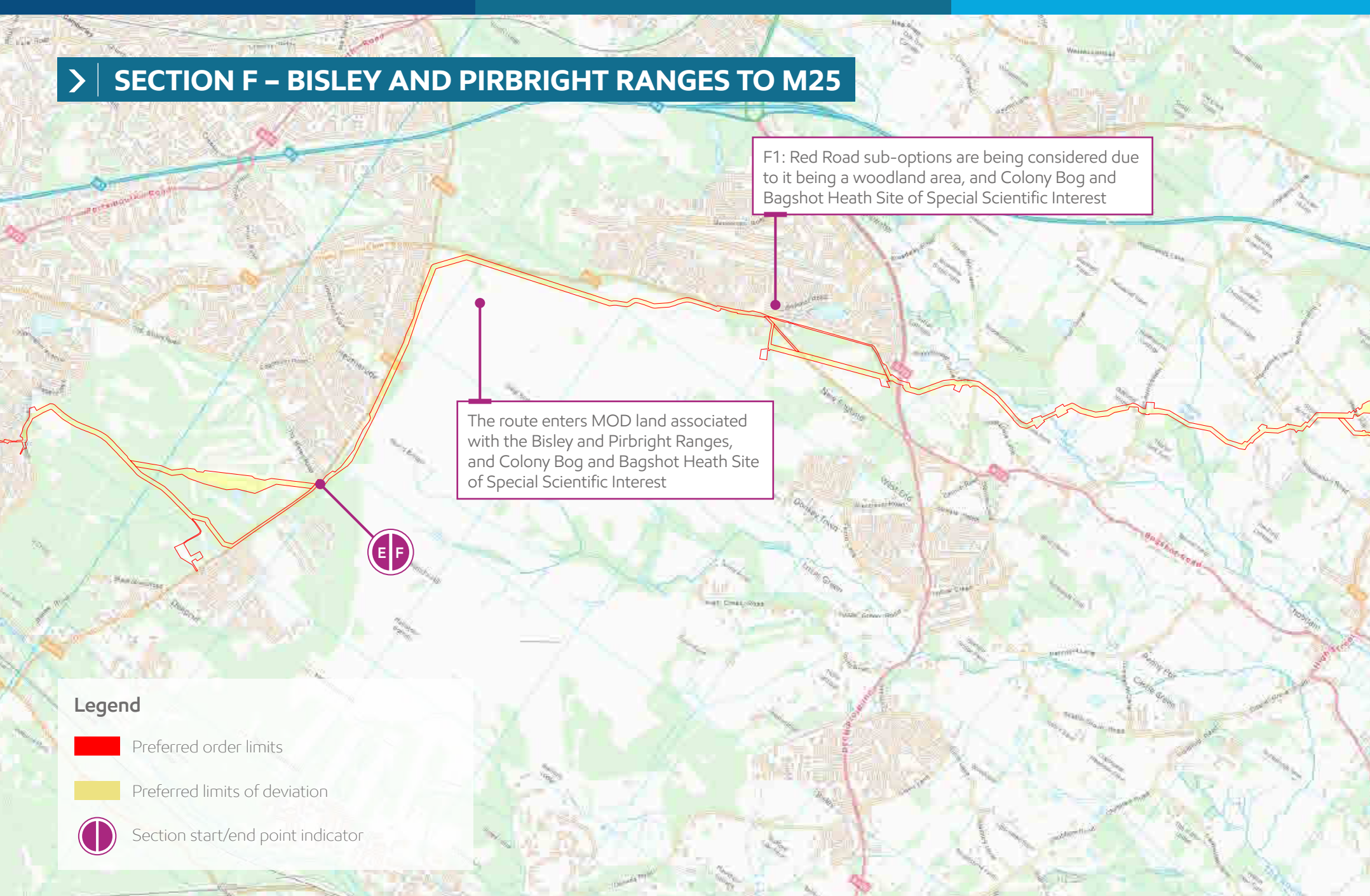
We are considering sub-options here due to local business, utility and environmental considerations.

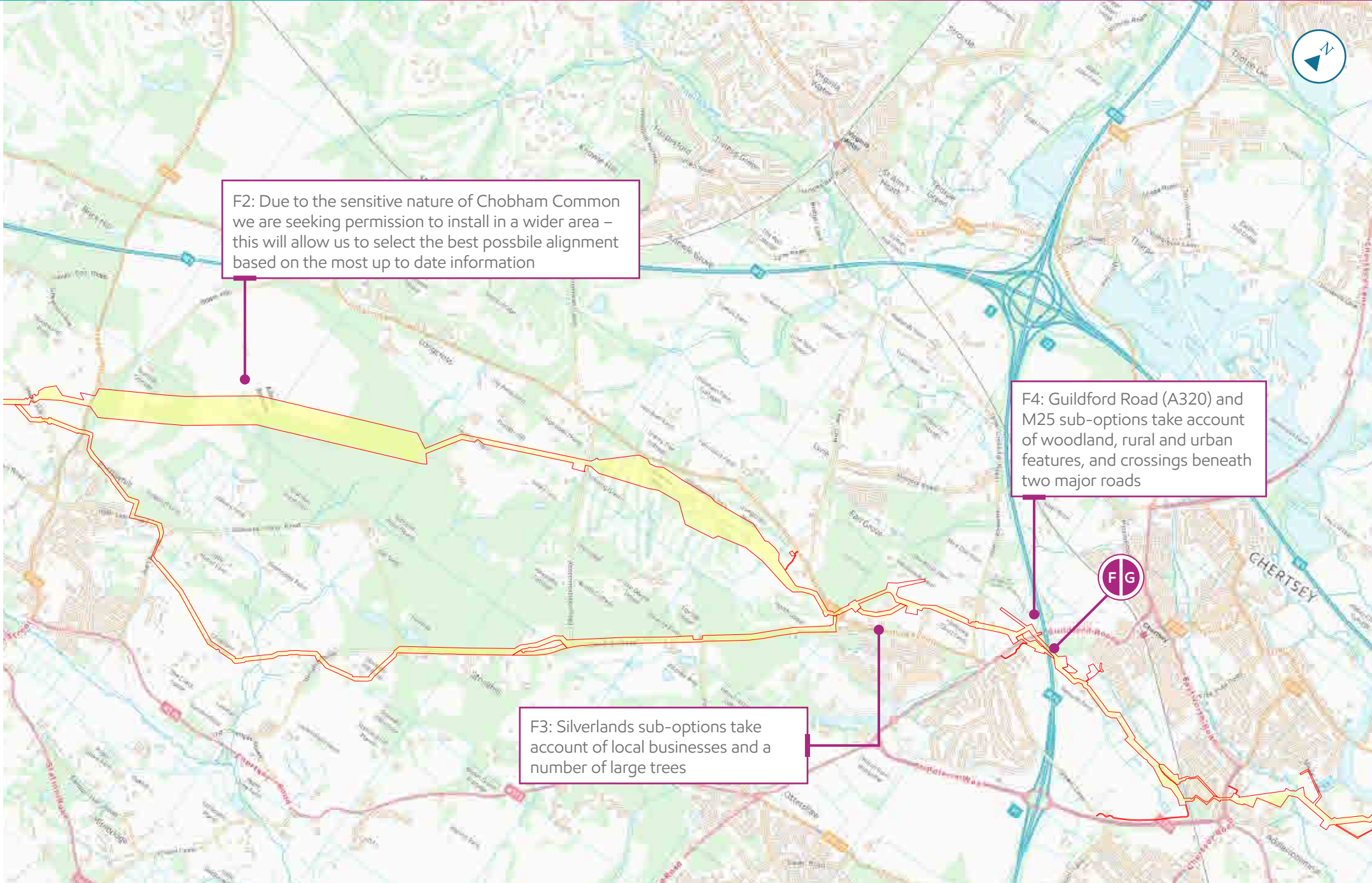
The **E5a** sub-option would closely follow the existing line and would involve crossing a number of utilities in the area such as electricity and water. This option may also include potential impacts on the golf course during installation.

The **E5b** sub-option follows an existing track and carries on to the edge of the Deepcut Bridge Road. This sub-option avoids the golf course, and local ecology, but along Deepcut Bridge Road there are a number of protected trees to consider. This sub-option may also include the temporary closure of cycle lanes during installation. There is the potential to reduce traffic disruption by utilising the wide verge during installation.



> SECTION F – BISLEY AND PIRBRIGHT RANGES TO M25





F2: Due to the sensitive nature of Chobham Common we are seeking permission to install in a wider area – this will allow us to select the best possible alignment based on the most up to date information

F4: Guildford Road (A320) and M25 sub-options take account of woodland, rural and urban features, and crossings beneath two major roads

F3: Silverlands sub-options take account of local businesses and a number of large trees

SECTION F – BISLEY AND PIRBRIGHT RANGES TO M25

Summary of this section

Section F runs through both rural and urban areas, including one area of land owned by the Ministry of Defence (MOD) and also a number of Sites of Special Scientific Interest (SSSI) such as Colony Bog. It spans Surrey Heath Borough Council and Runnymede Borough Council.

Preferred route description

Section F is approximately 16km long and starts immediately after the B3015, where it enters MOD land associated with the Bisley and Pirbright Ranges, Colony Bog and Bagshot Heath SSSI. It continues north running adjacent to Deepcut Bridge Road (B3015) before turning east to follow Red Road (B311), where there are three options leading to Guildford Road.

The northern option crosses Red Road at the junction with Lightwater Road, and follows an existing track to Guildford Road. The second option follows Red Road and re-joins the existing pipeline route and follows it to Guildford Road. The third option follows the existing MOD track to re-join the existing pipeline route and follows it to Guildford Road.

The section then crosses Guildford Road, using trenchless techniques under the A322, continuing through Windlemere Golf Course. It then continues generally north east and includes two sub-options due to the Chobham Common SSSI between Windlesham Road and the B386.

The section then crosses the B386 before ending just north of St Peter's Hospital, Holloway Hill and the approach to the A320/M25.

Use of trenchless installation techniques

Area	Reason(s) for using these techniques
A322 Lightwater By-Pass	A trenchless crossing will be used to avoid the A322 Lightwater By-Pass and minimise impacts on travel in the local area.
Holloway Hill Woods	Trenchless techniques will be used when passing through Holloway Hill Woods to reduce the need to cut down mature trees or damage roots.
A320 Guildford Road	The A320 is a major road into Chertsey, and will be crossed using trenchless techniques to avoid impacts to traffic in the area.
M25	A trenchless crossing will be used to pass under the M25. This technique will ensure that one of the UK's busiest motorways can remain open throughout installation.

SUB-OPTIONS IN SECTION F

In this section there are four areas with sub-options, presented for this consultation. The first is around Red Road. The second is around Chobham Common area. The third is Silverlands. The fourth is Guildford Road and M25.

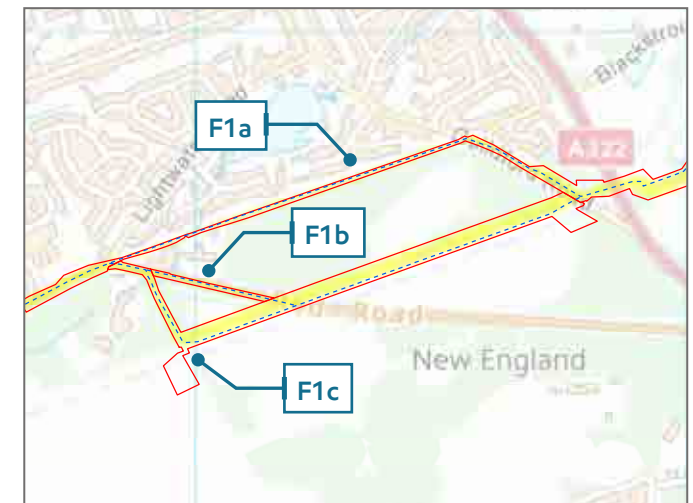
F1: Red Road sub-options

In the area surrounding Red Road, we are considering sub-options due to it being a woodland area and Colony Bog.

The **F1a** sub-option crosses Red Road (B311) at the junction with Lightwater Road, and follows an existing track to Guildford Road.

The **F1b** sub-option follows Red Road and re-joins the existing pipeline route and follows it to Guildford Road.

The **F1c** sub-option follows the existing MOD track to re-join the existing pipeline route and follows it to Guildford Road.



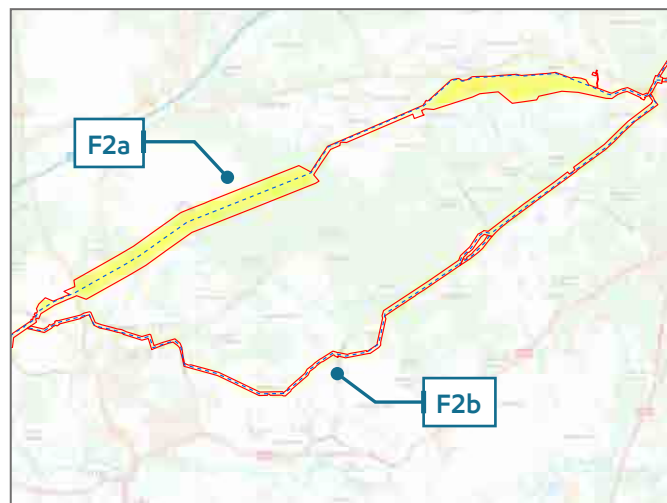
F2: Chobham Common sub-options

Chobham Common is a Site of Special Scientific Interest (SSSI), a nature reserve and specially protected area. We are carefully considering options in this location to minimise potential impacts.

Our favoured **F2a** sub-option to the north crosses the B383 to follow the existing pipeline route across Chobham Common SSSI (also a National Nature Reserve, Special Area of Conservation and Special Protection Area), after which it crosses Fox Hills Golf Course, ending at the B386.

The **F2b** sub-option to the south crosses the B383 further south and then turns south east primarily to avoid Chobham Common SSSI, running along Stonehill Road, before turning north east at Dunstall Green. It then passes between Queenwood and Foxhills Golf Courses before re-joining the northern sub-option at the B386.

There is also a further option within this sub-option along Stonehill Road.

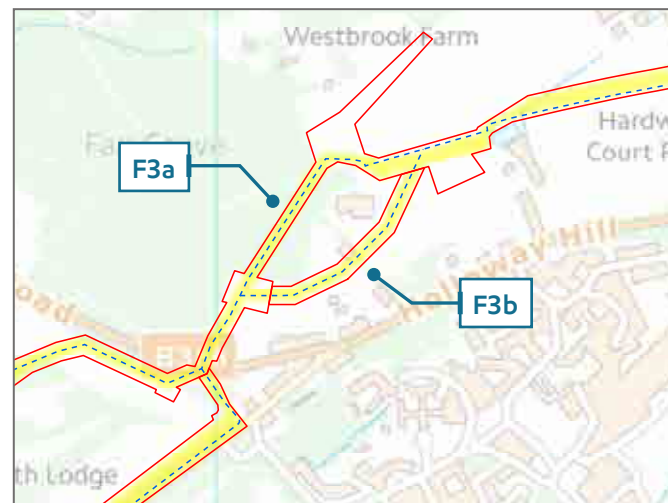


F3: Silverlands sub-options

In this area we are presenting two sub-options for consideration to reduce the potential impacts on local businesses and a number of large trees.

The **F3a** sub-option goes through the woods to the north of local businesses (such as Silverlands Stonemasons) and avoids removing a large number of trees due to a trenchless crossing.

The **F3b** sub-option cuts through the local business' land and across a proposed development site. This would cause disruption to Silverlands Stonemasons.

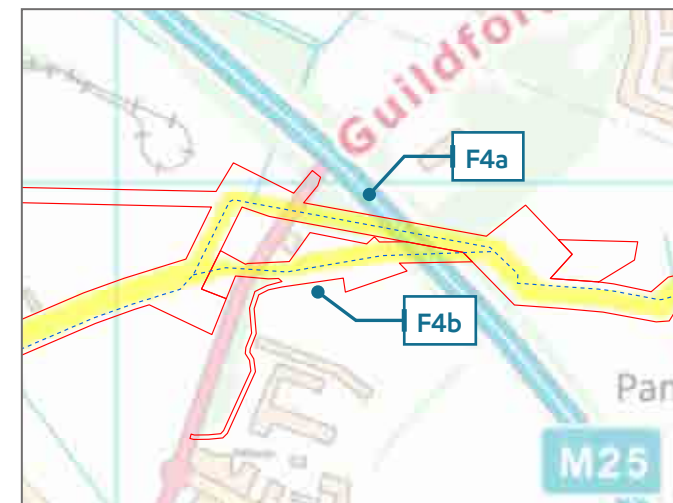


F4: Guildford Road (A320) and M25 sub-options

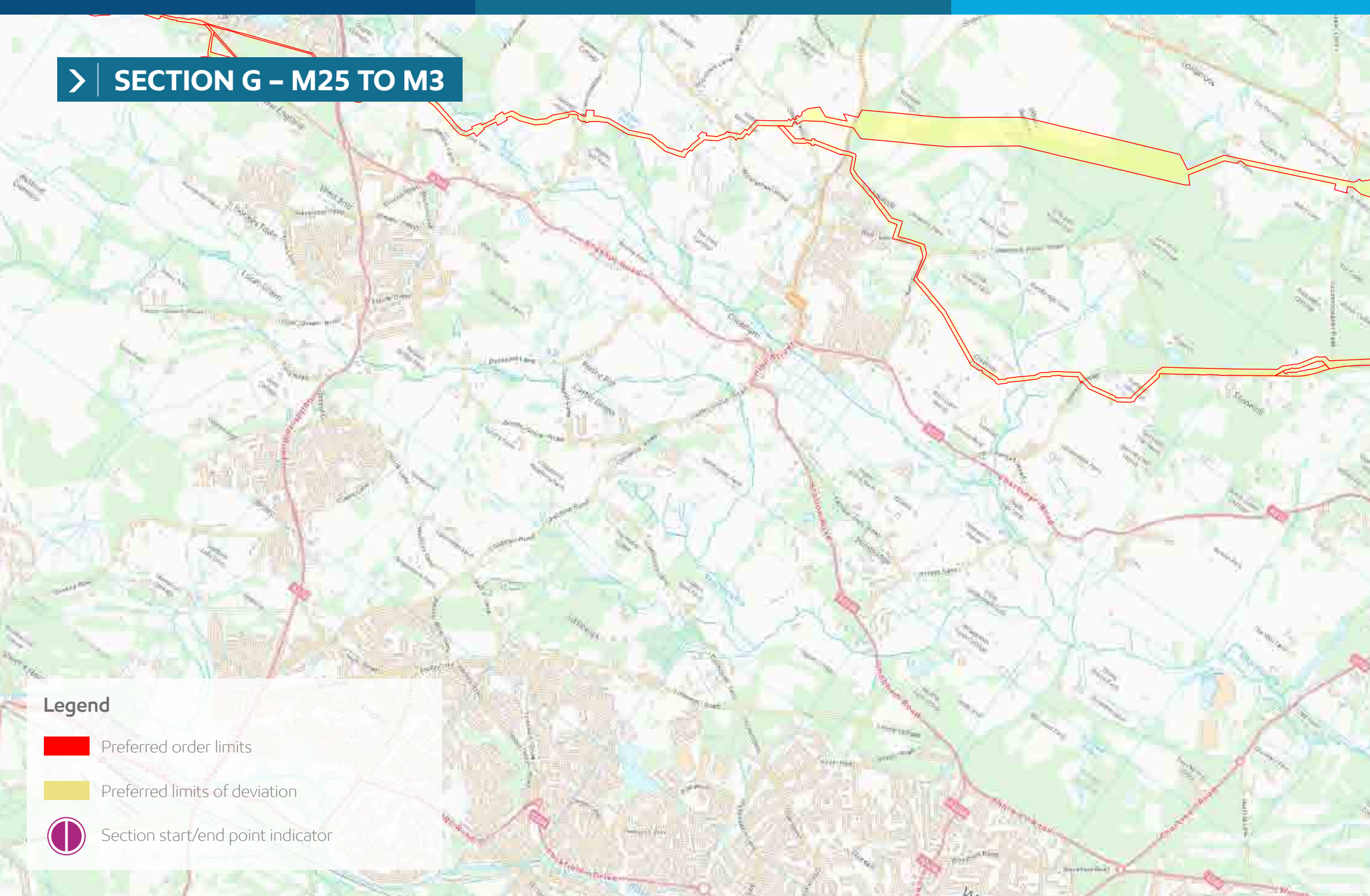
This is a complex section of the route including woodland, rural and urban features and crossing beneath two major roads (A320 Guildford Road and M25). We are currently considering two sub-options to minimise potential impacts in this area. Both sub-options are adjacent to Salesian School.

The **F4a** sub-option crosses Guildford Road at a more northerly point to avoid the Salesian School and then passes under the M25.




The **F4b** sub-option crosses Guildford Road further south and passes through the grounds of Salesian School. It then passes under the M25.



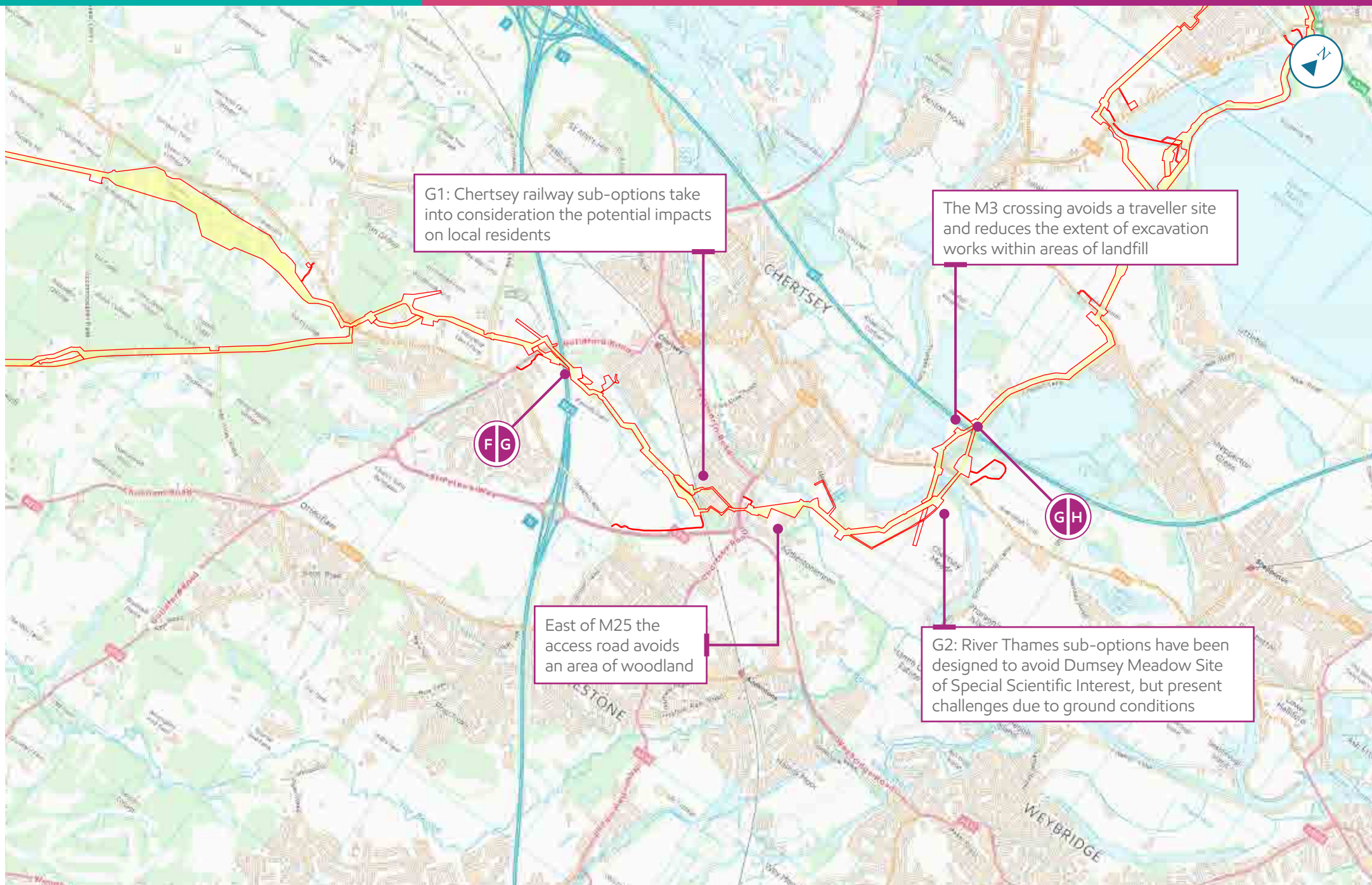
> SECTION G – M25 TO M3



Legend

-  Preferred order limits
-  Preferred limits of deviation
-  Section start/end point indicator





G1: Chertsey railway sub-options take into consideration the potential impacts on local residents

The M3 crossing avoids a traveller site and reduces the extent of excavation works within areas of landfill

FG

East of M25 the access road avoids an area of woodland

GH

G2: River Thames sub-options have been designed to avoid Dumsey Meadow Site of Special Scientific Interest, but present challenges due to ground conditions

SECTION G – M25 TO M3

Summary of this section

Section G is largely urban, but also includes a Site of Special Scientific Interest (SSSI). It spans Runnymede Borough Council and Spelthorne District Council.

Preferred route description

Section G is around 4km long and starts at the approach to the A320/M25 and, after a trenchless crossing of the A320/M25, it continues through Abbey Manor Golf Course with a further trenchless crossing of the Chertsey Branch railway line between Chertsey and Addlestone Stations.

It then crosses under the A317 using trenchless techniques, before passing through the playing fields at Addlestone Moor.

There are then two trenchless sub-options for the crossing of the River Thames, as the route diverts away from the existing pipeline to avoid Dumsey Meadow Site of Special Scientific Interest. Both options cross the River Thames and the B375 and meet after crossing the M3, where this section ends.

Use of trenchless installation techniques

Area	Reason(s) for using these techniques
Chertsey Branch railway line	Both sub-options use trenchless installation to avoid the Chertsey Branch railway line, reducing impacts on travel in the area.
A317 Chertsey Road	Trenchless installation will be used to minimise impacts on traffic in the built up area of Chertsey.
River Thames and B375 Chertsey Road	Both sub-options will use trenchless crossings under the River Thames, which will mitigate impacts on river habitats and people travelling by boat. The B375 is a busy road between Chertsey and Walton-on-Thames, and the use of this technique will avoid disruption to travel in the area.
M3	Both sub-options use trenchless techniques to pass under the M3. This technique will ensure that this major UK motorway can remain open throughout installation.

SUB-OPTIONS IN SECTION G

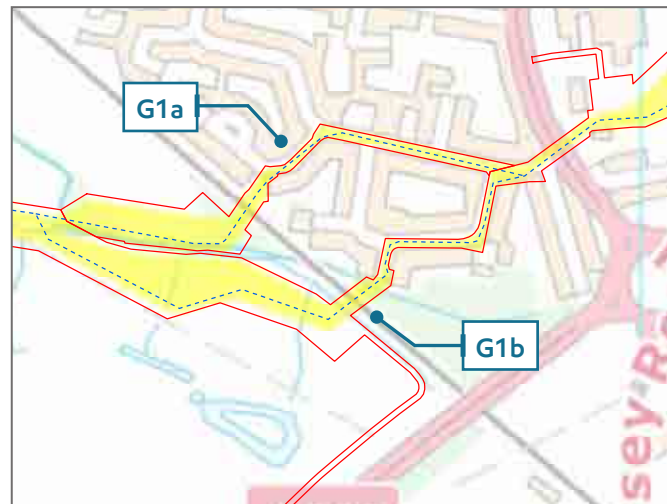
In this section there are two areas for sub-options to account for the crossing of the railway and the River Thames.

G1: Chertsey railway sub-options

We have developed two sub-options in this area to take into consideration the potential impacts on local residents along Roakes Avenue and Canford Gardens.

The **G1a** sub-option would involve a trenchless crossing of the railway and then follows along Roakes Avenue.

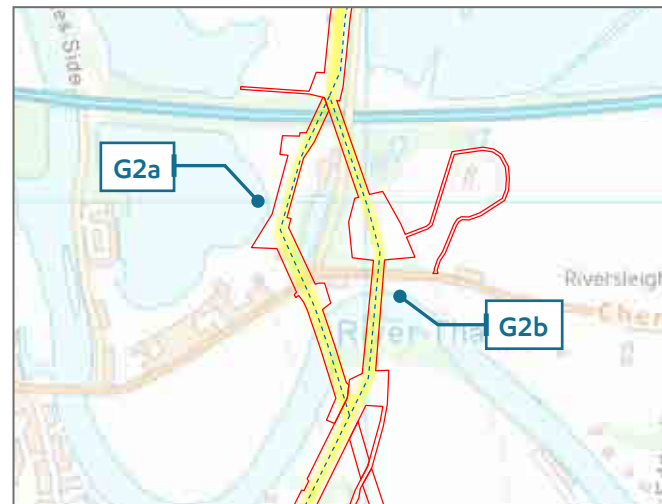
The **G1b** sub-option would involve a trenchless crossing of the railway and then follows along Canford Gardens.



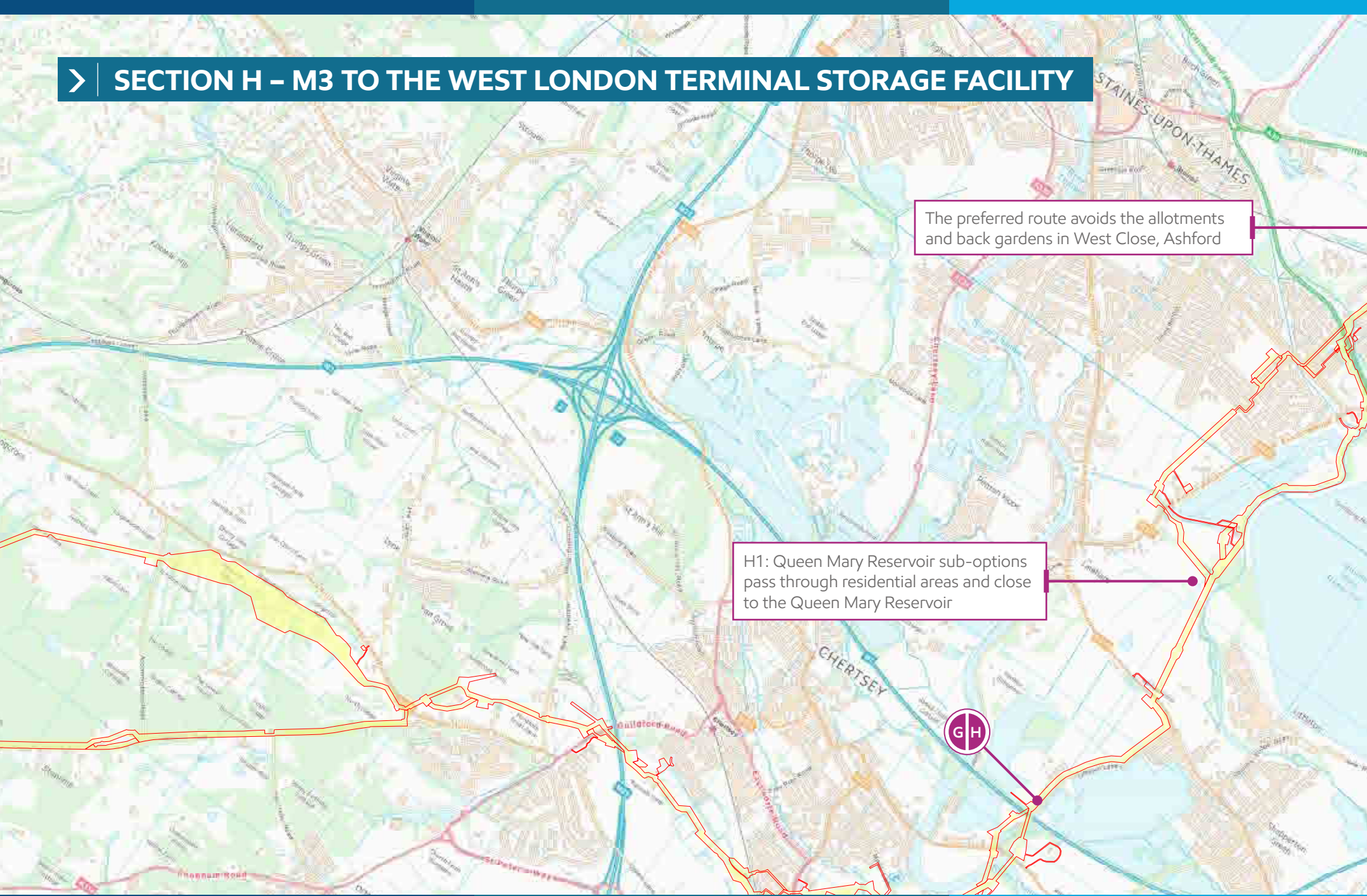
G2: River Thames sub-options

The River Thames is 55m wide at this location. Just north of the river is Dumsey Meadow Site of Special Scientific Interest (SSSI) and the sub-options in this location have been designed to avoid this area. On either side of the M3 the ground is mostly landfill. The proposed River Thames flood alleviation scheme will also cross all routes to the north of the M3. A key challenge to all of the options here is the feasibility of long trenchless crossings through sands and gravels.

There are two trenchless sub-options (**G2a** and **G2b**) for the crossing of the River Thames, as the route diverts away from the existing pipeline to avoid Dumsey Meadow. Both sub-options cross the River Thames and the B375 and meet after crossing the M3, where this section ends.



SECTION H – M3 TO THE WEST LONDON TERMINAL STORAGE FACILITY

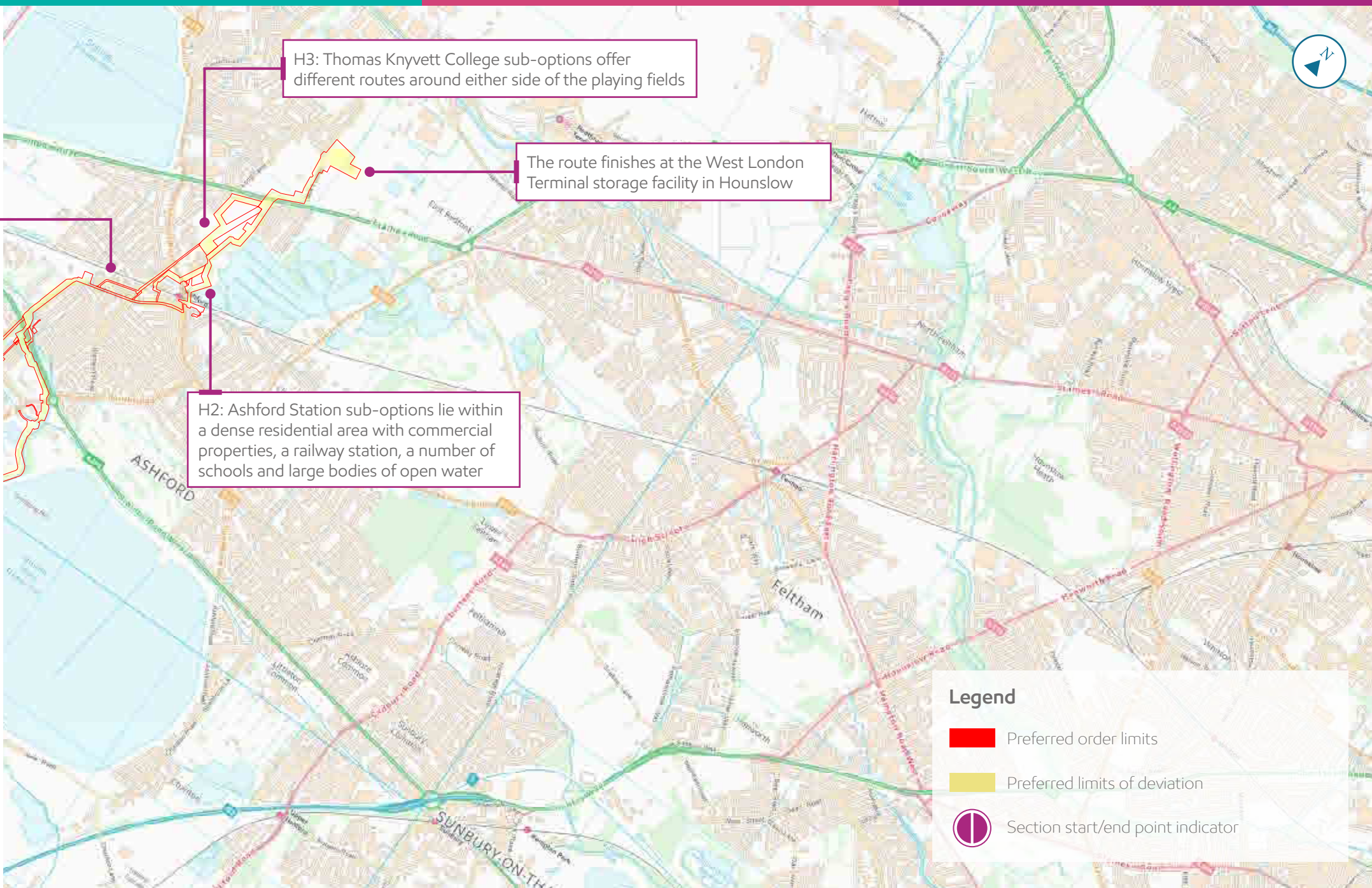


The preferred route avoids the allotments and back gardens in West Close, Ashford

H1: Queen Mary Reservoir sub-options pass through residential areas and close to the Queen Mary Reservoir

GH





Legend

- Preferred order limits
- Preferred limits of deviation
- Section start/end point indicator

SECTION H – M3 TO THE WEST LONDON TERMINAL STORAGE FACILITY

Summary of this section

Section H is largely urban. It spans Spelthorne Borough Council and ends just within the London Borough of Hounslow.

Preferred route description

The section is around 7.1km long and starts after the trenchless crossing of the M3, following Littleton Lane north, before crossing the B376. It then goes north to the western edge of the Queen Mary Reservoir, at which point there are two sub-options.

After crossing the Staines By-Pass (A308), the section continues north, crossing the Waterloo to Reading railway line close to Ashford Station, where there are three sub-options.

All sub-options will have different impacts for landowners and residents and will meet up to cross under the A30 using trenchless techniques, finishing at the West London Terminal storage facility in Hounslow.

Use of trenchless installation techniques

Area	Reason(s) for using these techniques
Staines Reservoirs Aqueduct	Both sub-options will use trenchless crossings to pass under the Aqueduct.
Staines By-Pass A308	Trenchless techniques will be used to go under the Staines By-Pass, avoiding disruption to the major road.
Ashford Station	There are three sub-options at Ashford Station, all of which use trenchless techniques to avoid disruption to the rail services in the area.
West Close to the northern playing field of St James School (Ashford Station)	Trenchless option to reduce impact on travelling public around Ashford Station.
Ashford Station car park to the builders' yard (Ashford Station)	Trenchless option to reduce impact on travelling public around Ashford Station.
Station Road to Clarendon Primary School (Ashford Station)	Trenchless option to reduce impact on travelling public around Ashford Station. This would then cross under the railway into St James School.
Staines Road A30	A trenchless crossing will be used under Staines Road to avoid travel disruption in the area.

SUB-OPTIONS IN SECTION H

In this section there are two parts of the route that include sub-options, presented for this consultation. The first is around Queen Mary Reservoir. The second is at Ashford Station.

H1: Queen Mary Reservoir sub-options

Challenges at this location include potentially passing through residential areas and passing close to the Queen Mary Reservoir.

The **H1a** sub-option follows the existing pipeline route, crossing the reservoir inlet channel and follows the toe (bottom) of the Queen Mary Reservoir embankment. The pipeline then runs past Laleham Substation and across the Staines Reservoirs Aqueduct and B377 to the crossing of the Staines By-Pass (A308).

This sub-option avoids impacting residential areas, Matthew Arnold School and local roads.

The **H1b** sub-option to the west diverts away from the western edge of the reservoir, before turning north. It then proceeds either through the sports field of Matthew Arnold School or an alignment further east, after which it crosses the Staines Reservoirs Aqueduct. This option would avoid the reservoir area, which presents engineering challenges.

This sub-option then meets back up with the eastern sub-option at the Staines By-Pass (A308).



H2: Ashford Station sub-options

One of the challenges is the railway crossing location in this area. It lies within a dense residential area with commercial properties including a builder's warehouse, a railway station, a number of schools and large bodies of open water. The station is also a key community transportation link.

There are three sub-options in this area.

The **H2a** sub-option would involve a long trenchless crossing from West Close to the northern playing field of St James School. This would cause the least disruption relative to the other options to Ashford Station and the surrounding area, would be clear of school buildings and bodies of water and offers the least disruption to Woodthorpe Road.

The **H2b** sub-option would cross the railway using trenchless techniques from the station car park to a builder's yard, then cross Stanwell road and go through St James School.

The **H2c** sub-option would include two trenchless crossings - one from Station Road to Clarendon Primary School and the second to the sports grounds of St James School.

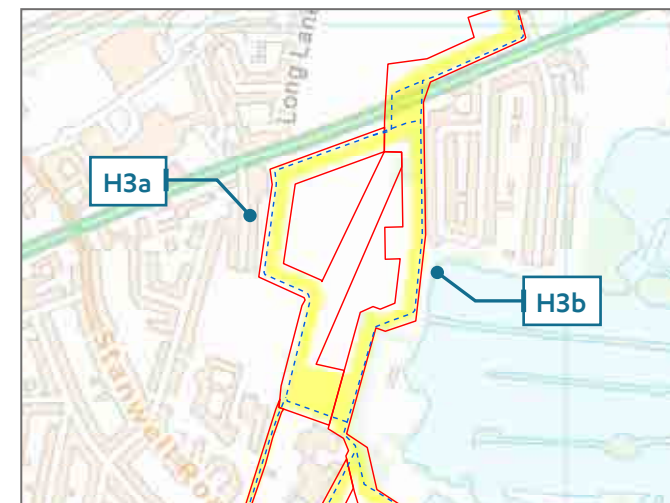
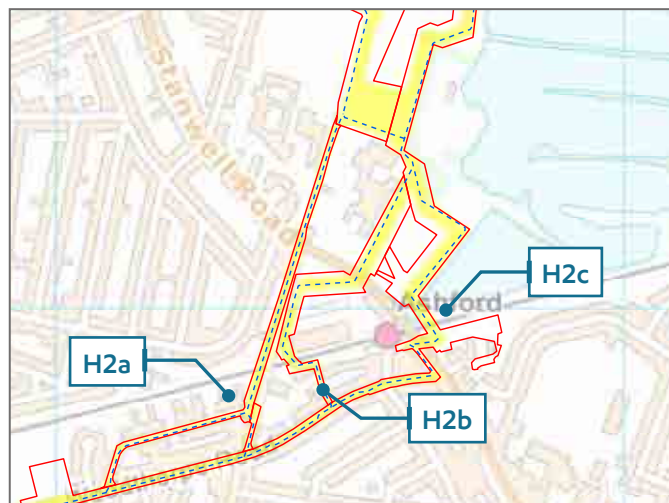
The second and third sub-options could have greater impacts on Ashford Station and the surrounding areas.

H3: Thomas Knyvett College sub-options

The route then splits into another two sub-options. The **H3a** sub-option to the west would run around the western perimeter of the playing fields of Thomas Knyvett College and into a field.

The **H3b** sub-option would pass through the eastern part of the College playing fields and along the eastern edge of the field.

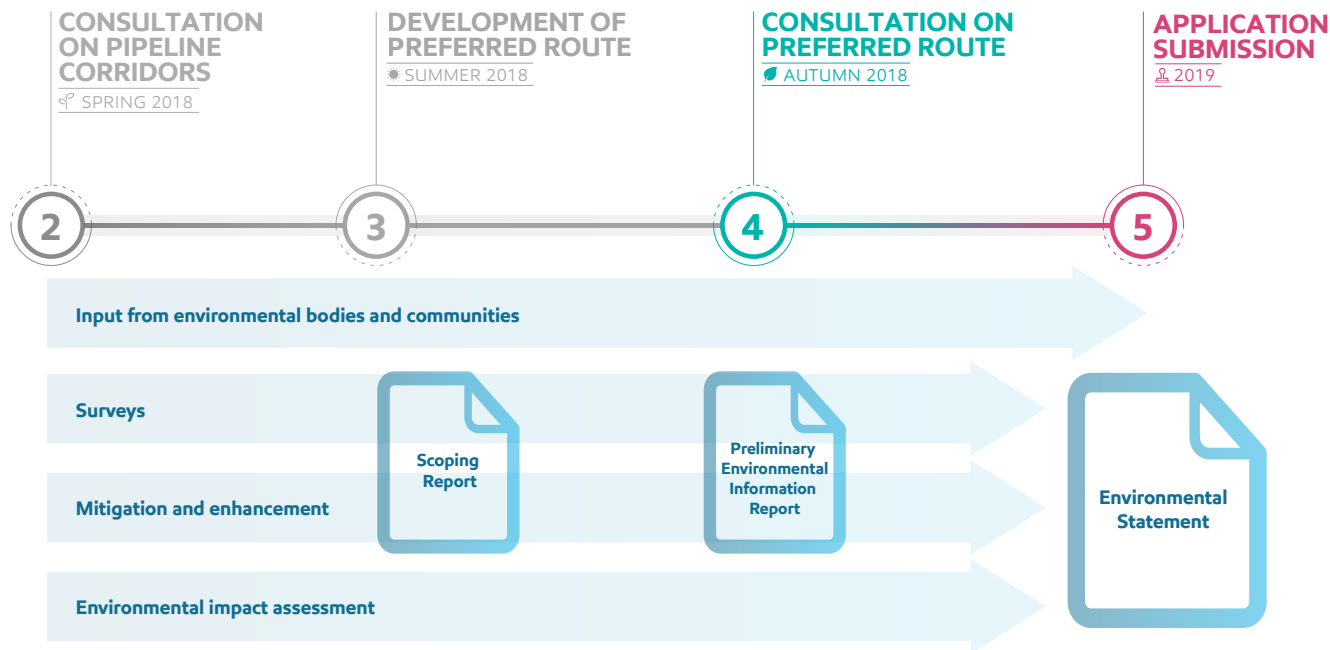
Both sub-options would cross under the A30 Staines Road using a trenchless crossing and the route finishes at the West London Terminal storage facility.



CHAPTER 8

Our environmental assessments

As part of our application for development consent, we will clearly identify the potential environmental impacts and how we will manage these.



The diagram above illustrates the process of environmental assessment.

We have been conducting surveys of sensitive features, gathering information from environmental bodies and reviewing the input shared by consultees in the initial consultation, associated with the route.

The key reports 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. The report was submitted to the Planning Inspectorate and you can read it on their website: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/southampton-to-london-pipeline-project/>

Preliminary Environmental Information

This information is about the likely environmental effects of the proposals and is there to help inform those taking part in this consultation. This information is presented in two formats: a non-technical summary, which can be found in Chapter 9 of this brochure, and a more detailed report.

The Preliminary Environmental Information Report can be accessed via the project website: www.slpproject.co.uk and at the consultation events. Other formats, such as a print copy or in large font, are available on request.

Environmental Statement

This document will provide the findings of the Environmental Impact Assessment including our proposed mitigation measures. We will provide it to the Planning Inspectorate as part of our application for development consent.

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 9

Preliminary Environmental Information summary

Introduction

The aim of Preliminary Environmental Information is to provide consultees with information to help them develop an informed view of the likely significant effects of the project, as they are understood now, given the information currently available.

This Chapter is the 'non-technical summary' of the Preliminary Environmental Information. The full Preliminary Environmental Information Report is a longer technical report, which is available on the project website www.slpproject.co.uk or in other formats on request.

While the preferred route has been set out for this consultation, the detailed design of the project is still being developed and informed by engagement with stakeholders and through this consultation process. We are also continuing the process of gathering environmental information and identifying how the environment may be affected by the project. The Preliminary Environmental Information should therefore be understood as an early account of the environmental aspects. A full assessment of the potential environmental impacts of the project will be included in the Environmental Statement that is submitted with the application for consideration at the examination and by the examining authority and the Secretary of State.

Potential Environmental Effects

Several different aspects of the environment could be affected, mainly arising during the installation of the pipeline. Once installed, the pipeline would be a quiet neighbour, with few effects anticipated as a result of the ongoing operation. The following sections present our preliminary findings about potential effects. We describe:

- The current (baseline) environment.
- Potential effects that might occur in the absence of mitigating measures, in order to fully understand what measures are required.
- Mitigation measures to protect the environment.
- Which effects may be significant after mitigation.

Further work will take place between now and our submission for development consent. This will include design development, and detailed environmental impact assessment to help us identify whether additional mitigation measures are needed.



BIODIVERSITY

Many species of plants and animals, and their habitats, are linked together in complex relationships in what is known as biodiversity. Protection and management of this biodiversity is important because certain changes to some habitats and species can have an effect on the wider environment.

The current (baseline) environment

The habitats and species found along the preferred route vary considerably.

There are a number of sites within or near to the preferred route that are protected because of their value to biodiversity and conservation. These sites are given different protection, known as designations, depending on whether they are of local, national or international importance. The project would pass through two internationally designated sites – Thames Basin Heaths Special Protection Area and Thursley, Ash, Pirbright and Chobham Special Area of Conservation. It would also pass through or near to a number of nationally designated Sites of Special Scientific Interest (SSSI). These are Bourley and Long Valley, Basingstoke Canal, Colony Bog and Bagshot Heath, Chobham Common, and Dumsey Meadows.

Other designated sites that the project passes through include a National Nature Reserve, Local Nature Reserve, 11 Sites of Importance for Nature Conservation and seven Sites of Nature Conservation Interest.

There are also a number of protected species likely to be found along the preferred route including great crested newts, bats, otters, water voles, reptiles, badgers, dormice, certain birds and various plant species. Field surveys to identify the location of these species have begun and will continue to inform the environmental impact assessment.

Potential effects of the unmitigated project on biodiversity

As set out in the following section, our proposals include various measures to reduce the likelihood of effects on biodiversity. However, in order to fully understand what measures are required, we have considered what potential effects on biodiversity might occur in the absence of mitigating measures during installation and operation.

Potential effects on biodiversity during installation would usually be temporary, reversible and of short duration, although longer-term effects could potentially arise in specific circumstances (such as habitat modification in the absence of appropriate reinstatement). We consider it unlikely that pipeline operation would affect biodiversity.

The clearance of vegetation, topsoil removal, excavation and the crossing of watercourses during installation could potentially result in temporary loss of some habitats, which may support protected and valuable species. In the absence of mitigation, installation-related activities would also have the potential to cause loss of life and injury to animals, and could cause disturbance through noise, vibration and lighting from installation equipment. They could also hinder animals moving between locations. Should changes arise in relation to water quality or the amount of water in watercourses and wetland areas, this could also affect habitats and species.

Mitigation measures to protect biodiversity

To reduce or avoid potential effects on biodiversity, we have embedded mitigation measures into the design, and good practice measures would be put in place during installation.

- The preferred route avoids Ancient Woodland to reduce the loss of these important sites.
- We have tried to avoid protected sites and other woodland, where practicable.
- When crossing through field boundaries (hedgerows, trees and watercourses) we have reduced the expected working width from 30m to 10m to reduce the loss of habitats.
- We would use trenchless techniques to cross some watercourses, those greater than 30m wide (including the River Thames), the Basingstoke Canal SSSI and the River Wey.
- Where practical, we would plan works to take account of sensitive times of the year for particular habitats or species. For example, in the Thames Basin Heath Special Protection Area we would avoid impacts on the summer nesting birds by working outside of their breeding season.
- We would implement standard good practice mitigation measures to reduce the risk of harm to protected species, for example, removing vegetation prior to installation to encourage animals to relocate elsewhere. Where possible, habitats would be reinstated after installation, and opportunities for improving habitats will be considered.

Potentially significant effects on biodiversity

The mitigation measures mean that we can avoid some designated sites and valuable habitats and reduce the impact of installation activities on designated sites, habitats, flora and fauna. We don't anticipate that any significant effects would arise from pipeline operation.

During installation, the likelihood of effects on biodiversity being significant would largely depend on the extent of vegetation removal, which is not yet known, and on the outcome of field surveys, which are ongoing. Taking a precautionary approach based on current information, we consider that there is some potential for significant effects on biodiversity from direct loss, disturbance of species, and breaking up or changing of habitats during installation. Further investigation will take place as part of the design development, and we will undertake detailed environmental impact assessment. This will help us identify whether additional mitigation measures are needed.





WATER

Waterbodies such as rivers, lakes and reservoirs can be important sources of drinking water and can support species and habitats. The river valleys flood occasionally causing a risk to activities on the floodplain. Where rainfall soaks into the ground, groundwater bodies called aquifers can form in porous layers of rock. These aquifers can also be important sources of drinking water, and supply water to rivers, lakes and wetlands.

The current (baseline) environment

The preferred route crosses approximately 98 streams and rivers, two canals and three lakes along its length. In the northernmost section, it is close to the West London reservoirs.

The preferred route crosses a number of regionally important aquifers, including one between Bishop's Waltham and Crondall, and one near Chertsey. Several other aquifers, which are important at a local level for water supplies and habitats, occur along the preferred route. The parts of aquifers that supply drinking water are categorised as Source Protection Zones, with the most important being category one.

A number of narrow flood zones either side of some rivers would be crossed by the preferred route. The preferred route also passes through a more extensive flood zone associated with the River Thames.

Potential effects of the unmitigated project on water resources

As set out in the following section, our proposals include various measures to reduce the likelihood of effects on water resources. However, in order to fully understand what measures are required, we have considered what potential effects on water resources might occur in the absence of mitigating measures during installation and operation.

In the absence of mitigation, there would be potential for effects on waterbodies during installation. For example, accidental spills of diesel from equipment at installation sites might find their way into watercourses or the vegetation, and there could be damage to banks of watercourses where they would be crossed by the replacement pipeline. Within a flood zone, there could be an increased risk of damage to the river and water quality should a flood event occur during installation.

There is some potential for effects on groundwater. For example, in the absence of mitigation, excavations could lead to groundwater flowing out of wetlands and therefore changing the habitats that depend on them. Groundwater could also become polluted by accidental spills of diesel from equipment at installation sites soaking into the ground.

Mitigation measures to protect water resources

To reduce or avoid potential effects on water resources, we have embedded mitigation measures into the design, and good practice measures would be put in place during installation to control pollution risks.

To reduce potential effects on waterbodies, our design includes trenchless crossings of some watercourses and we would put in place good practice installation measures such as controlling drainage from installation sites by separating surface water running off the installation site and removing silt where necessary.

To reduce effects on flooding we have designed the preferred route to avoid flood zones, where possible. Installation activities will be located outside the floodplain as much as possible and where it is necessary to install the pipeline in the floodplain, measures to mitigate for any flood waters displaced during temporary installation works may be required.

To reduce the potential for effects on groundwater and drinking water supplies we have made sure that the preferred route does not cross any Special Protection Zone category one areas.

In common with the existing pipeline, the new pipeline would be operated with 24-hour remote monitoring to detect leaks coupled with remote shut down and isolation of the pipeline if required to avoid potential contamination impact on groundwater.

Potentially significant effects on water resources

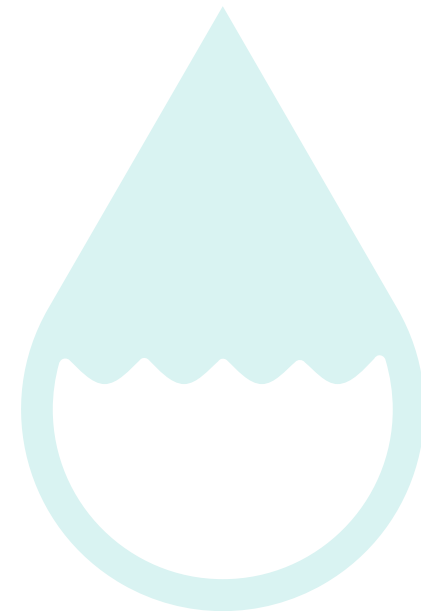
With the implementation of the mitigation measures, we do not anticipate significant effects from pipeline operation, and it should be possible to avoid many installation-related impacts.

Preventing the deterioration of water bodies is a requirement of the Water Framework Directive that will be considered as part of the examination of the application. This means that where the project has the potential to affect waterbodies, we will undertake an assessment against the requirements of the Directive.

We will also carry out a flood risk assessment to understand the potential flood risk and to develop further mitigation measures to reduce this risk.

We don't anticipate significant effects during installation or operation on: groundwater; surface water quality; compliance with the Water Framework Directive or flood risk. The assessment to date has identified that there could be potential for significant effects at open cut crossings on the shape and characteristics of some watercourses.

Further investigation will take place as part of the design development, and we will undertake detailed environmental impact assessment. This will help us identify whether additional mitigation measures are needed, for example in relation to the proposed installation methods for crossing watercourses, the control of de-watering, discharges to surface water and groundwater, protection of groundwater dependent terrestrial ecosystems, and flood risk management.





HISTORIC ENVIRONMENT

The historic environment is considered to include archaeology, such as pottery finds, historic buildings, areas with special architectural or historic interest, known as Conservation Areas, and historic landscapes.

The current (baseline) environment

In the area surrounding the preferred route, there are eight Scheduled Monuments, two Registered Parks and Gardens, 123 Listed Buildings and a number of Conservation Areas.

There are 43 known archaeological sites located inside the preferred order limits for the pipeline installation. Most of these have been identified as having low or negligible value.

Potential effects of the unmitigated project on the historic environment

As set out in the following section, our proposals include various measures to reduce the likelihood of effects on the historic environment. However, in order to fully understand what measures are required, we have considered what potential effects on the historic environment might occur in the absence of mitigating measures during installation and operation.

In the absence of mitigation, there would be potential for effects on archaeological remains through loss or damage due to vegetation clearance, topsoil removal, excavation and the activity of installation equipment. The setting (surrounding area) of the historic assets could also be changed, for example, by visual or noise disturbance or by the removal of screening vegetation during installation.

Mitigation measures on the historic environment

To reduce or avoid potential effects on the historic environment, we have embedded mitigation measures into the design, and good practice measures would be put in place during installation.

The preferred route has been developed so it does not pass through any Scheduled Monuments, Registered Parks and Gardens, or Listed Buildings. It has also been developed to reduce effects on known Conservation Areas, where possible, and we would use trenchless techniques under the Basingstoke Canal to avoid effects on the Basingstoke Canal Conservation Area.

As we learn more about the known archaeology, we will further reduce potential effects by adjustments to the pipeline route, where practical. During installation, we would implement appropriate measures to reduce impacts upon heritage and archaeological features. These include both known features and those that may be discovered during installation. Where such features cannot be avoided, other mitigation measures will be implemented. An Archaeological Mitigation Strategy and Written Scheme of Investigation will identify what further archaeological investigation and mitigation is required during installation.

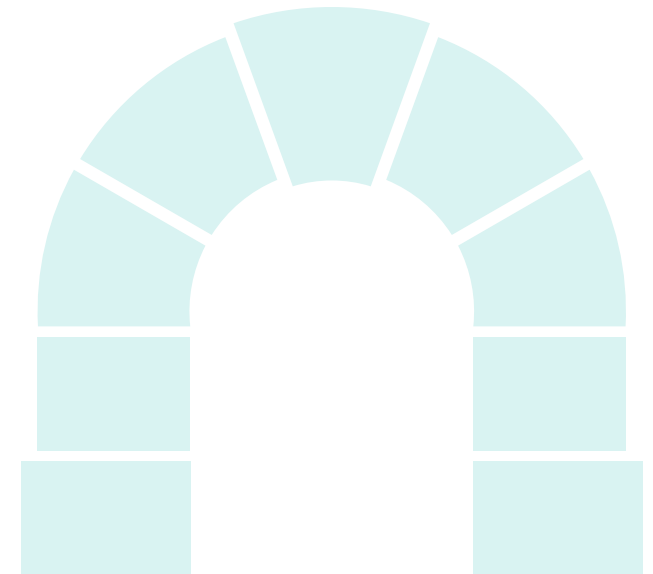
Potentially significant effects on the historic environment

With implementation of the mitigation measures, we do not expect significant effects on the historic environment as a result of pipeline operation.

Pipeline installation is not likely to give rise to significant effects on the setting of heritage assets outside the order limits.

We don't yet fully understand the nature and extent of buried features, and so we assume there could be potential for significant effects on archaeological remains within the order limits. The potential also exists for significant effects on historic landscape within the order limits, should components of a historic landscape, such as hedges or other boundaries, be affected.

Further investigation will take place as part of the design development, and we will undertake detailed environmental impact assessment. This will help us identify whether additional mitigation measures are needed, such as further fine-tuning of the design to reduce effects on heritage assets, and recording and reporting for affected heritage assets.





LANDSCAPE AND VISUAL EFFECTS

Landscapes are an important part of a local area's visual identity. The quality of the views available can influence quality of life for residents and contribute to the enjoyment of landscapes. This might include the views from locations visited by the public, for example the South Downs National Park, Public Rights of Way and public parks.

The current (baseline) environment

In the largely rural areas in the south, the landscape is mainly rolling hills with areas of woodland, streams and rivers, fields of crops and grassland often separated by hedgerows. In the north, the preferred route would pass through more urban areas with open areas of heathland, commercially grown woodland or recreational grassland (e.g. golf courses).

The preferred route passes through the South Downs National Park and the whole route crosses six National Character Areas, which describe the landscape of distinct areas.

Potential effects of the unmitigated project on landscape and views

As set out in the following section, our proposals will include various measures to reduce the likelihood of effects on landscape and views. However, in order to fully understand what measures are required, we have considered what potential effects on landscape and views might occur in the absence of mitigating measures during installation and operation.

In the absence of mitigation, there would be potential for physical effects on landscape character and on views in the surrounding area during installation, particularly due to the loss of vegetation and to a lesser extent due to the physical presence of the works. The loss of vegetation along the route may affect landscape character, landscape designations, the landscape setting of heritage features, valuable trees and views. Such effects would be mostly short-term, and would be experienced, to different degrees, at various locations along the preferred route.

The landscape of the South Downs National Park is particularly distinctive. The character and landscape features such as vegetation, tranquillity, topography, hedged lanes and verges may be affected by installation.

Views within the National Park, such as from footpaths and national trails, may also be affected by installation-related activities and the removal of trees and hedgerows. We recognise the importance of this landscape, and the design of our preferred route includes mitigation to reduce the potential effects on the special characteristics of the South Downs National Park.

The preferred route passes close to the Chawton House and Woburn Farm (Registered Parks and Gardens). At their boundaries, closest to the proposed construction areas, their views may be affected by the loss of vegetation during installation, until planting has grown back.

Following installation, the landscape would largely return to its former state, with effects decreasing over time as vegetation grows back. The pipeline would be underground and the permanent above ground features would be limited and small in size, and views of the new above ground infrastructure would be restricted.

Mitigation measures on landscape and views

To reduce or avoid potential effects on landscape and views, we have embedded mitigation measures into the design, and good practice measures would be put in place during installation.

We have developed the preferred route to avoid or reduce potential effects on key landscapes and screening vegetation.

- The preferred route avoids Ancient Woodland and it also aims to reduce the impacts on other trees. However, some protected trees would be removed.
- The preferred route has been designed to reduce, where possible, visual impacts.
- We have also committed to narrowing our working width, from 30m to 10m, when crossing through field boundaries that include hedgerows or trees, to reduce the effects on the landscape.
- Reinstatement planting would be undertaken where possible after installation.

As the pipeline would be underground and the permanent above ground features, would be limited and small in size, views of the new above ground infrastructure would be restricted and there is scope to mitigate their landscape and visual impact through screen planting.

Potentially significant effects on landscape and views

With implementation of the mitigation measures, we don't expect significant effects from pipeline operation. Most of the installation effects would be short term and mitigated through: the avoidance of sensitive sites where possible; and through the adoption of good working practices as described in the Code of Construction Practice.

The potential for significant effects on landscape and views would depend on the extent of vegetation removal during installation. We don't yet know the full detail of this, so we cannot say with certainty at this stage what the significance of landscape and visual effects may be. We accept that there is a possibility that in some locations, the effect of the loss of trees and hedgerows could continue into the medium to long term until replacement planting is established.

We will carry out surveys and assess the potential loss of vegetation to determine the potentially significant effects and need for further mitigation. Detailed design of the pipeline route, screening vegetation, reinstatement and where appropriate, additional planting, will all be considered to help mitigate the effects.





SOILS AND GEOLOGY

The current (baseline) environment

Hampshire and Surrey contain large areas identified as strategically important for mineral resources such as sand, brick clay and gravel. There are soils of different qualities and sensitivities along the preferred route. There are no protected geological sites along the pipeline route.

The majority of the preferred route does not cross any identified areas of contaminated land. The route does cross four authorised landfills, all located between Chertsey East and the West London Terminal storage facility. Two of these are currently used to dispose of inert wastes, such as concrete. The other two are authorised, but do not appear to have ever been put into use at this time. The route also crosses or passes close to several historic landfill sites and old unregistered pits. A study of current and old maps shows that there are also a number of places which may be contaminated due to their current or past use, such as old gas works, army barracks, railway sidings and factories.

Potential effects of the unmitigated project on soils and geology

As set out in the following section, our proposals will include various measures to reduce the likelihood of effects on soils and geology. However, in order to fully understand what measures are required, we have considered what potential effects on soils and geology might occur in the absence of mitigating measures during installation and operation.

In the absence of mitigation, there is potential for effects on soils, mineral resources and in relation to contaminated land along the preferred route. Without proper planning, the storage and handling of soils during installation could affect soil structure and the restoration of agricultural land. The preferred route could result in the loss of mineral workings along the protected easement strip. Installation within contaminated land could affect installation workers and risk pollution of the environment.

Mitigation measures for soils and geology

To reduce or avoid potential effects on soils and geology, we have embedded mitigation measures into the design, and good practice measures would be put in place during installation.

The soils would be excavated, stored temporarily nearby during the installation of the pipeline, and then replaced once work is complete. Where the pipeline crosses contaminated land, the soils would be tested and managed appropriately.

The preferred route has been designed to avoid all historic landfill sites south of Alton, along with most of the known unregistered pits along the full length of the preferred route. The route would cross known mineral reserves in the Thames valley in the northern part.

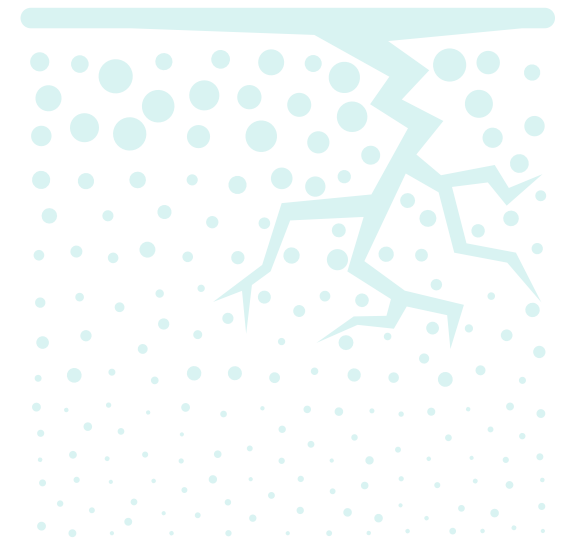
Where installation through landfill sites and contaminated land would be required, well established construction procedures and techniques would be employed to safeguard the workforce, the environment and the pipeline. These measures would be included within the Code of Construction Practice and incorporated into the Contractor's Construction Environmental Management Plan.

Potentially significant effects on soils and geology

With implementation of the mitigation measures, we don't anticipate significant effects on soils and geology arising from installation or operation of the pipeline.

We consider that mitigation measures embedded in the design and the application of good construction management practices will avoid significant effects on soils. With regards to loss of mineral resources, the preferred route would affect only small areas of potential mineral resources; any loss along the protected easement strip is not likely to be significant in relation to the regional reserves.

Of the four authorised landfills along the preferred route, two contain inert waste, so the likelihood of contamination is considered low, and the other two have not yet received any waste at this time and so we don't anticipate significant effects relating to contaminated land. North of Alton, the preferred route passes alongside or through several historic landfills. While we currently have limited information on the types of wastes deposited at these landfills, we are working with the authorities and landowners to find out more about them. We will also where appropriate commission site investigations of the authorised landfills and the historic landfills to identify the levels of contamination present and inform the development of suitable construction management procedures and other mitigation measures to protect the workforce, the environment, and the integrity of the pipeline.





LAND USE

Land would be required for the installation and operation of the pipeline as shown in the preferred order limits. These land requirements may be temporary or permanent. Land would be temporarily required during installation for the working width along the pipeline, the haul roads and construction sites. A protected easement strip would be needed 3m on either side of the pipeline along its whole length, and a small amount of permanent land would be required for the above ground installations comprising the new pigging station at Boorley Green, modifications to the existing pigging station at West London Terminal, and the valves and marker posts along the pipeline.

The current (baseline) environment

Land uses potentially affected by the project include residential, community, commercial, agricultural land and ancillary buildings, and development land earmarked for housing and other developments.

Agricultural land in the more rural areas is largely of good to moderate quality, with some small areas of higher quality soil.

There are a limited number of sites where permission has been given for other new developments along the preferred route.

Potential effects of the unmitigated project on land use

As set out in the following section, our proposals will include various measures to reduce the likelihood of effects on land use. However, in order to fully understand what measures are required, we have considered what potential effects on land use might occur in the absence of mitigating measures during installation and operation.

In the absence of mitigation, during installation there could be some temporary loss of land use and it could be necessary to remove a small number of ancillary buildings. The project could disrupt agricultural activities temporarily during installation, from possible land loss or severance of fields on either side of the pipeline. The use of garages, sheds, gardens and parking areas may also be affected during installation. There could also be temporary effects on some community facilities such as recreational areas, and some commercial properties such as sports grounds and golf courses.

Mitigation measures for land use

To reduce or avoid potential effects on land use, we have embedded mitigation measures into the design, and good practice measures would be put in place during installation.

We have designed the preferred route to avoid settlements and where possible to reduce the risk of disruption to residential, community, commercial and industrial properties. We are in conversation with developers and are confident that the pipeline can be accommodated alongside currently proposed development plans.

The replacement pipeline would not be installed under any existing homes.

To further reduce potential effects:

- we will refine the design to reduce temporary land requirements and disruption where practicable;
- we would apply good practice measures to control disruption and reduce effects on land use;
- we have committed to returning land temporarily affected by the installation to its previous land use.

Potentially significant effects on land use

With implementation of the mitigation measures, we do not anticipate significant effects arising from pipeline operation.

The embedded mitigation means that the pipeline would not be installed under any existing homes, however there could be installation effects on surrounding garden ground and on a small number of ancillary buildings such as garages. Further refinement of the preferred route will be undertaken to identify specific structures affected by the project.

Temporary disruption of agricultural activities could be significant during installation, from possible land loss or severance of fields on either side of the pipeline. Temporary land requirements could significantly affect other land uses.

Consequently, on the basis of the current stage of assessment, we consider that there is potential for the effects on land use to be significant during installation. However, we are undertaking further studies to identify specific assets affected by the project and we will consider management and control measures to avoid or reduce these potential effects.





PEOPLE AND COMMUNITIES

The current (baseline) environment

The length of the replacement pipeline means that there are many communities, businesses and tourism features along the preferred route. These include public access land, schools, Public Rights of Way and national trails, such as the South Downs Way.

Potential effects of the unmitigated project on people and communities

As set out in the following section, our proposals will include various measures to reduce the likelihood of effects on people and communities. However, in order to fully understand what measures are required, we have considered what potential effects on people and communities might occur in the absence of mitigating measures during installation and operation.

We don't anticipate any potential effects on people and communities arising from pipeline operation, as it would be situated underground and operated by an existing workforce.

In the absence of mitigation during pipeline installation, we recognise there would be potential for disruption to local communities located close to the preferred route due to a possible combination of noise, vibration, and visual impacts from the operation of installation equipment and the sight of the installation-related activities. Communities could also be affected by changes to traffic, and issues of access/severance as a result of installation. In urban areas, the rate of work would be slower than in rural areas. Therefore, communities in urban areas may experience these effects more. The preferred route also passes through the grounds of seven schools, creating potential for some disruption to school activities.

We don't expect that the local economy and levels of employment in the area where the project is located would be significantly affected by the project. However, there could be potential for the tourism sector to be affected, as the installation works and traffic disruptions could deter some visitors.

Traffic and journey times, particularly in urban areas, may be impacted by temporary road closures, diversions, and traffic management measures along the length of the preferred route. The severity of the impacts would depend on the location and the specific traffic management plans put in place.

Mitigation measures for people and communities

To reduce or avoid potential effects on people and communities, we have embedded mitigation measures into the design, and good practice measures would be put in place during installation.

To reduce impacts, installation would be planned in advance. When multiple work sites are needed at the same time, they would be kept at a minimum distance apart from one another to reduce noise levels.

The Code of Construction Practice will set out the working methods and good practice mitigation to which we would work. This will include measures to control installation noise, dust, and visual effects. Particular measures will be considered for installation works in and around school grounds, such as programming the works for the school holidays. We would also implement a Construction Traffic Management Plan.

We will try to manage our installation-related activities so that they avoid coinciding with well-known events and reduce the potential for any additional unnecessary disruption. Where practical, we would avoid closing Public Rights of Way, and where this is unavoidable, we would keep closures as brief as manageable.

Potentially significant effects on people and communities

As stated previously, we don't anticipate any potential effects on people and communities arising from pipeline operation.

With implementation of the mitigation measures, we would reduce the effects of pipeline installation on local communities, particularly schools, and tourism. However, taking a precautionary approach based on current information, we consider that there could be some remaining potential for significant effects to occur in relation to communities and tourism.

Further investigation will take place as part of the design development, and we will undertake detailed environmental impact assessment. This will help us identify whether additional mitigation measures are required





RISK OF MAJOR ACCIDENT EVENTS

As part of the environmental impact assessment process we consider the vulnerability of the project to potential major accidents. This process examines the installation and operation of the pipeline to identify the potential for events that could affect human health or the environment.

The pipeline infrastructure would be underground, except for the new pigging station near Boorley Green, various valve locations and marker posts along the route, and the modified pigging station at the West London Terminal storage facility. It will be designed to meet relevant safety regulations, manage potential hazards and reduce the risk of accidents to an acceptable level. The design includes measures such as 24-hour remote monitoring along the length of the pipe, triggering automatic isolation at remotely operated valves on the pipe or shutting down the pumps to reduce the risk and volume of any potential release of aviation fuel.

There is no potential vulnerability to a major accident during pipeline installation. Once the pipeline is operational, the only potential vulnerability could relate to an event causing the release of large quantities of aviation fuel. Such an event is unlikely, given the design of the pipeline, and should a leak occur it would be identified and contained quickly due to monitoring and operational procedures.

The impact of a significant release of aviation fuel on plants, animals and the wider environment will be examined fully as part of the environmental impact assessment. For Esso, safety is paramount, in the UK we've invested in advanced systems needed to monitor our existing pipelines. We're confident the systems, controls, processes and materials used in development and construction will keep risk to a minimum. In addition to the existing systems, for this project we will continue to look at reducing the risk of accidents as the design progresses and the impacts are assessed.





CUMULATIVE EFFECTS

When we consider cumulative effects, we look at how impacts might build up, either from multiple projects, or from different aspects of a single project, to create a possibly greater effect on an environmental feature. For example, if more than one project is undertaken at the same time, local traffic delays could be greater, when compared to the impact of a single project.

The full details of other possible projects and their timings are not yet known, therefore the extent of the cumulative effects cannot be determined at this stage. The potential cumulative effects will be investigated further as part of the environmental impact assessment and recommendations to improve environmental outcomes provided, where appropriate.



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 around 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.



The replacement pipeline will be monitored 24 hours a day to detect any changes and can be remotely shut down if needed.

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 pipeline 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.



Pipeline marker



Pigging station



Corrosion protection cabinet

CHAPTER 11

How we are working with landowners

We value our long-term relationships with people who have our existing pipelines on their land.

Our land agent team is 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.

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 has engaged with potentially impacted landowners. We have also held landowner events along the pipeline route.

As part of this consultation, we will write to everyone that we have identified as having an interest in land to invite them to comment on the preferred route.

We will continue to talk to landowners following the consultation, as we submit our application for development consent and, if we are successful, carry out the installation of the replacement pipeline.

The project will require land rights over private land, both long term and short term. We will offer payments to landowners who host our pipeline or provide access during installation in recognition of this. These payments will be made under a temporary access agreement (where we only need to access land and will not be carrying out installation works) or an Easement agreement (considered further below) where we seek more formal rights to allow for the installation and operation of the pipeline.

Easement agreements

We will seek to agree the necessary rights from landowners to maintain, operate and inspect the pipeline. These rights are contained in an 'Easement' agreement. The agreement places duties on both parties that enable us to work together to ensure the safe operation of the pipeline. One aspect of the Easement is to control and restrict what can take place within the strip of land that lies over the pipeline, in order to prevent damage to the pipeline once it has been laid. This strip of land is just over six metres wide (it extends three metres either side of the pipeline).

We will seek an option agreement for the Easement with landowners before we submit our application for development consent. We would then exercise the option should development consent be granted



See Chapter 13 for details of how landowners can get involved with the DCO process.



The Fisher German team

CHAPTER 12

How we are consulting

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. Simply go to www.slproject.co.uk

This consultation starts on 6 September and closes at 23:45 on 19 October 2018.

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

Email info@slproject.co.uk

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

Post FREEPOST SLP PROJECT

Alternatively, you can use the response form at the back of this consultation document.

It is also possible to post a submission in free text - 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.

Community consultation

We have released our Statement of Community Consultation, which outlines how we intend to carry out our statutory consultation with people living in the vicinity of the preferred route. It outlines who we will consult with, how we will consult with them and how people will be able to get involved. You can read this document on our website or at one of our information deposit points.

Consultation activities and materials

As part of the consultation, we are holding a number of events and will be providing important documents for reference at public locations inside, or near to, the preferred route. These will also be available electronically and at the consultation events.

We will make the following consultation materials available:

- This brochure (which includes the non-technical summary of the Preliminary Environmental Information)
- The Preliminary Environmental Information Report (only available online and at consultation events)
- Summary leaflet
- Map book
- Statement of Community Consultation
- Posters

We recognise that there may be interest in the project beyond this area. To promote the project more widely, we are undertaking further consultation activities, including publicity in newspapers and online engagement via our website.

A more formal process is being used to identify 'persons with an interest in land', who are within the preferred order limits. These people will be specifically identified as consultees for the purposes of this consultation.



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

www.slproject.co.uk

When this consultation closes in October 2018, an independent consultation expert will review and analyse all responses. They 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 inform the design of the pipeline route.

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

We are grateful for all contributions, but we will not be responding individually to everyone taking part in the consultation.

27 September

14:00-20:00

Alton

Alton Community Centre, Amery Street,
GU34 1HN

28 September

14:00-20:00

Deepcut and Lightwater

Heatherside Community Centre, Martindale
Avenue, GU15 1BB

29 September

11:00-17:00

Chobham

Chobham Parish Pavilion, Recreation Ground,
Station Road, Chobham, Surrey GU24 8AJ

1 October

14:00-20:00

Church Crookham

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

2 October

14:00-20:00

Bramdean

Bramdean and Hinton Ampner Village Hall,
Wood Lane, SO24 0JN

3 October

14:00-20:00

Frimley

Lakeside Continental Hotel, Wharf Road,
GU16 6JR

4 October

14:30-20:30

Chertsey

Chertsey Hall, Heriot Road, KT16 9DR

5 October

14:00-20:00

Ropley

Ropley Sports Pavilion, Vicarage Lane,
SO24 0DJ

6 October

11:00-17:00

Bishop's Waltham

Jubilee Hall, Little Shore Lane, SO32 1ED

10 October

14:00-20:00

Farnborough

Farnborough Exhibition and Conference Centre,
ETPS Road, GU14 6FD

13 October

11:00-17:00

Ashford

Salvation Army, Woodthorpe Road, TW15 3JY

CHAPTER 13

The application for development consent

In 2019, we will submit our formal application for permission to install the replacement pipeline. The Planning Act sets out a timetable lasting up to 18 months in which the application will be considered by the Planning Inspectorate and the Department for Business, Energy and Industrial Strategy.

1. Starting from the date our application is submitted to the Planning Inspectorate, there is a period of up to 28 days for the Planning Inspectorate, on behalf of the Secretary of State for Business, Energy and Industrial Strategy, to decide if our application is complete and meets the necessary standards, and can be progressed.
2. Our application then enters a pre-examination stage lasting approximately three months. At this stage, an Examining Authority is appointed and the public are able to register with the Planning Inspectorate to become an Interested Party by making a Relevant Representation. A Relevant Representation is a summary of a person's views on an application, made in writing.

3. The Examining Authority has a maximum of six months to carry out the examination. During this stage, Interested Parties are invited to provide more details of their views in writing and the Examining Authority will also ask written questions. Interested Parties will also be able to attend the various hearings that will be held as part of the Examination Phase.
4. Within three months of the close of the examination, the Examining Authority will prepare a report on the examination, including a recommendation to the Secretary of State for Business, Energy and Industrial Strategy.
5. Following receipt of the Examining Authority's Recommendation Report, the Secretary of State has a further three months to make the decision on whether to grant or refuse development consent. There are further details about this final step on the Planning Inspectorate website.

Should we be successful, we will obtain a Development Consent Order (often referred to as a 'DCO') that will give us powers to implement the project including any land rights which we have not been able to negotiate voluntarily. While a Development Consent Order could provide us with compulsory powers along the pipeline route, we would only seek to exercise those compulsory powers where mutual agreement cannot be achieved.



You can find more information about the process by visiting

www.infrastructure.planninginspectorate.gov.uk

28 days

Planning Inspectorate assesses the application

3 months

Examining Authority appointed & public can register to become an Interested Party

6 months

Examining Authority carries out the examination & Interested Parties provide more information

3 months

Examining Authority prepares a report, including a recommendation to the Secretary of State

3 months

Secretary of State makes the decision on whether to grant development consent

**DCO
GRANTED**

Approximate timescale for Planning Inspectorate (PINS)



CHAPTER 14

Thank you

Thank you for your interest in the Southampton to London Pipeline Project.

In this brochure, we have tried to give you as much information as we can about the project so that you can carefully consider the preferred route and provide us with feedback for the consultation. Please also refer to the material available on our website and at the various information points close to the preferred route.

Your views and those of others will contribute significantly to this process, and we encourage you to participate.

I hope we have answered the questions you may have had about the project. If you have any more questions, or would like clarification on any aspect of the project, please feel free to raise them with our project team.

Tim Sunderland | Project Executive

Contact us

info@slpproject.co.uk

07925 068 905

www.slpproject.co.uk

CHAPTER 15

Replacement Pipeline Route Consultation Response Form

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

Please respond using one of the approved channels listed. These 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 listed 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.

If you would like a large text, a print copy or alternative format of this document, please contact us by email on info@slpproject.co.uk or telephone on 07925 068 905. 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.



Have your say

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. Simply go to

www.slpproject.co.uk

This consultation closes at 23:45 on 19 October 2018

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

Email info@slpproject.co.uk - If possible, please use this Word document version of our response form. This can also be downloaded on our website.

Post FREEPOST SLP PROJECT - If possible, please use this Word document version of our response form. This can also be downloaded on our website. If you post your submission, please include your name and postcode to avoid double counting of responses.

YOUR DETAILS

i) Please provide your name (required)

Title:.....

First Name:

Last Name:.....

ii) Please tell us your address (required)

.....
.....
.....

iii) Please tell us your postcode (required)

.....

iv) Please provide your email address

.....

v) Are you a landowner (Person with Interest in Land) who has received a Section 42 notification letter?

Yes No

vi) Are you completing this questionnaire as:

An individual An organisation

vii) 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 Environmental Agency, the National Trust or a community group)
- A Voluntary or Community Sector Organisation (VCS)
- A business
- Other (Please specify below)

Privacy and use of the information 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 068 905).

Please do not provide personal information about other individuals. However, if you provide any details of other individuals or organisations within the text body of your consultation response, we will assume that you have obtained the consent of such individuals for such disclosure.

If you would prefer that your response is not quoted within the consultation report, including anonymously, please tick the box below.

Please do not quote from my response within the consultation report.

Your Views on the Preferred Pipeline Route

As set out in the consultation brochure, the consultation leaflet and our website, the preferred route has been divided into eight separate sections, 'A' to 'H'.

Some sections include sub-options. There are separate questions that ask for your comments on each sub-option. You only need to complete the questions that relate to the section and/or sub-option you are interested in.

A separate question asks for your comments about the section, as a whole. These are at the end of each group of questions.



2) Section B: Bramdean to South of Alton

2.1) Please give your comments about section B, in particular information about specific locations.

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2.1.1) On which of the following main issues are your views based?

(Please pick as many as apply)

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

3) Section C: South of Alton to Crondall

3.1) Please give your comments about section C, in particular information about specific locations.

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3.1.1) On which of the following main issues are your views based?

(Please pick as many as apply)

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other





Southampton to London
Pipeline Project

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



Appendix 5.2 List of bodies consulted under s42(1)(a) as identified through Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, as amended



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Bodies highlighted also appear in the Book of Reference for either ownership or interest in land.

<i>Column 1; Consultee</i>	<i>Column 2; Circumstances when that person must be consulted about a proposed application.</i>	<i>Column 3; Circumstances when that person must be notified about an application.</i>	<i>Esso consultee</i>
The Welsh Ministers	All proposed applications likely to affect land in Wales	All applications likely to affect land in Wales	N/A
The Scottish Executive	All proposed applications likely to affect land in Scotland	All applications likely to affect land in Scotland	N/A
The relevant Northern Ireland Department	All proposed applications likely to affect land in Northern Ireland	All applications likely to affect land in Northern Ireland	N/A
The relevant Regional Planning Body	All proposed applications likely to affect land in England and Wales	All applications likely to affect land in England and Wales	<p>Eastleigh Borough Council planning department</p> <p>Winchester City Council planning department</p> <p>East Hampshire District Council planning department</p> <p>Hart District Council planning department</p> <p>Rushmoor Borough Council planning department</p> <p>Surrey Heath Borough Council planning department</p> <p>Runnymede Borough Council planning department</p> <p>Spelthorne Borough Council planning department</p> <p>London Borough of Hounslow planning department</p> <p>Surrey County Council planning department</p> <p>Hampshire County Council planning department</p>
The Health and Safety Executive	All cases	All cases	Health and Safety Executive

Bodies **highlighted** also appear in the Book of Reference for either ownership or interest in land.

<i>Column 1; Consultee</i>	<i>Column 2; Circumstances when that person must be consulted about a proposed application.</i>	<i>Column 3; Circumstances when that person must be notified about an application.</i>	<i>Esso consultee</i>
The relevant Strategic Health Authority	All proposed applications likely to affect land in England and Wales	All applications likely to affect land in England	National Health Service Commissioning Board
The relevant Health Board(1)	All proposed applications likely to affect land in Scotland	All applications likely to affect land in Scotland	N/A
Natural England(2)	All proposed applications likely to affect land in England	All applications likely to affect land in England	Natural England
The Historic Buildings and Monuments Commission for England	All proposed applications likely to affect land in England	All applications likely to affect land in England	Historic England
The relevant fire and rescue authority	All cases	All cases	Hampshire Fire and Rescue Service London Fire Brigade Surrey Fire and Rescue Service
The relevant police authority	All cases	All cases	Office of the Police and Crime Commissioner for Hampshire Office of the Police and Crime Commissioner
The relevant parish council, or, where the application relates to land Wales or Scotland the relevant community council	All cases	All cases	Botley Parish Council Hedge End Parish Council Durley Parish Council Bishops Waltham Parish Council Upham Parish Council Exton Parish Meeting Warnford Parish Meeting Kilmeston Parish Council Bramdean and Hinton Ampner Parish Council

Bodies highlighted also appear in the Book of Reference for either ownership or interest in land.

<i>Column 1; Consultee</i>	<i>Column 2; Circumstances when that person must be consulted about a proposed application.</i>	<i>Column 3; Circumstances when that person must be notified about an application.</i>	<i>Esso consultee</i>
The Environment Agency	All proposed applications likely to affect land in England and/or Wales	All applications likely to affect land in England and/or Wales	West Tisted Parish Council Ropley Parish Council East Tisted Parish Council Four Marks Parish Council Newton Valence Parish Council Farringdon Parish Council Chawton Parish Council Alton Town Council Worldham Parish Council Binsted Parish Council Froyle Parish Council Bentley Parish Council Crandall Parish Council Ewshot Parish Council Fleet Town council Church Crookham Parish Council West End Parish Council Windlesham Parish Council Chobham Parish Council The Environment Agency
The Scottish Environment Protection Agency	All proposal applications likely to affect land in Scotland	All applications likely to affect land in Scotland	N/A

Bodies **highlighted** also appear in the Book of Reference for either ownership or interest in land.

<i>Column 1; Consultee</i>	<i>Column 2; Circumstances when that person must be consulted about a proposed application.</i>	<i>Column 3; Circumstances when that person must be notified about an application.</i>	<i>Esso consultee</i>
The Commission for Architecture and the Built Environment	All proposed applications likely to affect land in England	All applications likely to affect land in England	N/A
The relevant Regional Development Agency	All cases	All cases	N/A
The Equality and Human Rights Commission	All proposed applications likely to affect land in England and Wales	All applications likely to affect land in England and Wales	N/A
The Scottish Human Rights Commission	All proposed applications likely to affect land in Scotland	All applications likely to affect land in Scotland	N/A
AONB Conservation Boards	All proposed applications likely to affect an AONB that is managed by a Conservation Board	All applications likely to affect an AONB that is managed by a Conservation Board.	N/A
Royal Commission on Ancient and Historical Monuments of Wales	All proposed applications likely to affect the historic environment in Wales	All proposed applications likely to affect the historic environment in Wales	N/A
The Countryside Council for Wales	All proposed applications likely to affect land in Wales	All applications likely to affect land in Wales	N/A
The Homes and Communities Agency(3)	All proposed applications likely to have an effect on its areas of responsibility	All applications likely to have an effect on its areas of responsibility	The Homes and Communities Agency
The Joint Nature Conservation Committee	All proposed applications likely to affect the marine environment	All applications likely to affect the marine environment.	N/A

Bodies **highlighted** also appear in the Book of Reference for either ownership or interest in land.

<i>Column 1; Consultee</i>	<i>Column 2; Circumstances when that person must be consulted about a proposed application.</i>	<i>Column 3; Circumstances when that person must be notified about an application.</i>	<i>Esso consultee</i>
Scottish Natural Heritage	All proposed applications likely to affect land in Scotland	All applications likely to affect land in Scotland	N/A
The Maritime and Coastguard Agency	All proposed applications likely to affect the maritime or coastal environment, or the shipping industry	All applications likely to affect the maritime or coastal environment, or the shipping industry.	N/A
The Marine and Fisheries Agency	All proposed applications likely to affect the marine area in England and Wales	Where the proposal would involve carrying on any activity in the marine area in England and Wales	N/A
The Scottish Fisheries Protection Agency	All proposed applications likely to affect the fisheries industry in Scotland	All applications likely to affect the fisheries industry of Scotland	N/A
The Civil Aviation Authority	All proposed applications relating to airports or which are likely to affect an airport or its current or future operation	All applications relating to airports or which are likely to affect an airport or its current or future operation	The Civil Aviation Authority
The Highways Agency	All proposed applications likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the highway authority.	All applications likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the highway authority.	Highways England (South East)
Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)	All proposed applications likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE	All applications likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE	Transport for London

Bodies **highlighted** also appear in the Book of Reference for either ownership or interest in land.

<i>Column 1; Consultee</i>	<i>Column 2; Circumstances when that person must be consulted about a proposed application.</i>	<i>Column 3; Circumstances when that person must be notified about an application.</i>	<i>Esso consultee</i>
The relevant Highways Authority	All proposed applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal	All applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal	Hampshire County Council Surrey County Council
Transport for London	All proposed applications likely to affect transport within, to or from Greater London	All applications likely to affect transport within, to or from Greater London	Transport for London
The Rail Passengers Council	All proposed applications likely to affect rail passenger transport	All applications likely to affect rail passenger transport	N/A
The Disabled Persons Transport Advisory Committee	All proposed applications likely to affect access to transport for disabled people	All applications likely to affect access to transport for disabled people	N/A
The Coal Authority	All proposed applications that lie within areas of past, present or future coal mining.	All applications that lie within areas of past, present or future coal mining.	N/A
The Office of Rail Regulation and approved operators(4)	All proposed applications likely to affect the rail transport industry	All applications likely to affect the rail transport industry	N/A
The Gas and Electricity Markets Authority	All proposed applications likely to affect gas and electricity markets	All applications likely to affect gas and electricity markets	N/A
The Water Services Regulation Authority	All proposed applications likely to affect the water industry in England and Wales	All applications likely to affect the water industry in England and Wales	N/A

Bodies **highlighted** also appear in the Book of Reference for either ownership or interest in land.

<i>Column 1; Consultee</i>	<i>Column 2; Circumstances when that person must be consulted about a proposed application.</i>	<i>Column 3; Circumstances when that person must be notified about an application.</i>	<i>Esso consultee</i>
The Water Industry Commission of Scotland	All proposed applications likely to affect the water industry in Scotland	All proposed applications likely to affect the water industry in Scotland	N/A
The relevant waste regulation authority	All proposed applications likely to affect waste infrastructure	All applications likely to affect waste infrastructure	N/A
The relevant internal drainage board	All proposed applications likely to increase the risk of flooding in that area or where the proposals relate to an area known to be an area of flood risk	All applications likely to increase the risk of flooding in that area or where the proposals relate to an area known to be an area of flood risk	N/A
The British Waterways Board	All proposed applications likely to have an impact on inland waterways or land adjacent to inland waterways	All applications likely to have an impact on inland waterways or land adjacent to inland waterways	Canal and River Trust
Trinity House(5)	All proposed applications likely to affect navigation in tidal waters	All applications likely to affect navigation in tidal waters	N/A
The Health Protection Agency	All proposed applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people	All applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people	Public Health England
The relevant local resilience forum	All cases	All cases	N/A
The Crown Estate Commissioners	All proposed applications likely to impact on the Crown Estate	All applications likely to impact on the Crown Estate	The Crown Estate

Bodies **highlighted** also appear in the Book of Reference for either ownership or interest in land.

<i>Column 1; Consultee</i>	<i>Column 2; Circumstances when that person must be consulted about a proposed application.</i>	<i>Column 3; Circumstances when that person must be notified about an application.</i>	<i>Esso consultee</i>
The Forestry Commission	All proposed applications likely to affect the protection or expansion of forests and woodlands	All applications likely to affect the protection or expansion of forests and woodlands	Forestry Commission (South East and London)
Relevant statutory undertakers	All proposed applications likely to affect their functions as statutory undertakers	All applications likely to affect their functions as statutory undertakers	Network Rail Infrastructure Ltd Highways England Historical Rail Estate NATS En-Route Safeguarding Royal Mail Group Homes England Affinity Water Southern Water Thames Water Sutton & East Surrey Water South East Water Portsmouth Water Cadent Gas Limited Energetics Gas Limited Energy Assets Pipelines Limited ES Pipelines Ltd ESP Connections Ltd ESP Networks Ltd ESP Pipelines Ltd Fulcrum Pipelines Limited GTC Pipelines Limited Humbly Grove Energy Services Limited Independent Pipelines Limited

Bodies highlighted also appear in the Book of Reference for either ownership or interest in land.

<i>Column 1; Consultee</i>	<i>Column 2; Circumstances when that person must be consulted about a proposed application.</i>	<i>Column 3; Circumstances when that person must be notified about an application.</i>	<i>Esso consultee</i>
			Indigo Pipelines Limited
			Quadrant Pipelines Limited
			National Grid Networks Plc
			Scotland Gas Networks Plc
			Southern Gas Networks (SGN)
			Energetics Electricity Limited
			Energy Assets Networks Limited
			Energy Assets Power Networks Limited
			ESP Electricity Limited
			Fulcrum Electricity Assets Limited
			G2 Energy IDNO Limited
			Harlaxton Energy Networks Limited
			Independent Power Networks Limited
			Peel Electricity Networks Ltd
			London Power Networks plc
			Murphy Power Distribution Limited
			South Eastern Power Networks Plc
			Southern Electric Power Distribution Plc
			The Electricity Network Company
			UK Power Distribution Limited
			Utility Assets Limited
			Vattenfall Networks Limited
			Utility Distribution Networks Limited
			UK Power Networks Limited
			National Grid Electricity Transmission Plc

Bodies highlighted also appear in the Book of Reference for either ownership or interest in land.

<i>Column 1; Consultee</i>	<i>Column 2; Circumstances when that person must be consulted about a proposed application.</i>	<i>Column 3; Circumstances when that person must be notified about an application.</i>	<i>Esso consultee</i>
			National Health Service Commissioning Board London Ambulance Services NHS Trust Portsmouth Hospitals NHS Trust Solent NHS Trust South West London and St George's Mental Health NHS Trust West London Mental Health NHS Trust Frimley Health NHS Foundation Trust Hampshire Hospitals NHS Foundation Trust Ashford & St Peter's Hospital NHS Foundation Trust Kingston Hospital NHS Foundation Trust Royal Surrey County NHS Foundation Trust South Central Ambulance Service NHS Foundation Trust South East Coast Ambulance Service NHS Foundation Trust Southern Health NHS Foundation Trust Surrey and Borders Partnership NHS Foundation Trust University Hospital Southampton NHS Foundation Trust



Appendix 5.3 Preferred Route consultation response form



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Replacement Pipeline Route Consultation **Response Form**

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

Have your say.

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. Simply go to www.slpproject.co.uk

This consultation closes at 23:45 on 19 October 2018.

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

Email info@slpproject.co.uk - If possible, please use this Word document version of our response form. This can also be downloaded on our website.

Post FREEPOST SLP PROJECT - If possible, please use this Word document version of our response form. This can also be downloaded on our website. If you post your submission, please include your name and postcode to avoid double counting of responses.

Please respond using one of the approved channels listed. These 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 listed 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.

If you would like a large text, a print copy or alternative format of this document, please contact us by email on info@slpproject.co.uk or telephone on 07925 068 905. 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.

Your details

a) Please provide your name (*required*)

Title:

First Name:

Last Name:

ii) Please tell us your address (*required*)

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iii) Please tell us your postcode (*required*)

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iv) Please provide your email address

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v) Are you a landowner (Person with Interest in Land) who has received a Section 42 notification letter?

Yes

No

vi) Are you completing this questionnaire as:

An individual

An organisation

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

The name of the organisation:

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The category of your organisation:

A County, District or Parish Council

A statutory body

(e.g. the Environmental Agency, the National Trust or a community group)

A Voluntary or Community Sector Organisation (VCS)

A business

Other (Please specify below)

Privacy and use of the information 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).

Please do not provide personal information about other individuals. However, if you provide any details of other individuals or organisations within the text body of your consultation response, we will assume that you have obtained the consent of such individuals for such disclosure.

If you would prefer that your response is not quoted within the consultation report, including anonymously, please tick the box below.

- Please do not quote from my response within the consultation report.

Your Views on the Preferred Pipeline Route

As set out in the consultation brochure (Chapter 8), the consultation leaflet and our website, the preferred route has been divided into eight separate sections, 'A' to 'H'.

Some sections include sub-options. There are separate questions that ask for your comments on each sub-option. You only need to complete the questions that relate to the section and/or sub-option you are interested in.

A separate question asks for your comments about the section, as a whole. These are at the end of each group of questions.

1) Section A: Boorley Green to Bramdean

A separate question asks for your comments about Section A as a whole. This is after the sub-option questions.

1.1) Sub-option A1: Boorley Green

1.1.1) Do you favour the sub-option A1a or A1b?

- A1a
- A1b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

1.1.3) Please give any further details about your response on sub-option A1, in particular information about specific locations.

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1.2) Sub-option A2: Hinton Ampner

1.2.1) Do you favour sub option A2a or A2b?

- A2a
- A2b
- No preference between sub-options
- Neither sub-option

1.2.2) On which of the following main issues are your views based? *(Please pick as many as apply).*

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

1.2.3) Please give any further details about your response on sub-option A2, in particular information about specific locations.

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1.3) Please give your comments about section A as a whole or outside the sub-options, in particular information about specific locations.

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1.3.1) On which of the following main issues are your views based? *(Please pick as many as apply).*

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

2) Section B: Bramdean to South of Alton

2.1) Please give your comments about section B, in particular information about specific locations.

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

3) Section C: South of Alton to Crondall

3.1) Please give your comments about section C, in particular information about specific locations?

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

4) Section D: Crondall to Farnborough

4.1) Sub-option D1: Oak Park Golf Course

4.1.1) Do you favour sub option D1a or D1b?

- D1a
- D1b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

4.1.3) Please give any further details about your response on sub-option D1, in particular information about specific locations.

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4.2) Sub-option D2: Fleet Business Park

4.2.1) Do you favour sub option D2a or D2b?

- D2a
- D2b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

4.2.3) Please give any further details about your response on sub-option D2, in particular information about specific locations.

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4.3) Sub-option D3: Beacon Hill Road

4.3.1) Do you favour sub option D3a or D3b?

- D3a
- D3b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

4.3.3) Please give any further details about your response on sub-option D3, in particular information about specific locations.

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4.4) Sub-option D4: Norris Hill

4.4.1) Do you favour sub option D4a or D4b?

- D4a
- D4b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

4.4.3) Please give any further details about your response on sub-option D4, in particular information about specific locations.

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4.5) Please give your comments about section D as a whole or outside the sub-options, in particular information about specific locations.

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

5) Section E: Farnborough to Bisley and Pirbright Ranges

5.1) Sub-option E1: Cove Brook Park area

5.1.1) Do you favour sub option E1a or E1b?

- E1a
- E1b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

5.1.3) Please give any further details about your response on sub-option E1, in particular information about specific locations.

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5.2) Sub-option E2: Cove Road

5.2.1) Do you favour sub option E2a or E2b?

- E2a
- E2b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)

- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

5.2.3) Please give any further details about your response on sub-option E2, in particular information about specific locations.

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5.3) Sub-option E3: Cabrol Road

5.3.1) Do you favour sub option E3a, E3b or E3c?

- E3a
- E3b
- E3c
- No preference between sub-options
- None of the sub-options

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

5.3.3) Please give any further details about your response on sub-option E3, in particular information about specific locations.

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5.4) Sub-option E4: Farnborough North

5.4.1) Do you favour sub option E4a or E4b?

- E4a
- E4b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

5.4.3) Please give any further details about your response on sub-option E4, in particular information about specific locations.

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5.5) Sub-option E5: Pine Ridge Golf Course

5.5.1) Do you favour sub option E5a or E5b?

- E5a
- E5b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

5.5.3) Please give any further details about your response on sub-option E5, in particular information about specific locations.

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5.6) Please give your comments about section E as a whole or outside the sub-options, in particular information about specific locations.

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

6) Section F: Bisley and Pirbright Ranges to M25

6.1) Sub-option F1: Red Road

6.1.1) Do you favour sub option F1a, F1b or F1c?

- F1a
- F1b
- F1c
- No preference between sub-options
- None of the sub-options

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

6.1.3) Please give any further details about your response on sub-option F1, in particular information about specific locations.

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6.2) Sub-option F2: Chobham Common

6.2.1) Do you favour sub option F2a or F2b?

- F2a
- F2b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

6.2.3) Please give any further details about your response on sub-option F2, in particular information about specific locations.

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6.3) Sub-option F3: Silverlands

6.3.1) Do you favour sub option F3a or F3b?

- F3a
- F3b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

6.3.3) Please give any further details about your response on sub-option F3, in particular information about specific locations.

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6.4) Sub-option F4: Guildford Road and M25

6.4.1) Do you favour sub option F4a or F4b?

- F4a
- F4b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

6.4.3) Please give any further details about your response on sub-option F4, in particular information about specific locations.

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6.5) Please give your comments about section F as a whole or outside the sub-options, in particular information about specific locations.

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

7) Section G: M25 to M3

7.1) Sub-option G1: Chertsey railway

7.1.1) Do you favour sub option G1a or G1b?

- G1a
- G1b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

7.1.3) Please give any further details about your response on sub-option G1, in particular information about specific locations.

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7.2) Sub-option G2: River Thames

7.2.1) Do you favour sub option G2a or G2b?

- G2a
- G2b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

7.2.3) Please give any further details about your response on sub-option G2, in particular information about specific locations.

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7.3) Please give your comments about section G as a whole or outside the sub-options, in particular information about specific locations.

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

8) Section H: M3 to West London Terminal storage facility

8.1) Sub-option H1: Queen Mary Reservoir

8.1.1) Do you favour sub option H1a or H1b?

- H1a (the eastern sub-option, following the toe (bottom) of the Queen Mary Reservoir embankment)
- H1b (the western sub-option, which diverts from the western edge of the reservoir before turning north)
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

8.1.3) Please give any further details about your response on sub-option H1, in particular information about specific locations.

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8.2) Sub-option H2: Ashford Station

8.2.1) Do you favour sub option H2a, H2b or H2c?

- H2a
- H2b
- H2c
- No preference between sub-options
- None of the sub-options

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

8.2.3) Please give any further details about your response on sub-option H2, in particular information about specific locations.

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8.3) Sub-option H3: Thomas Knyvett College

8.3.1) Do you favour sub option H3a or H3b?

- H3a
- H3b
- No preference between sub-options
- Neither sub-option

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other

8.3.3) Please give any further details about your response on sub-option H3, in particular information about specific locations.

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8.4) Please give your comments about section H as a whole or outside the sub-options, in particular information about specific locations.

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

- Environment (including heritage and historic environment, landscape and visual effects and land use)
- Community (including local businesses, Rights of Way and local amenities)
- Installation (including engineering and maintenance)
- Safety (during and after installation)
- Other



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Appendix 5.4 Preferred Route consultation direct mail leaflet



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ABOUT THE PROJECT

Our aim is to replace 90km of the existing 105km underground aviation fuel pipeline that runs from our Fawley Refinery near Southampton to our West London Terminal storage facility in Hounslow:

- Pipelines are a safe, secure and low impact method of transporting fuel to some of the UK's busiest airports
- Once installed, the replacement pipeline will be buried and a quiet neighbour
- It will continue to keep around 100 road tankers off the road every day¹

We welcome your views, ideas and opinions on our proposals



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, alternatively you can send your consultation response via:

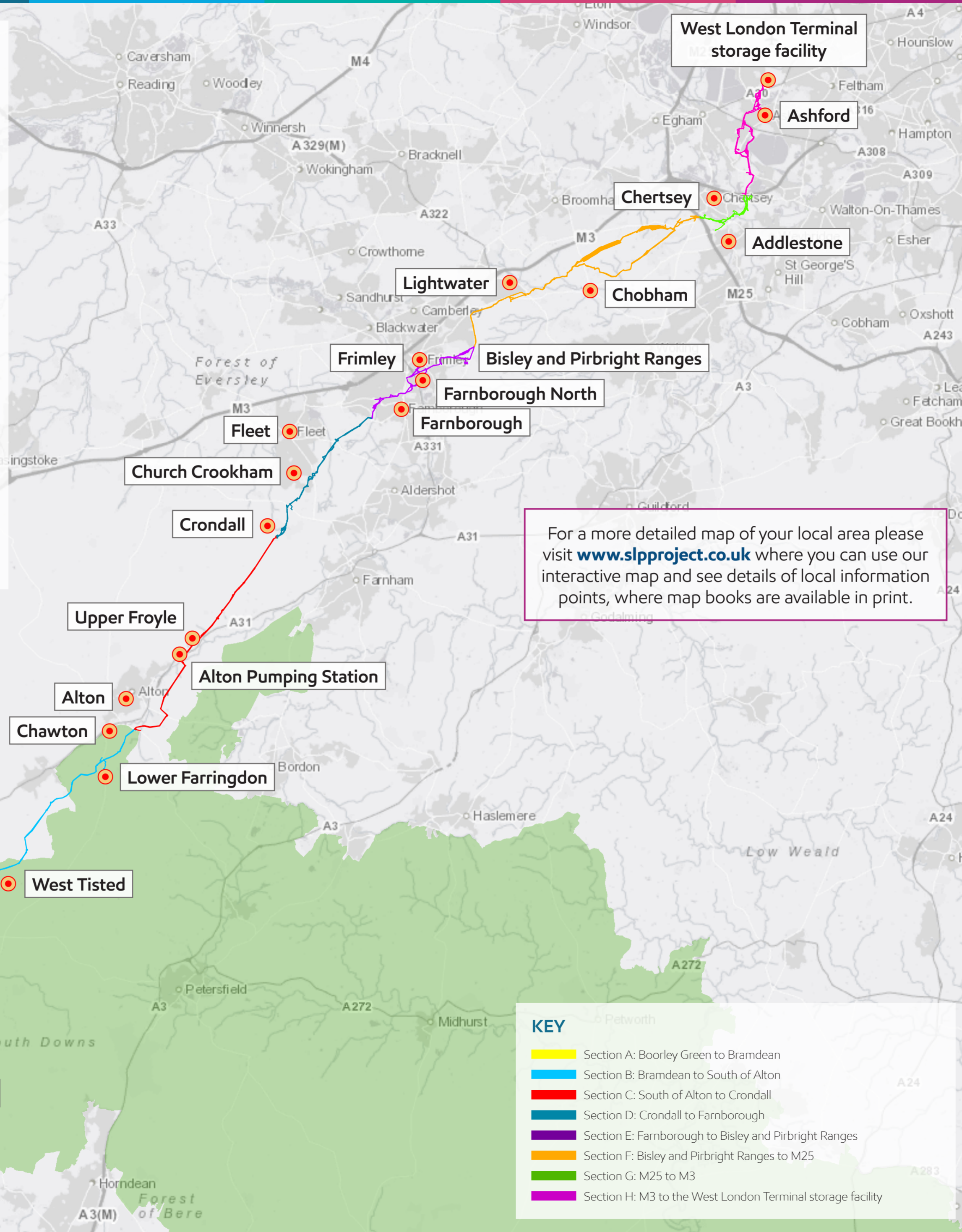
Email: info@slpproject.co.uk

Post: FREEPOST SLP PROJECT

This consultation starts on 6 September 2018 and closes at 23:45 on 19 October 2018

For information on our data protection policy, please visit our website.

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



For a more detailed map of your local area please visit www.slpproject.co.uk where you can use our interactive map and see details of local information points, where map books are available in print.

KEY

- Section A: Boorley Green to Bramdean
- Section B: Bramdean to South of Alton
- Section C: South of Alton to Crondall
- Section D: Crondall to Farnborough
- Section E: Farnborough to Bisley and Pirbright Ranges
- Section F: Bisley and Pirbright Ranges to M25
- Section G: M25 to M3
- Section H: M3 to the West London Terminal storage facility

Esso Petroleum Company Limited (Esso) is registered in England, Number 2638898. Esso House, Leatherhead, Surrey, KT22 8JX.

Southampton to London Pipeline Project



INTRODUCTION

Welcome to our second consultation on the preferred route.

Our first consultation in spring 2018 helped us select the preferred corridor.

Over the summer we developed the preferred route that follows the preferred corridor by reviewing the available local technical data, and taking into account your route specific feedback from the initial consultation.

We are now consulting on the project, which includes the preferred route, land needed temporarily to install the pipeline and the Preliminary Environmental Information.

You are receiving this leaflet as you live in the nearby area. It provides you with a summary of our consultation. All information relating to this consultation is available at

www.slpproject.co.uk

If you have any questions please come and meet the team at one of our local events.

Why do your views matter? Local people and communities are best placed to help us understand the potential impacts of our proposals. The feedback you give us will help us refine the route ahead of our planning application, for what is known as a Development Consent Order. This means our proposals are likely to change.

If your land is directly affected by the proposals you will also receive a named letter through the post from our land agent team, Fisher German.



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

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

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

We will need to install the pipeline on public and private land, but it will not pass under any existing homes.

We will always apply good industry practice and established techniques in the installation of the pipeline.

Once installed, the replacement pipeline will be buried and a quiet neighbour.

CONSULTATION INFORMATION

This consultation will run from 6 September until 19 October 2018.

The consultation materials listed below are available online at www.slpproject.co.uk where you can also use our interactive map.

If you would like a print copy or alternative format of the consultation materials, please call **07925 068 905** or email info@slpproject.co.uk

Reference copies are available at local information points of:

- This summary leaflet
- The consultation brochure, which includes a summary of the Preliminary Environment Information and a response form
- The map book

We are committed to hearing people's views on the preferred route and sub-options.

Before submitting your response we encourage you to attend one of our events and to read our consultation materials, and website. If you have any questions relating to the project please contact us using the details listed above.

EVENT LOCATIONS

27 September

14:00-20:00

Alton

Alton Community Centre, Amery Street, GU34 1HN

28 September

14:00-20:00

Deepcut and Lightwater

Heatherside Community Centre, Martindale Avenue, GU15 1BB

29 September

11:00-17:00

Chobham

Chobham Parish Pavilion, Recreation Ground, Station Road, Chobham, Surrey, GU24 8AJ

1 October

14:00-20:00

Church Crookham

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

2 October

14:00-20:00

Bramdean

Bramdean and Hinton Ampner Village Hall, Wood Lane, SO24 0JN

3 October

14:00-20:00

Frimley

Lakeside Continental Hotel, Wharf Road, GU16 6JR

4 October

14:30-20:30

Chertsey

Chertsey Hall, Heriot Road, KT16 9DR

5 October

14:00-20:00

Ropley

Ropley Sports Pavilion, Vicarage Lane, SO24 0DJ

6 October

11:00-17:00

Bishop's Waltham

Jubilee Hall, Little Shore Lane, SO32 1ED

10 October

14:00-20:00

Farnborough

Farnborough Exhibition and Conference Centre, ETPS Road, GU14 6FD

13 October

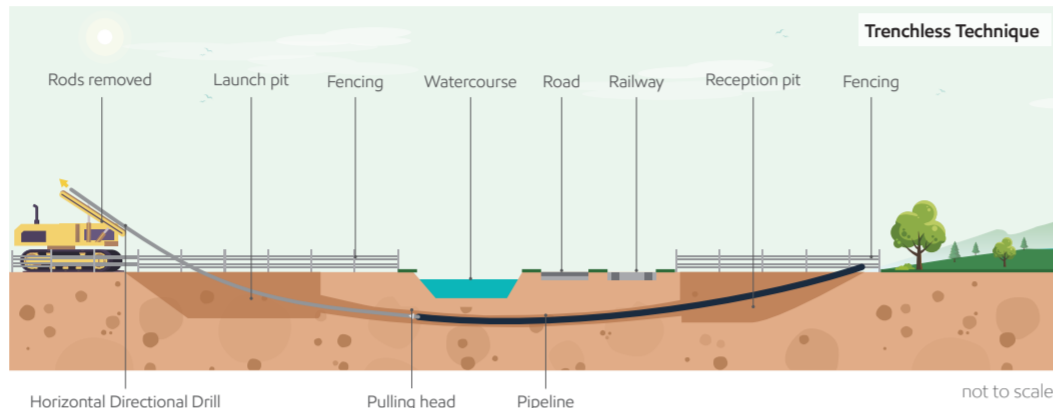
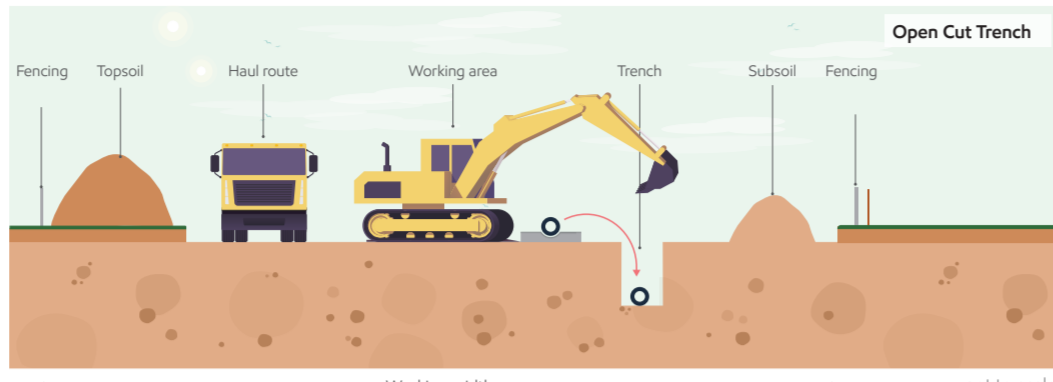
11:00-17:00

Ashford

Salvation Army, Woodthorpe Road, TW15 3JY

INSTALLATION

The most common technique we will use for installation of the pipeline will be open cut trench installation. However, trenchless techniques may be used where we need to cross major roads, railways or rivers.



In rural areas installation should typically take around two to three months. In urban or more complex areas, such as communities near railways, major roads and under rivers, or where trenchless techniques are used, it may take longer.

Typically, installation of the pipeline itself could take around two to three months in a local area. However, in complex areas, especially where trenchless techniques are used, this might be significantly longer. We will work with you to insure that you maintain access to your property during installation.

FURTHER INFORMATION

* Internet access is available here to see the consultation materials online at www.slpproject.co.uk

Information point locations

Addlestone Library – Runnymede Civic Centre, Station Road, Addlestone, KT15 2AF*

Alton Library – Vicarage Hill, Alton, GU34 1HT*

Alton Community Centre – Amery Street, Alton, GU34 1HN*

Ashford Library – Church Road, Ashford, TW15 2XB*

Ashford Community Centre – The Centre, Woodthorpe Road, Ashford, TW15 3NJ*

Bishop's Waltham Library – Free Street, Bishop's Waltham, Southampton, SO32 1EE

Chertsey Library – Guildford Street, Chertsey, KT16 9BE*

Farnborough Library – Pinehurst Roundabout, Farnborough, GU14 7JZ*

Frimley Green Library – Beech Road, Frimley Green, Camberley, GU16 6LQ*

Guildford Library – 77 North Street, Guildford, Surrey, GU1 4AL*

Lightwater Library – 83A Guildford Road, Lightwater, GU18 5SB*

Shepperton Library – High Street, Shepperton, TW17 9AL*

Staines Library – Friends Walk, Staines, TW18 4PG*

Staines Community Centre – Thames Street, Staines-upon-Thames, TW18 4EA*

Stanwell Library – Library, Hadrian Way, Stanwell, Staines, TW19 7HF*

Weybridge Library – Church Street, Weybridge, KT13 8DE*

Weybridge Centre for the Community – Churchfield House, Churchfield Road, Weybridge, KT13 8DB*

County councils

Greater London Authority – City Hall, More London Riverside, London, SE1 2AA

Hampshire County Council – The Castle, Winchester, SO23 8UJ

South Downs National Park – South Downs Centre, North St, Midhurst, GU29 9DH

Surrey County Council – County Hall, Penrhyn Road, Kingston upon Thames, KT1 2DN

District and Borough council offices

East Hampshire – Penns Pl, Petersfield, GU31 4EX

Eastleigh – Eastleigh House, Upper Market Street, Eastleigh, SO50 9YN

Hart – Harlington Way, Fleet, GU51 4AE*

Hounslow – Civic Centre, Lampton Road, Hounslow, TW3 4DN

Runnymede – Civic Centre, Station Road, Addlestone, KT15 2AH

Rushmoor – Council Offices, Farnborough Rd, Farnborough, GU14 7JU

Spelthorne – Knowle Green, Staines-upon-Thames, TW18 1XB

Surrey Heath – Surrey Heath House, Knoll Rd, Camberley, GU15 3HD

Winchester – City Offices, Colebrook Street, Winchester, SO23 9LJ

Parish and town councils offices

Alton Town Council – Town Hall, Market Square, Alton, GU34 1HD

Bentley Parish Council – Bentley Memorial Hall, Alton Road, Bentley, GU10 5NB

Binsted Parish Council – Binsted Sports Pavilion, The Street, Binsted, GU34 4PB

Bishop's Waltham Parish Council – Jubilee Hall, Little Shore Lane, Bishop's Waltham, SO32 1ED

Botley Parish Council – The Botley Centre, High Street, Botley, SO30 2ES

Bramdean and Hinton Ampner Parish Council – Bramdean Village Hall, Wood Lane, Southampton, SO24 0JN

Chawton Parish Council – Village Hall, Winchester Road, Chawton, GU34 1SB

Chobham Parish Council – Chobham Parish Pavilion, Recreation Ground, Station Road, Chobham, GU24 8AJ

Church Crookham Parish Council – Community Centre, Boyce Road, Church Crookham, GU52 8AQ

Crondall Parish Council – Church Rooms, Croft Lane, Crondall, GU10 5QF

Durley Parish Council – Durley Memorial Hall, Southampton, SO32 2ER

East Tisted Parish Council – Village Hall, Gosport Road, East Tisted, GU34 3QW

Ewshot Parish Council – Village Hall, Tadpole Lane, Ewshot, GU10 5BX

Exton Parish Council – Village Hall, Oakham Road, Oakham, LE15 8AP

Farringdon Parish Council – Farringdon Village Hall, Church Road, Upper Farringdon, GU34 3EG

Fleet Town Council – 236 Fleet Rd, Fleet, GU51 4BY

Four Marks Parish Council – Four Marks Village Hall, Lymington Bottom, Four Marks, GU34 5AA

Froyle Parish Council – Village Hall, Ryebriar Lane, Lower Froyle, GU34 4LG

Hedge End Town Council – 2000 Centre, St. Johns Road, Hedge End, SO30 4AF

Kilmeston Parish Council – Village Hall, Kilmeston, SO24 0NW

Newton Valence Parish Council – Village Hall, Newton Lane, Newton Valence, GU34 3RQ

Ropley and West Tisted Parish Councils – Village Hall, Vicarage Lane, Ropley, Alresford, SO24 0DU

Upham Parish Council – Mortimers Lane, Lower Upham, Southampton, SO32 1HF

Warnford Parish Council – Village Hall, Southampton, SO32 3LB

West End Parish Council – The Parish Centre, Chapel Road, West End, SO30 3FE

Windlesham Parish Council – Council Offices, The Avenue, Lightwater, GU18 5RG

Worldham Parish Council – East Worldham Village Hall, East Worldham, GU34 3AN

SECTION A: BOORLEY GREEN TO BRAMDEAN

Section A is largely rural and runs through agricultural land. Most of this section is within the South Downs National Park. It spans Eastleigh Borough and Winchester City Councils.

Section A is around 19km long and starts north of the B3354 and Maddoxford Lane and east of Boorley Green. There are two sub-options designed to take account of ongoing development in the area. The section then crosses the B2177 between Bishop's Waltham and Upham, where it enters the South Downs National Park.

The route diverts away from the existing pipeline to avoid the chalk grassland and established vegetation areas at Stephen's Castle Down.

There are then another two sub-options just east of Joan's Acre Wood. The western sub-option passes Joan's Acre Wood, with options to route through or around the Hinton Ampner National Trust property.

The sub-options meet, passing the village of Bramdean before this section ends just after a trenchless crossing of the A272.

SECTION C: SOUTH OF ALTON TO CRONDALL

Section C is largely rural with long stretches passing through agricultural land. It spans the East Hampshire and Hart District Councils.

Section C is around 15km long and starts at the boundary of the South Downs National Park after the B3006 crossing.

It deviates slightly from the existing pipeline route to avoid local businesses.

It runs east of Alton, skirting around Worldham Golf Course, before a trenchless crossing of the River Wey and the Alton to Waterloo railway line into Alton Pumping Station.

From Alton Pumping Station, a trenchless crossing passes under the A31 and runs to the south east of Upper and Lower Froyle, avoiding Locks Grove and Lee Wood Sites of Importance for Nature Conservation. The section ends at Dippenhall Street.

SECTION E: FARNBOROUGH TO BISLEY AND PIRBRIGHT RANGES

Section E runs through both rural and urban areas with a significant proportion passing through land owned by the Ministry of Defence (MOD). It spans Rushmoor Borough Council and Surrey Heath Borough Council.

Section E is around 8km in length and starts just after the A327 crossing, running along the north of Cove Road (B3014), where there are two sub-options. Both sub-options then cross the South Western main railway line to the west of Farnborough, before running east and through Queen Elizabeth Country Park to the north of Farnborough Station, where a trenchless crossing passes under the A325.

The section then crosses open land owned by Farnborough Hill School, after which it crosses the North Down railway line at Farnborough North, where there are another two sub-options. The options meet at the B3411 and follow the existing pipeline to Frith Hill, crossing MOD land, where there are two sub-options.

This section finishes immediately after the B3015 at the junction of Old Bisley Road, The Maultway and Deepcut Bridge Road.

SECTION G: M25 TO M3

Section G is largely urban, but also includes a Site of Special Scientific Interest (SSSI). It spans Runnymede Borough Council and Spelthorne District Council.

Section G is around 4km long and starts at the approach to the A320/M25 and, after a trenchless crossing of the A320/M25, it continues through Abbey Manor golf course with a further trenchless crossing of the Chertsey Branch railway line between Chertsey and Addlestone Station.

It then crosses under the A317 using trenchless techniques, before passing through the playing fields at Addlestone Moor.

There are then two trenchless sub-options for the crossing of the River Thames, as the route diverts away from the existing pipeline to avoid Dumsey Meadow SSSI. Both options cross the River Thames and the B375 and meet after crossing the M3, where this section ends.

SECTION B: BRAMDEAN TO SOUTH OF ALTON

Section B is also largely rural, similar to Section A, and lies mainly within the South Downs National Park – re-entering the park near Four Marks. It spans Eastleigh Borough and Winchester City Councils.

Section B is around 15km long and starts just after the A272 crossing. It avoids Woodcote Copse and Bramdean Common before running north of West Tisted. It then runs through the Four Marks Golf Course followed by a trenchless crossing of the A32, before running outside the southern boundary of Chawton House Registered Park and Gardens.

The section ends at the boundary of the South Downs National Park after the B3006 crossing.

SECTION D: CRONDALL TO FARNBOROUGH

Section D runs through both rural and urban areas with a significant proportion passing through land owned by the Ministry of Defence (MOD). There are a number of Sites of Special Scientific Interest (SSSI) and European designated wildlife sites. This section spans Hart District Council and Rushmoor Borough Council.

Section D is around 9km long and starts at Dippenhall Street, where there are two sub-options at Oak Park Golf Course. The section then crosses the A287 before entering MOD land at Ewshot Lane. It runs alongside Naishes Lane to Quetta Park and onto Fleet Business Park, where there are another two sub-options. Both sub-options cross the B3013, re-joining by a development site, through which there are two crossing options, before re-entering MOD land.

From this point, the section crosses the northern part of Tweseldown Racecourse, Ewshot, and the Bourley and Long Valley SSSI, followed by a trenchless crossing of the Basingstoke Canal and A323. It then passes along the northern boundary of Eelmoor Marsh SSSI before leaving the MOD land. The section crosses Cody Technology Park and the western section of Southwood Golf Course and finishes just after the trenchless crossing of the A327.

SECTION F: BISLEY AND PIRBRIGHT RANGES TO M25

Section F runs through both rural and urban areas, including one area of land owned by the Ministry of Defence (MOD) and also a number of Sites of Special Scientific Interest (SSSI) such as Colony Bog. It spans Surrey Heath Borough Council and Runnymede Borough Council.

Section F is around 16km long and starts immediately after the B3015, where it enters MOD land associated with the Bisley and Pirbright Ranges, Colony Bog and Bagshot Heath SSSI. It continues north running adjacent to Deepcut Bridge Road (B3015) before turning east to follow Red Road (B311), where there are three options leading to Guildford Road.

The section then crosses Guildford Road, using trenchless techniques under the A322, continuing through Windlemere Golf Course. It then continues generally north east and includes two sub-options due to the Chobham Common SSSI between Windlesham Road and the B386.

The section then crosses the B386 before ending just north of Chertsey Hospital, Holloway Hill and the approach to the A320/M25.

SECTION H: M3 TO THE WEST LONDON TERMINAL STORAGE FACILITY

Section H is largely urban. It spans Spelthorne Borough Council and ends just within the London Borough of Hounslow.

The section is around 7km long and starts after the trenchless crossing of the M3, following Littleton Lane north, before crossing the B376. It then goes north to the western edge of the Queen Mary Reservoir, at which point there are two sub-options.

After crossing the Staines Bypass (A308), the section continues north, crossing the Waterloo to Reading railway line close to Ashford Station, where there are three sub-options.

All three sub-options will have different impacts for landowners and residents and will meet up to cross under the A30 using trenchless techniques, finishing at the West London Terminal storage facility in Hounslow.



Appendix 5.5 Preferred Route consultation map book



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Replacement Pipeline Route Consultation

Pipeline Corridor Map Book



Southampton to London
Pipeline Project

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

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The preferred route

We are continually working to fine tune our route by talking to individuals, communities and local authorities to understand the impact of the project, as well as liaising with engineering and environmental experts.

Therefore, the preferred route outlined in this map book represents our current estimate, as the route will be refined up until we submit our application for development consent. This means that the application we submit will include feedback collected from this consultation.

We would like to hear your views as they will help us in refining the route for the replacement pipeline.

To aid the design of the route and assess the installation and environmental impact, the preferred route has been divided into eight separate sections:

- Section A** – Boorley Green to Bramdean
- Section B** – Bramdean to South of Alton
- Section C** – South of Alton to Crondall
- Section D** – Crondall to Farnborough
- Section E** – Farnborough to Bisley and Pirbright Ranges
- Section F** – Bisley and Pirbright Ranges to M25
- Section G** – M25 to M3
- Section H** – M3 to the West London Terminal storage facility

More information on each section can be found in the consultation brochure.

Sub-options

We have included sub-options along the preferred route. In some cases, these options allow us to complete further environmental and engineering assessments. In other areas, it is to provide a basis for communication with landowners to understand how best to pass through that area of land.

This consultation provides an opportunity for anyone to comment on the preferred route, including providing feedback on the sub-options.

More information on each sub-option can be found in the consultation brochure.

Map features

The following features will be shown on the maps in this book:

- Preferred order limits**
Red outline
- Preferred limits of deviation/preferred route**
Yellow shading
- Possible pipeline location**
Blue dashed line



Example map

Possible pipeline location: The proposed location of the pipeline within the limits of deviation, which may be subject to change following this consultation and ongoing design development.

This represents Esso's current assumptions on the location of the replacement pipeline, but if granted development consent, the pipeline could be installed anywhere within the limits of deviation. This flexibility is required in order to deal with unforeseen ground conditions and local features.

Preferred limits of deviation: These limits show the maximum area within which the pipeline could be installed, if we are granted development consent.

Preferred order limits: The provisional outer limits for the project, including the route and any temporary working areas that would be required to install the pipeline, such as access routes and working compounds. This would also include the easement strip that would be protected along the pipeline following installation.

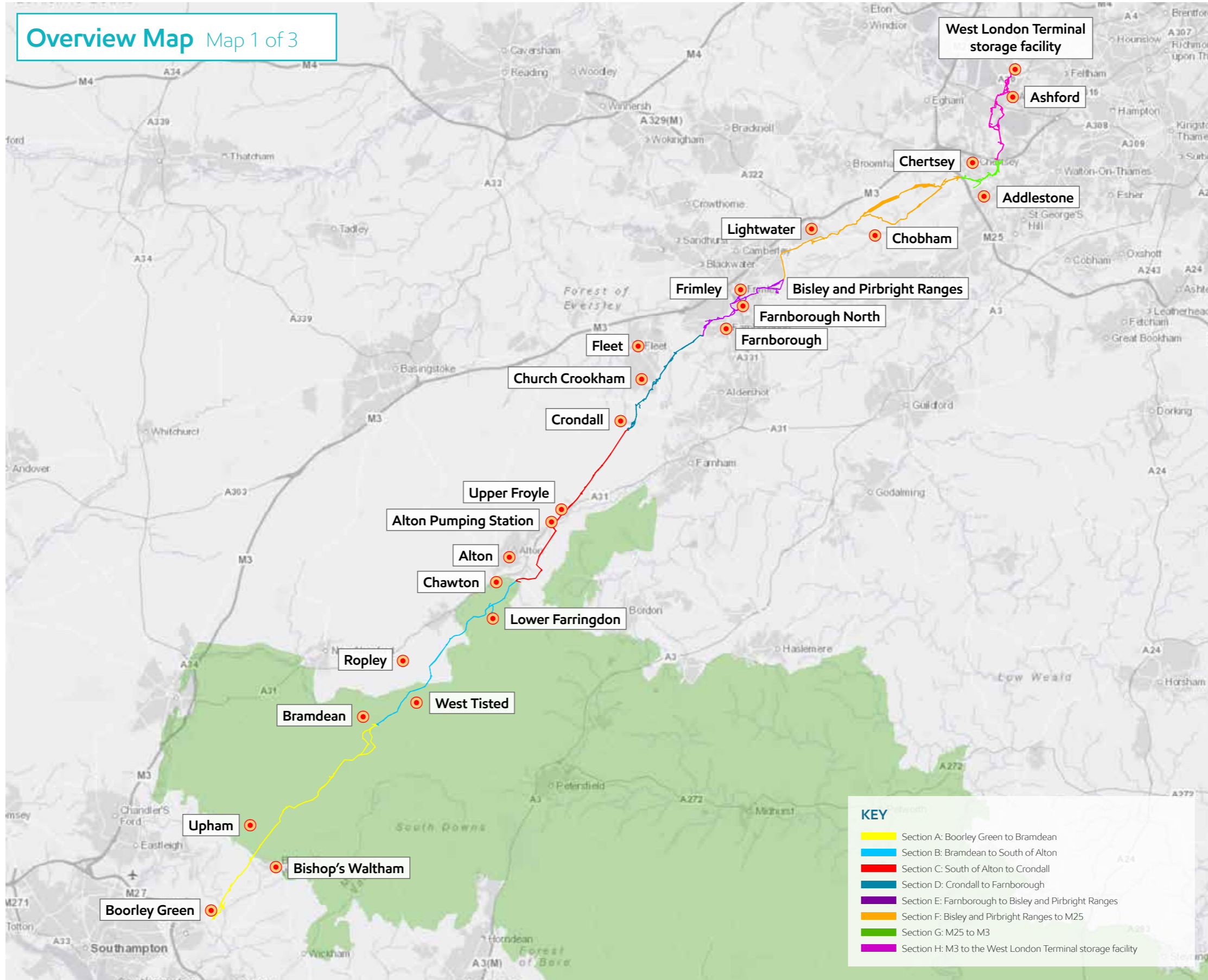
Temporary installation phase working compounds and laydown areas: These are small satellite areas close to the route and within the order limits that are used for storing equipment, hosting staff facilities, and laying down pieces of the pipeline. There would also be larger working compounds.

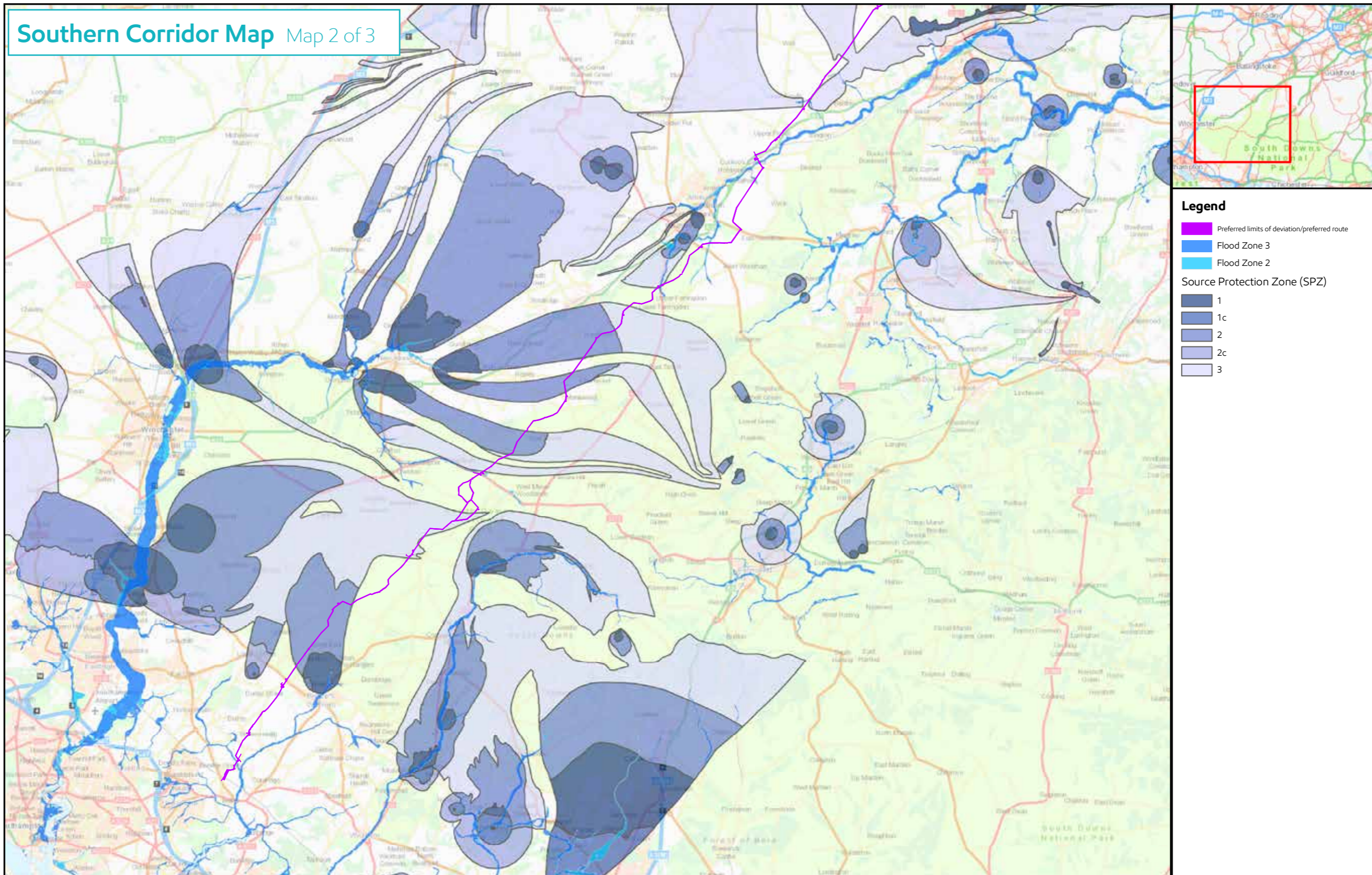
- **Temporary installation phase stringing out areas:** These areas can sometimes be seen on the map as long, thin and straight areas within the preferred order limits that stick out from the route. These areas are used to weld segments of the pipeline together above the ground and to provide space to feed these sections of pipeline back into openings during trenchless installation.
- **Temporary installation phase off-site access roads:** These are temporary roads for machinery and lorries transporting equipment. They are used to provide access to the highway from the work sites to reduce the impact on local roads.



Please visit our website to view our interactive map or come along to one of our events to pick up a map book

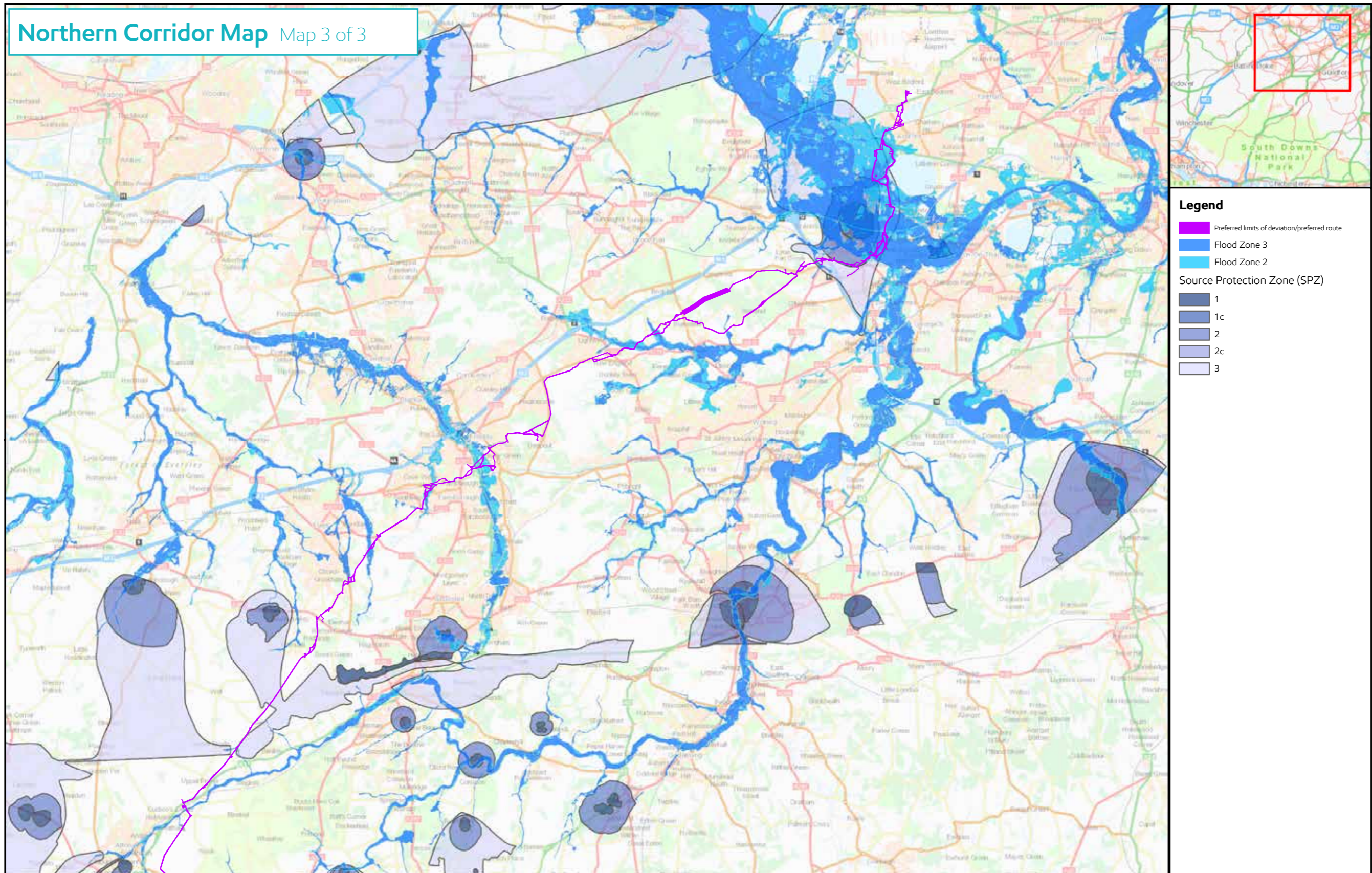
www.slproject.co.uk

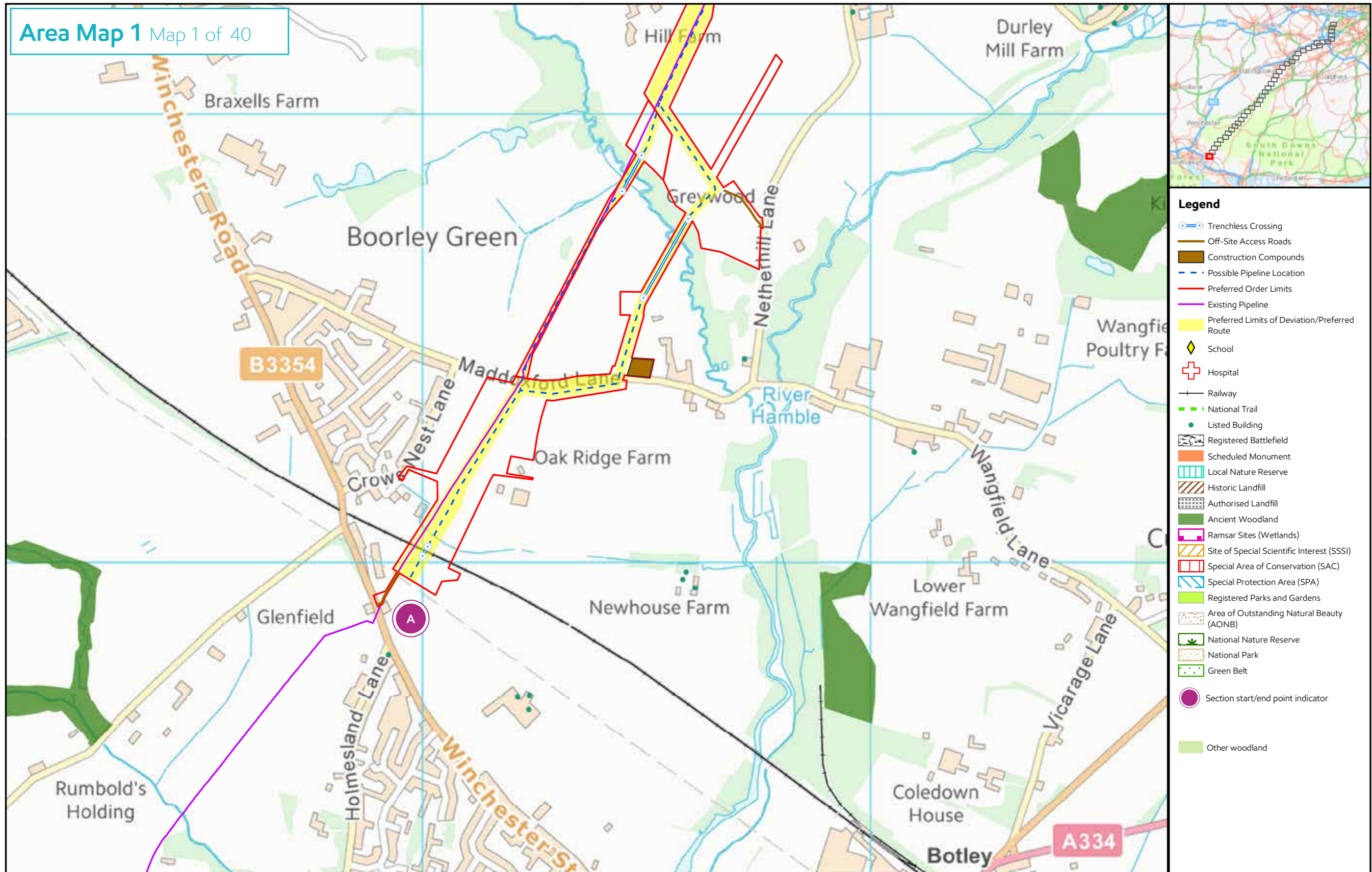


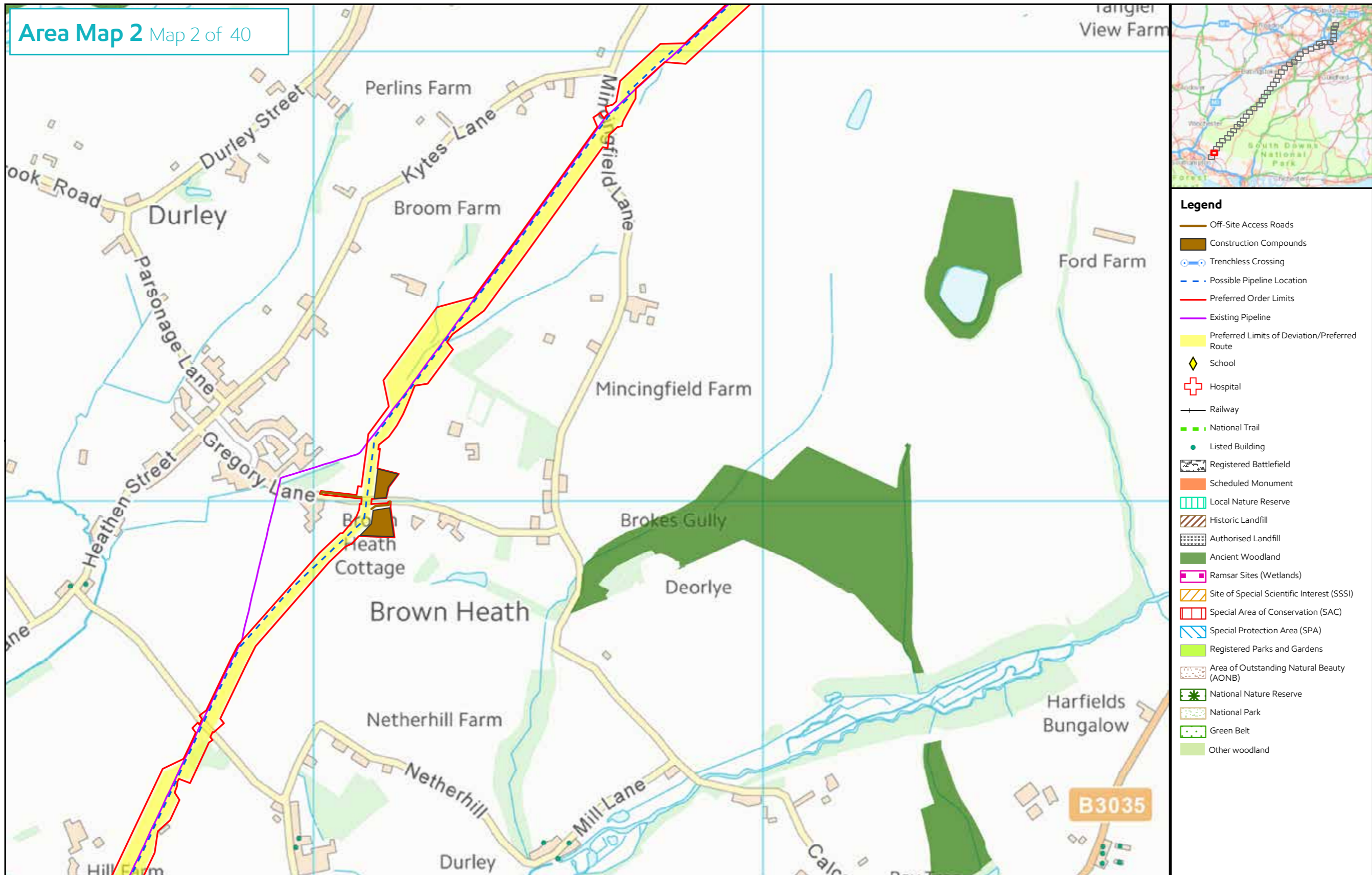


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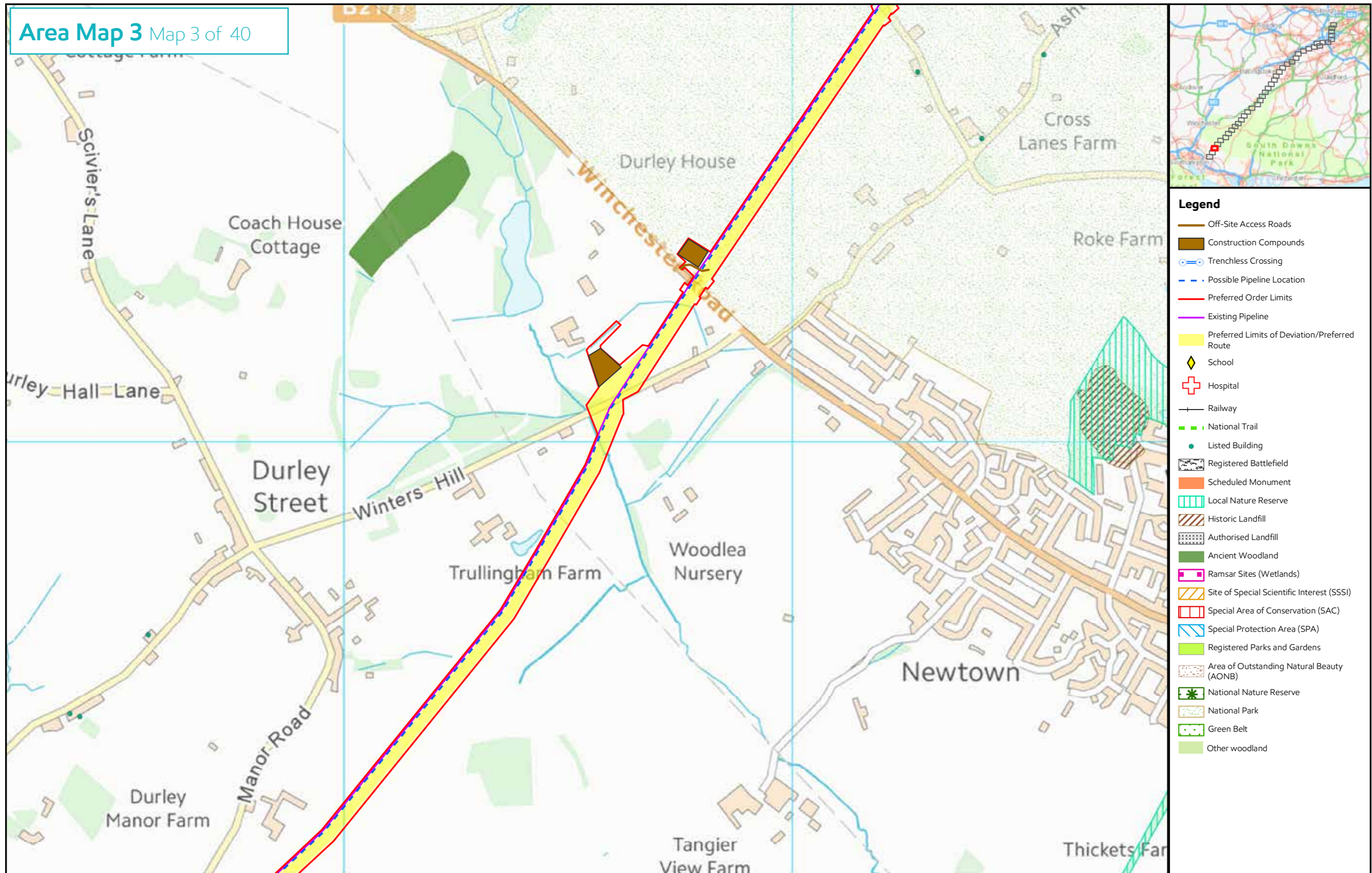






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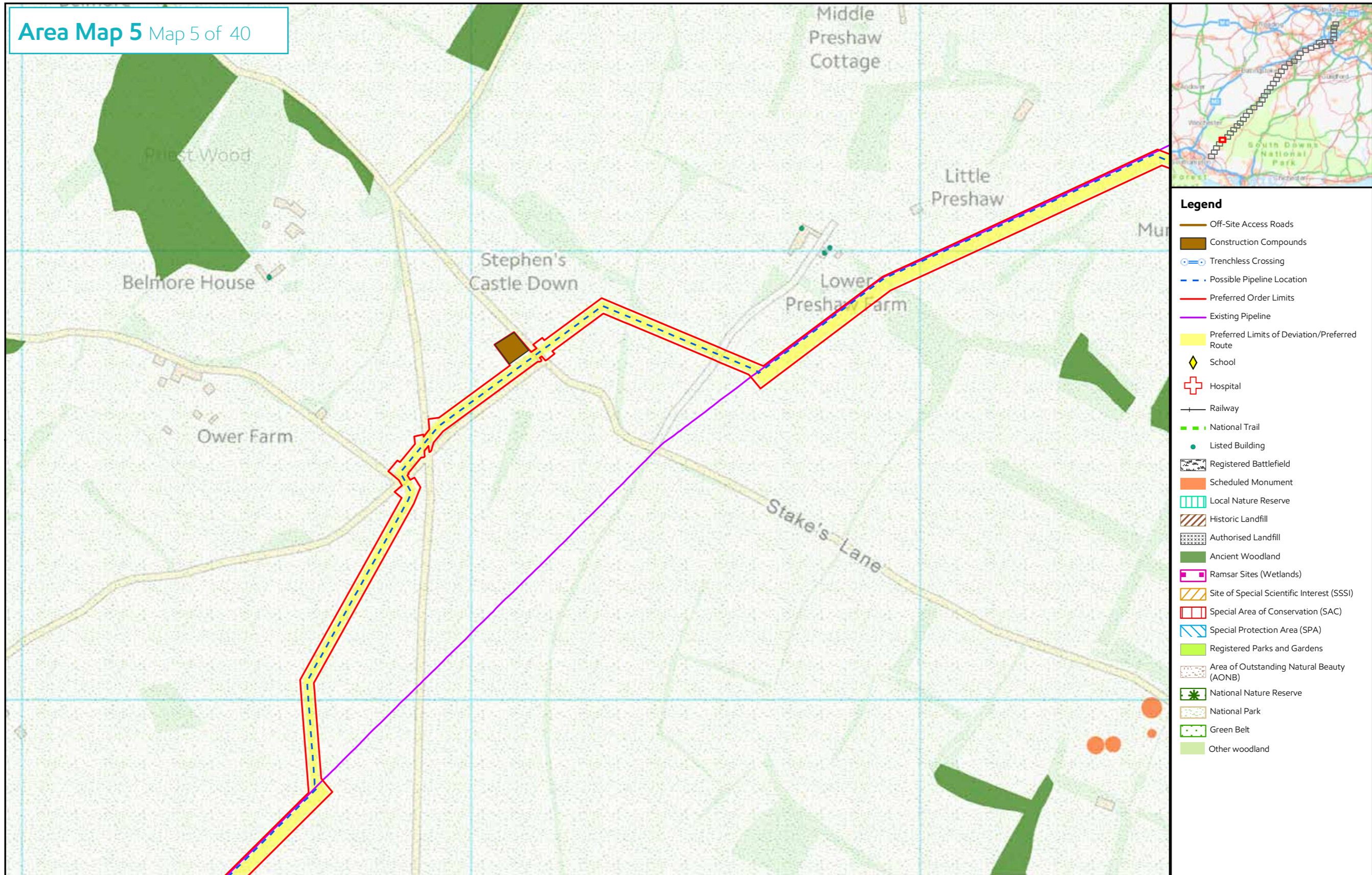




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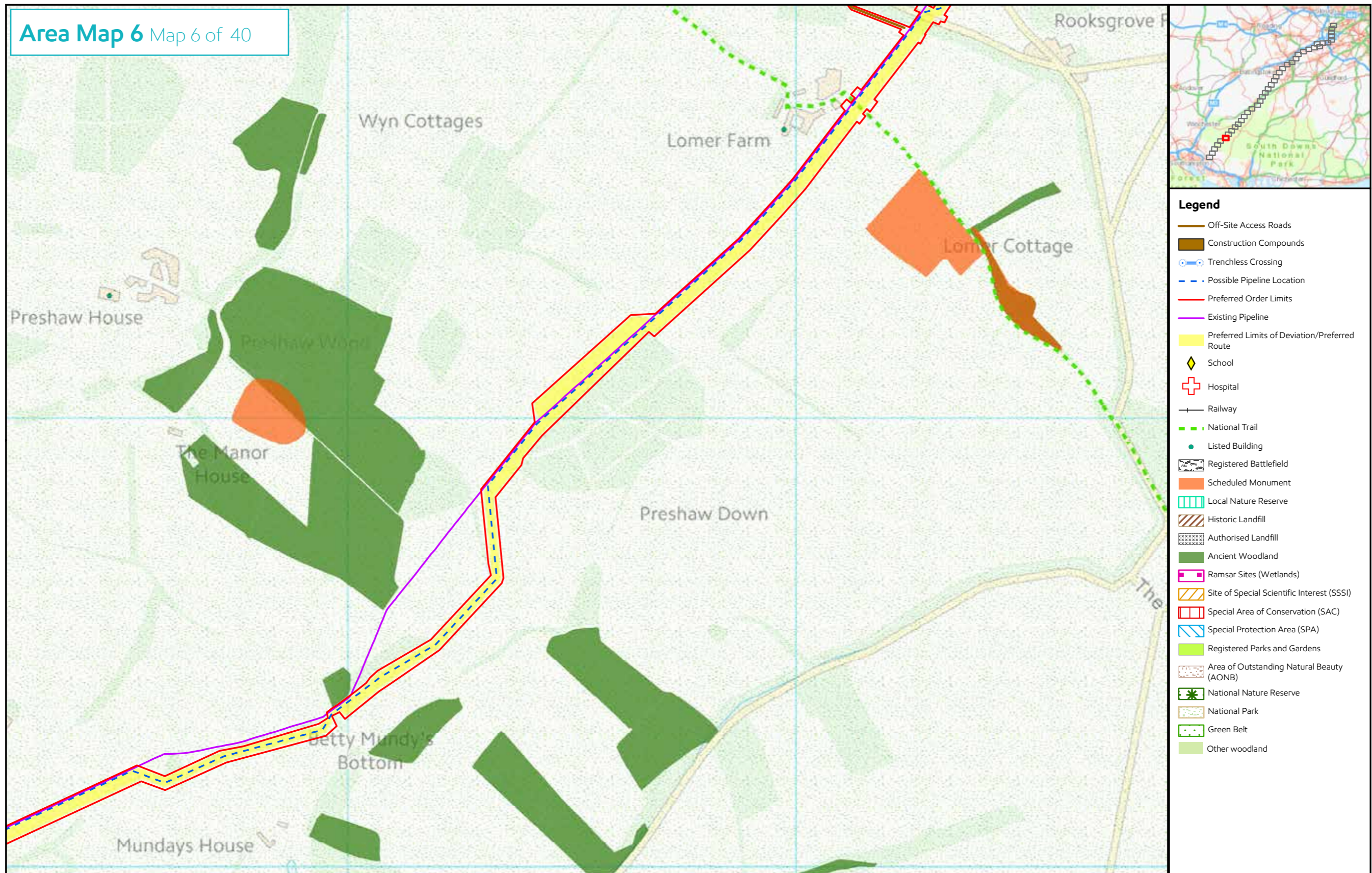






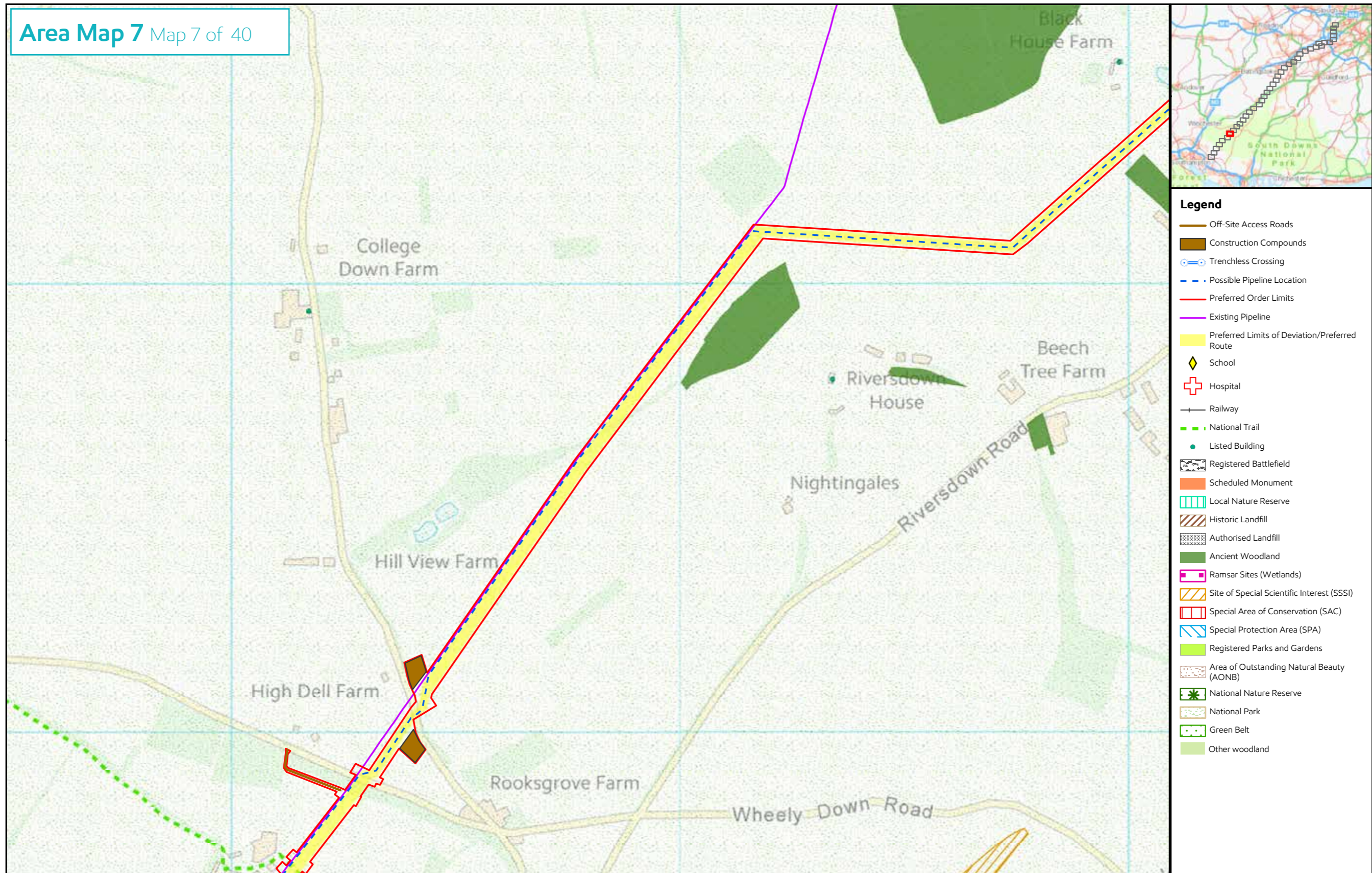
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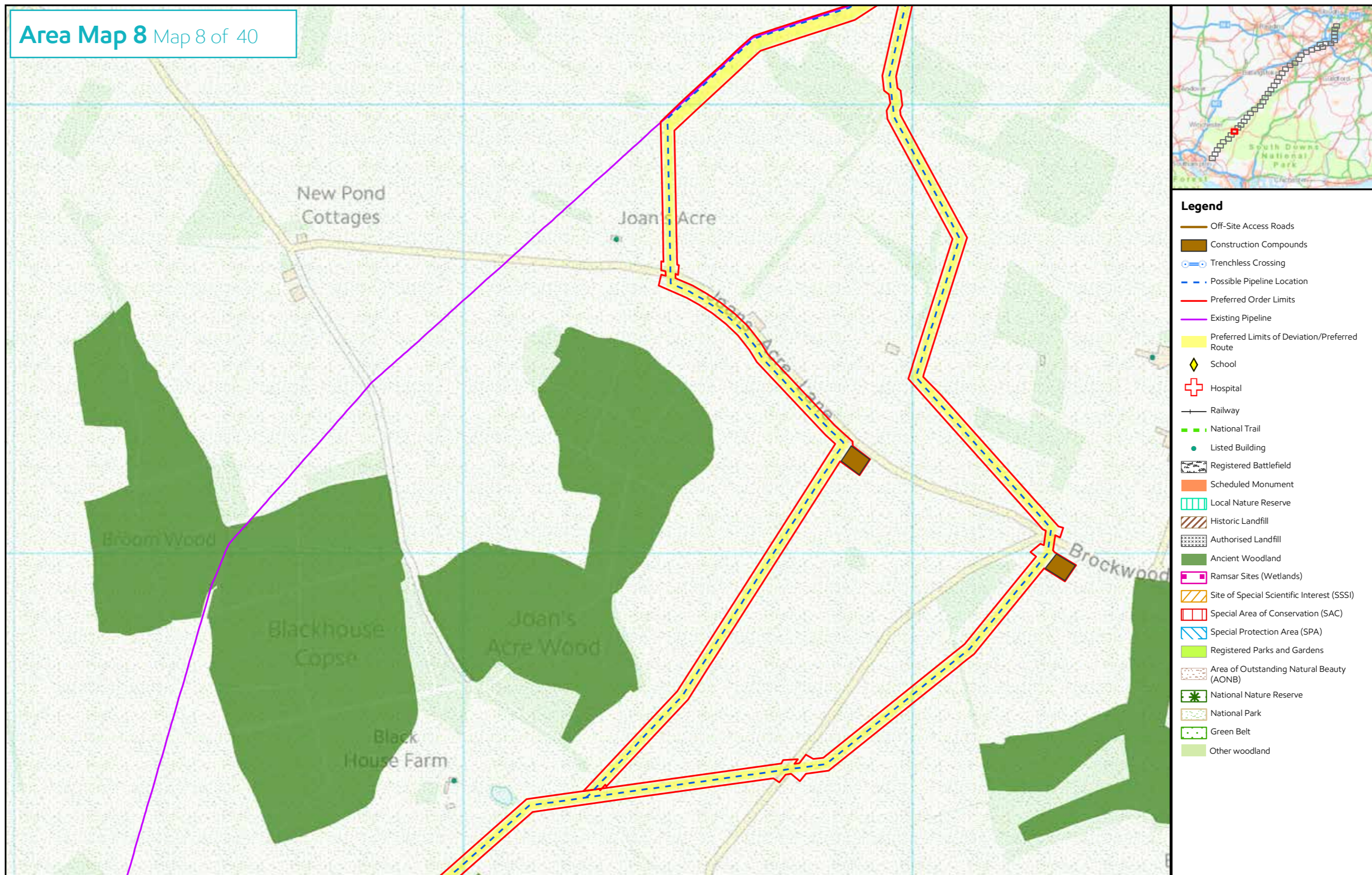
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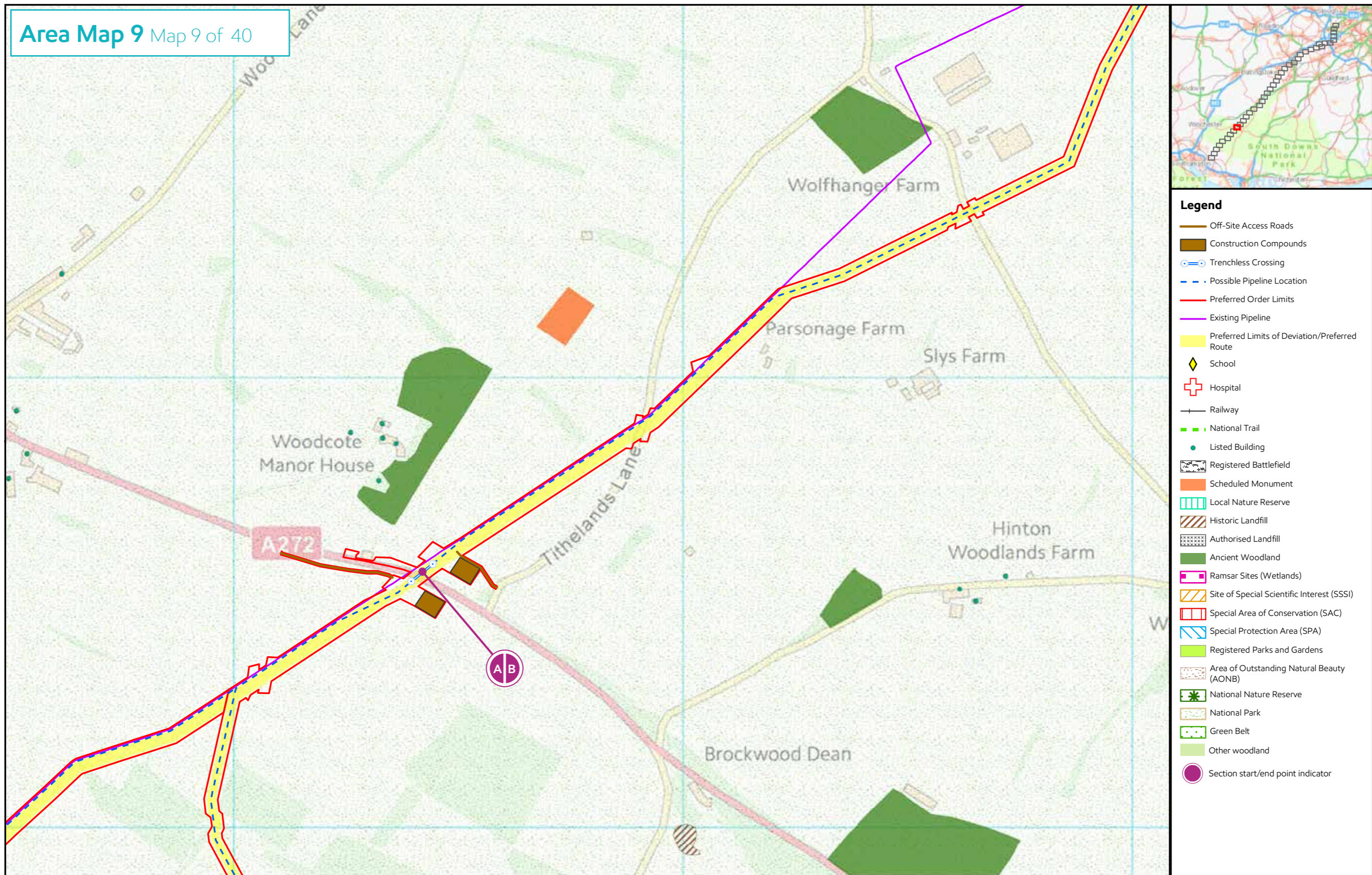
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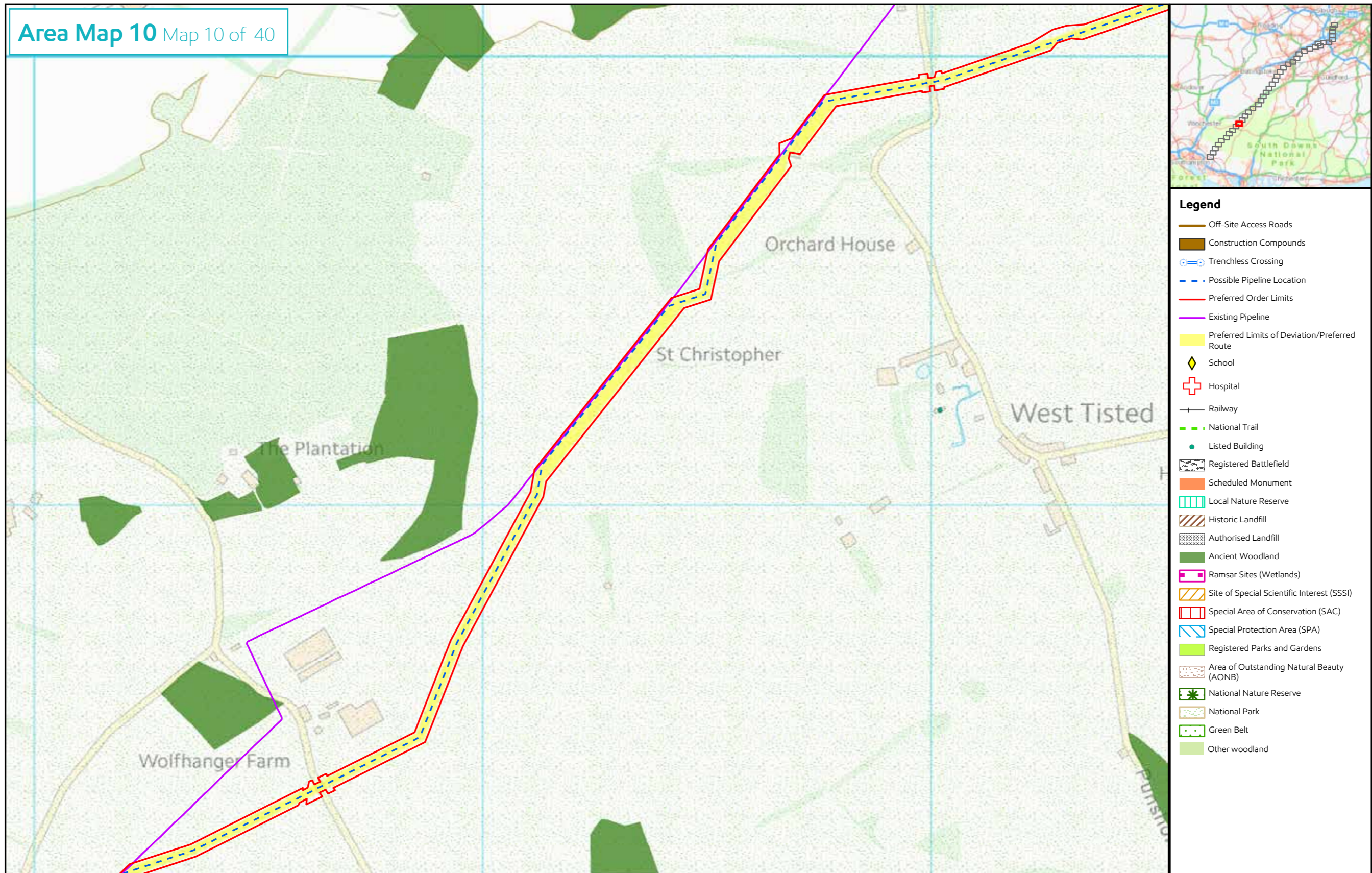
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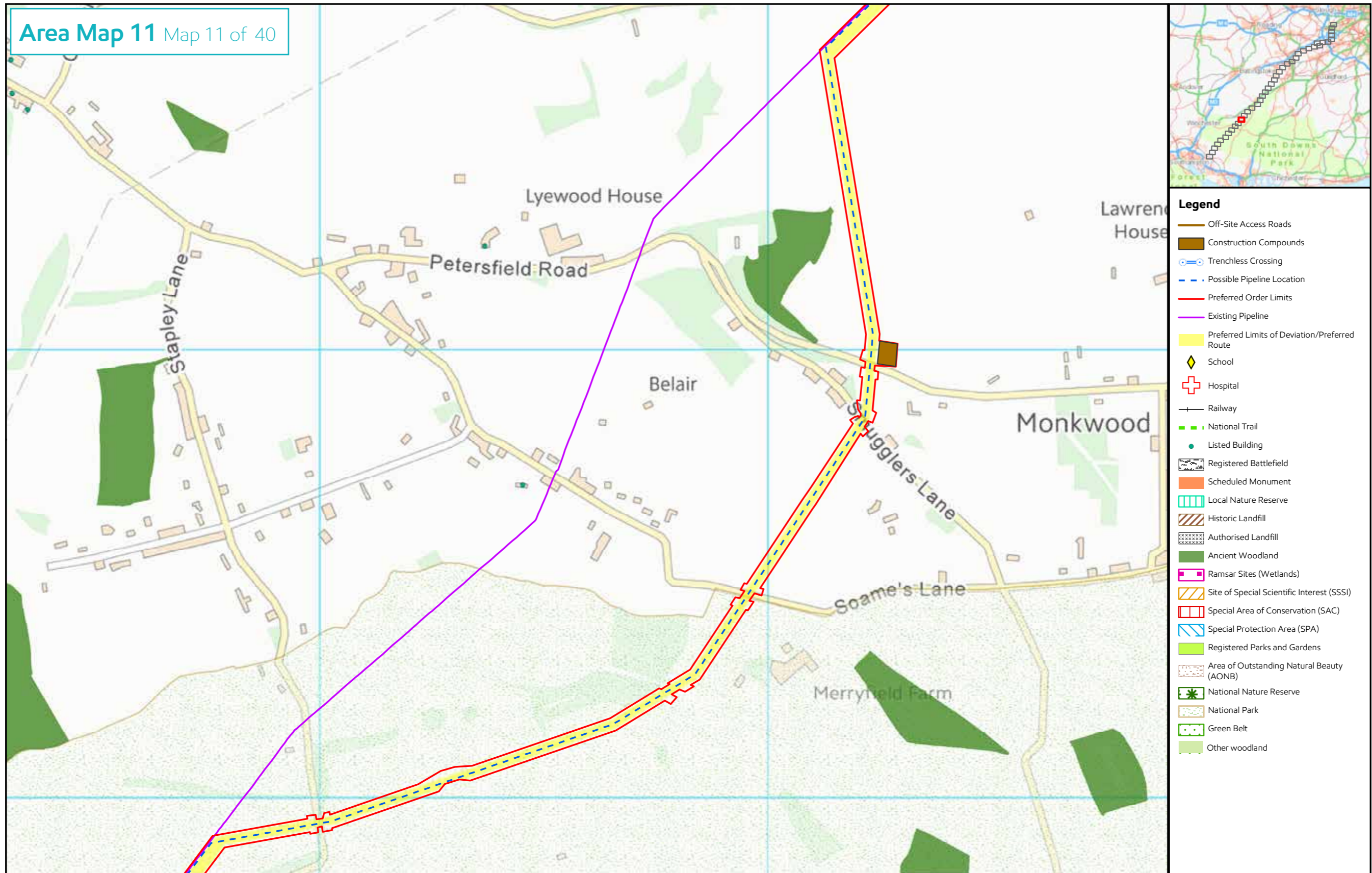
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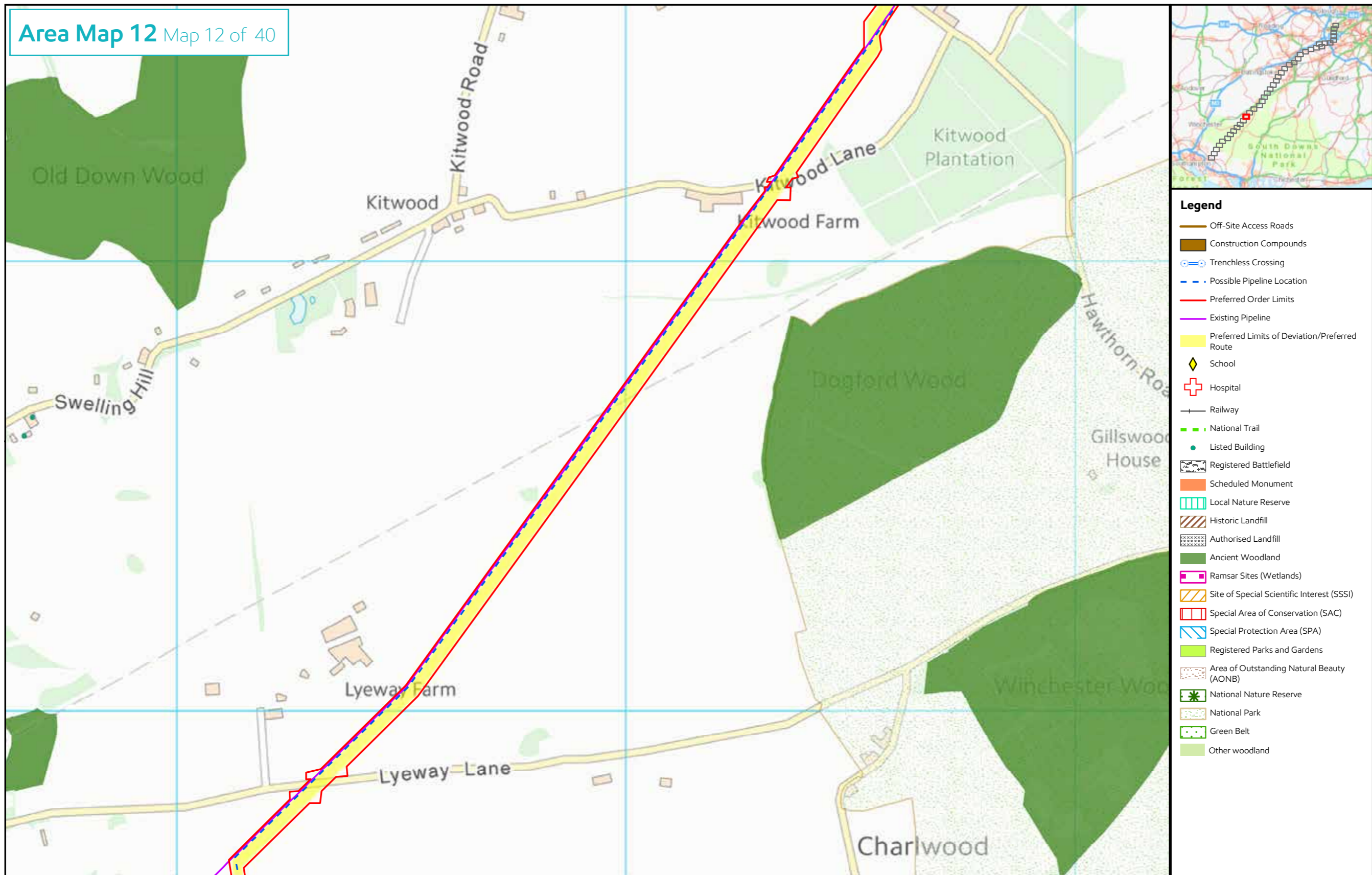
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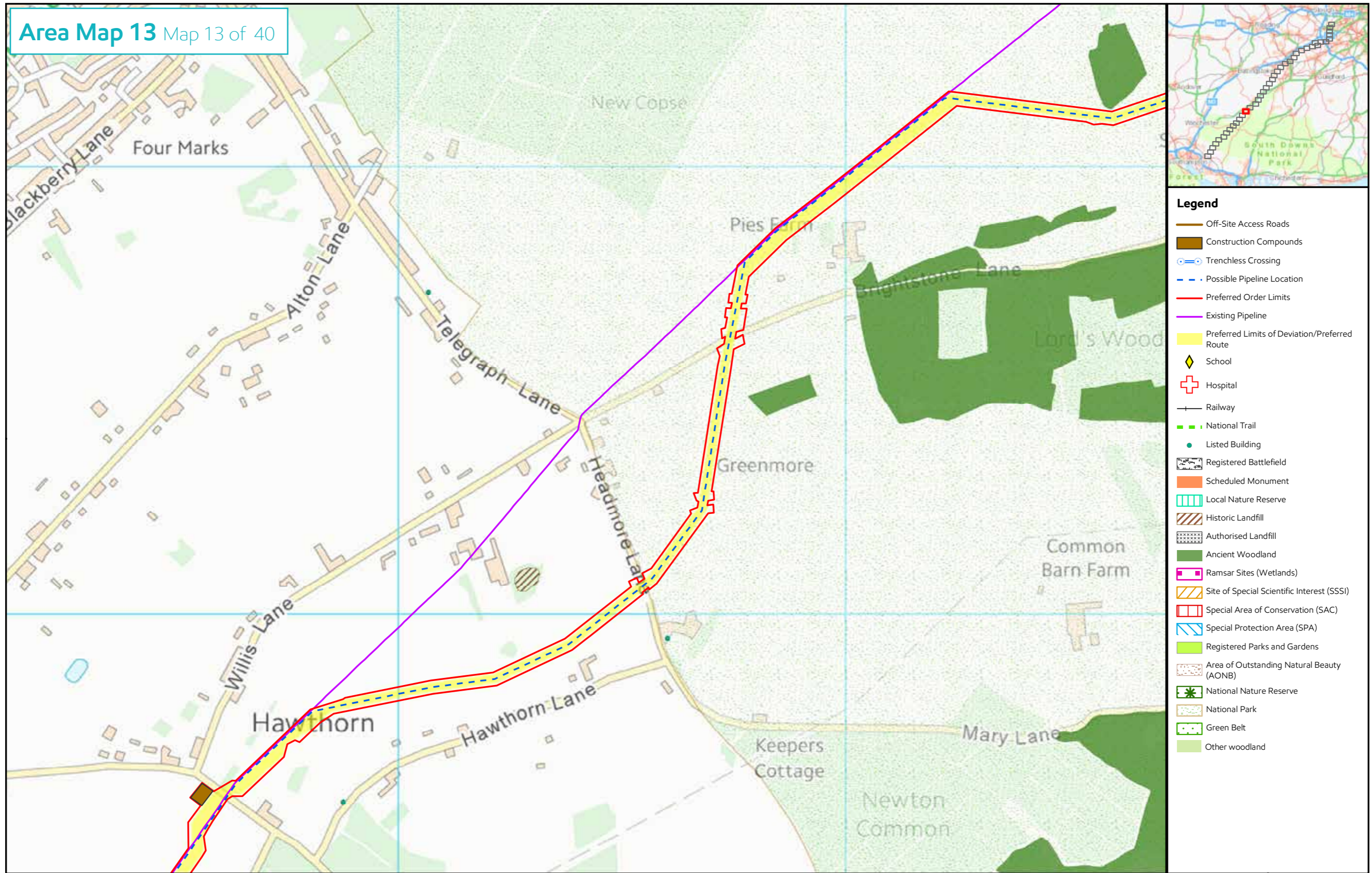




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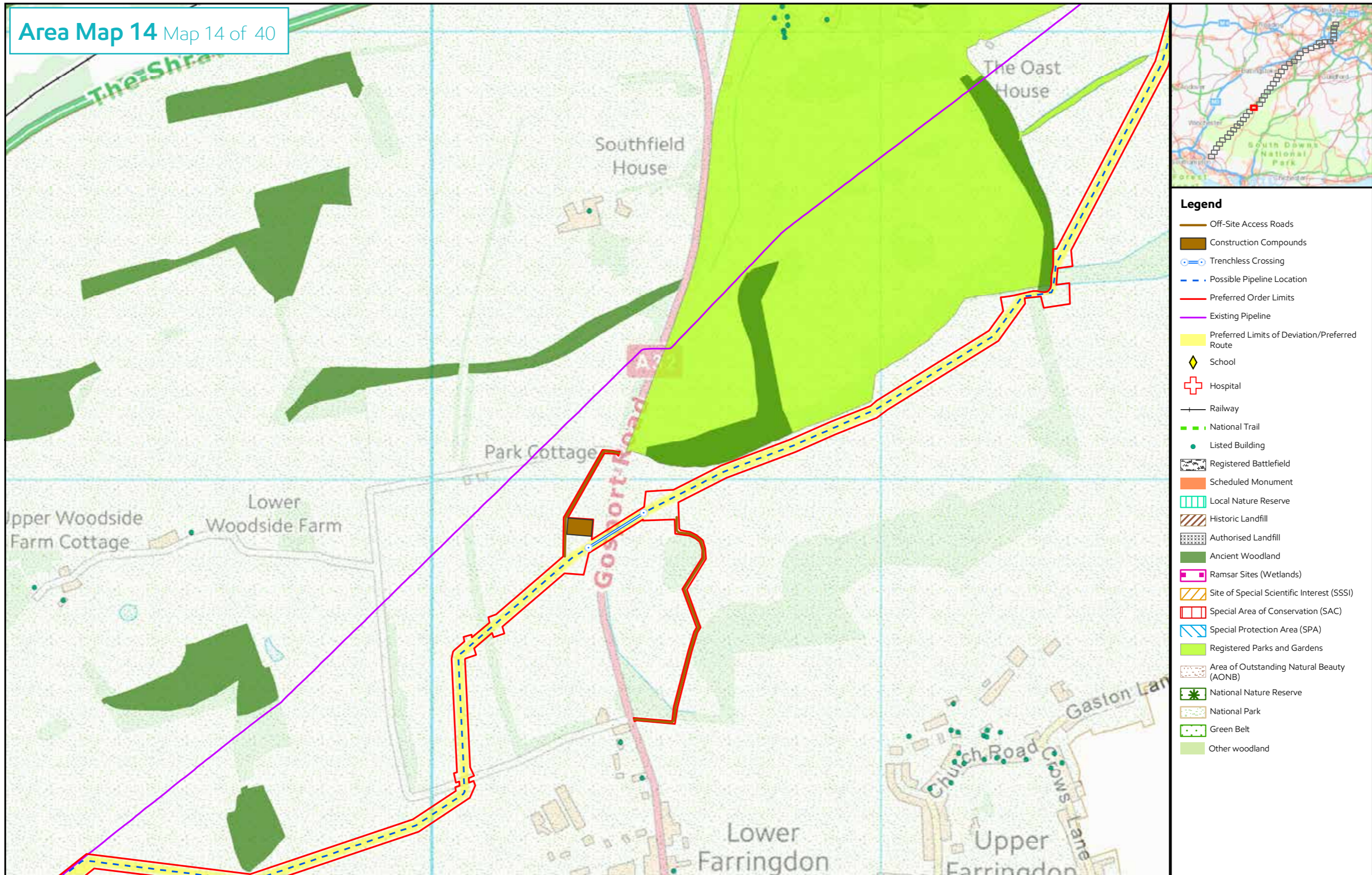


Area Map 13 Map 13 of 40



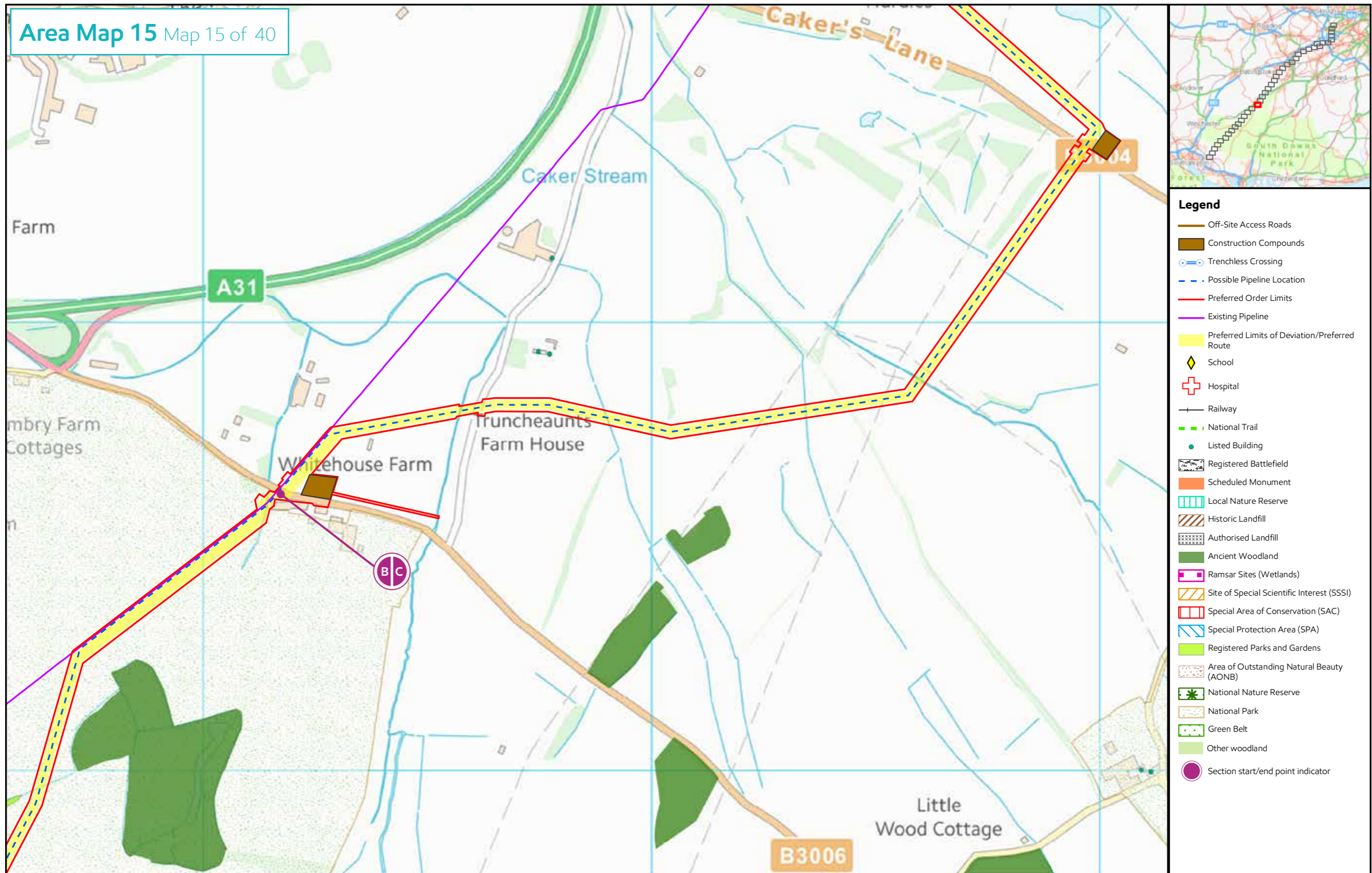
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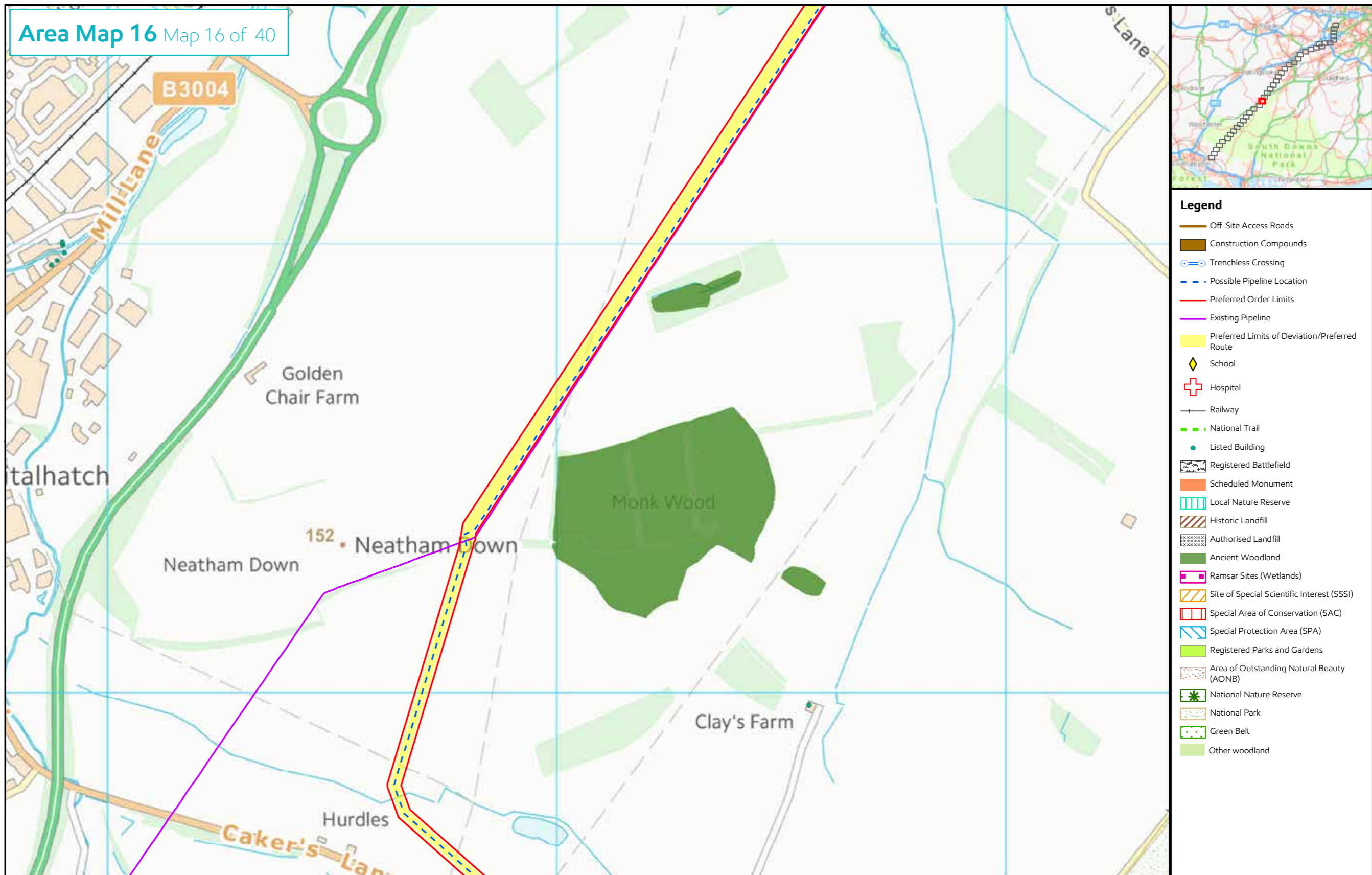
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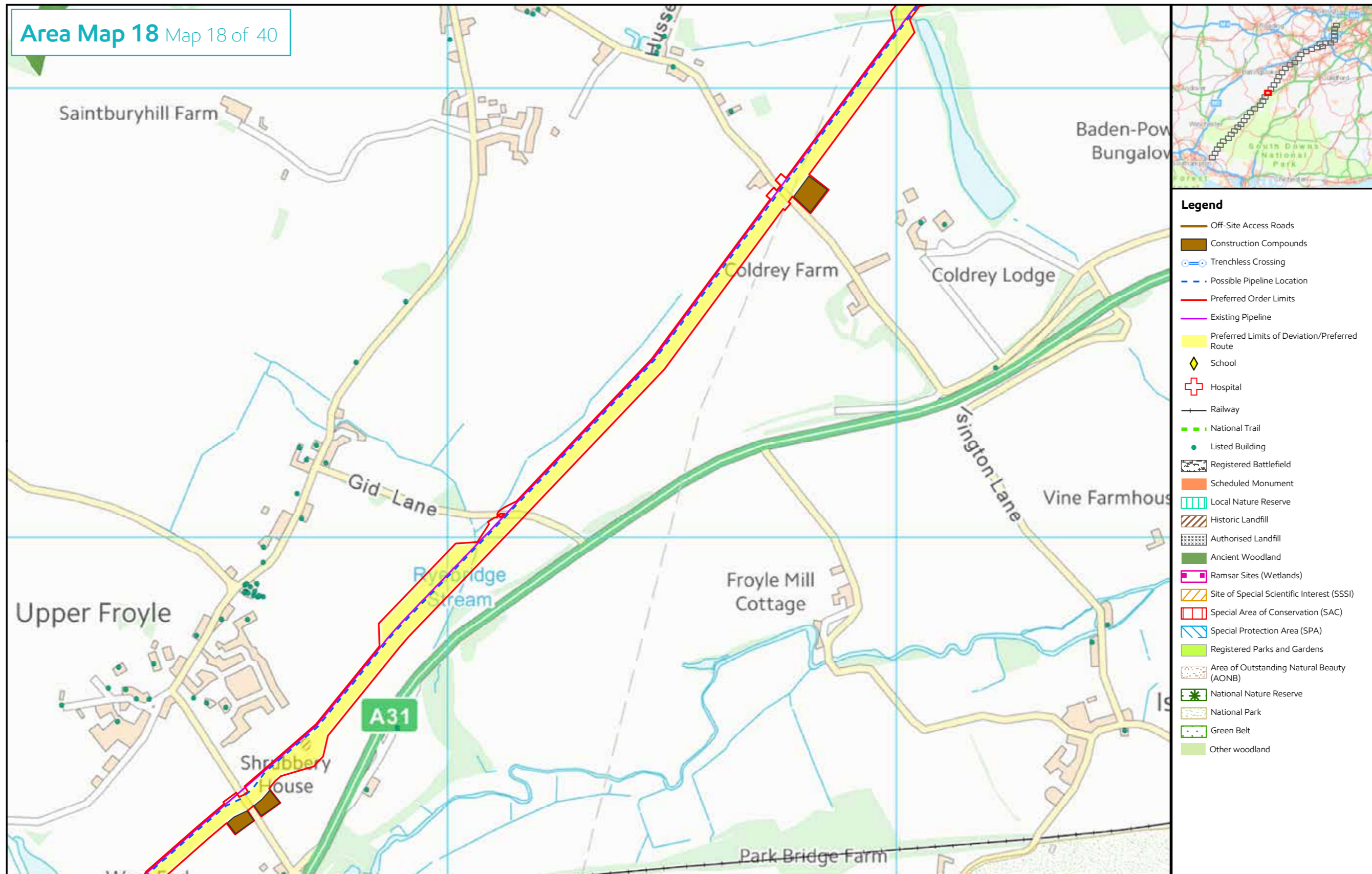
Area Map 17 Map 17 of 40



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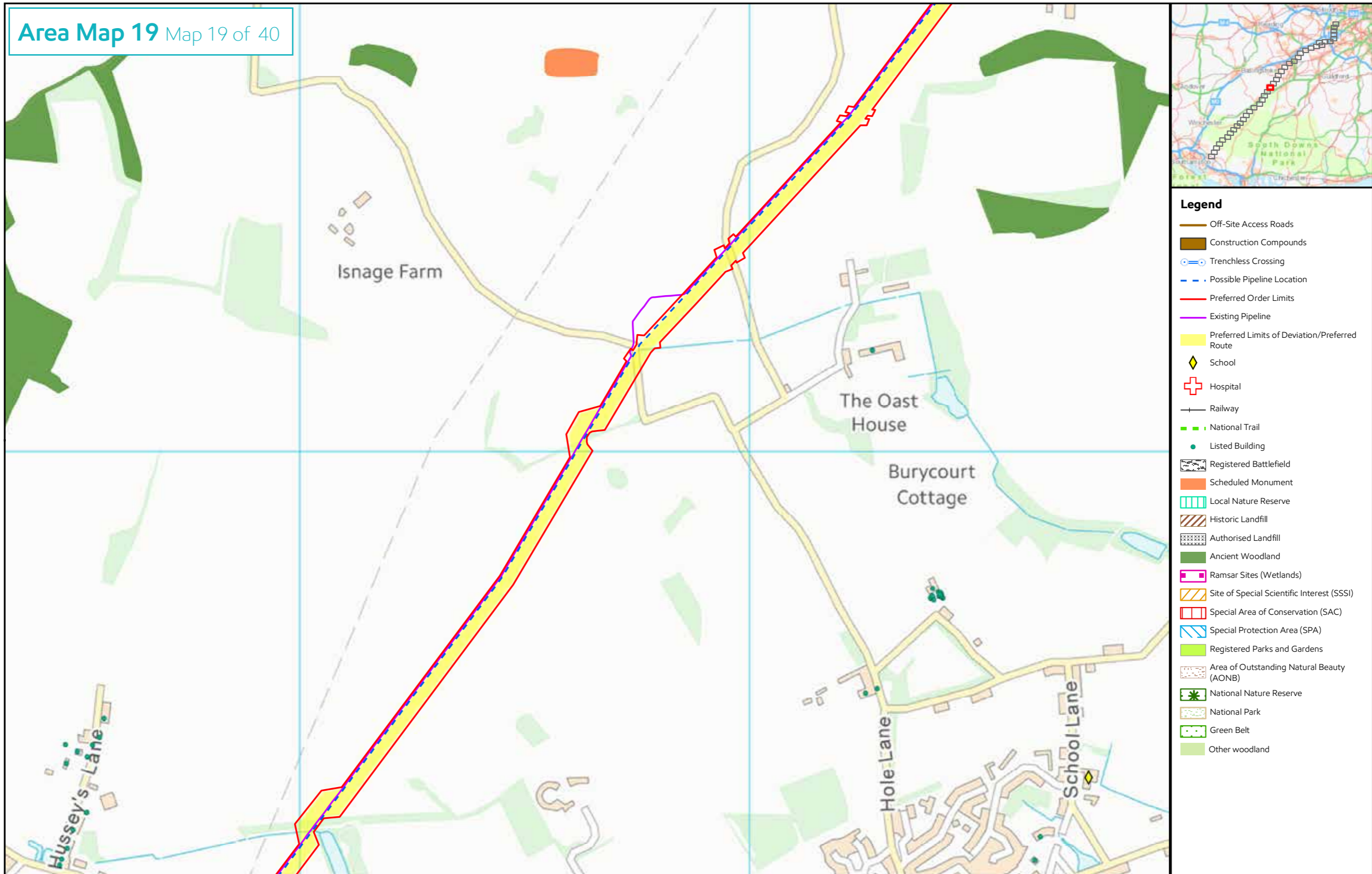


Area Map 18 Map 18 of 40



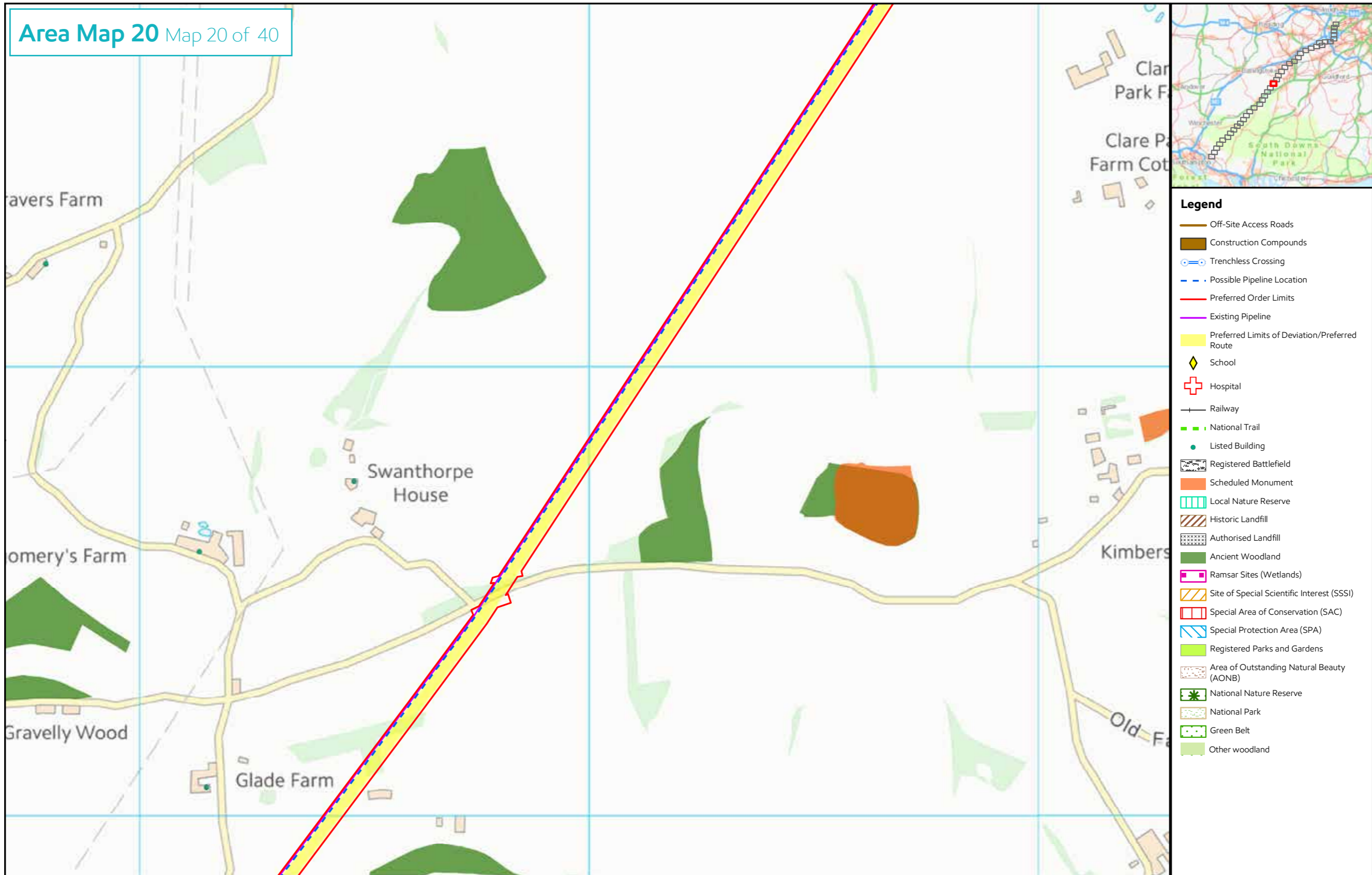
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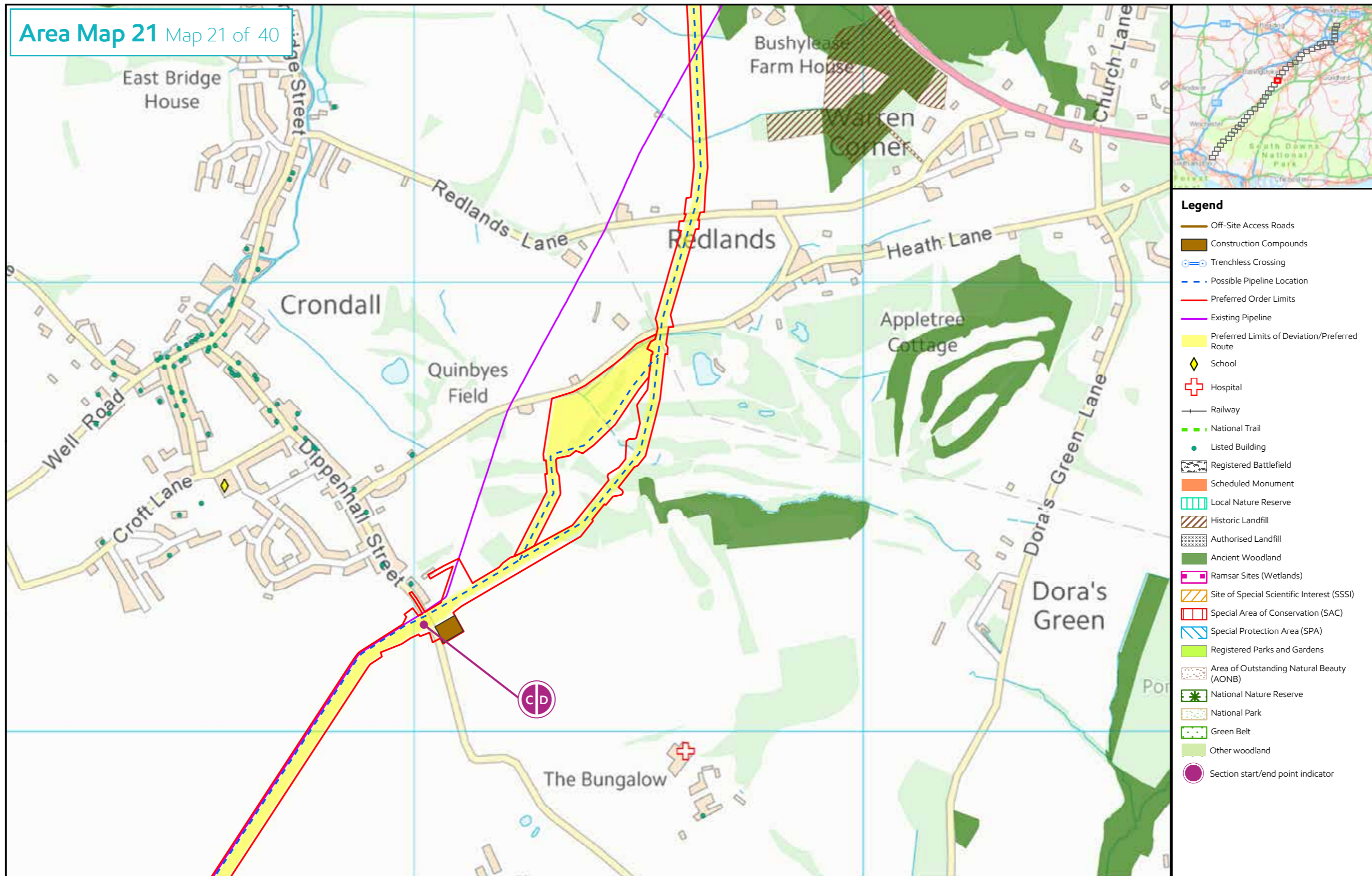
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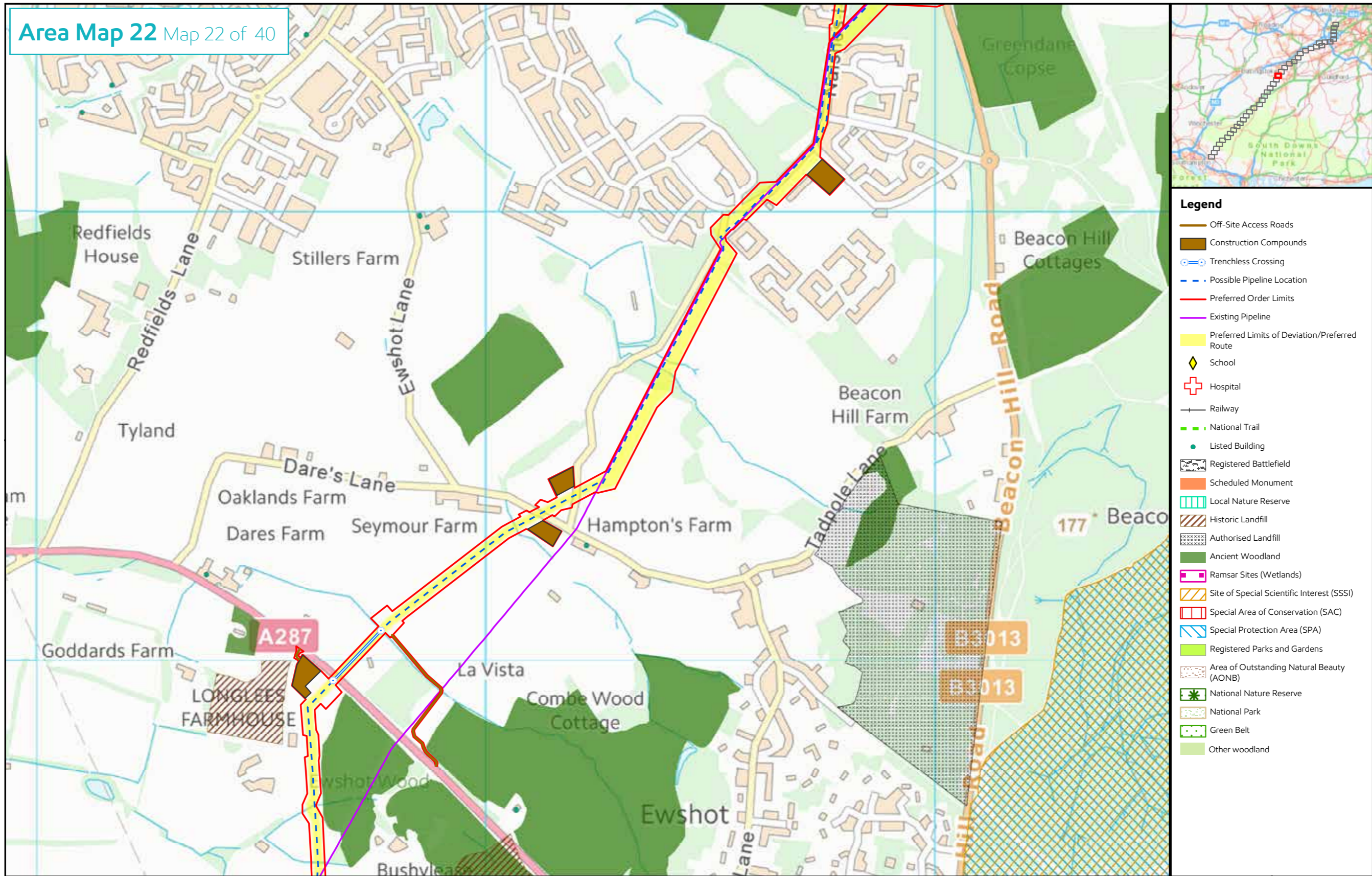
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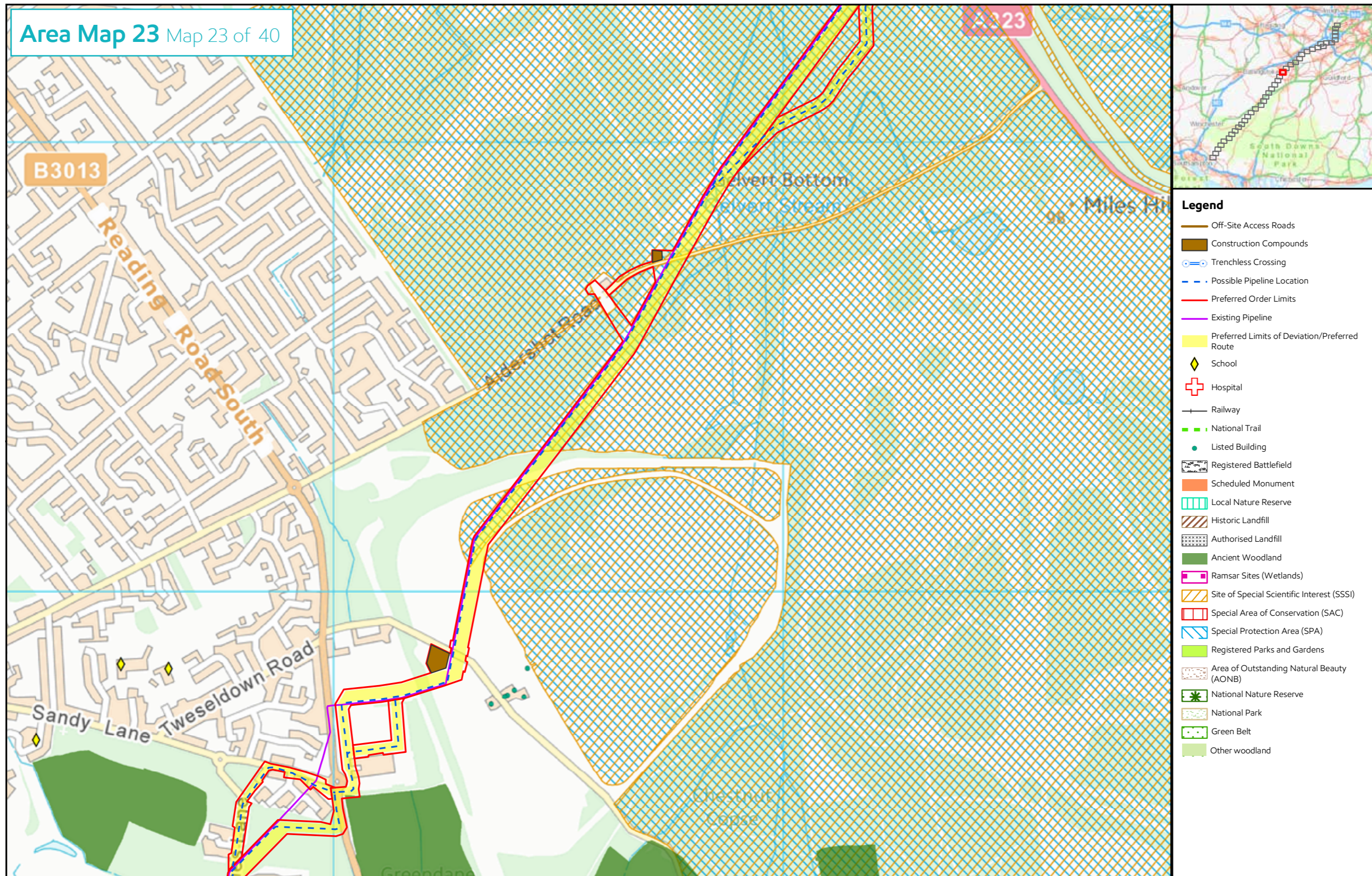
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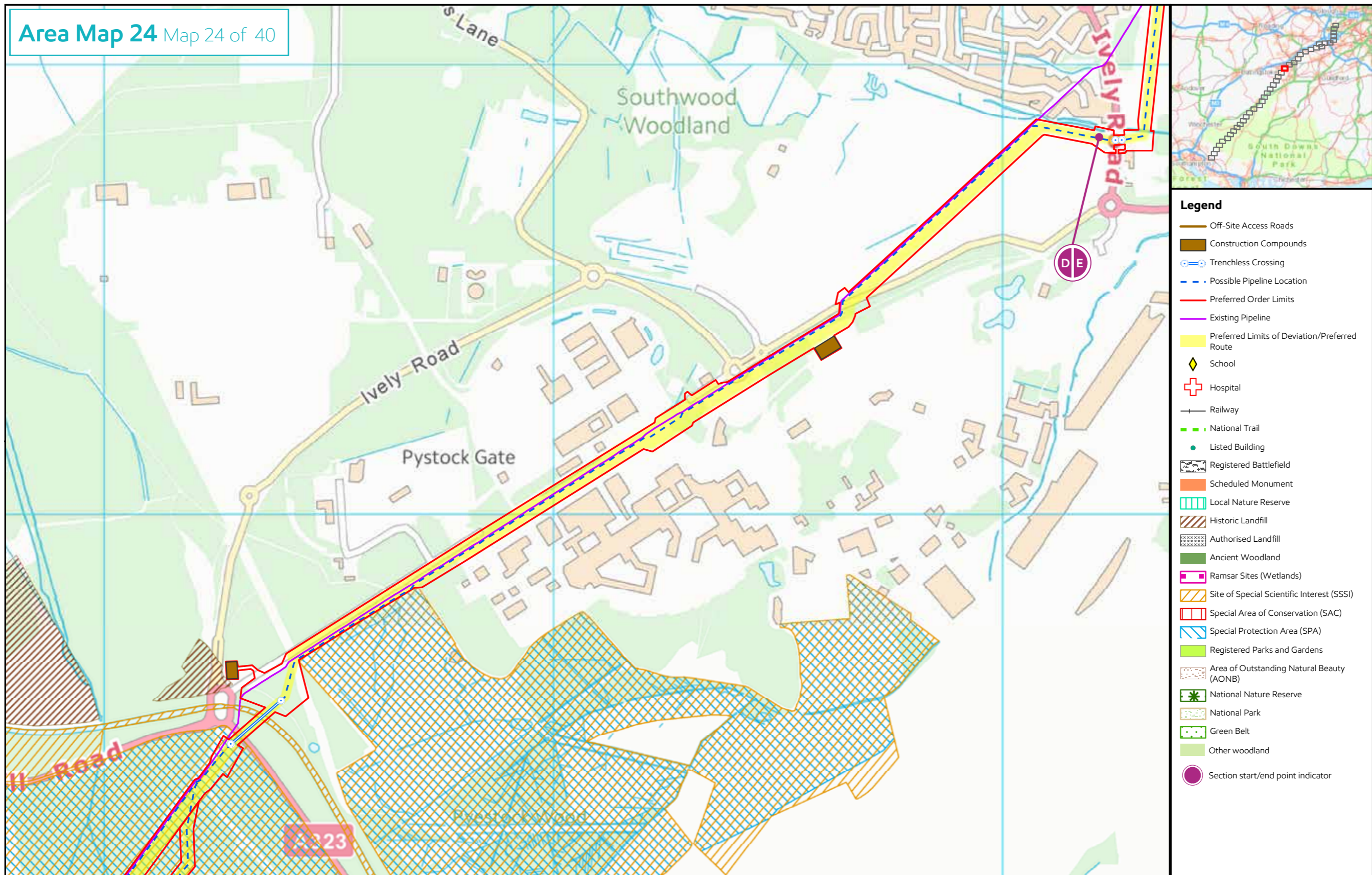
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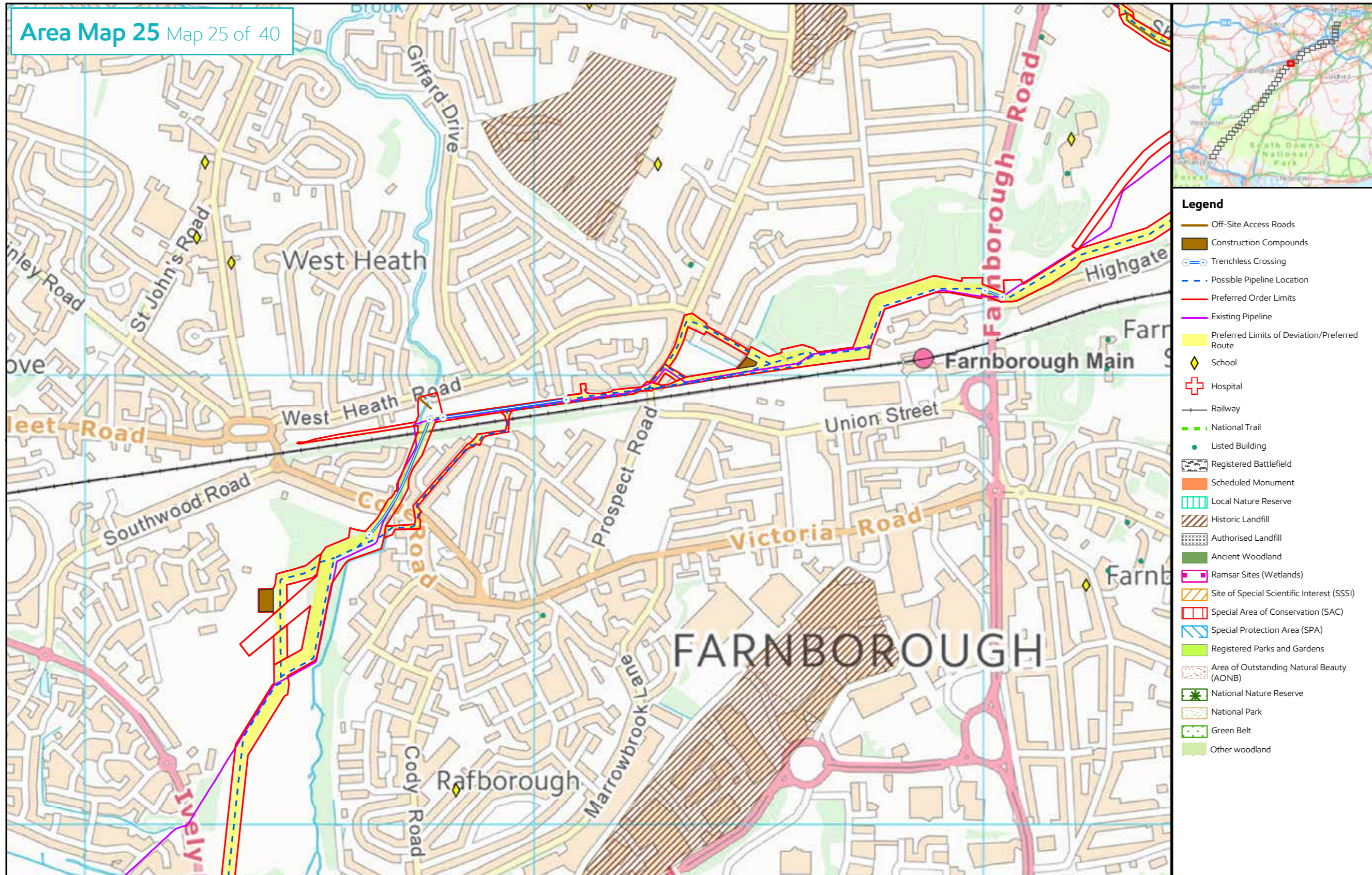
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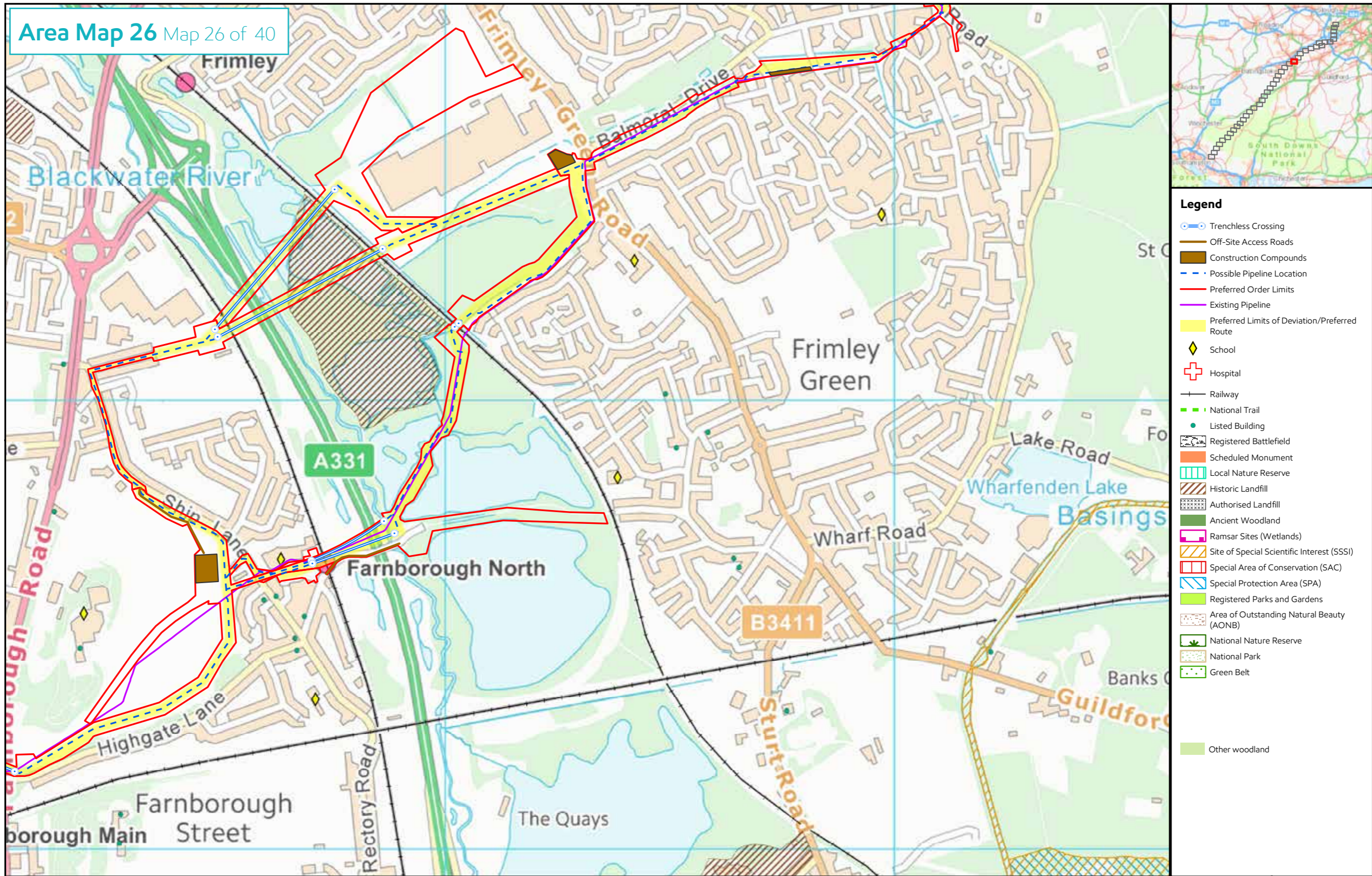
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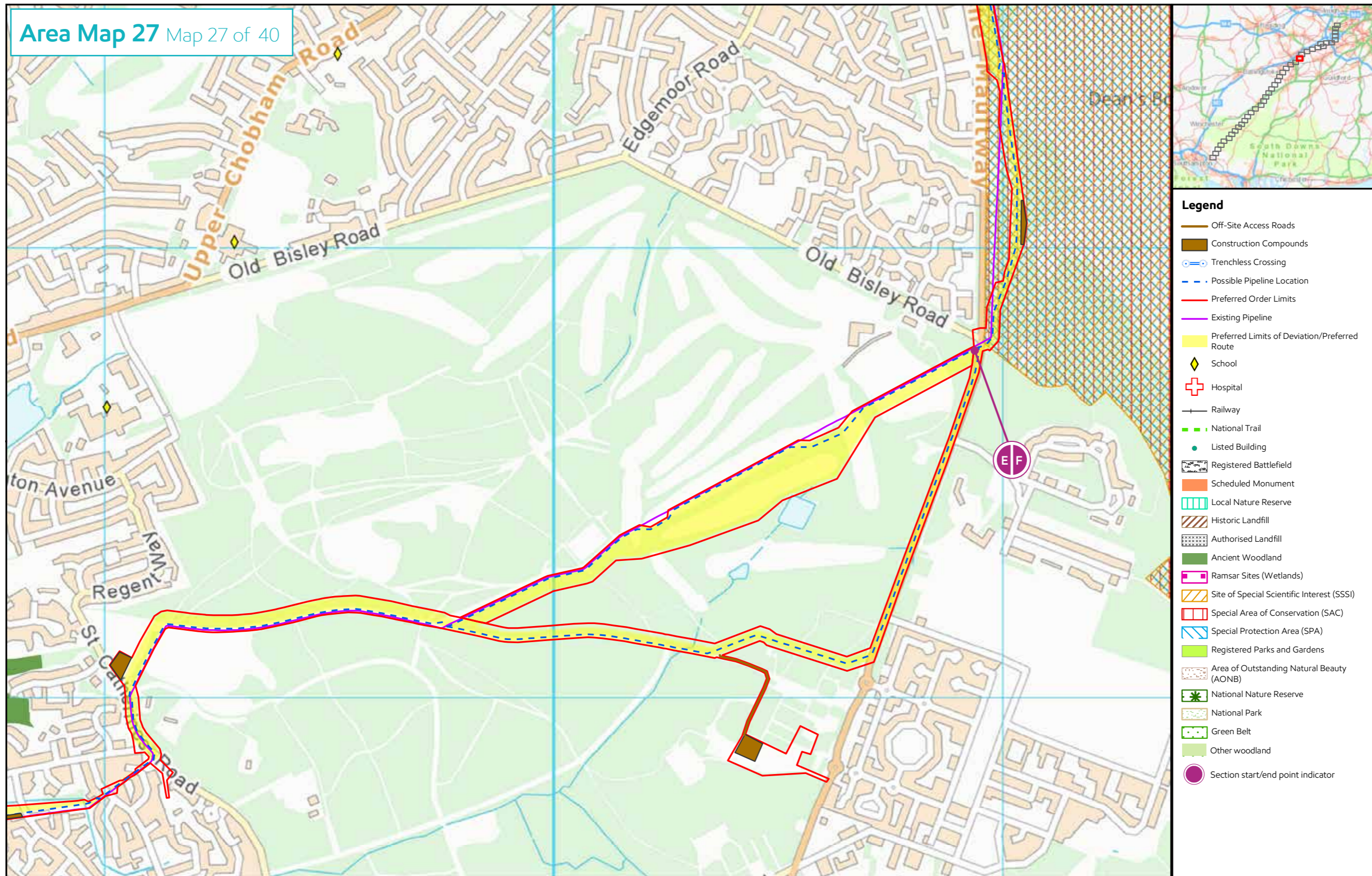
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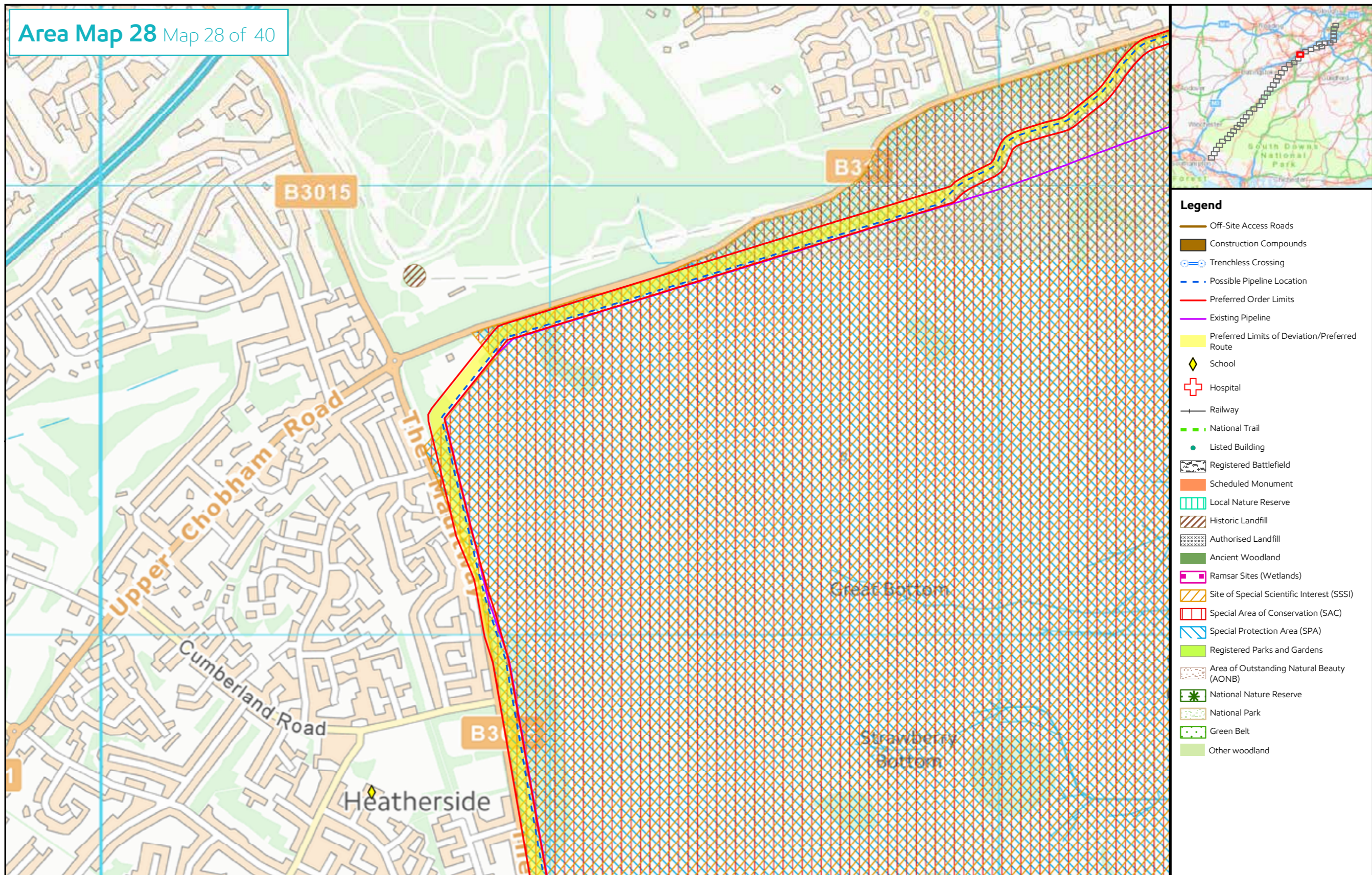
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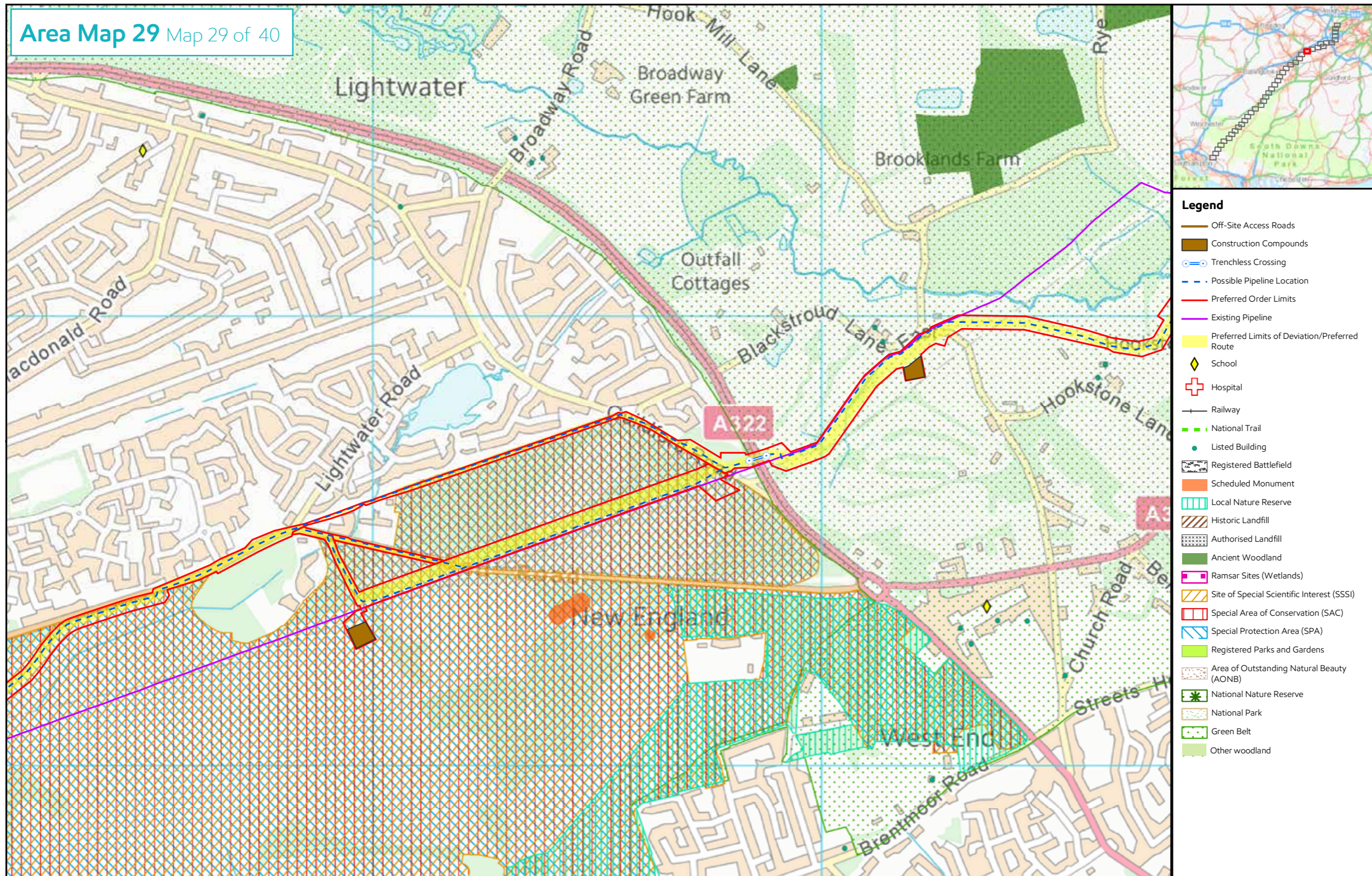
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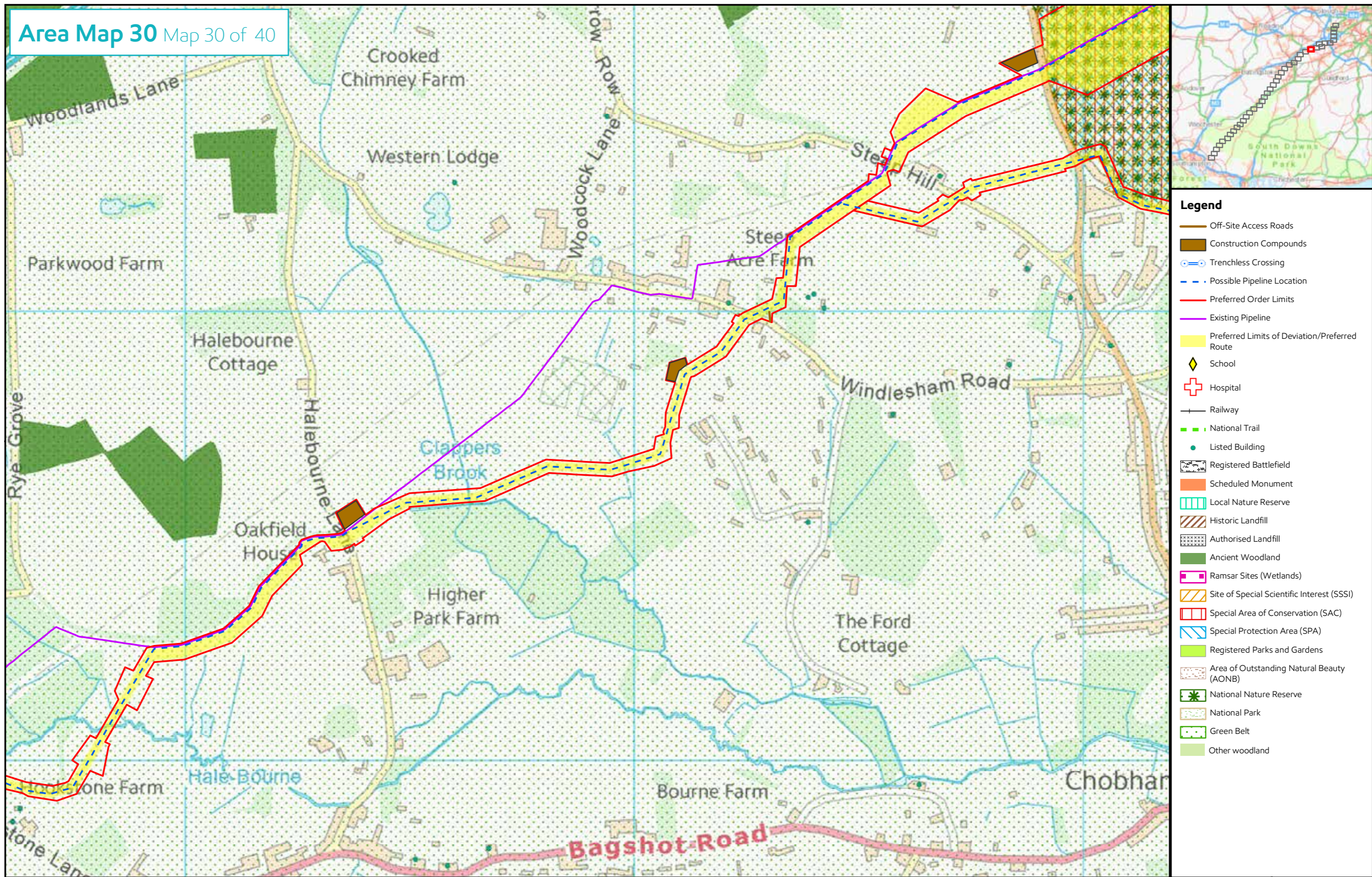
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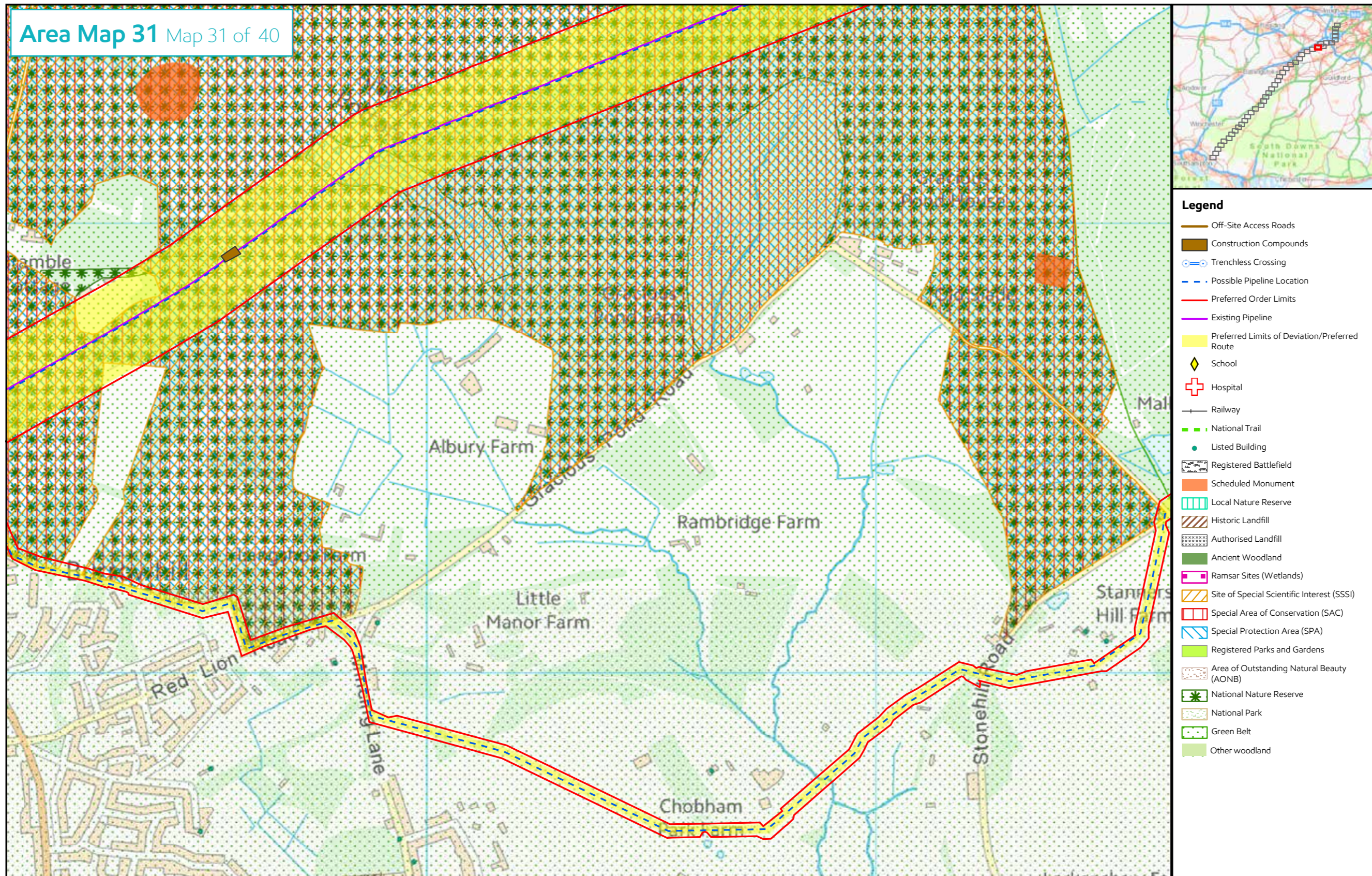
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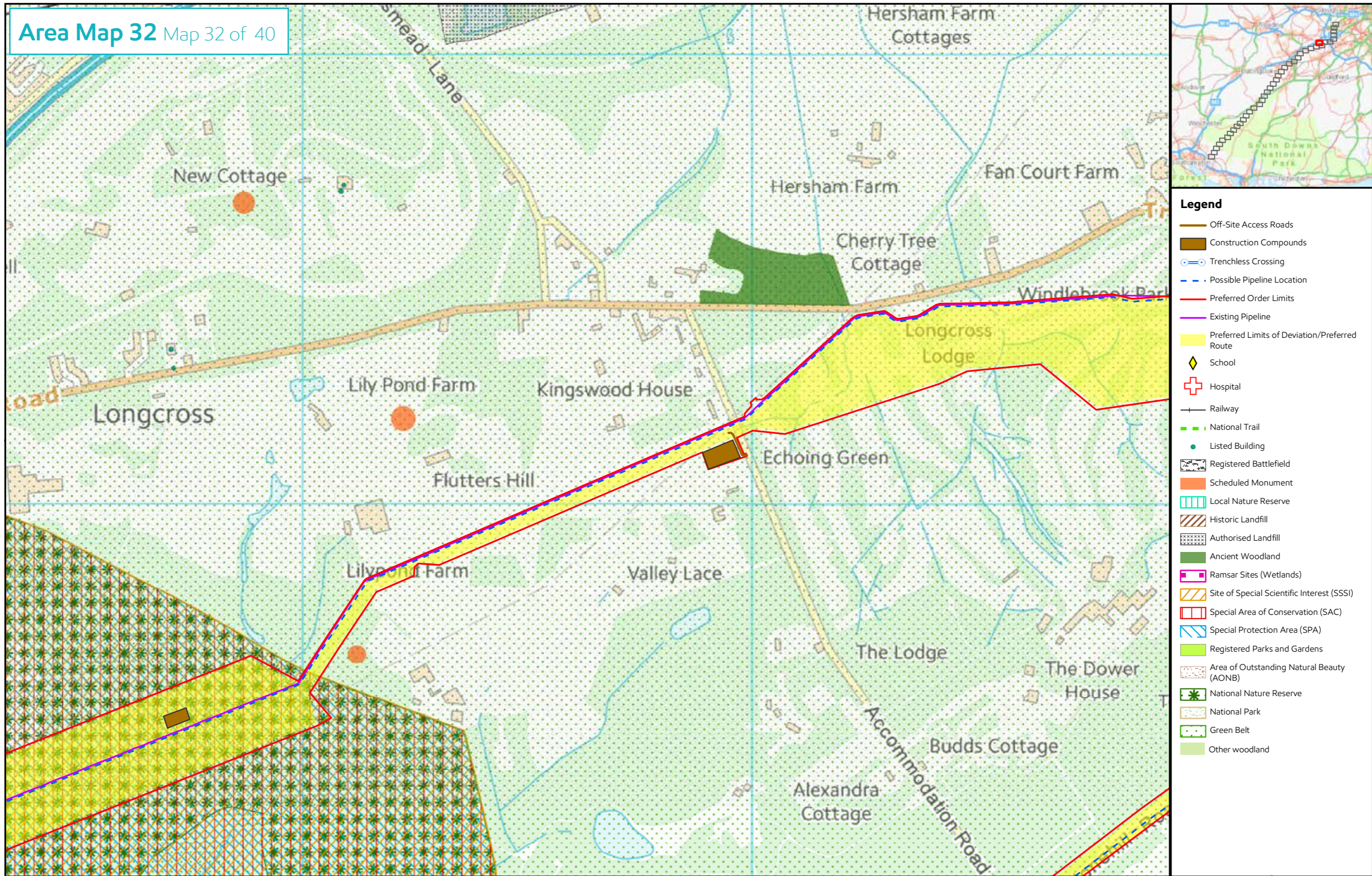
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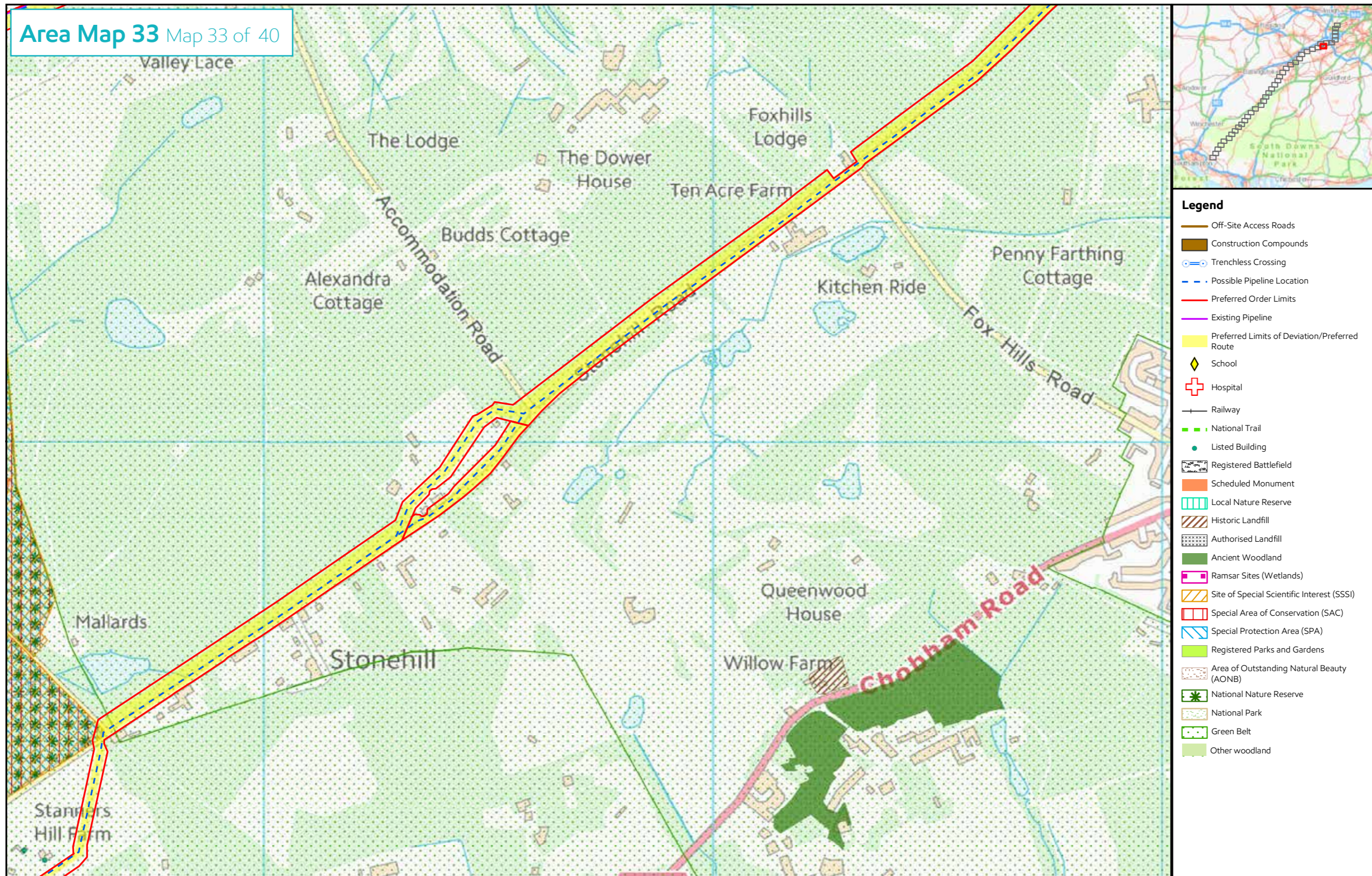
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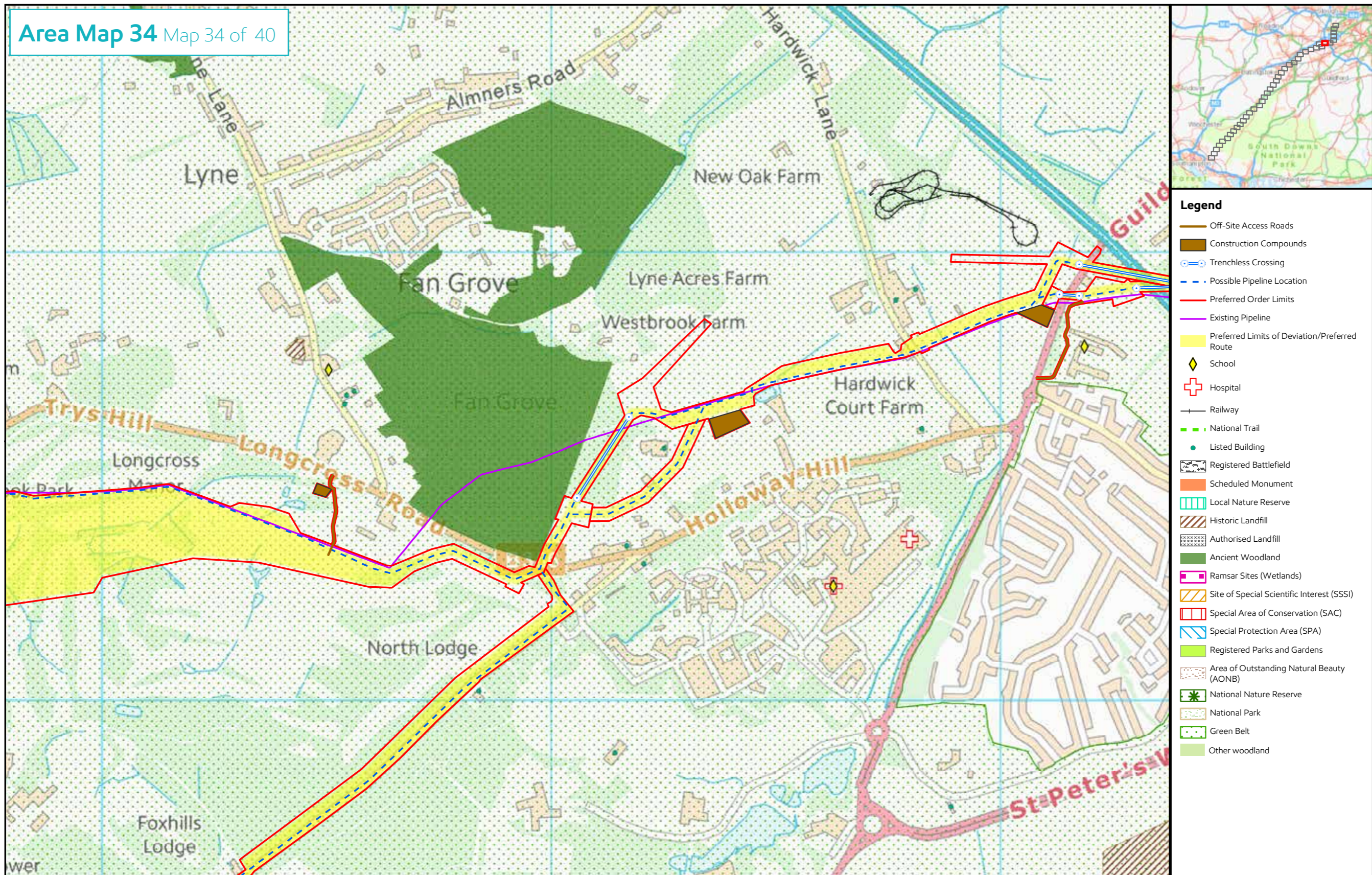
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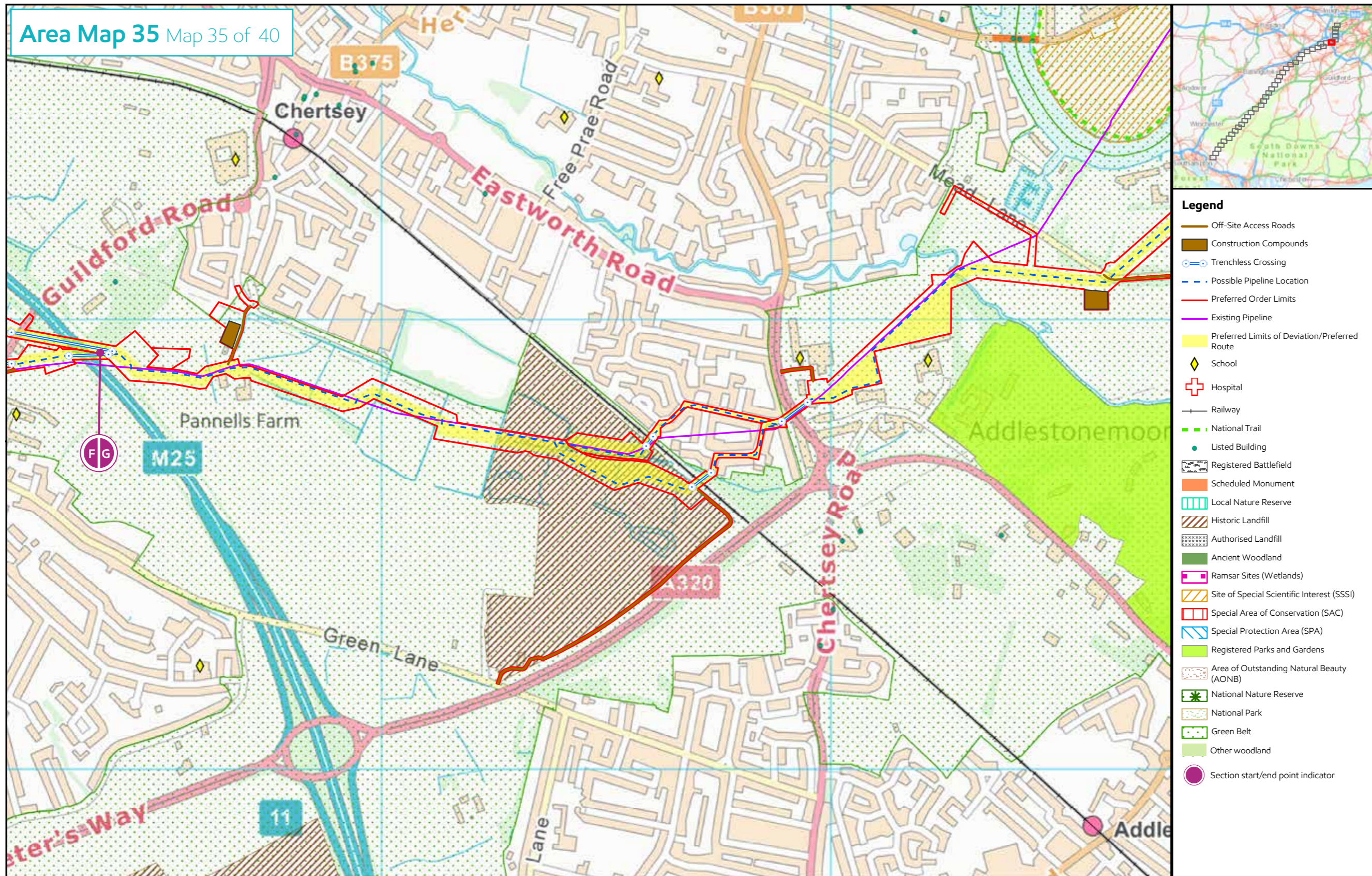
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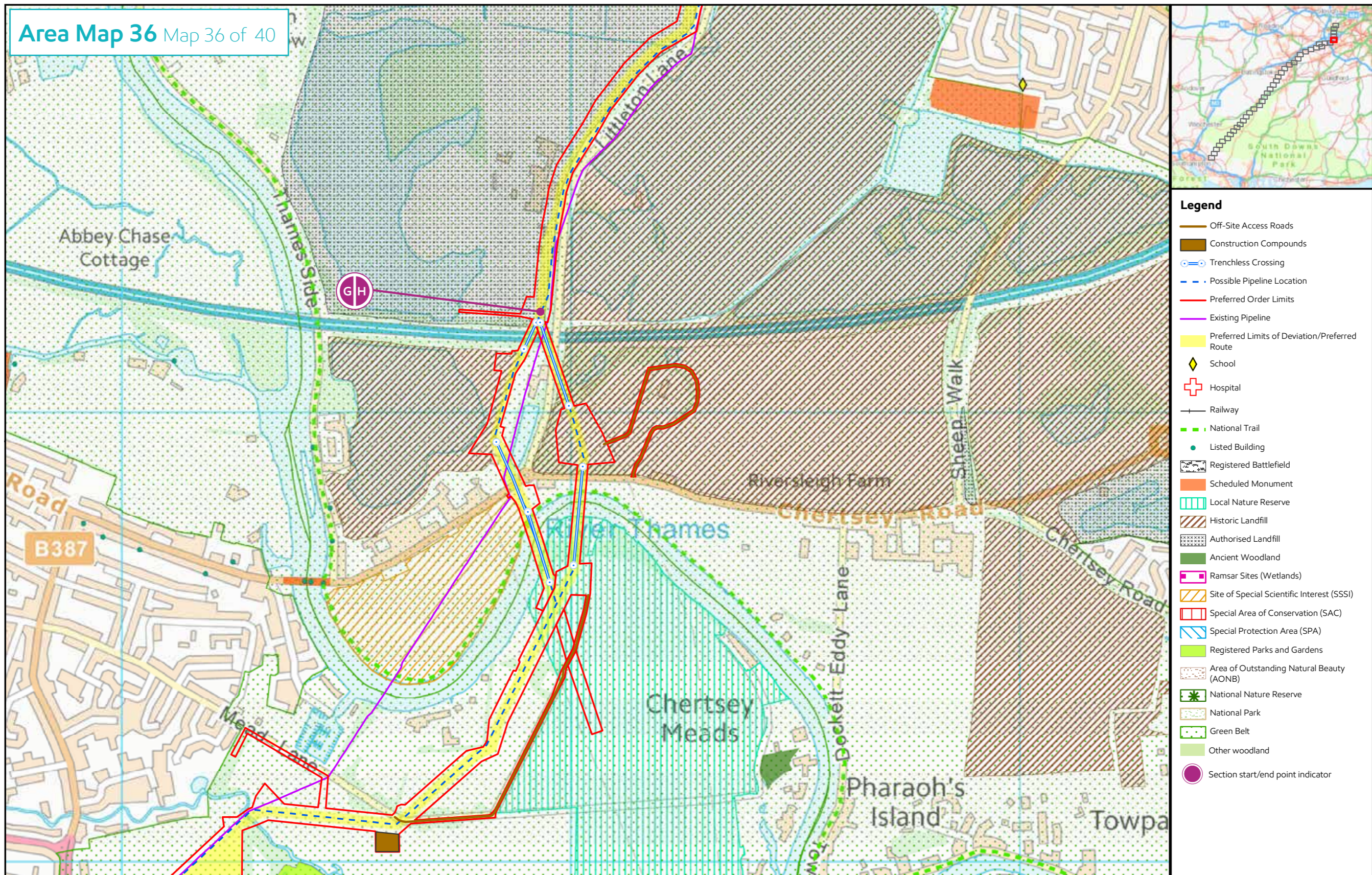
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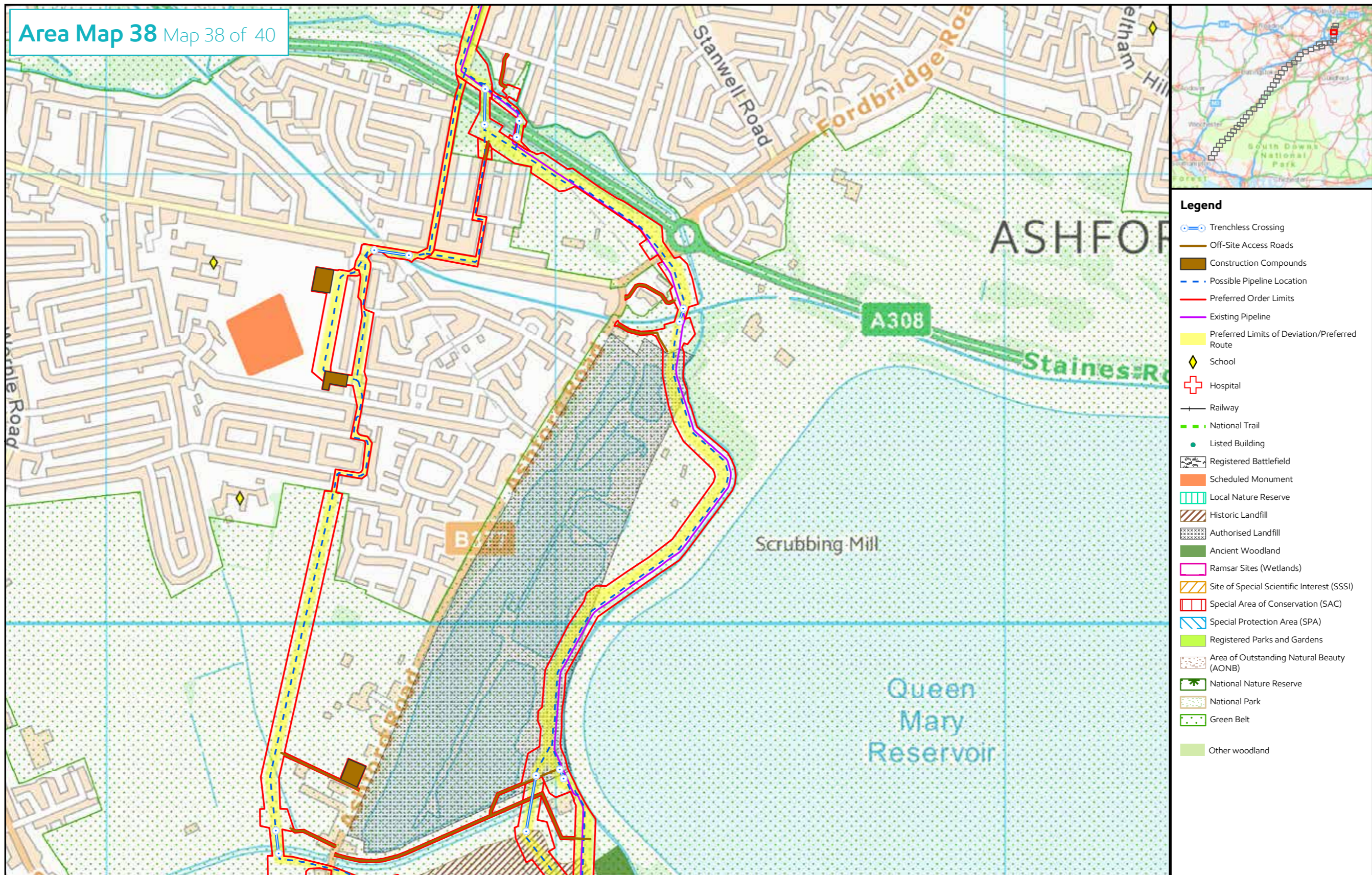
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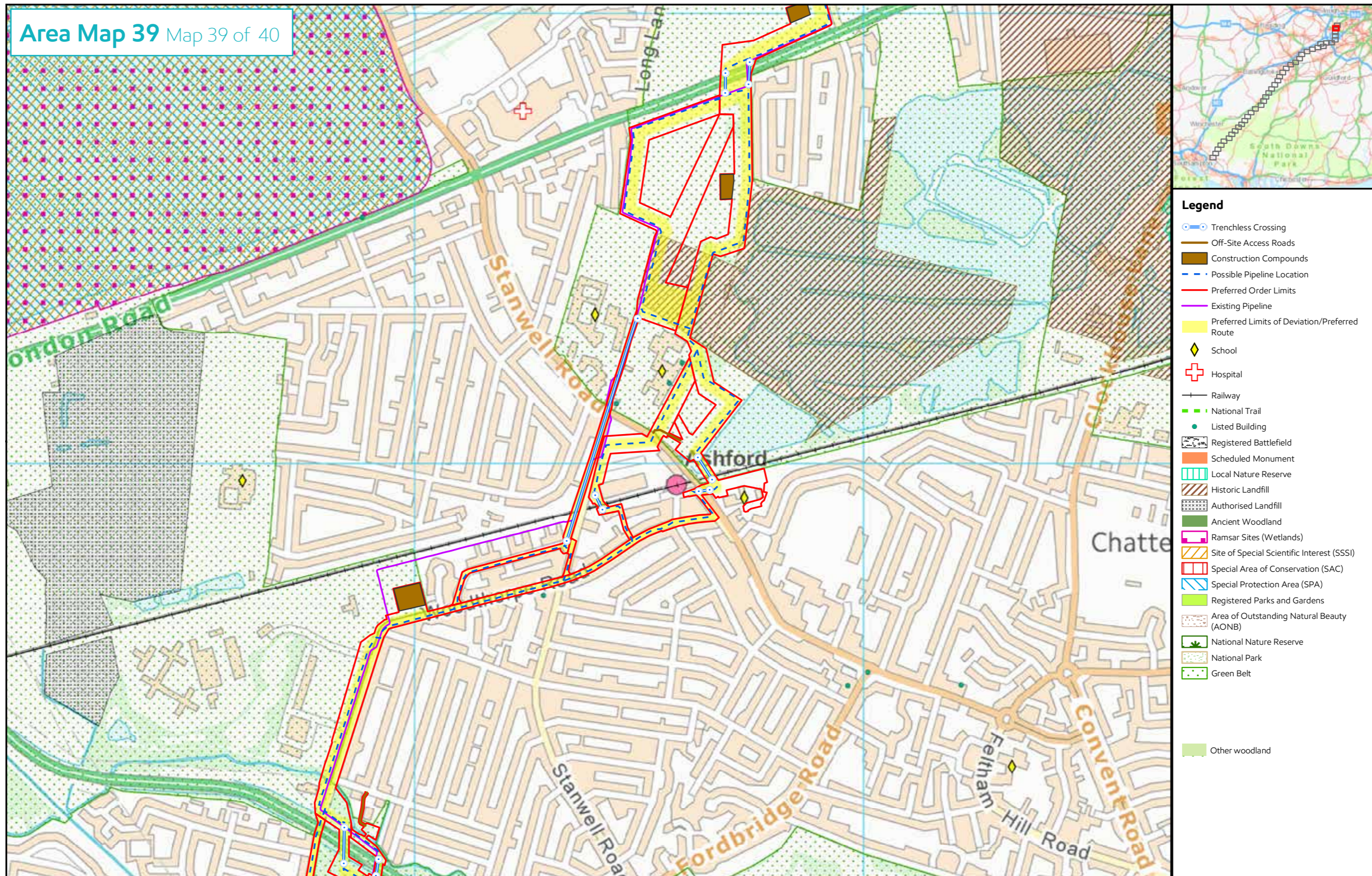
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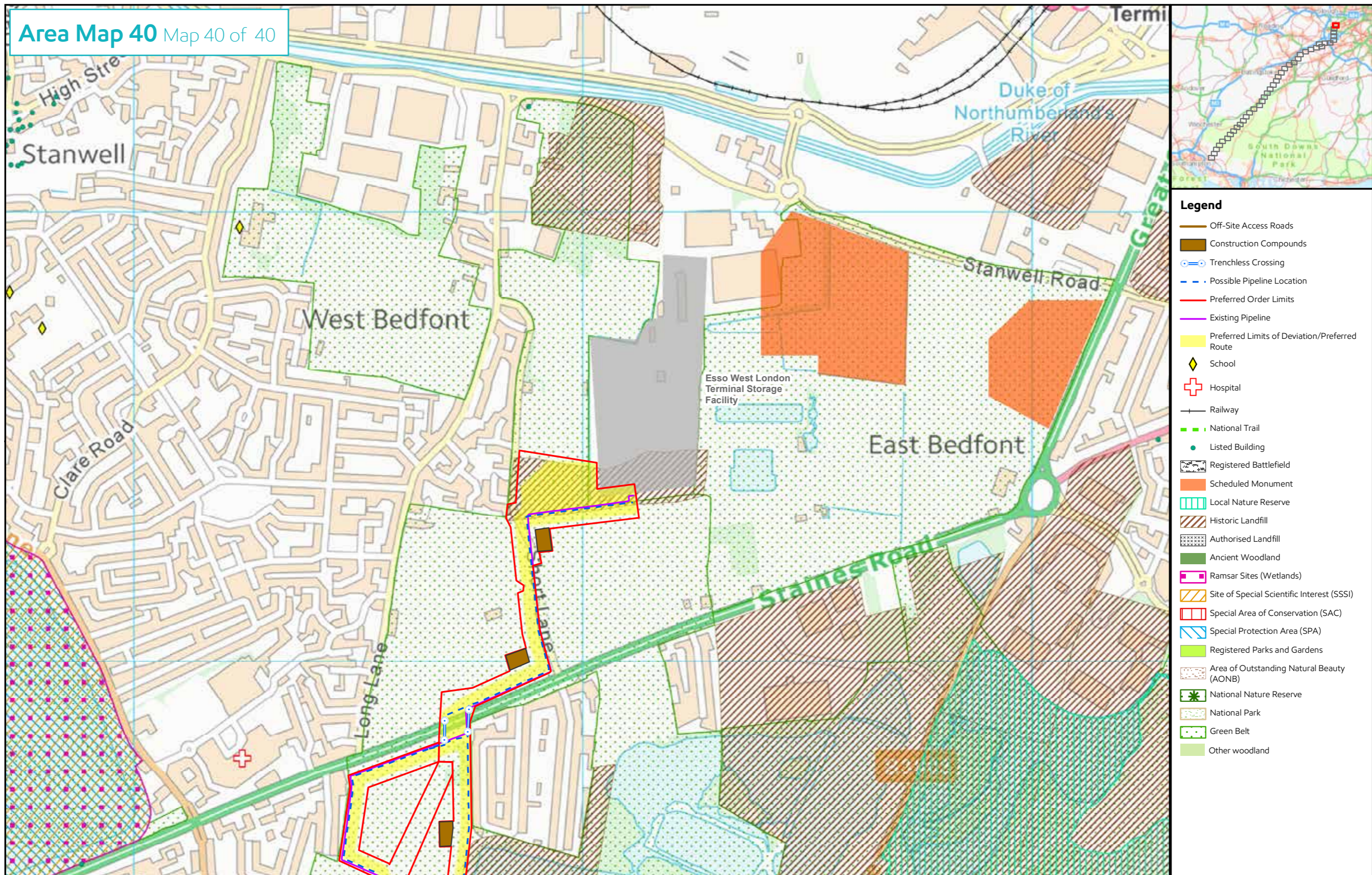
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Southampton to London
Pipeline Project

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



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Appendix 5.6 Letter issued to prescribed bodies and local planning authorities



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6 September 2018

Dear Sir/Madam

**Esso's Southampton to London Pipeline Project – Preferred Route Statutory Consultation
Section 42 Planning Act 2008 (“the 2008 Act”)**

As you may be aware from our previous communications, we intend to apply to the Secretary of State for Business, Energy and Industrial Strategy under section 37 of the 2008 Act for a Development Consent Order (“the DCO”) to authorise the construction of an underground aviation fuel pipeline, approximately 90 kilometres in length, from Boorley Green in Hampshire to our West London Terminal storage facility in Hounslow.

We are now publishing and consulting on the preferred route and our proposals for the project. This will provide an opportunity for anyone who wishes to take part in the consultation to comment on the project.

We are contacting you because you are either a prescribed consultee under section 42(1)(a) of the 2008 Act or a relevant local authority under sections 42(1)(b) and (c) of the 2008 Act. This is therefore a formal notice that we are holding a consultation under the 2008 Act.

With this letter is a copy of the combined section 47 and 48 notice (as required by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017), a map book and a consultation brochure that provides further details about this consultation and our proposals.

Please note that the proposed order limits and/or the preferred route may be subject to change depending on the responses we receive to the consultation and as we carry out further technical analysis. The DCO application is anticipated to be formally submitted in spring 2019.

How to get involved with this consultation

This consultation will run from Thursday 6 September 2018 until Friday 19 October 2018. Throughout this period, we are holding 11 events in areas along the preferred route of the pipeline. Details of these events are as follows:

Date	Event time	Location	Venue
27/09/2018	14:00 – 20:00	Alton	Alton Community Centre, Amery Street, GU34 1HN



28/09/2018	14:00 – 20:00	Deepcut and Lightwater	Heatherside Community Centre, Martindale Avenue, GU15 1BB
29/09/2018	11:00 – 17:00	Chobham	Chobham Parish Pavilion, Recreation Ground, Station Road, GU24 8AJ
01/10/2018	14:00 – 20:00	Church Crookham	Church Crookham Baptist Church, 64 Basingbourne Road, GU52 6TH
02/10/2018	14:00 – 20:00	Bramdean	Bramdean and Hinton Ampner Village Hall, Wood Lane, SO24 0JN
03/10/2018	14:00 – 20:00	Frimley	Lakeside Continental Hotel, Wharf Road, GU16 6JR
04/10/2018	14:30 – 20:30	Chertsey	Chertsey Hall, Heriot Road, KT16 9DR
05/10/2018	14:00 – 20:00	Ropley	Ropley Sports Pavilion, Vicarage Lane, SO24 0DJ
06/10/2018	11:00 – 17:00	Bishop's Waltham	Jubilee Hall, Little Shore Lane, SO32 1ED
10/10/2018	14:00 – 20:00	Farnborough	Farnborough Exhibition and Conference Centre, ETPS Road, GU14 6FD
13/10/2018	11:00 – 17:00	Ashford	Salvation Army, Woodthorpe Road, TW15 3JY

We encourage you to respond to this consultation.

Responses to the consultation can be submitted online at www.slpproject.co.uk. Alternatively, you can email info@slpproject.co.uk or post a response to *FREEPOST SLP PROJECT*. In case you would like to use the project response form, a printed copy is included within the consultation brochure.

If you have any further questions about the project, including the consultation, please call us on 07925 068 905 or email: info@slpproject.co.uk. For information on our data protection policy visit the website (www.slpproject.co.uk).

Yours sincerely,

SLP Project
1180 Eskdale Road
Winnersh
Wokingham
RG41 5TU
Telephone +44 (0) 7925 068905
info@slpproject.co.uk



Southampton to London
Pipeline Project



Tim Sunderland, Southampton to London Pipeline Project Executive

Esso Petroleum Company, Limited

Email: info@slpproject.co.uk

Website: www.slpproject.co.uk

Esso Petroleum Company, Limited (registered in England: number 26538)

Registered address: Ermyn House, Ermyn Way, Leatherhead, Surrey, KT22 8UX



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Appendix 5.7 Section 47 and 48 notice



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ESSO PETROLEUM COMPANY, LIMITED

SECTION 42, SECTION 47(6)(a) AND SECTION 48 OF THE PLANNING ACT 2008 (AS AMENDED) ("THE 2008 ACT")

REGULATION 4, THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 (AS AMENDED) ("THE 2009 REGULATIONS")

NOTICE OF PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION AND NOTICE PUBLISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR THE SOUTHAMPTON TO LONDON PIPELINE

Notice is hereby given that Esso Petroleum Company, Limited ("Esso") of Ermyn House, Ermyn Way, Leatherhead, Surrey, KT22 8UX intends to apply to the Secretary of State for Business, Energy, and Industrial Strategy for a Development Consent Order ("DCO") under section 37 of the 2008 Act to authorise the construction of an underground aviation fuel pipeline, approximately 90 kilometres in length, from Boorley Green in Hampshire to the West London Terminal storage facility in Hounslow. The project commences at Boorley Green in Hampshire, before travelling northeast to Alton passing station, the route of which passes to the northwest of Bishop's Waltham and to the southeast of Four Marks in Hampshire. The project then continues northeast, skirting south of Fleet, travelling through Farnborough, crossing into Surrey and skirting Frimley, before continuing through Chobham and crossing beneath the M3 and M25 motorways as well as the River Thames. The project then continues through Ashford in Surrey and terminates at the West London Terminal storage facility in Hounslow.

Under section 42 and section 47 of the 2008 Act, Esso has a duty to consult the local community and has produced a Statement of Community Consultation which sets out how Esso will undertake its community consultation. Additionally, Esso has a duty to publicise the proposed application under section 48 of the 2008 Act and in line with Regulation 4 of the 2009 Regulations. This notice therefore outlines the main details of the application and where a copy of the consultation documents can be viewed.

Proposed Works

The proposed DCO will, amongst other things, authorise:

- the construction of a new pipeline, approximately 30cm in internal diameter and approximately 90km in length, between Boorley Green in Hampshire and the West London Terminal storage facility in Hounslow;
- the construction of all above ground

infrastructure, including pigging stations, valve pits, pipeline marking and cathodic protection cabinets;

- the creation of temporary compounds for construction works and storage purposes;
- the creation of a temporary construction area extending throughout the length of the pipeline route;
- the creation of permanent and temporary accesses from the public highway;
- the temporary stopping up or diversion of certain streets, public rights of way and public footpaths crossing the pipeline route; and
- other associated development and construction activities.

The proposed DCO will also seek to authorise the permanent acquisition of land and rights in land, and the temporary possession of land required for the construction and maintenance of the project.

The proposed project is an Environmental Impact Assessment development ("EIA development"), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will therefore be submitted as part of the proposed application, which will contain information about the environmental effects of the proposed project. Preliminary environmental information can be found in the consultation brochure and Preliminary Environmental Information Report, which forms part of the consultation materials.

Copies of the Statement of Community Consultation will be placed at the local information locations listed below, in accordance with section 47(6) of the 2008 Act. Copies of the consultation brochure (including a Non-Technical Summary of the Preliminary Environmental Information), a leaflet summarising the main elements of the project and a map book will also be made available at the information locations listed to the right.

From Thursday 6 September 2018 to Friday 19 October 2018, you can view and download free of charge all of the consultation

documents, including the full Preliminary Environmental Information Report, on Esso's project website at www.slpproject.co.uk and at the locations marked with an asterisk to the right.

One copy of each of the consultation documents (except the Preliminary Environmental Information Report) can be obtained free of charge by contacting the project team using the contact details below. A hard copy of the Preliminary Environmental Information Report (PEIR) can be provided, but this will incur a charge of £20 per copy for printing and delivery - digital copies can be provided free of charge.

How to respond

We welcome responses from the start of the consultation on Thursday 6 September 2018 until no later than 11.45pm on Friday 19 October 2018.

Comments on the proposals can be submitted in the following ways:

Online: The preferred and most efficient way to respond is via the online portal, accessed via the project website at www.slpproject.co.uk

By email: Consultation responses can be emailed to info@slpproject.co.uk

By post: Feedback Forms and any other consultation responses can be posted to **FREEPOST SLP PROJECT**

A copy of the response form is available online and can be requested by telephoning **07925 068 905** and we will post one to you.

Esso requests that responses state the grounds of any representation, the nature of your interest in the proposed project, who is making the representation, and an address to which any correspondence relating to the representation may be sent. Esso and its third 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 to 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 068 905**).

If you have any questions about this consultation, please contact the project team by:

Email: info@slpproject.co.uk

Telephone: **07925 068 905**

Notice first published on Thursday 6 September 2018.

Information point locations

Addlestone Library - Runnymede Civic Centre, Station Road, Addlestone, KT15 2AF*
Alton Library - Vicarage Hill, Alton, GU34 1HT*
Alton Community Centre - Amery Street, Alton, GU34 1HN*
Ashford Library - Church Road, Ashford, TW15 2XB*
Ashford Community Centre - The Centre, Woodthorpe Road, Ashford, TW15 3NJ*
Bishops Waltham Library - Free Street, Bishop's Waltham, Southampton, SO32 1EE
Chertsey Library - Guildford Street, Chertsey, KT16 9BE*
Farnborough Library - Pinehurst Roundabout, Farnborough, GU14 7JZ*
Frimley Green Library - Beech Road, Frimley Green, Camberley, GU16 6LG*
Guildford Library - 77 North Street, Guildford, Surrey, GU1 4AL*
Lightwater Library - 83A Guildford Road, Lightwater, GU18 5SB*
Shepperton Library - High Street, Shepperton, TW17 9AU*
Staines Library - Friends Walk, Staines, TW18 4PG*
Staines Community Centre - Thames Street, Staines-upon-Thames, TW18 4EA*
Stanwell Library - Library, Hadrian Way, Stanwell, Staines, TW19 7HF*
Weybridge Library - Church Street, Weybridge, KT13 8DE*
Weybridge Centre for the Community - Churchfield House, Churchfield Road, Weybridge, KT13 8DB*
County councils
Greater London Authority - City Hall, More London Riverside, London, SE1 2AA
Hampshire County Council - The Castle, Winchester, SO23 8UJ
South Downs National Park - South Downs Centre, North St, Midhurst, GU29 9DH
Surrey County Council - County Hall, Penrhyn Road, Kingston upon Thames, KT1 2DN

District and Borough council offices

East Hampshire - Penns Pl, Petersfield, GU31 4EX
Eastleigh - Eastleigh House, Upper Market Street, Eastleigh, SO50 9YN
Hart - Harlington Way, Fleet, GU51 4AE*
Hounslow - Civic Centre, Lampton Road, Hounslow, TW3 4DN
Runnymede - Civic Centre, Station Road, Addlestone, KT15 2AH
Rushmore - Council Offices, Farnborough Rd, Farnborough, GU14 7JUJ
Spelthorne - Knowle Green, Staines-upon-Thames, TW18 1XB
Surrey Heath - Surrey Heath House, Knoll Rd, Camberley, GU15 3HD
Winchester - City Offices, Colebrook Street, Winchester, SO23 9LJ
Parish and town councils offices
Alton Town Council - Town Hall, Market Square, Alton, GU34 1HD
Bentley Parish Council - Bentley Memorial Hall, Alton Road, Bentley, GU10 5NB
Binsted Parish Council - Binsted Sports Pavilion, The Street, Binsted, GU34 4PB
Bishop's Waltham Parish Council - Jubilee Hall, Little Shore Lane, Bishop's Waltham, SO32 1ED
Botley Parish Council - The Botley Centre, High Street, Botley, SO30 2ES
Bramdean and Hinton Ampner Parish Council - Bramdean Village Hall, Wood Lane, Southampton, SO24 0JN
Cawton Parish Council - Village Hall, Winchester Road, Cawton, GU34 1SB
Chobham Parish Council - Chobham Parish Pavilion, Recreation Ground, Station Road, Chobham, GU24 8AJ
Church Crookham Parish Council - Community Centre, Boyce Road, Church Crookham, GU52 8AQ

Crandall Parish Council - Church Rooms, Croft Lane, Crandall, GU10 5QP

Durley Parish Council - Durley Memorial Hall, Southampton, SO32 2ER

East Tisted Parish Council - Village Hall, Gosport Road, East Tisted, GU34 3WQ

Ewshott Parish Council - Village Hall, Tadpole Lane, Ewshott, GU10 5BX

Exton Parish Council - Village Hall, Oakham Road, Oakham, LE15 8AP

Farringdon Parish Council - Farringdon Village Hall, Church Road, Upper Farringdon, GU34 3EG

Fleet Town Council - 236 Fleet Rd, Fleet, GU51 4BY

Four Marks Parish Council - Four Marks Village Hall, Lymington Bottom, Four Marks, GU34 5AA

Froyle Parish Council - Village Hall, Ryebidge Lane, Lower Froyle, GU34 4LG

Hedge End Town Council - 2000 Centre, St. Johns Road, Hedge End, SO30 4AF

Kilminster Parish Council - Village Hall, Kilminster, SO24 0NW

Newton Valence Parish Council - Village Hall, Newton Lane, Newton Valence, GU34 3RQ

Ropley and West Tisted Parish Councils - Village Hall, Vicarage Lane, Ropley, Alresford, SO24 0DU

Upham Parish Council - Mortimers Lane, Lower Upham, Southampton, SO32 1HF

Warnford Parish Council - Village Hall, Southampton, SO32 3LB

West End Parish Council - The Parish Centre, Chapel Road, West End, SO30 3FE

Windlesham Parish Council - Council Offices, The Avenue, Lightwater, GU18 5RG

Worldham Parish Council - East Worldham Village Hall, East Worldham, GU34 3AN



Southampton to London
Pipeline Project



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Appendix 5.8 E-newsletter issued at the launch of the Preferred Route consultation



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Southampton to London Pipeline Project



Southampton to London Pipeline Project - Esso launches statutory consultation on the preferred route



- We have launched a consultation on the preferred route for the replacement pipeline
- A series of 11 events will be held near to the preferred route
- We are seeking your views on our proposals

We have launched our statutory consultation on our preferred route for the Southampton to London Pipeline Project.
The consultation opens on 6 September and closes on

The replacement of the pipeline will help to keep 100 road tankers off the road every day*.

For regular project updates, and to find out more about

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

- the preferred route of the replacement pipeline, including the sub-options;
- the location of permanent above ground infrastructure such as isolation valves, the new inspection (pigging) station and corrosion protection cabinets; and
- a preliminary view on potential environmental impacts.

A route is typically in the region of 20-30 metres wide for the installation period. In some areas it might be narrower or wider depending on local features, such as roads, protected landscape and nature conservation areas. We are also consulting on the wider order limits, which include the other land areas we may temporarily need to access and construction management such as pipe lay down areas. We will not install the pipeline under any existing homes.

We are committed to listening to organisations, communities, landowners and members of the public as the project progresses. As part of this consultation, we are holding a number of events and will be providing important documents for reference at public locations inside, or near to the preferred route. These will also be available electronically and at the consultation events. We will make the following consultation materials available; the consultation brochure (which includes the non-technical summary of the Preliminary Environmental Information; the Preliminary Environmental Information Report (only available online and for reference at the consultation events); summary leaflet; map book; Statement of Community Consultation; and posters. The event times and locations can be found below.

The preferred route could be subject to change as consultation responses are received. This consultation will help us to fine-tune the route and prepare our application (including the Environmental Statement, which details any likely significant effects on the environment and how we intend to reduce them).

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'). Ultimately, if we are granted development consent, we plan to commence the installation of the pipeline in 2021.

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](#)

27/09/2018 14:00 – 20:00 Alton
Alton Community Centre, Amery Street, GU34 1HN

28/09/2018 14:00 – 20:00 Deepcut & Lightwater
Heatherside Community Centre, Martindale Avenue, GU15 1BB

29/09/2018 11:00 – 17:00 Chobham
Chobham Parish Pavilion, Recreation Ground, Station Road, GU24 8AJ

01/10/2018 14:00 – 20:00 Church Crookham
Church Crookham Baptist Church, 64 Basingbourne Road, GU52 6TH

02/10/2018 14:00 – 20:00 Bramdean
Bramdean and Hinton Ampner Village Hall, Wood Lane, SO24 0JN

03/10/2018 14:00 – 20:00 Frimley
Lakeside Continental Hotel, Wharf Road, GU16 6JR

04/10/2018 14:30 – 20:30 Chertsey
Chertsey Hall, Heriot Road, KT16 9DR

05/10/2018 14:00 – 20:00 Ropley
Ropley Sports Pavilion, Vicarage Lane, SO24 0DJ

06/10/2018 11:00 – 17:00 Bishop's Waltham
Jubilee Hall, Little Shore Lane, SO32 1ED

10/10/2018 14:00 – 20:00 Farnborough
Farnborough Exhibition and Conference Centre, ETPS Road, GU14 6FD

13/10/2018 11:00 – 17:00 Ashford
Salvation Army, Woodthorpe Road, TW15 3JY



Appendix 5.9 Example of a land referencing form issued to PILs



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Parcel References	
Grantor Reference	
Date	24/10/2018
FG Rep	

PERSON WITH INTEREST IN LAND QUESTIONNAIRE (PILQ)

This form has been pre-populated with Land Registry information – if this is incorrect or out of date please amend. If left un-edited this will be considered confirmed as correct.

SECTION 1 - YOUR DETAILS

Your interest in Parcels:

Owner Occupier/Owner/Trustee/Occupier/Rights

Title:

Full Name (Including middle name/s): «Grantor»

Registered Company Name (If Holds Interest): «Proprietor»

Address Line 1: «Address_Line_1»

Address Line 2: «Address_Line_2»

Address Line 3: «Address_Line_3»

Town: «Town»

County: «County»

Postcode: «Postcode»

Email:

Telephone No:

Telephone No 2:

If you wish to be contacted at an additional address please input address details here;
Address:

NEXT STEPS

PLEASE REVIEW THE PLAN AND OTHER INTEREST FORMS ATTACHED AND INCLUDE ANY FURTHER INFORMATION THAT YOU ARE AWARE OF.

3. PROPOSED LAND USE/S

Please advise of any Planning Permissions or development proposals on any of your land parcels:

Parcel No/s:

None

Planning Reference Number/s:

Local Authority:

Details:

Please advise of any other development proposals:

4. DATA PROTECTION

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).

5. DECLARATION

To the best of my knowledge the information provided is accurate and current

Signed

Printed

Dated.....

NEXT STEPS

PLEASE REVIEW THE PLAN/S AND INTEREST DETAILS AND SIGN IF THE INFORMATION CONTAINED AND EXTENTS HIGHLIGHTED ARE CORRECT (Or amend on the plan/s)

PLEASE RETURN SIGNED PLAN/S AND FORM BY;

- ENCLOSING IN THE SELF-ADDRESSED ENVELOPE OR
- SCANNING AND EMAILING TO SLP@FISHERGERMAN.CO.UK

CONTACT FISHER GERMAN TEAM ON 0845 4370383 FOR ASSISTANCE OR BESPOKE ARRANGEMENTS

If you are unwilling to provide this information, please be aware a person ('the Applicant') who proposes to make or who has made a Development Consent Order ('DCO') application under the Planning Act 2008 may apply for authorisation to serve a written notice ('a land interests notice') which requires the recipient to provide information to the Applicant about interests in land under Section 52 of the Planning Act 2008.



Appendix 5.10 Follow up letter issued to PILs that had not returned referencing forms



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SLP Project
The Estates Office Norman Court,
Ashby-de-la-Zouch
LE65 2UZ
0845 437 0383
SLPproject@fishergerman.co.uk



Southampton to London
Pipeline Project

Our Ref: NUI/SLP

Date

Dear

**Esso's Southampton to London Pipeline Project
Person with Interest in Land Questionnaire (PILQ)**

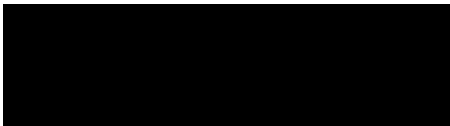
Following the recent announcement of the Initial Working Route (IWR) we have checked our responses and do not appear to have received the completed PILQ form sent to you by our land agents Fisher German.

Please complete and return the PILQ form, this will provide us with your up to date contact details which will enable us to consult you as the project develops further towards a pipeline route. It will also ensure we are consulting with other persons who may have an interest in the land that we are currently unaware of (i.e. tenants).

Should you not have received the PILQ Forms and plans, or require an additional copy issuing, please contact Fisher German on 0845 437 0383 or by email to slpproject@fishergerman.co.uk.

Thank you for your continued co-operation.

Yours sincerely



Jonathan Anstee de Mas, Land & Pipeline Technical Lead at Esso Petroleum Company, Limited

SLP Project team
Tel: 0845 437 0383
Email: SLPproject@fishergerman.co.uk
Website: www.slpproject.co.uk



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Appendix 5.11 Letter issued to PILs at the launch of the Preferred Route consultation



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Our Reference: XX
X September 2018

Dear «Salutation_Short»

**Esso's Southampton to London Pipeline Project – Preferred Route Statutory Consultation
Section 42 Planning Act 2008 (“the 2008 Act”)**

We previously contacted you about our plans to apply for a Development Consent Order (“the DCO”) to authorise the construction of an underground aviation fuel pipeline approximately 90 kilometres in length, from Boorley Green in Hampshire to our West London Terminal storage facility in Hounslow.

Following the release in June of the initial working route of the new pipeline, we have spent the summer refining our plans further. We are now holding a consultation on our preferred route, order limits and proposals generally for the project.

We want everyone to have the opportunity to comment on our proposals.

We are now contacting you because we have identified you as a person with an interest in the land within the proposed order limits of the project, under section 42(1)(d) and section 44 of the 2008 Act. This is therefore a formal notice that we are holding a consultation under the 2008 Act.

We want to assure you we will not be laying the pipeline under any existing homes.

CATEGORY 1 WORDING: Enclosed within this letter is a map indicating the preferred route of the pipeline and order limits (which also includes the temporary working areas) in relation to land in respect of which you are either an owner, lessee, tenant or occupier. In reviewing the enclosed map please note the following:

- The map shows the “limits of deviation”. These limits show the maximum area within which the pipeline could be installed. This flexibility is required in order to deal with unforeseen ground conditions and local features.
- The map also indicates a possible pipeline location, within the limits of deviation, which may be subject to change following this consultation and ongoing design development. This represents our current assumptions on the location of the replacement pipeline, but the pipeline could be installed anywhere within the limits of deviation.
- Where your land is adjacent to a road under which the preferred route of the proposed pipeline runs, there is sometimes a legal assumption that your land rights extend to the middle of the road. For this reason, we need to consult you even though the proposed order limits do not include your land.

CATEGORY 2 WORDING: Enclosed with this letter is a schedule that describes land in which we believe you have an interest, or in respect of land which we believe that you have the power to sell, convey or release.



You will receive separately by post a leaflet which provides further details about this consultation and our proposals. Please let us know if you do not receive this leaflet.

Please note that the proposed order limits and/or the preferred route of the pipeline may be subject to change depending upon the responses we receive to the consultation and as we carry out further technical analysis. The DCO application is anticipated to be submitted in spring 2019.

How to get involved with this consultation

This consultation will run from Thursday 6 September 2018 until Friday 19 October 2018. Throughout this period, we are holding 11 events in areas along the preferred route of the pipeline, and we hope that you will be able to come along to one of them. Details of these events are as follows:

Date	Event time	Location	Venue
27/09/2018	14:00 – 20:00	Alton	Alton Community Centre, Amery Street, GU34 1HN
28/09/2018	14:00 – 20:00	Lightwater	Heatherside Community Centre, Martindale Avenue, GU15 1BB
29/09/2018	11:00 – 17:00	Chobham	Chobham Village Hall, Station Road, GU24 8AQ
01/10/2018	14:00 – 20:00	Church Crookham	Church Crookham Baptist Church, 64 Basingbourne Road, GU52 6TH
02/10/2018	14:00 – 20:00	Bramdean	Bramdean and Hinton Ampner Village Hall, Wood Lane, SO24 0JN
03/10/2018	14:00 – 20:00	Frimley	Lakeside Continental Hotel, Wharf Road, GU16 6JR
04/10/2018	14:00 – 20:00	Chertsey	Chertsey Hall, Heriot Road, KT16 9DR
05/10/2018	14:00 – 20:00	Ropley	Ropley Sports Pavilion, Vicarage Lane, SO24 0DJ
06/10/2018	11:00 – 15:00	Bishop's Waltham	Jubilee Hall, Little Shore Lane, SO32 1ED
10/10/2018	14:00 – 20:00	Farnborough	Farnborough Exhibition and Conference Centre, ETPS Road, GU14 6FD
13/10/2018	11:00 – 17:00	Ashford	Salvation Army, Woodthorpe Road, TW15 3JY

We encourage you to respond to this consultation and have your say.

Responses to the consultation can be submitted online at www.slpproject.co.uk. Alternatively, you can email info@slpproject.co.uk or post a response to *FREEPOST SLP PROJECT*. In case you would like to use the project response form, we have included a printed copy with this letter.

If you have any further questions about the project, including the consultation, please call us on 07925 068905 or email: info@slpproject.co.uk. For more information on our data protection policy visit the website (www.slpproject.co.uk).

SLP Project
The Estates Office Norman Court,
Ashby-de-la-Zouch
LE65 2UZ
0845 437 0383



Southampton to London
Pipeline Project

slpproject@fishergerman.co.uk

For specific questions about your land, please contact Fisher German on 08454 370383 or 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



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**Appendix 5.12 Section 46 letter and Planning Inspectorate
acknowledgement of section 46 notification**



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5 September 2018 – By Email and FTP Transfer

Kathryn Dunne
Infrastructure Planning Lead
National Infrastructure Planning
The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN

Project Number: ENO70005

Dear Ms Dunne,

Section 46 Planning Act 2008 (as amended) (“the Act”): Duty to notify the Secretary of State of a proposed application

I am writing to provide notification, under section 46(1) of the Act, of the intention of Esso Petroleum Company, Limited (Esso) to begin statutory consultation in accordance with section 42 of the Act for its proposed Southampton to London Pipeline Project, prior to making an application for development consent. Community consultation is being undertaken in accordance with the Statement of Community Consultation (“the SoCC”) prepared by Esso in connection with the project, a digital copy of which is enclosed with this letter. Prior to it being made, Esso consulted with all relevant local authorities about what the SoCC should contain, as required by section 47 of the 2008 Act.

The proposed project involves the construction of an underground aviation fuel pipeline, approximately 90 kilometres in length, from Boorley Green in Hampshire to the West London Terminal storage facility in Hounslow.

The consultation period is due to begin on Thursday 6 September 2018 and will run until Friday 19 October 2018.

The last publication date is on Wednesday 19 September 2018. The period between this date and the close of the consultation provides consultees with more than 28 days to comment on the application following the date when the notice is last published, as required by the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. We are also advertising in The Times and the London Gazette on 6 September 2018.

I enclose with this correspondence a digital copy of the following documents:

1. The letters sent to section 42 consultees.
2. The text of the combined section 47 and section 48 notice.
3. Consultation leaflet sent to Persons with an Interest in Land (as well as the local community under section 47 of the Act).
4. Response Form sent to Persons with an Interest in Land.

SLP Project
1180 Eskdale Road
Winnersh
Wokingham
RG41 5TU
Telephone +44 (0) 7925 068 905
info@slpproject.co.uk



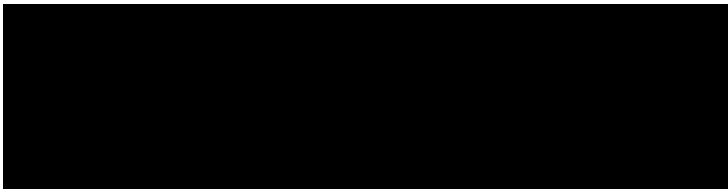
Southampton to London
Pipeline Project

5. Consultation brochure, including the Preliminary Environmental Information – Non-Technical Summary, sent to prescribed consultees and local authorities.
6. Map Book sent to prescribed consultees and local authorities.
7. Preliminary Environmental Information Report and associated plans and figures.
8. Statement of Community Consultation.

Items four to eight above will be available electronically from Thursday 6 September 2018 on Esso's dedicated SLP Project website (<https://www.slpproject.co.uk/>), in hard copy at local information point locations along the preferred route of the proposed project (save for the Preliminary Environmental Information Report), and in hard or soft copy on request.

Should you have any queries regarding the above, please do not hesitate to contact Ian Fletcher at Jacobs (ian.fletcher2@jacobs.com).

Yours sincerely,



Tim Sunderland, Southampton to London Pipeline Project Executive
Esso Petroleum Company, Limited
Email: info@slpproject.co.uk
Website: www.slpproject.co.uk



The Planning Inspectorate

National Infrastructure Planning
Temple Quay House
2 The Square
Bristol, BS1 6PN

Customer 0303 444 5000
Services:
e-mail: SouthamptontoLondonPipeline@pins.gsi.gov.uk

Tim Sunderland
Southampton to London Pipeline
Project Executive
Esso Petroleum Company Limited

Your Ref:

Our Ref: EN070005

By email

Date: 6 September 2018

Dear Mr Sunderland

Planning Act 2008 (as amended) – Section 46 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 – Regulation 8

Proposed application by Esso Petroleum Company Limited for an Order Granting Development Consent for the Southampton to London Pipeline Project

Acknowledgement of receipt of information concerning proposed application

Thank you for your letter of 5 September 2018 and the following documentation:

- Section 42 letter
- Consultation brochure
- Leaflet
- Pipeline corridor map book
- Preliminary Environmental Information Report
- Statement of Community Consultation
- Replacement Pipeline Route Consultation Response Form
- Section 48 Notice

I acknowledge that you have notified the Planning Inspectorate of the proposed application for an order granting development consent for the purposes of section 46 of the PA2008 and supplied the information for consultation under section 42. The following reference number has been given to the proposed application: EN070005.

I will be your point of contact for this application – my contact details are at the end of this letter.

The role of the Planning Inspectorate in the application process is to provide independent and impartial advice about the procedures involved and to have open discussions with potential applicants, statutory bodies and others about the processes

and requirements of the new regime. It is important that you keep us accurately informed of your timetable and any changes that occur.

We will publish advice we give to you or other interested parties on our website and, if relevant, direct parties to you as the applicant. We are happy to meet at key milestones and/or provide advice as the case progresses through the pre-application stage.

Once you have prepared draft documents we are able to provide technical advice, in particular on the draft development consent order, explanatory memorandum, the consultation report and any draft HRA. You may therefore wish to build this into your timetables.

In the meantime, you may wish to have regard to the guidance and legislation material provided on our website including the Infrastructure Planning (Fees) Regulations 2010 (as amended) and associated guidance, which you will need to observe closely in establishing the correct fee to be submitted at the successive stages of the application process.

When seeking to meet your pre-application obligations you should also be aware of your obligation under the Data Protection Act 2018 to process personal data fairly and lawfully.

If you have any further queries, please do not hesitate to contact me.

Yours sincerely

Hefin Jones

Hefin Jones
Case Manager

0303 444 5944

This communication does not constitute legal advice.
Please view our [Privacy Notice](#) before sending information to the Planning Inspectorate.

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





Appendix 5.13 Copy of advert at Preferred Route 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

After consulting on corridor options in the spring, Esso is now seeking views on the preferred route for the replacement underground pipeline.

- This scheme will replace the existing aviation fuel pipeline, which has been in place since 1972
- It is needed to transport fuel in a safe, secure and low-impact way to the UK's busiest airports
- By replacing the pipeline, we will continue to keep around 100 road tankers off the road every day*
- It will be buried underground and will go unnoticed by most people

*Based 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

If you wish to use our response form for your postal entry,
simply call 07925 068 905 and we will post one to you

The consultation closes on 19 October 2018

Public events

Esso will be holding a number of events near to the preferred route. Here you can meet the project team and ask any questions.

27 September

14:00-20:00

Alton

Alton Community Centre,
Amery Street, GU34 1HN

28 September

14:00-20:00

Deepcut and Lightwater

Heatherside Community
Centre, Martindale Avenue,
GU15 1BB

29 September

11:00-17:00

Chobham

Chobham Parish Pavilion,
Recreation Ground, Station
Road, Chobham, Surrey
GU24 8AJ

1 October

14:00-20:00

Church Crookham

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

2 October

14:00-20:00

Bramdean

Bramdean and Hinton
Ampner Village Hall, Wood
Lane, SO24 0JN

3 October

14:00-20:00

Frimley

Lakeside Continental Hotel,
Wharf Road, GU16 6JR

4 October

14:30-20:30

Chertsey

Chertsey Hall, Heriot Road,
KT16 9DR

5 October

14:00-20:00

Ropley

Ropley Sports Pavilion,
Vicarage Lane, SO24 0DJ

6 October

11:00-17:00

Bishop's Waltham

Jubilee Hall, Little Shore
Lane, SO32 1ED

10 October

14:00-20:00

Farnborough

Farnborough Exhibition and
Conference Centre, ETPS
Road, GU14 6FD

13 October

11:00-17:00

Ashford

Salvation Army,
Woodthorpe Road,
TW15 3JY

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



Southampton to London
Pipeline Project

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



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Appendix 5.14 Press release issued at the launch of the Preferred Route consultation



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Esso launches consultation on the preferred route for its replacement underground aviation fuel pipeline from Southampton to London

- **Buried replacement pipeline to transport aviation fuel, contribute to the economies of Hampshire, Surrey and London, and protect jobs and investment**
- **Pipeline will keep around 100 fuel delivery tankers off the road each day¹**
- **Esso is seeking the views of the public on this proposed strategic national asset ahead of its planning application**
- **Communities are invited to 11 public consultation meetings near to the preferred route**

LEATHERHEAD, Surrey – Esso is today launching a detailed statutory consultation on the preferred route for the underground Southampton to London aviation fuel pipeline and associated project proposals, which will replace 90km of the existing 105km pipeline that runs from its Fawley Refinery near Southampton to its West London Terminal storage facility in Hounslow.

- The pipeline will help maintain around 1,000 highly skilled engineering jobs at the UK's largest refinery at Fawley
- Once installed, the pipeline will be buried underground and will be unnoticeable to most people
- Pipelines are a safe, secure and low-impact method of moving fuel over long distances to meet customer needs

Esso has been consulting widely with the public to determine the preferred route for the pipeline and associated project proposals. It held a non-statutory consultation in March and April 2018 on pipeline corridors, which were around 200m wide. An initial working route that followed the selected corridor was announced in June 2018. The consultation being launched today provides additional opportunities for anyone to comment on the project and to learn more about its plans, including:

- The preferred route of the underground replacement pipeline;
- The location of above ground infrastructure, such as isolation valves and inspection stations;
- A preliminary view on potential environmental impacts, based on expert research to date; and
- Preliminary project management and installation plans.

As part of this statutory consultation, Esso will be hosting 11 public consultation events to enable local communities to meet the project team and ask questions. Esso has also produced a series of detailed and easy to read consultation materials that provide an overview of the proposals. These include maps and information about the pipeline route, and how people can take part in the consultation. These are available on the project website, www.slpproject.co.uk, and will be available at the events. Printed copies will also be placed at local information points.

Esso Project Executive, Tim Sunderland, said: "As a company that strives to be a 'good neighbour', we're really grateful to the more than 1,000 people who have commented on our plans to date. The feedback they have provided has helped us understand local perspectives, and community members have provided a wealth of information about their local areas, which we have found very useful.



“We conducted an initial consultation in the spring, and over the summer we met again with potentially affected landowners, while continuing our technical work. The information we gathered helped us refine our plans. Now that we have a preferred route for the replacement underground pipeline and other proposals for the project, we are once again seeking the views of local communities to help shape this important project.”

Stephen Marcos Jones, Director General of the UK Petroleum Industry Association (UKPIA) commented on the strategic significance of this proposed national infrastructure asset:

“Looking to the future, our sector will continue to adapt and evolve to provide the products demanded by society. Projects like this will help secure the supply of aviation fuel to satisfy the UK’s significant and growing demand for air travel for both business and pleasure alike.”

The preferred pipeline route may be subject to change following the responses received from this consultation. Esso will then submit a formal application to the Planning Inspectorate for permission to install the replacement pipeline. The permission is called a Development Consent Order (often referred to as a ‘DCO’) and approval for this will be a decision for the Secretary of State of the Department for Business, Energy and Industrial Strategy.

The consultation opens on Thursday 6 September 2018 and ends on Friday 19 October 2018. For regular project updates, details on how to respond and to find out more about the proposals, visit the project website: www.slpproject.co.uk and sign-up for e-newsletters.

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 editors:

¹ *Based on Esso’s 2015 data for the existing pipeline*

The consultation opens on Thursday 6 September 2018 and ends on Friday 19 October 2018. For regular project updates, details on how to respond and to find out more about the proposals, visit the project website: www.slpproject.co.uk and sign up for e-newsletters.

For more information, 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.

Tel: 07925 068 904

Email: media@slpproject.co.uk



Appendix 5.15 Posters provided to information deposit points



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The Southampton to London Pipeline Project

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

After consulting on corridor options in the spring, Esso is now seeking views on the preferred route for the replacement underground pipeline.

- This scheme will replace the existing aviation fuel pipeline, which has been in place since 1972
- It is needed to transport fuel in a safe, secure and low-impact way to the UK's busiest airports
- By replacing the pipeline, we will continue to keep around 100 road tankers off the road every day*
- It will be buried underground and will go unnoticed by most people

*Based 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

If you wish to use our response form for your postal entry, simply call 07925 068905 and we will post one to you

The consultation closes on 19 October 2018

Public events

Esso will be holding a number of events near to the preferred route. Here you can meet the project team and ask any questions.

27 September

14:00-20:00

Alton

Alton Community Centre,
Amery Street, GU34 1HN

28 September

14:00-20:00

Deepcut and Lightwater

Heatherside Community
Centre, Martindale Avenue,
GU15 1BB

29 September

11:00-17:00

Chobham

Chobham Parish Pavilion,
Recreation Ground, Station
Road, Chobham, Surrey
GU24 8AJ

Please note: Address

information for the Chobham
event in previously published
adverts was incorrect. The
correct address information is
shown above.

1 October

14:00-20:00

Church Crookham

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

2 October

14:00-20:00

Bramdean

Bramdean and Hinton
Ampner Village Hall, Wood
Lane, SO24 0JN

3 October

14:00-20:00

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Lakeside Continental Hotel,
Wharf Road, GU16 6JR

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



Southampton to London
Pipeline Project

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

The Southampton to London Pipeline Project

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Church Crookham Baptist Church,
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Bramdean

Bramdean and Hinton Ampner Village Hall,
Wood Lane, SO24 0JN

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Frimley

Lakeside Continental Hotel,
Wharf Road, GU16 6JR

4 October

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



Southampton to London Pipeline Project

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



**Appendix 5.16 List of councillors (county and borough/district)
contacted at the launch of the Preferred Route consultation**



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	Organisation	Title	First name	Last name	
	Hampshire District Wards	Authority			
Eastleigh Borough Council	Botley	Eastleigh Borough Council	Cllr	Rupert	Kyrle
	Botley	Eastleigh Borough Council	Cllr	Adrian	Trace
Winchester City Council	Bishops Waltham	Winchester City Council	Cllr	Robert	Humby
	Bishops Waltham	Winchester City Council	Cllr	David	Mclean
	Bishops Waltham	Winchester City Council	Cllr	Steve	Miller
	Upper Meon Valley	Winchester City Council	Cllr	Laurence	Ruffell
	Upper Meon Valley	Winchester City Council	Cllr	Amber	Tresahar
	Alresford & Itchen Valley	Winchester City Council	Cllr	Kim	Gottlieb
	Alresford & Itchen Valley	Winchester City Council	Cllr	Lisa	Griffiths
	Alresford & Itchen Valley	Winchester City Council	Cllr	Margot	Power
East Hampshire District Council	Ropley and Tisted	East Hampshire District Council	Cllr	Charles	Louisson
	Four Marks and Medstead	East Hampshire District Council	Cllr	Deborah	Jackson
	Four Marks and Medstead	East Hampshire District Council	Cllr	Ingrid	Thomas
	Downland	East Hampshire District Council	Cllr	Tony	Constigan
	Alton Ashdell	East Hampshire District Council	Cllr	Andrew	Joy
	Selborne	East Hampshire District Council	Cllr	David	Ashcroft
	Binsted and Bentley	East Hampshire District Council	Cllr	Ken	Carter
	Holybourne and Froyle	East Hampshire District Council	Cllr	Glynis	Watts
Hart District Council	Odiham	Hart District Council	Cllr	Ken	Crookes
	Odiham	Hart District Council	Cllr	Stephen	Gorys
	Odiham	Hart District Council	Cllr	John	Kennett
	Crookham West and Ewshot	Hart District Council	Cllr	Tony	Clarke
	Crookham West and Ewshot	Hart District Council	Cllr	Simon	Ambler
	Crookham West and Ewshot	Hart District Council	Cllr	Peter	Collings
	Crookham East	Hart District Council	Cllr	Chris	Axam
	Crookham East	Hart District Council	Cllr	Gill	Butler
	Crookham East	Hart District Council	Cllr	James	Radley
	Fleet East	Hart District Council	Cllr	Stephen	Parker
	Fleet East	Hart District Council	Cllr	Sharyn	Wheale
	Fleet East	Hart District Council	Cllr	Jonathan	Wright
	Cherrywood	Rushmoor Borough Council	Cllr	Clive	Grattan
	Cherrywood	Rushmoor Borough Council	Cllr	Ashley	Halstead

Rushmoor Borough Council	Cherrywood	Rushmoor Borough Council	Cllr	Barry	Jones
	Cove and Southwood	Rushmoor Borough Council	Cllr	Sue	Carter
	Cove and Southwood	Rushmoor Borough Council	Cllr	Martin	Tennant
	Cove and Southwood	Rushmoor Borough Council	Cllr	Stephen	Masterson
	Empress	Rushmoor Borough Council	Cllr	Marina	Munro
	Empress	Rushmoor Borough Council	Cllr	Mike	Smith
	Empress	Rushmoor Borough Council	Cllr	Gareth	Lyon
	West Heath	Rushmoor Borough Council	Cllr	David	Bell
	West Heath	Rushmoor Borough Council	Cllr	Rod	Cooper
	West Heath	Rushmoor Borough Council	Cllr	Veronica	Graham-Green
	St John's	Rushmoor Borough Council	Cllr	Johnathan	Canty
	St John's	Rushmoor Borough Council	Cllr	Barbara	Hurst
	St John's	Rushmoor Borough Council	Cllr	Jacqui	Vosper
	St Mark's	Rushmoor Borough Council	Cllr	Diane	Bedford
	St Mark's	Rushmoor Borough Council	Cllr	Abdul	Chowdhury
St Mark's	Rushmoor Borough Council	Cllr	Liz	Corps	
	Surrey District Wards				
Surrey Heath Borough Council	Frimley Green	Surrey Heath Borough Council	Cllr	Oliver	Lewis
	Frimley Green	Surrey Heath Borough Council	Cllr	Max	Nelson
	Frimley Green	Surrey Heath Borough Council	Cllr	Chris	Pitt
	Frimley	Surrey Heath Borough Council	Cllr	David	Allen
	Frimley	Surrey Heath Borough Council	Cllr	Bruce	Mansell
	Frimley	Surrey Heath Borough Council	Cllr	Ian	Sams
	Mytchett and Deepcut	Surrey Heath Borough Council	Cllr	Paul	Deach
	Mytchett and Deepcut	Surrey Heath Borough Council	Cllr	Craig	Fennell
	Mytchett and Deepcut	Surrey Heath Borough Council	Cllr	Joanna	Potter
	Heatherside	Surrey Heath Borough Council	Cllr	Ian	Cullen
	Heatherside	Surrey Heath Borough Council	Cllr	Paul	Ilnicki
	Heatherside	Surrey Heath Borough Council	Cllr	Jonathan	Lytle
	West End	Surrey Heath Borough Council	Cllr	Adrian	Page
	West End	Surrey Heath Borough Council	Cllr	Nic	Price
	Windlesham	Surrey Heath Borough Council	Cllr	Moria	Gibson
Windlesham	Surrey Heath Borough Council	Cllr	Conrad	Sturt	

	Chobham	Surrey Heath Borough Council	Cllr	Pat	Tedder
	Chobham	Surrey Heath Borough Council	Cllr	Victoria	Wheeler
	Parkside	Surrey Heath Borough Council	Cllr	Edward	Hawkins
	Parkside	Surrey Heath Borough Council	Cllr	Josephine	Hawkins
	Parkside	Surrey Heath Borough Council	Cllr	Darryl	Ratiram
	Bagshot	Surrey Heath Borough Council	Cllr	Ruth	Hutchinson
	Bagshot	Surrey Heath Borough Council	Cllr	Katia	Malcaus Cooper
	Bagshot	Surrey Heath Borough Council	Cllr	Valerie	White
	Lightwater	Surrey Heath Borough Council	Cllr	Surinder	Gandhum
	Lightwater	Surrey Heath Borough Council	Cllr	Rebecca	Jennings-Evans
	Lightwater	Surrey Heath Borough Council	Cllr	John	Winterton
	Runnymede Borough Council	Addlestone North	Runnymede Borough Council	Cllr	David
Addlestone North		Runnymede Borough Council	Cllr	Stewart	Mackay
Addlestone North		Runnymede Borough Council	Cllr	Jim	Broadhead
Foxhills		Runnymede Borough Council	Cllr	Malcolm	Cressey
Foxhills		Runnymede Borough Council	Cllr	Angela	Shepperdson
Foxhills		Runnymede Borough Council	Cllr	Iftikhar	Chaudri
Chertsey Meads		Runnymede Borough Council	Cllr	Derek	Cotty
Chertsey Meads		Runnymede Borough Council	Cllr	Stephen	Dennett
Chertsey Meads		Runnymede Borough Council	Cllr	Mark	Nuti
Chertsey St. Ann's		Runnymede Borough Council	Cllr	Dolsie	Clarke
Chertsey St. Ann's		Runnymede Borough Council	Cllr	Richard	Edis
Chertsey St. Ann's	Runnymede Borough Council	Cllr	Myles	Willingale	
Spelthorne Borough Council	Shepperton Town	Spelthorne Borough Council	Cllr	Colin	Barnard
	Shepperton Town	Spelthorne Borough Council	Cllr	Vivienne	Leighton
	Shepperton Town	Spelthorne Borough Council	Cllr	Robin	Sider BEM
	Laleham and Shepperton Green	Spelthorne Borough Council	Cllr	Maureen	Attewell
	Laleham and Shepperton Green	Spelthorne Borough Council	Cllr	Mary	Madams
	Laleham and Shepperton Green	Spelthorne Borough Council	Cllr	Richard	Smith-Ainsley
	Riverside and Laleham	Spelthorne Borough Council	Cllr	Quentin	Edgington
	Riverside and Laleham	Spelthorne Borough Council	Cllr	Tony	Harman
	Riverside and Laleham	Spelthorne Borough Council	Cllr	Denise	Saliagopoulos
	Staines South	Spelthorne Borough Council	Cllr	Steven	Burkmar
	Staines South	Spelthorne Borough Council	Cllr	Sabine	Capes

Staines South	Spelthorne Borough Council	Cllr	Penny	Edgington
Ashford Town	Spelthorne Borough Council	Cllr	Nick	Gething
Ashford Town	Spelthorne Borough Council	Cllr	Naz	Islam
Ashford Town	Spelthorne Borough Council	Cllr	Olivia	Rybinski
Ashford East	Spelthorne Borough Council	Cllr	Rose	Chandler
Ashford East	Spelthorne Borough Council	Cllr	Tony	Mitchell
Ashford East	Spelthorne Borough Council	Cllr	Alex	Sapunovas
Ashford North and Stanwell South	Spelthorne Borough Council	Cllr	John	Boughtflower
Ashford North and Stanwell South	Spelthorne Borough Council	Cllr	Sinead	Mooney
Ashford North and Stanwell South	Spelthorne Borough Council	Cllr	Jonanne	Sexton

Surrey County Ward (Electoral Division)				
Addleston		Mr	John	Furey
Ashford		Mr	Naz	Islam
Bagshot, Windlesham and Chobham		Mr	Mike	Goodman
Camberley West		Ms	Charlotte	Morley
Chertsey		Mr	Mark	Nuti
Farnham Central		Mr	Andy	MacLeon
Farnham South		Mr	Wyatt	Ramsdale
Foxhills, Thorpe & Virginia Water		Mr	Mel	Few
Frimley Green and Mytchett		Mr	Paul	Deach
Heatherside and Parkside		Mr	Edward	Hawkins
Horsleys		Mrs	Julie	Iles
Knaphill and Goldworth West		Mr	Saj	Hussain
Laleham and Shepperton		Mr	Richard	Walsh
Lightwater, West End and Bisley		Mr	David	Mansfield
Shere		Mr	Keith	Taylor
Staines South and Ashford West		Ms	Denise	Turner-Stewart
Stanwell and Stanwell Moor		Mr	Robert	Evans
Hampshire County Wards (Electoral Division)				
Alton Rural		Cllr	Mark	Kemp-Gee
Alton Town		Cllr	Andrew	Joy
Bishops Waltham		Cllr	Rob	Humby

Botley & Hedge End North		Cllr	Rupert	Kyrle
Church Crookham & Ewshot		Cllr	John	Bennison
Farnborough North		Cllr	Roz	Chad
Farnborough South		Cllr	Roland	Dibbs
Farnborough West		Cllr	Rod	Cooper
Fleet Town		Cllr	Steve	Forster
Itchen Valley		Cllr	Jackie	Porter
Meon Valley		Cllr	Roger	Huxstep
New Milton		Cllr	Mel	Kendal
Odiham & Hook		Cllr	Jonathan	Glen
Petersfield Hangers		Cllr	Russell	Oppenheimer

Hounslow (GLA)				
Bedfont		Cllr	Javed	Akhunzada
Bedfont		Cllr	Adriana	Gheorghe
Bedfont		Cllr	Raghwinder	Siddhu



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Appendix 5.17 Letter issued to councillors providing details of consultation, explaining activities and advising where to find further information



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6 September 2018

Dear Councillor

Esso's Southampton to London Pipeline Project – Preferred Route Statutory Consultation

As you may be aware from our previous communications, we intend to apply to the Secretary of State for Business, Energy and Industrial Strategy under section 37 of the Planning Act 2008 for a Development Consent Order (“the DCO”) to authorise the construction of an underground aviation fuel pipeline, approximately 90 kilometres in length, from Boorley Green in Hampshire to our West London Terminal storage facility in Hounslow.

We are now publishing and consulting on the preferred route and our proposals for the project. This will provide an opportunity for anyone who wishes to take part in the consultation to comment on the project.

Please note that the proposed order limits and/or the preferred route may be subject to change depending on the responses we receive to the consultation and as we carry out further technical analysis. The DCO application is anticipated to be formally submitted in spring 2019.

How to get involved with this consultation

This consultation will run from Thursday 6 September 2018 until Friday 19 October 2018. Throughout this period, we are holding 11 events in areas along the preferred route of the pipeline. Details of these events are as follows:

Date	Event time	Location	Venue
27/09/2018	14:00 – 20:00	Alton	Alton Community Centre, Amery Street, GU34 1HN
28/09/2018	14:00 – 20:00	Deepcut & Lightwater	Heatherside Community Centre, Martindale Avenue, GU15 1BB
29/09/2018	11:00 – 17:00	Chobham	Chobham Parish Pavilion, Recreation Ground, Station Road, GU24 8AJ
01/10/2018	14:00 – 20:00	Church Crookham	Church Crookham Baptist Church, 64 Basingbourne Road, GU52 6TH

02/10/2018	14:00 – 20:00	Bramdean	Bramdean and Hinton Ampner Village Hall, Wood Lane, SO24 0JN
03/10/2018	14:00 – 20:00	Frimley	Lakeside Continental Hotel, Wharf Road, GU16 6JR
04/10/2018	14:30 – 20:30	Chertsey	Chertsey Hall, Heriot Road, KT16 9DR
05/10/2018	14:00 – 20:00	Ropley	Ropley Sports Pavilion, Vicarage Lane, SO24 0DJ
06/10/2018	11:00 – 17:00	Bishop's Waltham	Jubilee Hall, Little Shore Lane, SO32 1ED
10/10/2018	14:00 – 20:00	Farnborough	Farnborough Exhibition and Conference Centre, ETPS Road, GU14 6FD
13/10/2018	11:00 – 17:00	Ashford	Salvation Army, Woodthorpe Road, TW15 3JY

We encourage you to respond to this consultation.

Responses to the consultation can be submitted online at www.slpproject.co.uk. Alternatively, you can email info@slpproject.co.uk or post a response to *FREEPOST SLP PROJECT*. A copy of our response form is available on our website.

If you have any further questions about the project, including the consultation, please call us on 07925 068 905 or email: info@slpproject.co.uk. For information on our data protection policy visit the website (www.slpproject.co.uk).

Yours sincerely,



Tim Sunderland, Southampton to London Pipeline Project Executive

Esso Petroleum Company, Limited

Email: info@slpproject.co.uk

Website: www.slpproject.co.uk



**Appendix 5.18 List of residents and community associations contacted
at the launch of the Preferred Route consultation**



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**Southampton to London Pipeline Project The
Consultation Report**

5.18 List of residents and community associations contacted
at the launch of the Preferred Route consultation



**5.18 List of residents and community associations contacted at the
launch of the Preferred Route consultation**

Eastleigh
Horton Heath Community Association
East Hampshire
Bentley Community Association
Petersfield Community Association
Holybourne Village Association
Alton Community Association
Hart
Zebon Copse Residents Association
Velmean Community Association
Surrey Heath
Curley Hill Residents Association
Fairfield Lane Residents Association
Frimley Green Residents Association
Goldney Road Residents Association
Golf Drive Residents Association
Heatherside Community Association
Deepcut Village Association
Deepcut Liasion Group
East Chobham Residents Association
Windlesham Society
Heatherside Ward Residents Association
Mytchett, Frimley Green and Deepcut Society
The Chobham Society
West Chobham Residents Association
West End Village Society
Runnymede
Lyne Residents Association
The Chertsey Society
The Ottershaw Society
Chertsey (South) Residents Association
West Addlestone Residents Association
Spelthorne
Ashford North Residents Association
Laleham Residents Association
Shepperton Residents Association
The Neighbourhood Society (Ashford)



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Appendix 5.19 List of special interest groups contacted at the launch of the Preferred Route consultation



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5.19 List of special interest groups contacted at the launch of the Preferred Route consultation

Economic and business groups
Solent LEP
Enterprise M3
Thames Valley Berkshire LEP
Business Network International (Surrey)
Business Network International (Hampshire)
Connect Surrey (Farnham and Woking)
Chertsey Chamber of Commerce
Woking Chamber of Commerce
Fareham Chamber of Commerce
Winchester Chamber of Commerce
Alton Chamber of Commerce and Industry
Spelthorne Business Forum
Surrey Chamber of Commerce
The Runnymede Business Partnership (RBP)
Societies
South Downs Society
The Jane Austen Society
Jane Austen Hampshire Group
The Southern Circle (Jane Austen Society)
The Chertsey Society
Environmental groups
Chertsey Meads Management Liaison Group
The National Trust
Wildlife Trusts
Hampshire and Isle of Wight Wildlife Trust
Surrey Wildlife Trust
Woodland Trust
Hampshire Cultural Trust
North East Hampshire Historical & Archaeological Society
Hampshire Field Club & Archaeological Society
Hampshire Health Safety and Environmental Group
Surrey Nature Partnership
Surrey Archaeological Society
National Farmers Union

Southampton to London Pipeline Project

The Consultation Report

5.19 List of special interest groups contacted at the launch of Preferred Route consultation



Country Land and Business Association
CPRE
CPRE Surrey
CPRE Hampshire
Canals and Rivers Trust
English Heritage
Blackwater Valley Countryside Trust
Basingstoke Canal Society
Inland Waterways Association
Transport groups
Watercress Line
Heathrow
Public Rights of Way
Ramblers Association
The Hampshire Ramblers
Cycling UK
Auto Cycle Union
British Cycling
British Cycling (South region)
British Horse Society
Living Streets
Sustrans
The Society for All British and Irish Road Enthusiasts
Campaign for Better Transport



Appendix 5.20 Letter issued to local interest groups providing details of the Preferred Route consultation, explaining activities and advising where to find further information



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6 September 2018

Dear Sir/Madam,

Esso's Southampton to London Pipeline Project – Preferred Route Statutory Consultation

As you may be aware from our previous communications, we intend to apply to the Secretary of State for Business, Energy and Industrial Strategy under section 37 of the Planning Act 2008 for a Development Consent Order (“the DCO”) to authorise the construction of an underground aviation fuel pipeline, approximately 90 kilometres in length, from Boorley Green in Hampshire to our West London Terminal storage facility in Hounslow.

We are now publishing and consulting on the preferred route and our proposals for the project. This will provide an opportunity for anyone who wishes to take part in the consultation to comment on the project.

Please note that the proposed order limits and/or the preferred route may be subject to change depending on the responses we receive to the consultation and as we carry out further technical analysis. The DCO application is anticipated to be formally submitted in spring 2019.

How to get involved with this consultation

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01/10/2018	14:00 – 20:00	Church Crookham	Church Crookham Baptist Church, 64 Basingbourne Road, GU52 6TH

02/10/2018	14:00 – 20:00	Bramdean	Bramdean and Hinton Ampner Village Hall, Wood Lane, SO24 0JN
03/10/2018	14:00 – 20:00	Frimley	Lakeside Continental Hotel, Wharf Road, GU16 6JR
04/10/2018	14:30 – 20:30	Chertsey	Chertsey Hall, Heriot Road, KT16 9DR
05/10/2018	14:00 – 20:00	Ropley	Ropley Sports Pavilion, Vicarage Lane, SO24 0DJ
06/10/2018	11:00 – 17:00	Bishop's Waltham	Jubilee Hall, Little Shore Lane, SO32 1ED
10/10/2018	14:00 – 20:00	Farnborough	Farnborough Exhibition and Conference Centre, ETPS Road, GU14 6FD
13/10/2018	11:00 – 17:00	Ashford	Salvation Army, Woodthorpe Road, TW15 3JY

We encourage you to respond to this consultation.

Responses to the consultation can be submitted online at www.slpproject.co.uk. Alternatively, you can email info@slpproject.co.uk or post a response to *FREEPOST SLP PROJECT*. A copy of our response form is available on our website.

If you have any further questions about the project, including the consultation, please call us on 07925 068 905 or email: info@slpproject.co.uk. For information on our data protection policy visit the website (www.slpproject.co.uk).

Yours sincerely,



Tim Sunderland, Southampton to London Pipeline Project Executive

Esso Petroleum Company, Limited

Email: info@slpproject.co.uk

Website: www.slpproject.co.uk



Appendix 5.21 List of hard to reach groups contacted at the launch of the Preferred Route consultation



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5.21 List of hard to reach groups contacted at the launch of the Preferred Route consultation

Age – older people
Age Action Alliance
Dementia Friendly Hampshire
Age Concern Hampshire
Age UK Winchester
Alzheimer's Society
Arthritis Care
The Brendoncare Foundation
British Red Cross
Carers Together
Community Action Hampshire
The Environment Centre (tEC)
Good Neighbours Support Service
Hampshire Good Neighbours Support Service
Hampshire Citizens Advice Bureau
Runnymede and Spelthorne Citizens Advice Bureau
Southern Health NHS Foundation Trust
Hampshire Neighbourhood Watch Association
Alton Neighbourhood Watch
Eastleigh Neighbourhood Watch Scheme
Hampshire Volunteer Centres/Hampshire Leadership Forum
Leonard Cheshire Disability
Surrey Neighbourhood Watch
Princess Royal Trust for Carers
Royal Voluntary Service
University of the Third Age
Drive into Action
Sight for Surrey
Surrey Remap
Dementia Friends Champions (part of the Alzheimer's Society)
Friends of the Elderly befriending service (part of Age UK)
Digital Buddies
Library Direct Home Service volunteers
Surrey Appropriate Adult

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5.21 List of hard to reach groups contacted at launch of Preferred Route consultation



Samaritans
Age – younger people
Surrey Heath Youth Council
Surrey Youth Cabinet
Surrey Youth Focus
SATRO
Rushmoor Youth Forum
Traveller communities
Property Team (Traveller Sites), Surrey County Council
Advice and Projects, Surrey Community Action
Ethnic Minority and Traveller Achievement Service (EMTAS) Hampshire County Council
Ethnicity/Language
Greater Rushmoor Nepali Community
Communications Team, Rushmoor Borough Council
Rural communities
Hampshire County Council 'Rural Champion' (Cllr Edward Heron)
The Hampshire Rural Forum
Hampshire Young Farmers
Hampshire Fare
Surrey Community Action
Rural Community Councils (Action Hampshire)
Service families
Alexander Barracks
Deepcut Barracks
Elizabeth Barracks
Disability
Eastleigh Borough Council Local Access Group
East Hants Disability Forum
Hart Access Group
Rushmoor Borough Council Local Access Group
Winchester Area Access for All
Mid Surrey Valuing People Group
North Surrey Valuing People Group
South West Surrey Valuing People Group
The Surrey Positive Behaviour Support Network
Mid Surrey Disability Alliance Network
North Surrey Disability Alliance Network
South West Surrey Disability Alliance Network

Southampton to London Pipeline Project

The Consultation Report

5.21 List of hard to reach groups contacted at launch of Preferred Route consultation



Long Term Neurological Conditions Group
Badger Farm Community Centre
Hard of Hearing Forum
Surrey Vision Action Group
Surrey Deaf Forum (run by Surrey Coalition)
Surrey and North East Hampshire Independent Mental Health Network
Other
Council for Voluntary Services (WACA and Community First Hampshire)
Runnymede Access Liaison Group (RALG)



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Appendix 5.22 Email sent to hard to reach groups at the launch of the Preferred Route consultation



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5.22 Email sent to hard to reach groups at launch of Preferred Route consultation

-----Original Message-----

From: info@slpproject.co.uk <info@slpproject.co.uk>
Sent: 05 September 2018 08:46
To: info <info@slpproject.co.uk>
Subject: Esso's Southampton to London Pipeline Project – Statutory Consultation

In Autumn 2018 we (Esso Petroleum Company, Limited) will be seeking views on a route for a planned pipeline 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.

We will contact you when the consultation is launched with information about the proposals, which we would be grateful if you could share with your groups and those that you represent. However, as an organisation which represents particular communities within the local area, we would value your views on how to ensure that the consultation is inclusive and accessible.

We will already be placing information on our project website (<https://www.slpproject.co.uk/>) and in hardcopy at information points within the local community, such as libraries. In addition, we will be holding a series of public exhibitions on the proposals in local areas. We will send out information about the consultation to households and businesses in the area around the proposed pipeline route and will also advertise in the local press.

In developing our materials and approach to engagement we have considered accessibility needs, but we would value your input to ensure that we are reflecting the approaches and methods which would particularly help those in the communities that you represent to engage with the consultation.

If you would like to find out more or help shape our approach to consulting with the communities that you represent, we would be pleased to hear from you. Please contact us at info@slpproject.co.uk or on 07925 068905.

Thank you

SLP Engagement Team



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Appendix 5.23 Cuttings of media coverage published during the Preferred Route consultation



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NEWS

Esso Fuel Pipeline Replacement: Find out if works to replace underground pipeline running through some of Surrey's biggest towns will happen near your house

Residents and landowners in Surrey have been asked to share their views on the replacement of a fuel pipeline

By [Catarina Demony](#)

11:45, 28 MAR 2018 | UPDATED 14:21, 28 MAR 2018

► See news near you

In YourArea

Enter your postcode Go



SHARE       



Esso Petroleum Company has launched a consultation for Southampton to London fuel pipeline replacement (Image: Daily Record)

Get Daily updates directly to your inbox

Enter your email

Subscribe

See our [privacy notice](#)

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 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 identified three potential corridors in the north, with one of the current favourites, known as Option J, passing right next to [Frimley](#) , [Lightwater](#) , [Chertsey](#) ,



READ MORE

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Surbiton station 'overcrowding'

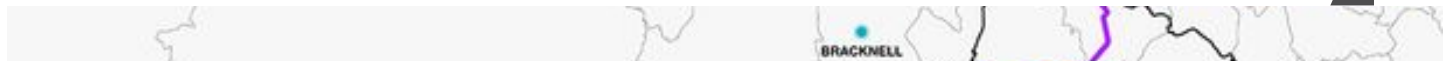
If Option J is approved, works will be carried out in Chertsey Meads, a riverside meadow widely used by the community, and around the busy Ashford Road.

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

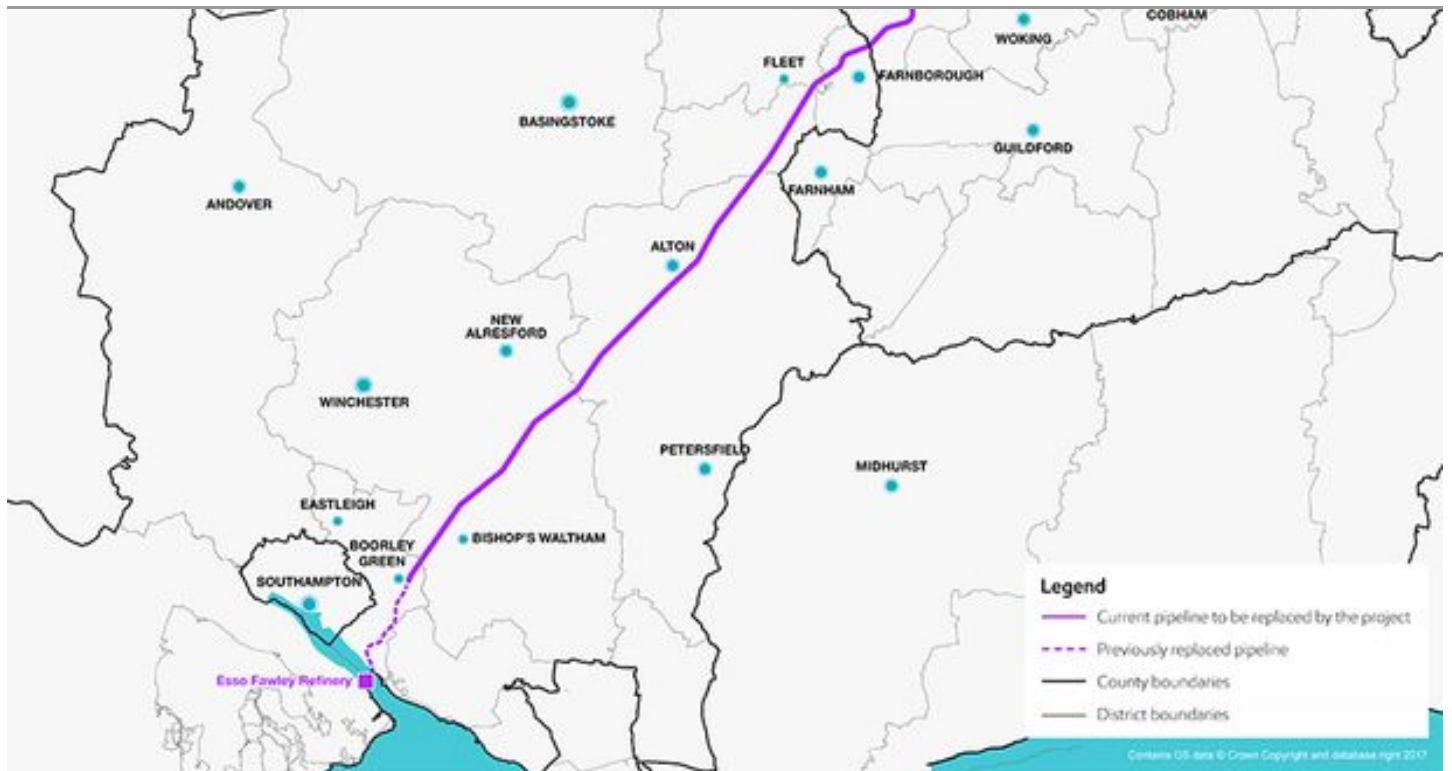
Three additional corridors - Option D, F and G - have been identified in the south, with the favoured pipeline corridor being Option G, which starts in Boorley Green and finishes in Holybourne.

Esso has to select a corridor in the north and one in the south.

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



SHARE       



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

Tim Sunderland, from the Southampton to London Pipeline Project, has urged residents and landowners to take part in the initial consultation period, which kicked off on March 19.

Those interested have until 11.45pm on 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.

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



SHARE



LOADING

The favoured pipeline corridor in the north runs from Boorley Green to Alton (Image: Esso)

"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 20 to 30 metres wide during the installation period.

Before submitting the application for permission in 2019, the company will hold another consultation on the preferred route in autumn this year.

Installation of the pipeline itself will start in 2021 and will take around one to two months. It might take longer in complex areas.

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.

This takes around one million tanker journeys off the roads.



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can talk to members of the project team about the proposals.

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

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Project development timeline (Image: Esso)

List of 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



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

What do you think of the pipeline project? How will it affect you? Share your views in the comments section below or email catarina.demony@trinitymirror.com

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NEWS

Esso pipeline: Five areas that could impact Spelthorne

The oil giant has published its preferred route for a new pipeline running to its storage depot in West London

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By **Matthew Lodge** Reporter

11:08, 19 SEP 2018 | UPDATED 13:02, 24 SEP 2018

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Esso's plans to run part of its new aviation fuel pipeline underneath [Spelthorne](#) could affect local schools and a site of special scientific interest (SSSI).

The oil giant has [published its preferred route](#) to replace 90km of its 105km pipeline which runs from its Southampton refinery to its storage depot near Heathrow.

The mammoth overhaul, which will be installed underground, needs to replace Esso's current pipeline as it is coming to the [end of its lifespan](#).

According to the project website, the route could take several different paths through the borough on its journey to the depot, which is located north of [Ashford](#) and east of [Stanwell](#).

Some of these proposed routes would take the pipeline through land that is currently occupied by schools, parks and residential areas.



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The proposed route the pipeline could take in Spelthorne (Image: Esso/OpenStreetMap contributors)

Here's five things you need to know about how the pipeline might impact Spelthorne:

1. Local primary and secondary schools

According to the projects website, the pipeline could run underneath land occupied by some schools in the borough.

One proposed route runs through Greenfield Recreation Ground to the rear of Buckland Infant and Junior Schools, while an addition to this route could run adjacent to The Matthew Arnold School.



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The pipeline could end up running through the grounds of St James Senior Boys School or Thomas Knyvett College, and the Ashford campus of Brooklands College.

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The Matthew Arnold School could be affected by the new pipeline (Image: Surrey Herald)

2. Parks and other green areas

The pipeline could enter the borough through Dumsey Meadow, a [Site of Special Scientific Interest \(SSSI\)](#) which is the only undeveloped piece of water meadow on the Thames downstream from Berkshire.

The current pipeline runs through the grassland, but the proposals indicate that Esso wants to put its replacement in a different part.

It has also said it might replace its current pipe that runs along the River Ash through the Brett Aggregates site in Ashford Road.



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How to comment on the pipeline route

3. Residential Areas

Esso says it will not install the pipe under homes that have already been built, but this might come as little comfort to people living in streets that might be chosen for the pipeline.

Several route options running through residential areas in Ashford have been published, although residents across the borough could also be affected.

One of the routes proposed would see the pipeline installed along Berryscroft Road, Green Fielde End and Arnold Road, before jumping across Elizabeth Avenue and along Edinburgh Drive.

The pipeline would then go east along Kingston Road before either running along the entirety of Woodthorpe Road or joining the road from Celia Crescent.

The pipe could then branch off to Stanwell Road before cutting under the A30 and heading to the depot through Short Lane.



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Several route options are being consulted on as part of the project (Image: Esso/OpenStreetMap contributors)

4. Commuters

It is possible the pipeline would head across several [busy roads](#), including the M3, A30 and Staines Bypass.



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Tim Sanderson, project executive, said. One of our project commitments is to use trenchless techniques to cross all major trunk roads, motorways and railways, so that the installation of the pipeline will not impact people's journeys on these routes.

"This includes the M3, A30, Staines Bypass and the M25. For roads where trenchless techniques will not be used, we will work with the Highway Authorities to develop appropriate traffic management plans."

However, the trade off is that when these techniques are used it might take significantly longer to install the pipeline.

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Construction of the project could cause problems for commuters (Image: Grahame Larter/Surrey Advertiser)

5. How to have your say

Esso is currently [consulting](#) the public and other stakeholders on its preferred route for the pipeline. As part of this it is holding a series of consultation events where residents will be able to comment on the plans.



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Alternatively, you can submit a response to the consultation online on the project [website](#) , by email to info@slpproject.co.uk or post to *FREEPOST SLP PROJECT*.

The consultation for the preferred route of the pipeline finishes on October 19 at 11.45pm.

To see the full route of the proposed pipeline as well as the route of the current pipeline click [here](#) .

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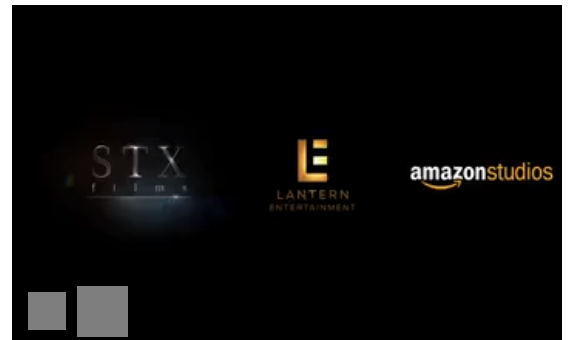
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Esso launches final pipeline consultation

Tuesday, 18 September 2018 - Local People

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ESSO Petroleum Company Limited has launched a final statutory public consultation into the preferred route for its replacement underground aviation fuel pipeline from Southampton to London.

The project will replace 56 miles of the existing 65-mile pipeline that runs from the 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.

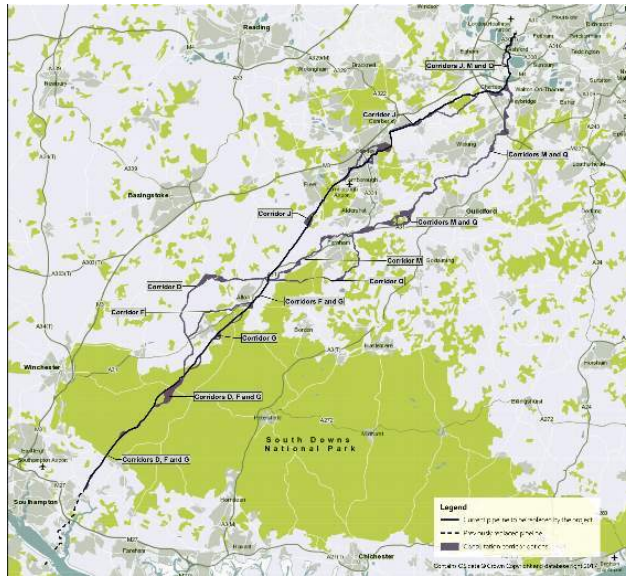
The pipeline will help maintain around 1,000 highly-skilled engineering jobs at the UK's largest refinery at Fawley and, once installed, will be buried underground and unnoticeable to most people.

Pipelines are said by Esso to be "a safe, secure and low-impact method of moving fuel over long distances to meet customer needs" and this particular project will keep around 100 fuel delivery tankers off the road each day.

Esso has been consulting widely with the public to determine the preferred route for the pipeline and associated project proposals. It held a non-statutory consultation in March and April on pipeline corridors, with the selected corridor announced in June.

The consultation launched last Thursday will provide additional opportunities for anyone to comment on the project and to learn more about its plans.

In the Alton area, it includes:



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Common before running north of West Tisted. It then runs through the Four Marks golf course followed by a trenchless crossing of the A32, before running outside the southern boundary of Chawton House park and gardens. The section ends at the national park boundary after the B3006 Selborne road crossing.

* Section C - largely rural, and round nine miles long, with long stretches passing through agricultural land. After the B3006 crossing it deviates slightly from the existing pipeline route to avoid local businesses before running east of Alton, skirting Worldham golf course before a trenchless crossing of the River Wey and the Alton to Waterloo railway line into Alton Pumping Station.

From there, a trenchless crossing passes under the A31 and runs to the south east of Upper and Lower Froyle, avoiding Locks Grove and Lee Wood Sites of Importance for Nature Conservation. The section ends at Dippenhall Street.

Public consultation events will run from 2pm-8pm, the first on Thursday, September 27, at Alton Community Centre, followed by a second at Bramdean and Hinton Ampner village hall on Tuesday, October 2, and a third at Ropley sports pavilion on Friday, October 5, to enable people to meet the project team and ask questions.

Esso has also produced a series of detailed and easy-to-read consultation materials that provide an overview of the pipeline proposals. These include maps and information about the pipeline route, and how people can take part in the consultation.

These are available on the project website, at slpproject.co.uk, and will be available at the events.

Printed copies will also be placed at information points around the district.

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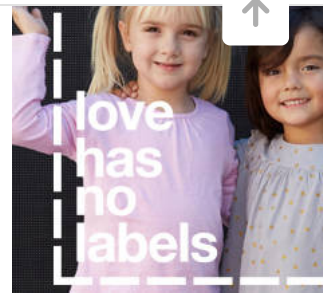
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Source: Surrey Advertiser (Woking) {Main}
Edition:
Country: UK
Date: Friday 5, October 2018
Page: 28
Area: 208 sq. cm
Circulation: ABC 19151 Weekly
Ad data: page rate £5,740.00, scc rate £14.74
Phone: 01483 508 700
Keyword: Esso pipeline

Chobham Draft Neighbourhood Plan Exhibition

THE plan has been prepared by a sub committee under the auspices of Chobham Parish Council, embracing the suggestions made at the first open day.

The draft plan covers the whole of the parish, embracing matters ranging from the safeguarding of our historic village centre, and making sure any development or alterations are done sympathetically, preservation of the common, to the need for low-cost housing, employment and inevitably the question of traffic.

The committee was pleased that more than 90 people came through the doors and most went away with a questionnaire. Once these are returned the committee will sift through looking for matters that visitors think need enlarging upon.

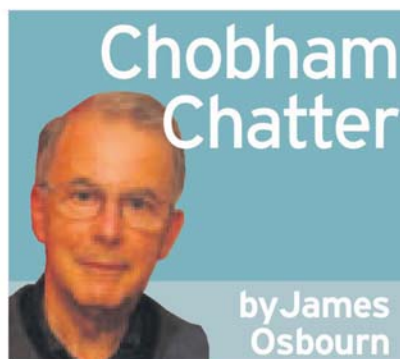
ESSO Pipeline Update

As many will be aware Esso wants to replace the oil supply pipe that carries oil from Fawley to Heathrow.

The company would like to follow the line of the pipe across Chobham Common, but we understand that talks are still going on with Natural England about environmental issues.

It talks fail, the company has proposed an alternative route to by-pass the common but which would have cut into the northern part of Burrow Hill and affected 30-plus homes.

I am pleased to say that from the maps available at the Esso exhibition last Saturday, this route has been refined so that it now skirts Burrow Hill and follows the southern edge of the common, finally breaking out into Red Lion Road east of the allotments, and then across the fields to Stonehill Road. Esso wants your



comments on the latest proposal at www.slpproject.co.uk by close of play on October 19.

Travellers

There is still a demand for the work travellers do, but the expensive problem is the rubbish they leave behind. If through national dialogue they could be persuaded to take their rubbish to the tip, it is possible the settled community would be more disposed to making 'stopover' sites available.

Castle Grove Nurseries, Scott's Grove Road

Bewley Homes came to Tuesday's Chobham Parish Council meeting to present proposals for one of the last remaining nurseries in the village.

They got quite a reception as the parish pavilion was packed with villagers not best pleased to be presented with a scheme showing 40 houses.

Main concerns were the loss of green belt, the lack of play facilities, and the extra traffic generated by 80 cars, particularly when it became apparent the developers had no idea of the traffic problems that already afflict the village. It was their reference to re-arranging bus stops that produced the biggest hollow laugh.





Source: Basingstoke Gazette (Thursday) {Main}
Edition:
Country: UK
Date: Thursday 4, October 2018
Page: 54
Area: 295 sq. cm
Circulation: ABC 12942 Weekly
Ad data: page rate £2,332.80, scc rate £12.80
Phone: 01256 461 131
Keyword: Esso pipeline



Have a say on plan for new pipeline

By Dan Whiteway
daniel.whiteway@basingstokegazette.co.uk

A CONSULTATION is underway on installing an underground pipeline through Hampshire.

Esso is undertaking a consultation on the preferred route for its underground Southampton to London aviation fuel pipeline and associated project proposals.

This will replace 90km of the existing 105km pipeline that runs from its Fawley Refinery near Southampton to its West London Terminal storage facility in Hounslow.

The consultation, which is now open, provides an opportunity for anyone to comment on the project and to learn more.

A series of consultation events are also being held across the county.

The preferred route is split into eight sections:



A map of the preferred route in north Hampshire and Surrey

- Section A – Boorley Green to Bramdean
- Section B – Bramdean to South of Alton
- Section C – South of Alton to Crondall
- Section D – Crondall to Farnborough
- Section E – Farnborough to Bisley and Pirbright Ranges
- Section F – Bisley and Pirbright Ranges to M25

- Section G – M25 to M3
- Section H – M3 to the West London Terminal storage facility in Hounslow.

Esso has said it will not install the pipeline under any existing homes.

The preferred pipeline route may be subject to change following the responses received from this consultation.

Esso will then submit a formal application to the Planning Inspectorate for permission to install the replacement pipeline.

The permission is called a Development Consent Order (often referred to as a DCO) and the Secretary of State of the Department for Business, Energy and Industrial Strategy will have the final say on the plan.

The consultation ends on Friday, 19 October.

For more information go to slp-project.co.uk.





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NEWS

A complete run-through of Esso's proposed route for aviation fuel pipeline through Surrey and Hampshire

Esso has launched a second consultation to see what people think of its preferred route



COMMENTS

By **Ann Yip** Senior Reporter
10:34, 6 SEP 2018 | **UPDATED** 09:40, 7 SEP 2018

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A proposed route has been chosen for an aviation fuel pipeline which runs through some of Surrey's biggest towns, and you are invited to give your view.

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

In March this year, Esso **[announced its intention to replace 90km of the 105km underground pipeline](#)** in order to "maintain supply of aviation fuel for years to come".

The pipeline itself is relatively small, with an internal diameter of around 30cm, but the corridors are typically 200 metres wide. The pipeline will be buried underground and the company has pledged not to install the pipeline under any existing homes.



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Esso Pipeline Replacement



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More than a thousand residents and landowners responded to a consultation in March and April which asked people to help select one potential pipeline corridor in the north and one in the south.

Esso has now selected a preferred route and is asking residents to comment on the proposals.

Esso project executive, Tim Sunderland, said: "As a company that strives to be a 'good neighbour', we're really grateful to the more than 1,000 people who have commented on our plans to date. The feedback they have provided has helped us understand local perspectives, and community members have provided a wealth of information about their local areas, which we have found very useful.

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► [When and where you can comment on proposed Esso pipeline route through Surrey and Hampshire](#)

"We conducted an initial consultation in the spring, and over the summer we met again with potentially affected landowners, while continuing our technical work. The information we gathered helped us refine our plans. Now that we have a preferred route for the replacement underground pipeline and other proposals for the project, we are once again seeking the views of local communities to help shape this important project."

The consultation opens on Thursday 6 September 2018 and ends on Friday 19 October 2018. For regular project updates, details on how to respond and to find out more about the proposals, visit the project website: www.slpproject.co.uk and sign-up for e-newsletters.

The proposed route

The preferred route has been divided into eight sections labelled A to H.



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An overall view of Esso's pipeline route. Photo: Esso (Image: Esso)

Section A – Boorley Green, Southampton to Bramdean, Hampshire

Section A is largely rural and runs through agricultural land. Most of this section is within the South Downs National Park. It spans Eastleigh Borough and Winchester City Councils.

The route here is around 19km long and starts north of the B3354 and Maddoxford Lane and east of Boorley Green. There are two sub-options designed to take account of ongoing development.

The section crosses the B2177 between Bishop's Waltham and Upham, where it enters the South Downs National Park. The route diverts away from the existing pipeline to avoid the grassland and vegetation areas at Stephen's Castle Down.

There are then another two sub-options just east of Joan's Acre Wood. The sub-options meet, passing the village of Bramdean and the section ends after a trenchless crossing of the A272.





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Section B – Bramdean, Hampshire to South of Alton, Hampshire

Around 15km long, section B is largely rural and lies mainly within the South Downs National Park. It spans Eastleigh Borough and Winchester City Councils.

The section starts just after the A272 crossing in Bramdean. It avoids Woodcote Copse and Bramdean Common before running north of West Tisted.

It then runs through the Four Marks Golf Course followed by a trenchless crossing of the A32, before running outside the southern boundary of Chawton House Registered Park and Gardens.

The section ends at the boundary of the South Downs National Park after the B3006 crossing.

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The route is 15km long and starts at the boundary of the South Downs National Park after the B3006 crossing. It deviates from the existing pipeline route to avoid local businesses.

It runs east of Alton, skirting around Worldham Golf Course before a crossing of the River Wey and the Alton to Waterloo railway line into Alton Pumping Station.

From Alton Pumping Station, a trenchless crossing passes under the A31 and runs to the south east of Upper and Lower Froyle, avoiding Locks Grove and Lee Wood Sites of Importance for Nature Conservation (SINC). The section ends at Dippenhall Street.

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▶ [Esso selects preferred corridor for aviation fuel pipeline through Surrey](#)

Section D – Crondall to Farnborough, Hampshire

Section D runs through rural and urban areas, and a significant proportion passes through land owned by the Ministry of Defence (MoD). There are a number of Sites of Special Scientific Interest (SSSI) and European designated wildlife sites. Esso has promised to mitigate potential impacts on these designated sites by. This section spans Hart District Council and Rushmoor Borough Council.

Section D is around 9km long and starts at Dippenhall Street, where there are two sub-options at Oak Park Golf Course.

The section then crosses the A287 before entering MoD land at Ewshot Lane. It runs alongside Naishes Lane to Quetta Park and onto Fleet Business Park, where there are another two sub-options. Both options deviate from the existing pipeline to avoid crossing Fleet Business Park.

The sub-options cross the B3013 and re-join by a development site, through which there are two crossing options, before re-entering MoD land.



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It then passes along the northern boundary of Eelmoor Marsh SSSI before leaving the MoD land. The section crosses Cody Technology Park and the western section of Southwood Golf Course and finishes just after the trenchless crossing of the A327, River Wey and the Alton to Waterloo railway line into Alton Pumping Station.

From Alton Pumping Station, a trenchless crossing passes under the A31 and runs to the south east of Upper and Lower Froyle, avoiding Locks Grove and Lee Wood Sites of Importance for Nature Conservation (SINC). The section ends at Dippenhall Street.

Section E – Farnborough, Hampshire to Bisley and Pirbright Ranges, Surrey

Like section D, section E also runs through rural and urban areas, and passes through MoD land. It spans Rushmoor Borough Council and Surrey Heath Borough Council.

Around 8km in length, the section starts just after the A327 crossing, running along the north of Cove Road (B3014), where there are two sub-options through the open land to the south of Cove Brook.

Both sub-options cross the South Western main railway line to the west of Farnborough, before running east and through Queen Elizabeth Country Park to the north of Farnborough Station, where a crossing passes under the A325.

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The section then crosses open land owned by Farnborough Hill School, after which it crosses the North Down railway line at Farnborough North, where there are another two sub-



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land, where there are two sub-options, either following the existing pipeline across the Ridge Golf Course or following an existing track around the Golf course and running along the verge of Deepcut Bridge Road. This section finishes immediately after the B3015 at the junction of Old Bisley Road, The Maultway and Deepcut Bridge Road.

Section F – Bisley and Pirbright Ranges to M25

The section passes rural and urban areas, including one area of MoD land and a number of Sites of Special Scientific Interest (SSSI) such as Colony Bog. It spans Surrey Heath Borough Council and Runnymede Borough Council.

Section F is approximately 16km long and starts immediately after the B3015, where it enters MoD land associated with the Bisley and Pirbright Ranges, Colony Bog and Bagshot Heath SSSI. It continues north running adjacent to Deepcut Bridge Road (B3015) before turning east to follow Red Road (B311), where there are three options leading to Guildford Road.

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- ▶ [Esso Fuel Pipeline Replacement: Find out if works to replace underground pipeline running through some of Surrey's biggest towns will happen near your house](#)

The northern option crosses Red Road at the junction with Lightwater Road, and follows an existing track to Guildford Road. The second option follows Red Road and re-joins the existing pipeline route and follows it to Guildford Road. The third option follows the existing MoD track to re-join the existing pipeline route and follows it to Guildford Road.

The section then crosses Guildford Road under the A322, continuing through Windlemere Golf Course. It then continues generally north east and includes two sub-options due to the Chobham Common SSSI between Windlesham Road and the B386.

The section crosses the B386 before ending just north of Chertsey Hospital, Holloway Hill and the approach to the A320/M25.

Section G – M25 to M3



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Section G is around 4km long and starts at the approach to the A320/M25 and, after a crossing of the A320/M25, it continues through Abbey Manor Golf Course with a further crossing of the Chertsey Branch railway line between Chertsey and Addlestone Stations.

It then crosses under the A317 before passing through the playing fields at Addlestone Moor.

There are then two sub-options for the crossing of the River Thames, as the route diverts away from the existing pipeline to avoid Dumsey Meadow Site of Special Scientific Interest. Both options cross the River Thames and the B375 and meet after crossing the M3.

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Section H – M3 to the West London Terminal storage facility

Section H is again largely urban. It spans Spelthorne Borough Council and ends just within the London Borough of Hounslow.

The section is around 7km and starts after the crossing of the M3, following Littleton Lane north, before crossing the B376. It then goes north to the western edge of the Queen Mary Reservoir, at which point there are two sub-options.

After crossing the Staines By-Pass (A308), the section continues north, crossing the Waterloo to Reading railway line close to Ashford Station, where there are three sub-options.

The route then crosses under the A30, finishing at the West London Terminal storage facility in Hounslow.



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Tim Sunderland, Esso project executive, is encouraging residents to take part in the second consultation (Image: Esso)

How to have your say

The second consultation will take place between Thursday (September 6) and October 19. Submit your feedback [here](#) .

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There will be a number of consultation events taking place in Alton, Deepcut and Lightwater, Chobham, Church Crookham, Bramdean, Frimley, Chertsey, Ropley, Bishop's Waltham, Farnborough and Ashford. Full details [here](#) .



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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.

What happens after the consultation?

The next stage of the project is for an application to be submitted for Development Consent Order permission to install the replacement pipeline. If permission is granted by the Secretary of State of the Department for Business, Energy and Industrial Strategy, Esso plans to install the pipeline in 2021.

When the new pipeline is completed, the old one will be taken out of action (decommissioned) by removing all fuel and filling the pipeline with grout.

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A complete run-through of Esso's proposed route for aviation fuel pipeline through Surrey and Hampshire

Esso has launched a second consultation to see what people think of its preferred route



COMMENTS

By **Ann Yip** Senior Reporter
10:34, 6 SEP 2018 | **UPDATED** 09:40, 7 SEP 2018

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A proposed route has been chosen for an aviation fuel pipeline which runs through some of Surrey's biggest towns, and you are invited to give your view.

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

In March this year, Esso **[announced its intention to replace 90km of the 105km underground pipeline](#)** in order to "maintain supply of aviation fuel for years to come".

The pipeline itself is relatively small, with an internal diameter of around 30cm, but the corridors are typically 200 metres wide. The pipeline will be buried underground and the company has pledged not to install the pipeline under any existing homes.



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More than a thousand residents and landowners responded to a consultation in March and April which asked people to help select one potential pipeline corridor in the north and one in the south.

Esso has now selected a preferred route and is asking residents to comment on the proposals.

Esso project executive, Tim Sunderland, said: "As a company that strives to be a 'good neighbour', we're really grateful to the more than 1,000 people who have commented on our plans to date. The feedback they have provided has helped us understand local perspectives, and community members have provided a wealth of information about their local areas, which we have found very useful.

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► [When and where you can comment on proposed Esso pipeline route through Surrey and Hampshire](#)

"We conducted an initial consultation in the spring, and over the summer we met again with potentially affected landowners, while continuing our technical work. The information we gathered helped us refine our plans. Now that we have a preferred route for the replacement underground pipeline and other proposals for the project, we are once again seeking the views of local communities to help shape this important project."

The consultation opens on Thursday 6 September 2018 and ends on Friday 19 October 2018. For regular project updates, details on how to respond and to find out more about the proposals, visit the project website: www.slpproject.co.uk and sign-up for e-newsletters.

The proposed route

The preferred route has been divided into eight sections labelled A to H.



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An overall view of Esso's pipeline route. Photo: Esso (Image: Esso)

Section A – Boorley Green, Southampton to Bramdean, Hampshire

Section A is largely rural and runs through agricultural land. Most of this section is within the South Downs National Park. It spans Eastleigh Borough and Winchester City Councils.

The route here is around 19km long and starts north of the B3354 and Maddoxford Lane and east of Boorley Green. There are two sub-options designed to take account of ongoing development.

The section crosses the B2177 between Bishop's Waltham and Upham, where it enters the South Downs National Park. The route diverts away from the existing pipeline to avoid the grassland and vegetation areas at Stephen's Castle Down.

There are then another two sub-options just east of Joan's Acre Wood. The sub-options meet, passing the village of Bramdean and the section ends after a trenchless crossing of the A272.



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Section B – Bramdean, Hampshire to South of Alton, Hampshire

Around 15km long, section B is largely rural and lies mainly within the South Downs National Park. It spans Eastleigh Borough and Winchester City Councils.

The section starts just after the A272 crossing in Bramdean. It avoids Woodcote Copse and Bramdean Common before running north of West Tisted.

It then runs through the Four Marks Golf Course followed by a trenchless crossing of the A32, before running outside the southern boundary of Chawton House Registered Park and Gardens.

The section ends at the boundary of the South Downs National Park after the B3006 crossing.

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The route is 15km long and starts at the boundary of the South Downs National Park after the B3006 crossing. It deviates from the existing pipeline route to avoid local businesses.

It runs east of Alton, skirting around Worldham Golf Course before a crossing of the River Wey and the Alton to Waterloo railway line into Alton Pumping Station.

From Alton Pumping Station, a trenchless crossing passes under the A31 and runs to the south east of Upper and Lower Froyle, avoiding Locks Grove and Lee Wood Sites of Importance for Nature Conservation (SINC). The section ends at Dippenhall Street.

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Section D – Crondall to Farnborough, Hampshire

Section D runs through rural and urban areas, and a significant proportion passes through land owned by the Ministry of Defence (MoD). There are a number of Sites of Special Scientific Interest (SSSI) and European designated wildlife sites. Esso has promised to mitigate potential impacts on these designated sites by. This section spans Hart District Council and Rushmoor Borough Council.

Section D is around 9km long and starts at Dippenhall Street, where there are two sub-options at Oak Park Golf Course.

The section then crosses the A287 before entering MoD land at Ewshot Lane. It runs alongside Naishes Lane to Quetta Park and onto Fleet Business Park, where there are another two sub-options. Both options deviate from the existing pipeline to avoid crossing Fleet Business Park.

The sub-options cross the B3013 and re-join by a development site, through which there are two crossing options, before re-entering MoD land.



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It then passes along the northern boundary of Eelmoor Marsh SSSI before leaving the MoD land. The section crosses Cody Technology Park and the western section of Southwood Golf Course and finishes just after the trenchless crossing of the A327, River Wey and the Alton to Waterloo railway line into Alton Pumping Station.

From Alton Pumping Station, a trenchless crossing passes under the A31 and runs to the south east of Upper and Lower Froyle, avoiding Locks Grove and Lee Wood Sites of Importance for Nature Conservation (SINC). The section ends at Dippenhall Street.

Section E – Farnborough, Hampshire to Bisley and Pirbright Ranges, Surrey

Like section D, section E also runs through rural and urban areas, and passes through MoD land. It spans Rushmoor Borough Council and Surrey Heath Borough Council.

Around 8km in length, the section starts just after the A327 crossing, running along the north of Cove Road (B3014), where there are two sub-options through the open land to the south of Cove Brook.

Both sub-options cross the South Western main railway line to the west of Farnborough, before running east and through Queen Elizabeth Country Park to the north of Farnborough Station, where a crossing passes under the A325.

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The section then crosses open land owned by Farnborough Hill School, after which it crosses the North Down railway line at Farnborough North, where there are another two sub-



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land, where there are two sub-options, either following the existing pipeline across the Ridge Golf Course or following an existing track around the Golf course and running along the verge of Deepcut Bridge Road. This section finishes immediately after the B3015 at the junction of Old Bisley Road, The Maultway and Deepcut Bridge Road.

Section F – Bisley and Pirbright Ranges to M25

The section passes rural and urban areas, including one area of MoD land and a number of Sites of Special Scientific Interest (SSSI) such as Colony Bog. It spans Surrey Heath Borough Council and Runnymede Borough Council.

Section F is approximately 16km long and starts immediately after the B3015, where it enters MoD land associated with the Bisley and Pirbright Ranges, Colony Bog and Bagshot Heath SSSI. It continues north running adjacent to Deepcut Bridge Road (B3015) before turning east to follow Red Road (B311), where there are three options leading to Guildford Road.

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The northern option crosses Red Road at the junction with Lightwater Road, and follows an existing track to Guildford Road. The second option follows Red Road and re-joins the existing pipeline route and follows it to Guildford Road. The third option follows the existing MoD track to re-join the existing pipeline route and follows it to Guildford Road.

The section then crosses Guildford Road under the A322, continuing through Windlemere Golf Course. It then continues generally north east and includes two sub-options due to the Chobham Common SSSI between Windlesham Road and the B386.

The section crosses the B386 before ending just north of Chertsey Hospital, Holloway Hill and the approach to the A320/M25.

Section G – M25 to M3



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Section G is around 4km long and starts at the approach to the A320/M25 and, after a crossing of the A320/M25, it continues through Abbey Manor Golf Course with a further crossing of the Chertsey Branch railway line between Chertsey and Addlestone Stations.

It then crosses under the A317 before passing through the playing fields at Addlestone Moor.

There are then two sub-options for the crossing of the River Thames, as the route diverts away from the existing pipeline to avoid Dumsey Meadow Site of Special Scientific Interest. Both options cross the River Thames and the B375 and meet after crossing the M3.

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Section H – M3 to the West London Terminal storage facility

Section H is again largely urban. It spans Spelthorne Borough Council and ends just within the London Borough of Hounslow.

The section is around 7km and starts after the crossing of the M3, following Littleton Lane north, before crossing the B376. It then goes north to the western edge of the Queen Mary Reservoir, at which point there are two sub-options.

After crossing the Staines By-Pass (A308), the section continues north, crossing the Waterloo to Reading railway line close to Ashford Station, where there are three sub-options.

The route then crosses under the A30, finishing at the West London Terminal storage facility in Hounslow.



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Tim Sunderland, Esso project executive, is encouraging residents to take part in the second consultation (Image: Esso)

How to have your say

The second consultation will take place between Thursday (September 6) and October 19. Submit your feedback [here](#) .

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There will be a number of consultation events taking place in Alton, Deepcut and Lightwater, Chobham, Church Crookham, Bramdean, Frimley, Chertsey, Ropley, Bishop's Waltham, Farnborough and Ashford. Full details [here](#) .



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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.

What happens after the consultation?

The next stage of the project is for an application to be submitted for Development Consent Order permission to install the replacement pipeline. If permission is granted by the Secretary of State of the Department for Business, Energy and Industrial Strategy, Esso plans to install the pipeline in 2021.

When the new pipeline is completed, the old one will be taken out of action (decommissioned) by removing all fuel and filling the pipeline with grout.

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The company is asking residents to comment on a proposed pipeline route which will run through towns and villages in Surrey and Hampshire

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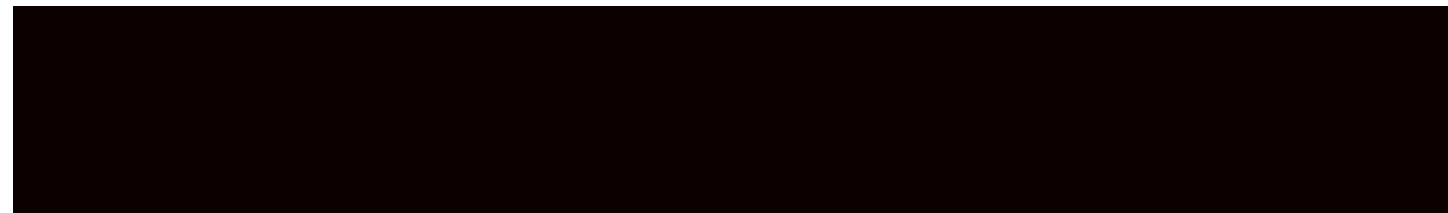
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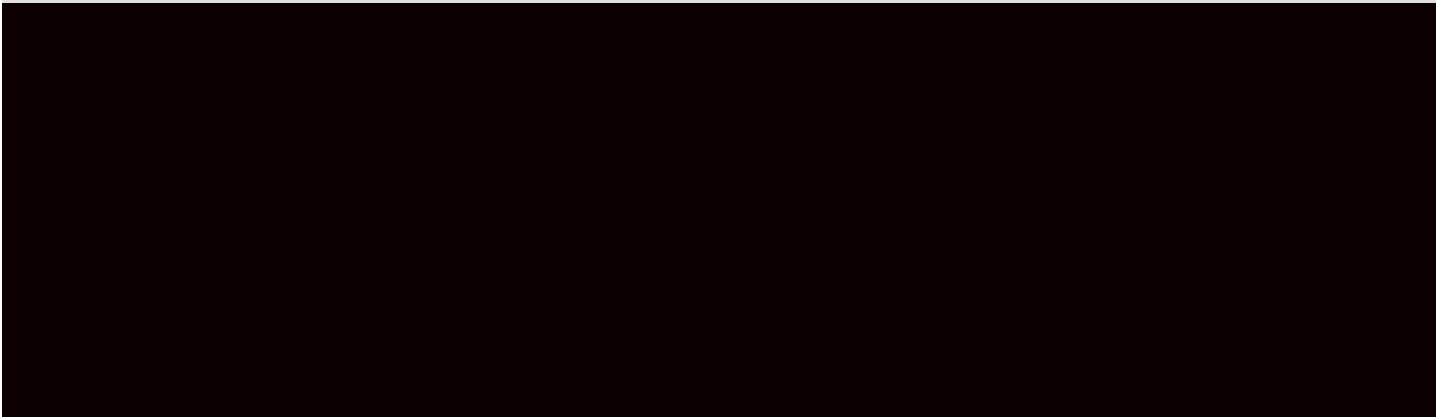
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Residents will be able to discuss and find out more about Esso's preferred route for an aviation fuel pipeline which will run through Hampshire and Surrey.

Esso is planning to hold a series of consultation events in towns and villages which will be affected by works to install the replacement pipeline.

The events are being held in Alton, Deepcut and Lightwater, Chobham, Church Crookham, Bramdean, Frimley, Chertsey, Ropley, Bishop's Waltham, Farnborough and Ashford throughout September and October.

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



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In March this year, Esso [announced its intention to replace 90km of the 105km underground pipeline](#) in order to "maintain supply of aviation fuel for years to come".

The pipeline itself is relatively small, with an internal diameter of around 30cm, but the corridors are typically 200 metres wide. It will be buried underground and the company has pledged not to install the pipeline under any existing homes.

More than a thousand residents and landowners responded to a consultation in March and April which asked people to help select one potential pipeline corridor in the north and one in the south.

Esso has now chosen a preferred route and is asking residents to comment on the proposals. The consultation opened on Thursday (September 6) and ends on October 19.

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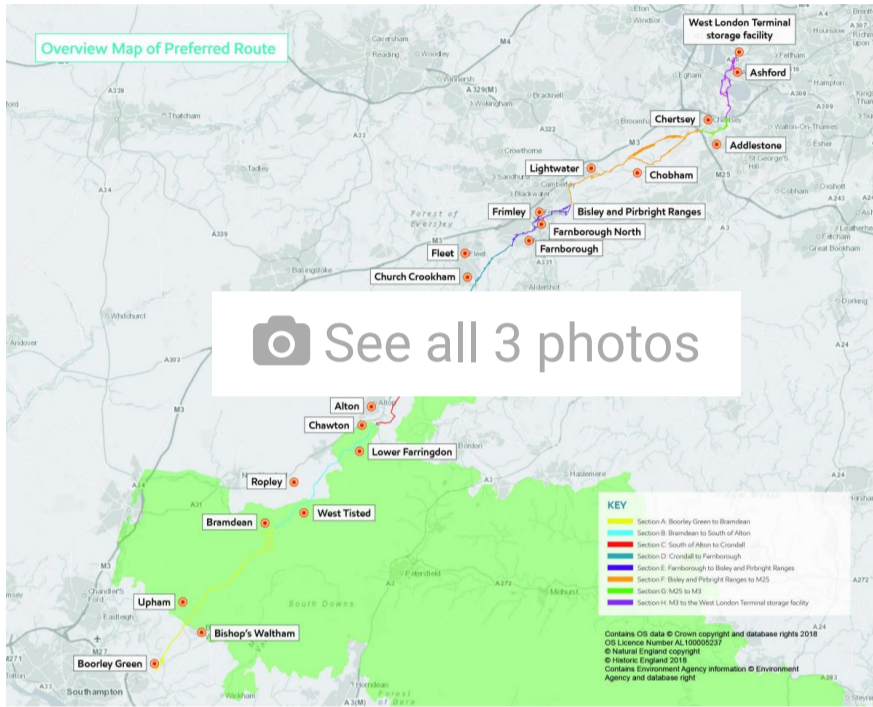
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0 comment

Esso is undertaking a consultation on the preferred route for its underground Southampton to London aviation fuel pipeline and associated project proposals.

This will replace 90km of the existing 105km pipeline that runs from its Fawley Refinery near Southampton to its West London Terminal storage facility in Hounslow.

The consultation now open provides opportunities for anyone to comment on the project and to learn more about its plans, including:





TRENDING



[Access road plan to aid construction of 750 new homes](#)



[Heavy police presence reported in Grove Road area](#)

A series of consultation events are also being held across the county.

The preferred route is split into eight sections:

- Section A – Boorley Green to Bramdean
- Section B – Bramdean to South of Alton
- Section C – South of Alton to Crondall
- Section D – Crondall to Farnborough
- Section E – Farnborough to Bisley and Pirbright Ranges
- Section F – Bisley and Pirbright Ranges to M25
- Section G – M25 to M3
- Section H – M3 to the West London Terminal storage facility in Hounslow

Esso has said it will not install the pipeline under any existing homes.

Esso project executive, Tim Sunderland, said: "We conducted an initial consultation in the spring, and over the summer we met again with potentially affected landowners, while continuing our technical work. The information we gathered helped us refine our plans.

"Now that we have a preferred route for the replacement underground pipeline and other proposals for the project, we are once again seeking the views of local communities to help shape this important project."

Stephen Marcos Jones, director general of the UK Petroleum Industry Association (UKPIA) added: "Looking to the future, our sector will continue to adapt and evolve to provide the products demanded by society.

"Projects like this will help secure the supply of aviation fuel to satisfy the UK's significant and growing demand for air travel for both business and pleasure alike."


The preferred pipeline route may be subject to change following the responses received from this consultation.


Esso will then submit a formal application to the Planning Inspectorate for permission to install the replacement pipeline.


The permission is called a Development Consent Order (often referred to as a DCO) and the Secretary of State of the Department for Business, Energy and Industrial Strategy will have the final say on the plan.


The consultation ends on Friday, 19 October.


For more information and details on how to respond go to slproject.co.uk.

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Flindt on Friday: Farmers are soft target for the green gang

Charlie Flindt

14 December 2018



© Kathy Horniblow

When the company that manage the pipeline that goes under the farm rang, I had a pretty good idea of what they wanted.

The pipe's getting on a bit, and the little "pig" they send up it to check its condition keeps finding dodgy spots, and they'd found one under Drier Field.

It's a vital pipeline, you see. It carries huge quantities of hot aviation fuel from the refinery at Fawley to storage facilities in west London, but after nearly half a century it's going a bit Lancia.

See also: [Read more of Charlie Flindt's columns](#)

Before giving them the go-ahead, I checked with my custard corduroy consultant, who was unconcerned.

The repair teams are quick, efficient, eminently fair in their compensation, and will always be grateful if you help them out as much as you can.

“And anyway,” he said, “they have legal right of access, so you can’t stop ‘em!”

A chat with the landlord confirmed that they were happy for the repair to go ahead, so I rang the pipeline team back and told them to crack on.

Missed mischief moment

A couple of thoughts struck me as I surveyed the huge hole that subsequently appeared in Drier Field in November: the first was that we’d missed a mischievous trick by not putting up a huge sign saying: “National Trust Fracking Site No 1 of 40”. The second was that we farmers really are a soft target.

Not because we (or most of us) are happy to co-operate with repairs to vital infrastructure projects like an aviation fuel pipeline, but because such an aviation fuel pipeline attracts no green attention – unlike farming.

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By coincidence, that same week, the Committee on Climate Change decided to set about livestock farming.

The CCC is led, a tad ironically, by farming’s old friend Lord Deben, who you may remember as John Gummer, proving the safety of British beef during the BSE storm of the early 1990s by offering a burger to a reluctant daughter in front of a baying mob of press photographers.

These days, in M’Lud’s eyes, beef farmers have moved on from being suppliers of tasty and nutritious snacks for his offspring to being a threat to the future of the planet because of the supposed greenhouse gas emission.

Look to the skies

As I write, there are more than 13,000 aeroplanes of assorted shapes and sizes in the air (according to the fantastic Flightradar24).

All of them – barring the odd glider – are using fossil fuels. Aviation contributes about 2% of global greenhouse gas emissions, and if it were a country it would rate 10th in the chart of emitters – just above Germany.

And, quoting the European Commission: "By 2020, global international aviation emissions are projected to be around 70% higher than in 2005 and the International Civil Aviation Organisation forecasts that by 2050 they could grow by a further 300-700%."

Where is the CCC's campaign against air travel – most of it purely recreational? Where are the eco-activists blocking the airports?

Why weren't they chaining themselves to the JCB digging the large hole in Drier Field? Why isn't Lord Deben gluing himself to the undercarriage of the next flight to some spanking new airport in the soon-to-be-submerged Maldives in protest?

It might inconvenience some of the climate activists jetting off to their next conference, but, hey, sacrifices have to be made to save the planet.

They won't of course; they target the livestock industry instead, which has been happily providing food for 11,000 years without trashing the planet. We're an easier, softer target.

The hot fuel will still flow, the repair holes will continue. I must get to work on those "fracking" signs.



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Appendix 5.24 Preferred Route consultation summary report



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TRAVERSE



Southampton to London Replacement Pipeline Project

Preferred route consultation – summary report of
consultations responses



Client	Esso Petroleum Company, Limited
Title	Traverse Report Preferred Route Consultation Summary Report of Consultations Responses (Client Return 21.02)
Subtitle	Preferred route consultation – summary report of consultations responses
Status	Final
Version	05.02.2019
Classification	
Project Code	11070
Quality Assurance by	Isabelle Guyot
Main point of contact	Ilina Georgieva
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Email	info@traverse.ltd



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1 Introduction

1.1 About the consultation

Between 19 March – 30 April 2018, Esso carried out a first 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. This non-statutory consultation asked people for their views on six initial corridor options.

Following a review of the consultation feedback, and further analysis of available technical information, Esso was able to narrow down options and identify a proposed preferred route and sub-options. This information, along with Preliminary Environment Information, was presented as part of a statutory consultation held between 6 September and 19 October 2018. **This report describes the results from this second consultation.**

The statutory consultation involved 11 public exhibitions at locations along the proposed route. Information about the project and the consultation was delivered to homes in the area and was accessible online via the consultation website. Copies of the consultation documents were also available at various public information points across the proposed route.

This 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.

Both the non-statutory and statutory consultations are part of a wider engagement programme designed to collect feedback from residents and interested parties as the project progresses.

1.2 Participation

In total, excluding null responses¹, this consultation received 334 responses. Table 1 shows a breakdown of the types of responses received.

This consultation received a petition organised by Celia Crescent Residents' Group in relation to Section H of the proposed route. The petition was signed by

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



74 residents.

Table 1: Responses by type

Representation type	Count
Email/letter	68
Response form: online	200
Response form: hardcopy ²	44
Response form: email	22
TOTAL	334

For the purposes of reporting, respondents were classified by stakeholder type in line with the relevant 2008 Planning Act categories. A breakdown is given in Table 2. The types were applied to respondents based on information provided in their response. A list of prescribed consultees who responded to the consultation can be found in Appendix B.

Table 2: Responses by stakeholder type

Sector	Count
Member of the public and other organisations under Section 47 and 48	124
People with interest in land (PIL) under Section 44	177
Prescribed consultees under Section 42 and Section 43	33

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

² Includes a petition organised by Celia Crescent Residents' Group



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 19 October 2018 and the online form was switched off at this time. To make allowance for postal delivery delays, it was agreed that responses received via the Freepost with a postmark date of up to 24 October would be accepted. Late responses were not included in this analysis. However, these were reviewed by the project team for any new information and a summary of these responses is included in Appendix A.

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 issue, and these are grouped together according to unifying themes and sentiments. The table below shows an extract that illustrates the approach to developing codes.

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

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.

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 Preferred Route public consultation, based on the analysis carried out by Traverse. The summary is accompanied by charts providing an overview of responses to closed questions. Each chart indicates the number of respondents to that question (n=x).

The report presents the analysis of responses by type of respondent and then by route sections, with additional paragraphs covering issues not relating to a particular area.

1.5.2 Structure of the report

Chapters 2 to 9 present a summary of our analysis structured according to the eight separate route corridor sections outlined by Esso. Each chapter is then split into themes according to the four main issues on which the corridor sections were assessed: Environment, Community, Installation and Safety. Where respondents have raised issues not pertinent to those four themes, these were summarised under a fifth theme, Other. Chapter 10 and 11 relate to general comments and comments about the consultation process.

Appendix A presents a summary of late responses (these are responses received after the agreed cut-off point).

Appendix B provides a list of all participating prescribed consultees.

Appendix C shows the number of responses per question.

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 section.

It is important to note that this consultation was an open and qualitative process with a self-selecting pool of respondents. 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 would 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. Such responses are not summarised in this report.

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 Section A

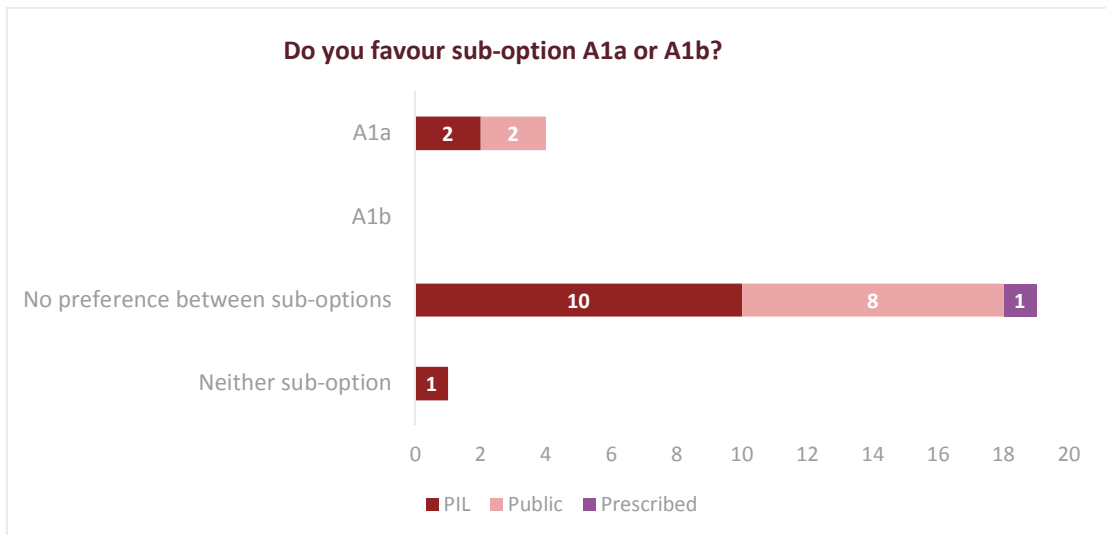
2.1 Overview

Question 1 asks respondents for their views on Section A and its sub-options:

- **Sub-option A1 in Boorley Green:** within this sub-option, the preferred route could either follow the existing pipeline, crossing the Maddoxford Lane development (A1a) or heads east at Maddoxford Lane (A1b).
- **Sub-option A2 around Hinton Ampner:** within this sub-option, the preferred route could either pass through the Hinton Ampner National Trust estate (A2a) or around it (A2b).

The views of those who responded to this question are summarised in Charts 1-2 below³, alongside their respondent category.

Chart 1: Answers to Question 1.1.1 (n=24)

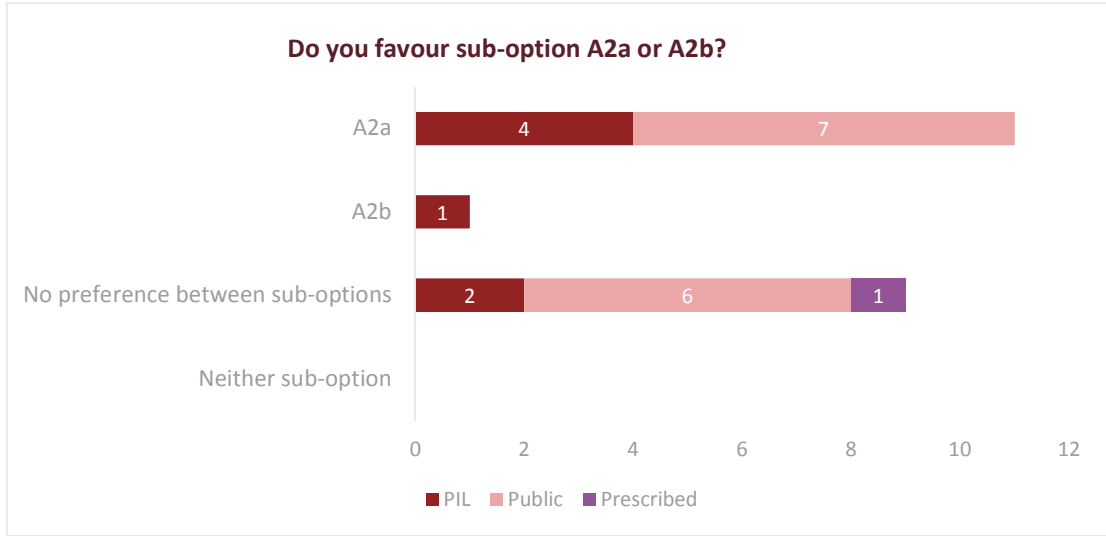


Of the 334 respondents who submitted a response to the consultation, 24 answered this question with 19 indicating they had no preference. Of those who expressed a preference between the two sub-options, all (four out of four) prefer sub-option A1a, while one respondent objects to both sub-options.

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



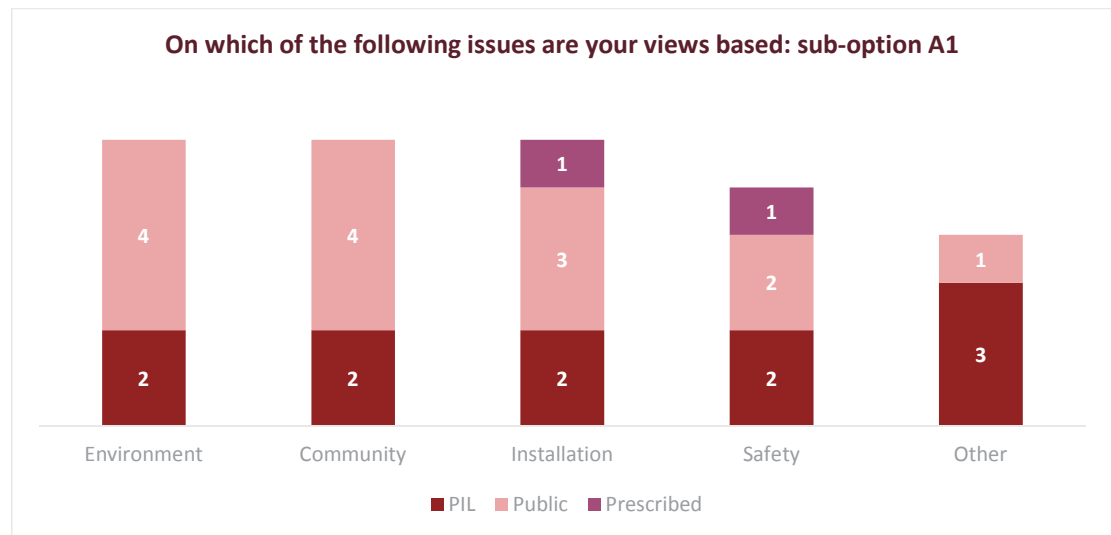
Chart 2: Answers to Question 1.2.1 (n=21)



Of the 334 respondents who submitted a response to the consultation, 21 answered this question with nine indicating they had no preference. Of those who expressed a preference between the two sub-options, 11 out of 12 prefer sub-option A2a.

Respondents could select the reasons that underpin their views (either in relationship to the proposed sub-options or Section A as a whole) and the feedback is summarised in Charts 3-5⁴ below. Respondents could select multiple reasons.

Chart 3: Answers to Question 1.1.2 (n=13)



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



Chart 4: Answers to Question 1.2.2. (n=20)

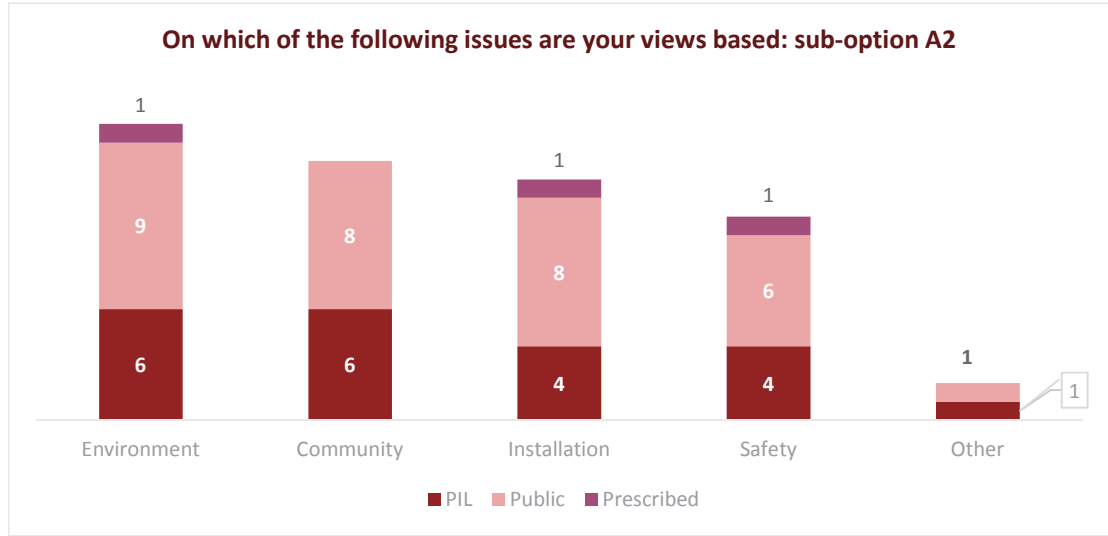
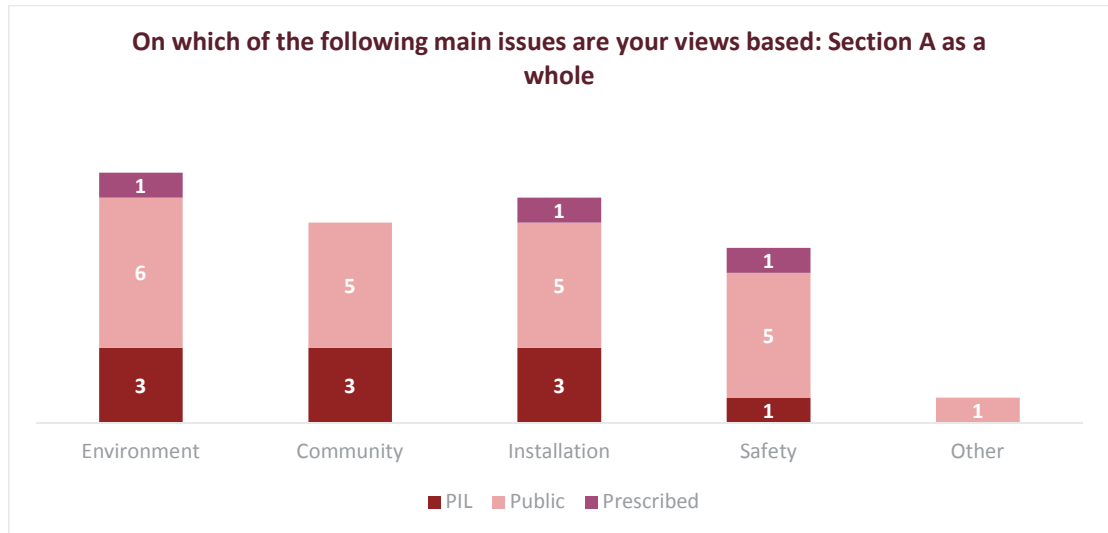


Chart 5: Answers to Question 1.3.1 (n=14)



Some of the respondents also provided additional open-text comments. In total, 27 respondents discussed Section A and its sub-options as part of their qualitative feedback which is summarised in this chapter.

2.2 Environment

2.2.1 Comments from prescribed consultees (S42 and S43)

Sub-option A1: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option A1.

Sub-option A2: The South Downs National Park Authority comments that sub-option A2b would impact on the tranquillity of Brockwood Park and expresses



concerns that the potential cumulative impact of sub-option A2b and the construction compound location would affect the character of the Krishnamurti Centre.

Section A as a whole: The South Downs National Park Authority says that the proposed pipeline in Section A as a whole would be unlikely to have a significant visual impact and that residual impacts could be neutral provided hedgerows and other landscape features are replaced and allowed to re-establish. However, they raise concerns about the potential impact of the construction phase on noise pollution, tranquillity, soil profiles and the vista of Stephen Castle Down and Brockwood Park.

Similarly, Winchester City Council comments that every effort has been made to avoid priority habitats, ancient woodland and other important environmental assets in Section A, and that landscape and visual impacts are considered to be negligible.

Portsmouth Water highlights that Section A would pass through Source Protection Zone 2 for its Northbrook Public Water Supply which is particularly vulnerable to pollution and contamination and requests that this is taken into consideration. They add that the investigation of ground conditions as part of the Environmental Impact Assessment (EIA) is critical to informing the design in areas of high risk.

The Environment Agency welcomes the use of a trenchless crossing at Ford Lake Stream but requires further information about any temporary structures which would be within 8m of this area. They recommend that Esso engage with themselves regarding temporary bridge design in order to ensure an Environmental Permit can be granted.

Eastleigh Borough Council comments that there is no indication where the pigging station will be located or how its visual impact would be mitigated, which would be an important consideration for the council.

Several prescribed consultees make suggestions about how the potential environmental impact can be mitigated. The South Downs National Park Authority recommends that Defra's '*Code of Practice for the sustainable use of soils on construction sites*' be used as a basis for a detailed Soils Management Plan, which should also be informed by a detailed soils survey. Winchester City Council



suggests Esso should carry out noise assessment, consult Natural England and relevant ecological officers and ensure that drilling fluids are captured and disposed of and do not enter water courses. The Council also would like to see more ambitious landscaping measures which go beyond just replanting affected areas and instead seek to increase the biodiversity and landscape character.

2.2.2 Comments from PILs

Sub-option A1: One Person with an Interest in Land (PIL) supports **sub-option A1a** on environmental grounds saying that as it follows the existing pipeline, it would be bored under existing Esso easement and would not introduce new environmental impacts.

Sub-option A2: The National Trust expresses disappointment that a suggestion they had put forward about a hybrid between sub-options A2a and A2b has not been taken forward and expresses their support for **sub-option A2b** as it would avoid their Hinton Ampner Estate. In addition, the National Trust stresses the importance of protecting bat commuting routes and archaeological features and requests that Esso should use the opportunities for ecological enhancement.

In contrast, a land agent who represents three PILs states their support for **sub-option A2a** highlighting a number of environmental concerns with relation to **sub-option A2b**. These include its proximity to a reptile survey area, crossing through an Entry Level Stewardship (ELS) land and priority habitats and perceived impact on mature highway hedges and woodland areas.

The land agent raises strong concerns with reference to the Brockwood Park, which is a habitat of rare flora and wildlife, including Great Crested newts, barn owl and bats and has rare clay cap soil which is a considered geological phenomenon. They add that within **sub-option A2b**, the proposed route would pass through Brockwood Copse and Road Strips which is a Site of Interest for Nature Conservation (SINC).

Section A as a whole: There are no comments on environmental issues from PILs in relation to Section A as a whole.

2.2.3 Comments from members of the public and other organisations

Overall, a few members of the public comment on Section A and its sub-options.



Sub-option A1: There are no comments on environmental issues from members of the public or other organisations specifically in relation to sub-option A1.

Sub-option A2: One respondent says that **sub-option A2a** would have less of an impact on the South Downs National Park (SDNP), without elaborating further. Related to this, a few respondents are concerned that **sub-option A2b** would disrupt woodland areas and habitats, affecting the local wildlife.

Section A as a whole: One respondent asks how many rivers would be crossed in Section A and another says that the proposed pipeline should meet the guiding principles of the SDNP.

2.3 Community

2.3.1 Comments from prescribed consultees (S42 and S43)

Sub-option A1: There are no comments on community issues from prescribed consultees specifically in relation to sub-option A1.

Sub-option A2: There are no comments on community issues from prescribed consultees specifically in relation to sub-option A2.

Section A as a whole: Winchester City Council comments that Section A would avoid designated archaeological sites and would have no permanent impact on the setting of any Scheduled Monuments but would affect buried archaeological remains and calls for this to be mitigated.

The South Downs National Park Authority are concerned that Section A would affect historic parklands and medieval hunting parks. They also object to the removal of any historic plantings in the area such as the hedgerow described in Jane Austen's 'Persuasion' and copper beech trees which line the A272 and formed the boundary of the Brockenwood Estate.

2.3.2 PILs

Sub-option A1: One PIL objects to sub-option A1b because of perceived impact on grazing and paddocks as well as concerns over diminished property value.

Sub-option A2: A land agent who represents three PILs states their support for **sub-option A2a** as sub-option A2b would affect two public rights of way and disrupt the Riversdown Road which is used by visitors to Brockwood Park. Moreover, the



land agent expresses concern over the potential impact on the Krishnamurti Centre stating that it is sensitive to noise and light pollution and add that **sub-option A2b** would affect the Grade II listed Brockwood Park House and the historic Tumuli.

Section A as a whole: There are concerns over the potential impact on property values, access and farming or other business activities. With reference to the latter, respondents mention the private shoot on Lower Preshaw Farm as well as the presence of pasture land used for intensive livestock production.

2.3.3 Comments from members of the public and other organisations

Sub-option A1: There are no comments on community issues from members of the public or other organisations specifically in relation to sub-option A1.

Sub-option A2: In support of their preference for sub-option A2a, one respondent says that it would be less visible from Hinton Ampner House, and that A2b would disrupt farmland.

Section A as a whole: One respondent raises concerns about the potential impact of Section A on farming, game keeping, barrows, and other, non-specified, heritage assets.

2.4 Installation

2.4.1 Comments from prescribed consultees (S42 and S43)

Sub-option A1: Thames Water says that sub-option A1 would not impact any of their assets.

Sub-option A2: Thames Water says that sub-option A2 would not impact any of their assets.

Section A as a whole: Both Winchester City Council and South Downs National Park Authority discuss the potential impact Section A might have on rural roads, with the Park Authority expressing concern that the tranquillity and character of the roads would be affected during the construction stage of the project.

2.4.2 Comments from PILs

Sub-option A1: One PIL support **sub-option A1a** as they believe it would be less disruptive than **sub-option A1b** as works will be carried on the northern site of



Maddoxford Lane. Another PIL who expresses a similar sentiment stating that the land is a former landfill and the installation process may impact the soil structure. Several PILs make suggestions for alternative rerouting within Section A.

Some rerouting suggestions within **sub-option A1a** include:

- placing the proposed pipeline under the existing pipeline,
- laying it adjacent to the already affected area of the SSE wayleave,
- siting it within the green corridor of the Boorley Green Development, or
- tweaking the proposed route so it minimises the amount of land that will have to be sterilised.

Sub-option A2: Several PILs, including some represented by the same land agent, object to **sub-option A2b**, saying that it would affect greater area of land and involve double the number of road crossings than **sub-option A2a**. Discussing **sub-option A2**, the National Trust suggests that if **sub-option A2a** is rerouted, so it continues across Joan's Acre Lane before meeting with **sub-option A2b** to the south west of The Firs, this would potentially overcome their concerns associated with sub-option A2a. One land agent who represents three PILs, would like the preferred route within sub-option A2 to be amended so it avoids their clients' properties.

Section A as a whole: Discussing Section A as a whole, a property owner requests that the access track which they use to access their Commercial Horticultural Nursery Property is left unaffected. The same respondent also asks for the new pipeline to be laid diagonally beneath the Crossroads. Another PIL suggests that a site with good access to Winchester Road is used as a compound site and that the preferred limit of deviation is moved to the west to make the severed area smaller.

One land agent who represents several properties calls for the preferred route within Section A to be tweaked by making it straighter.

There are some concerns that utility services present in the area might be affected so respondents call for these to be safeguarded.

2.4.3 Comments from members of the public and other organisations

Sub-option A1: There are no comments on installation issues from members of the public and other organisations specifically in relation to sub-option A1.



Sub-option A2: A few respondents express support for **sub-option A2a** because they state it is shorter than **sub-option A2b** and follows more closely the existing alignment, thereby minimising disruption.

Section A as a whole: One respondent comments that Section A should take the most direct route possible to minimise disruption in the area.

2.5 Safety

2.5.1 Comments from prescribed consultees (S42 and S43)

There are no comments on safety issues from prescribed consultees in relation to Section A and its sub-options.

2.5.2 Comments from PILs

There are no comments on safety issues from PILs in relation to Section A and its sub-options.

2.5.3 Comments from members of the public and other organisations

There are no comments on safety issues from members of the public and other organisations in relation to Section A and its sub-options.

2.6 Other

2.6.1 Comments from prescribed consultees (S42 and S43)

Eastleigh Borough Council notes that **sub-option A1b** has been developed to avoid conflicting with a development underway north of Maddoxford Lane, which makes it preferable to **sub-option A1a**. The Council would like to be involved in future discussions about the exact alignment of the proposed route within this section, specifically near Crows Nest Lane.

Winchester City Council says that the proposed corridor within **Section A** runs close to the western edge of a site known as the Tollgate Sawmill Employment Allocation. This has been allocated for employment in the district's Local Plan and the Council would object to the routing of this pipeline section if it prejudiced the ability to develop this site. The Council also requests that all best practice documents are as detailed as possible, including details of how the construction workforce would be informed of and 'signed up' to a low impact approach and how engagement with the local community would be carried out.



Thames Water comments that it would hold Esso and any relevant contractors liable for any losses incurred if damage was caused to their assets as a result of construction works or subsequent use.

2.6.2 Comments from PILs

Several PILs highlight the development potential of their land and stress that if affected, they would expect compensation. One adds that they would like to work with Esso to find a space within their land that would be suitable for both parties.

2.6.3 Comments from members of the public and other organisations

One respondent says they have development plans for land potentially affected by the proposed route within Section A, so would like to see detailed plans of the exact alignment of the proposed pipeline.

3 Feedback received on Section B

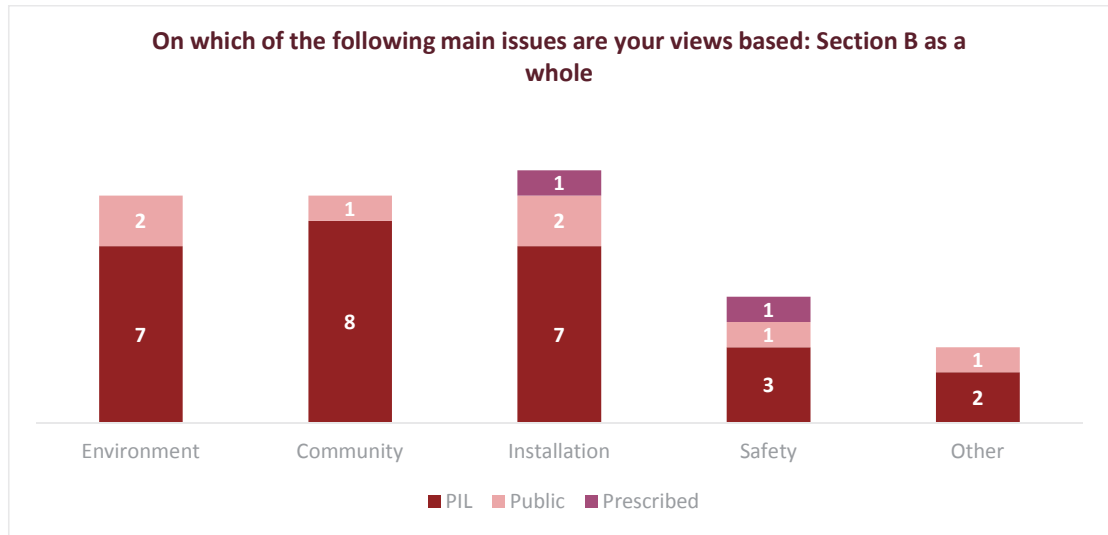
3.1 Overview

Question 2 asks respondents for their views on Section B.

Respondents could select the reasons that underpin their views and the feedback is summarised in Chart 6⁵ below, alongside their respondent category.

Respondents could select multiple reasons.

Chart 6: Answers to Question 2.1.1 (n=13)



Some of the respondents also provided additional open-text comments. In total, 14 respondents discussed Section B as part of their qualitative feedback which is summarised in this chapter.

3.2 Environment

3.2.1 Comments from prescribed consultees (S42 and S43)

The South Downs National Park Authority's combined comments on the sections that cross the park have already been reported in 2.2.1. In addition, the Park Authority raises concerns about the potential impacts on the Froxfield Clay Plateau's landscape features and ancient woodlands.

3.2.2 Comments from PILs

Several PILs raise environmental concerns about Section B citing the possible removal of hedges and trees along the A272 which in turn could increase noise

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



pollution and affect wildlife. Related to this, one PIL calls for the supplies to be undergrounded so there is no visual impact on the historic deer park.

One PIL is worried that possible soil contamination might affect their only water supply. They are also concerned about their drain access.

3.2.3 Comments from members of the public and other organisations

One respondent feels that the pipeline should meet the guiding principles of the South Downs National Park Authority.

3.3 Community

3.3.1 Comments from prescribed consultees (S42 and S43)

The South Downs National Park Authority's combined comments on the sections that cross the park have already been reported in 2.3.1. The Park Authority also highlights the presence of historic landscapes such as Downland Mosaic and Greensand Terrace.

3.3.2 Comments from PILs

There are several community focussed concerns raised by PILs including possible impact on driveways, sterilisation of land and property values.

The perceived impact on local businesses have also been highlighted with a specific reference to a local golf club, dairy farm and shoot days held within a local estate. Similarly, one PIL express concerns that their training centre at Riversdown Estate would be affected either because of noise pollution or interruption to their water supply during construction. The same respondent adds that their centre houses a Grade II listed building.

3.3.3 Comments from members of the public and other organisations

There are no comments on community issues from members of the public or other organisations in relation to Section B.

3.4 Installation

3.4.1 Comments from prescribed consultees (S42 and S43)

Thames Water believes that excavation works are proposed to take place within exclusion zones of Thames Water assets, adding that sewers on Hawthorn Road and the A32 eastern verge would require safeguarding.



The South Downs National Park Authority's comments on the installation issues relate to both Sections A and B and have already been reported in 2.4.1.

3.4.2 Comments from PILs

With regards to the installation process of the proposed pipeline within Section B, several PILs flag potential terrain constraints such as the presence of drains and septic tanks and the lack of access to the preferred order area by Woodcote cottages. To minimise any potential disruption, one PIL makes a suggestion for an alternative southern deviation within Section B.

One PIL says that they expect contractors to be fully aware of all legal ownership/boundaries.

Several PILs call for all utility services to be fully mapped and noted so none are inadvertently affected.

3.4.3 Comments from members of the public and other organisations

One respondent questions the suitability of the location of the proposed construction site on Petersfield Road, highlighting that the road section is narrow and twisty which could be a hazard. The same respondent expresses concern about any potential impact to the fibre optic broadband cables on Stapley Lane.

3.5 Safety

3.5.1 Comments from prescribed consultees (S42 and S43)

There are no comments on safety issues from prescribed consultees in relation to Section B.

3.5.2 Comments from PILs

There are no comments on safety issues from PILs in relation to Section B.

3.5.3 Comments from members of the public and other organisations

One respondent says that Stapley Lane would not be suitable for lorries from its junction with Peterfield Road as it becomes very narrow. Instead, they suggest that it would be safer for the construction traffic to go through West Tisted from the A32.

3.6 Other



A few PILs are concerned that the proposed pipeline would affect their development plans and call for this to be taken into consideration.



4 Feedback received on Section C

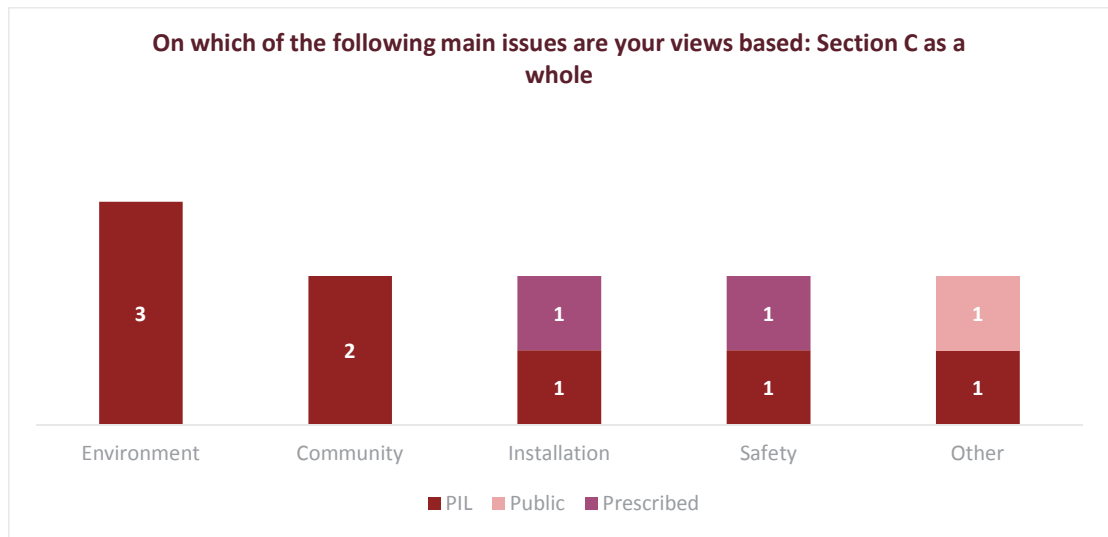
4.1 Overview

Question 3 asks respondents for their views on Section C.

Respondents could select the reasons that underpin their views and the feedback is summarised in Chart 7⁶ below, alongside their respondent category.

Respondents could select multiple reasons.

Chart 7: Answers to Question 3.1.1 (n=5)



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

4.2 Environment

4.2.1 Comments from prescribed consultees (S42 and S43)

The Environment Agency highlights that River Wey is a sensitive habitat to a range of species and supports the trenchless crossing proposed by Esso.

4.2.2 Comments from PILs

One PIL objects to Section C on environmental grounds, citing the adverse impact this could have on water courses, livestock, bee hives and several endangered species.

⁶ Respondents who did not respond using the questionnaire were not able to complete this question



4.2.3 Comments from members of the public and other organisations

There are no comments on environmental issues from members of the public or other organisations in relation to Section C.

4.3 Community

4.3.1 Comments from prescribed consultees (S42 and S43)

There are no comments on community issues from prescribed consultees in relation to Section C.

4.3.2 Comments from PILs

One PIL raises concerns about the economic viability of small holdings in the area, adding that the procedures associated with such development (e.g. obtaining Esso's consent every time they need to make new enclosures) would cause too much hassle to farmers. The respondent is also concerned about the security of their livestock.

4.3.3 Comments from members of the public and other organisations

There are no comments on community issues from members of the public or other organisations in relation to Section C.

4.4 Installation

4.4.1 Comments from prescribed consultees (S42 and S43)

Thames Water believes that excavation works are proposed to take place within exclusion zones of Thames Water assets, adding that a main and a sewage pumping station on Grid Lane, a manhole cover in a field and a sewer on Froyle Road would require safeguarding.

4.4.2 Comments from PILs

One PIL is worried that the installation process would affect some of their fields, adding that the presence of electric lines could pose risk to workers as well as potentially disrupt electricity supply.

One PIL calls for the replacement pipeline to follow the existing route to minimise disruption. In contrast, another PIL is pleased with the proposed route without elaborating further.



4.4.3 Comments from members of the public and other organisations

There are no comments on installation issues from members of the public or other organisations in relation to Section C.

4.5 Safety

4.5.1 Comments from prescribed consultees (S42 and S43)

There are no comments on safety issues from prescribed consultees in relation to Section C.

4.5.2 Comments from PILs

There are no comments on safety issues from PILs in relation to Section C.

4.5.3 Comments from members of the public and other organisations

There are no comments on safety issues from members of the public or other organisations in relation to Section C.



5 Feedback received on Section D

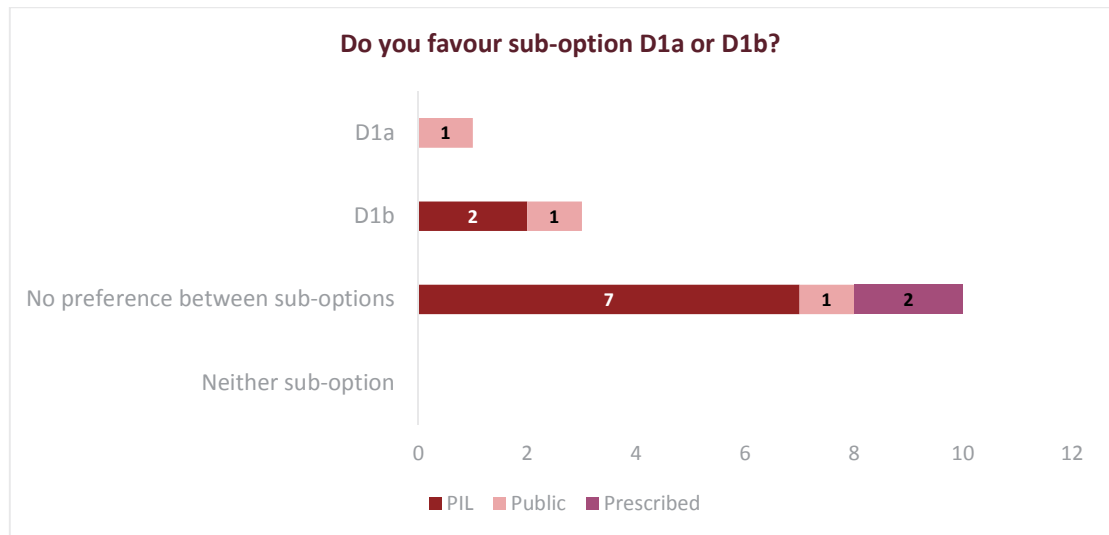
5.1 Overview

Question 4 asks respondents for their views on Section D and its sub-options:

- **Sub-option D1 at Oak Park Golf Course:** within this sub-option, the preferred route could either run further away (D1a) or closer (D1b) to an ancient woodland, impacting respectively more or less the golf course.
- **Sub-option D2 at Fleet Business Park:** within this sub-option, the preferred route could either pass through roads with traffic calming measures (D2a) or through significantly more designated land (D2b).
- **Sub-option D3 at Beacon Hill Road:** within this sub-option, the preferred route could travel either north (D3a) or east (D3b).
- **Sub-option D4 at Norris Hill:** within this sub-option, the preferred route could either follow the existing pipeline (D4a) or an established track (D4b).

The views of those who responded to this question are summarised in Charts 8-10 below⁷, alongside their respondent category.

Chart 8: Answers to Question 4.1.1 (n=14)

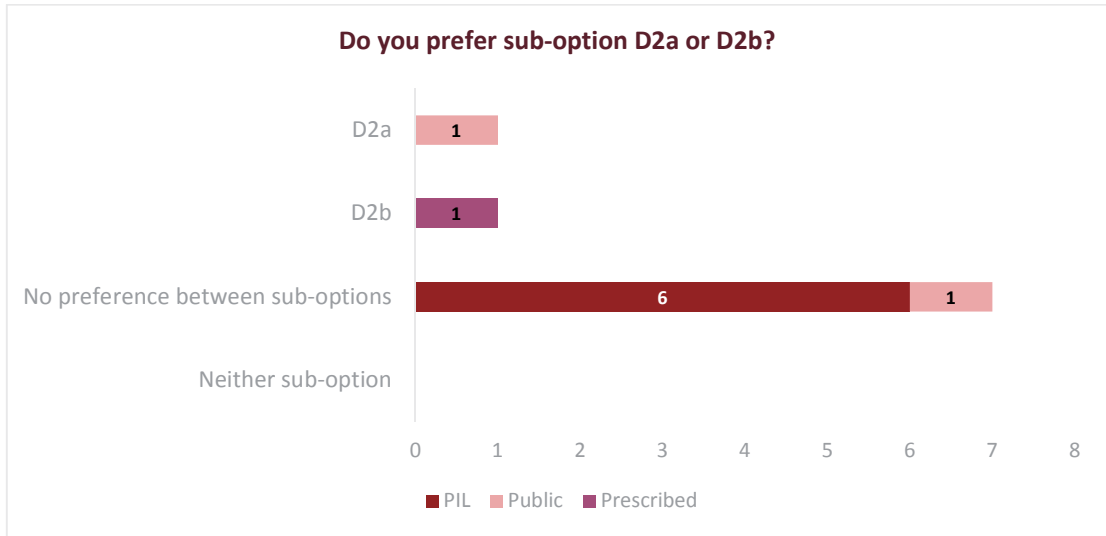


Of the 334 respondents who submitted a response to the consultation, 14 answered this question with 10 indicating they had no preference. Of those who expressed a preference between the two sub-options, three out of four respondents prefer sub-option D1b.

⁷ Respondents who did not respond using the questionnaire were not able to complete this question

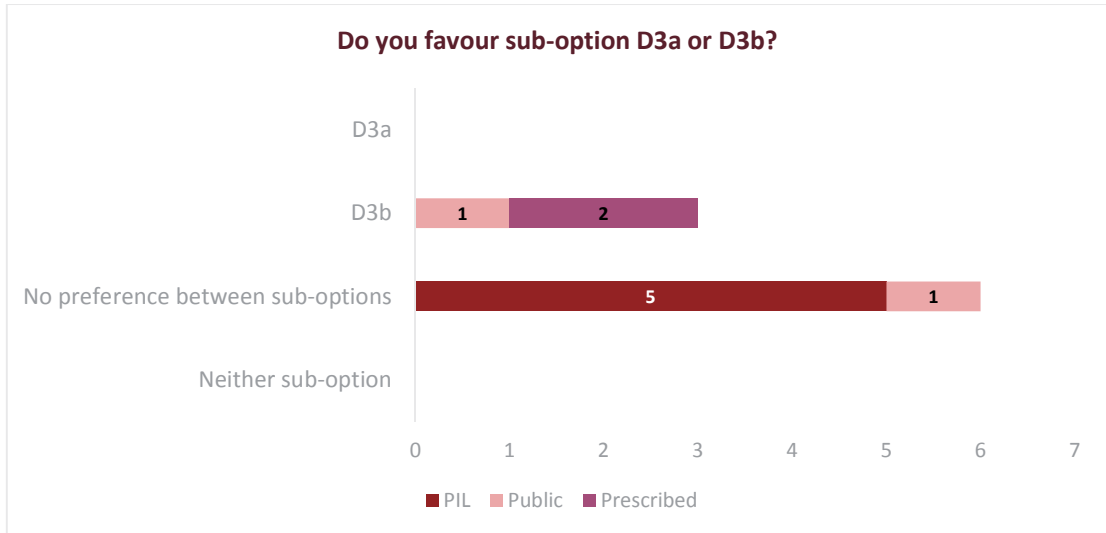


Chart 9: Answers to Question 4.2.1 (n=9)



Of the 334 respondents who submitted a response to the consultation, nine answered this question with seven indicating they had no preference. Of those who expressed a preference between the two sub-options, views are split (one and one).

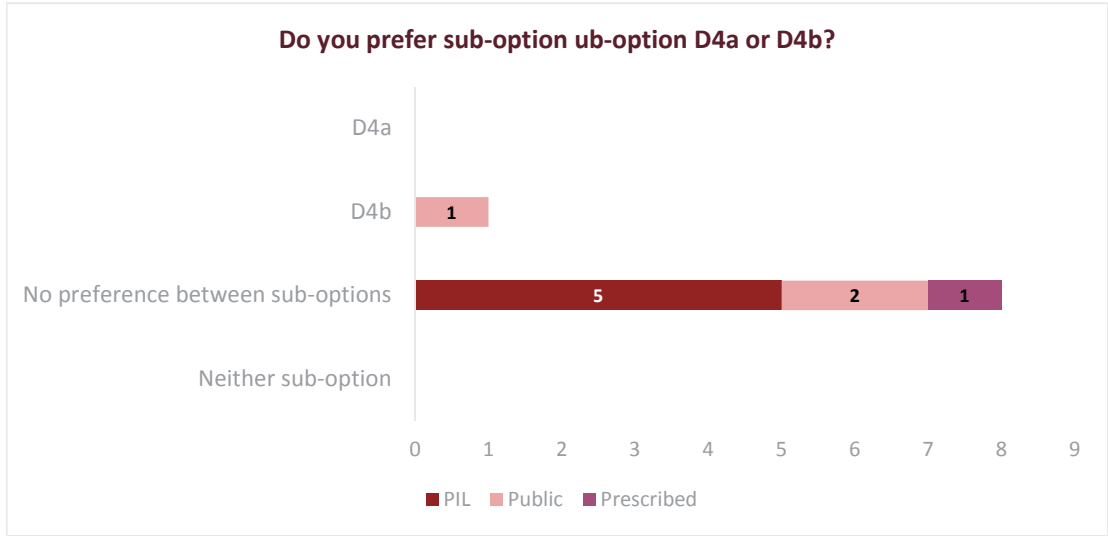
Chart 10: Answers to Question 4.3.1 (n=9)



Of the 334 respondents who submitted a response to the consultation, nine answered this question with six indicating they had no preference. Of those who expressed a preference between the two sub-options, three prefer sub-option D3b and none sub-option D3a.



Chart 11: Answers to Question 4.4.1 (n=9)



Of the 334 respondents who submitted a response to the consultation, nine answered this question with eight indicating they had no preference. The only respondent who expressed a preference between the two sub-options, prefers sub-option D4b.

Respondents could select the reasons that underpin their views (either in relationship to the proposed sub-options or Section D as a whole) and the feedback is summarised in Charts 12-16⁸ below, alongside their respondent category. 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 4.1.2 (n=7)

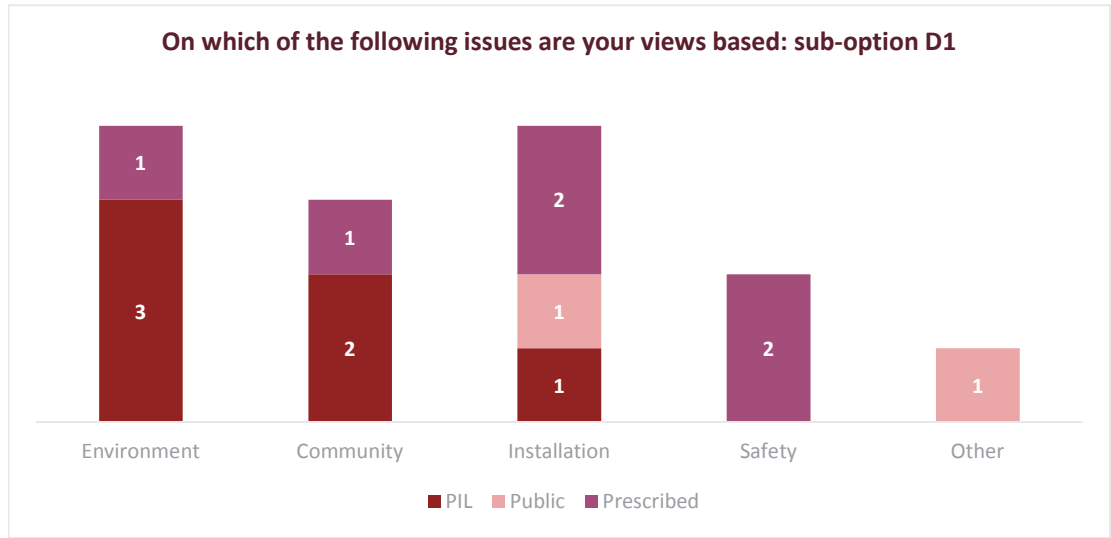


Chart 13: Answers to Question 4.2.2 (n=4)

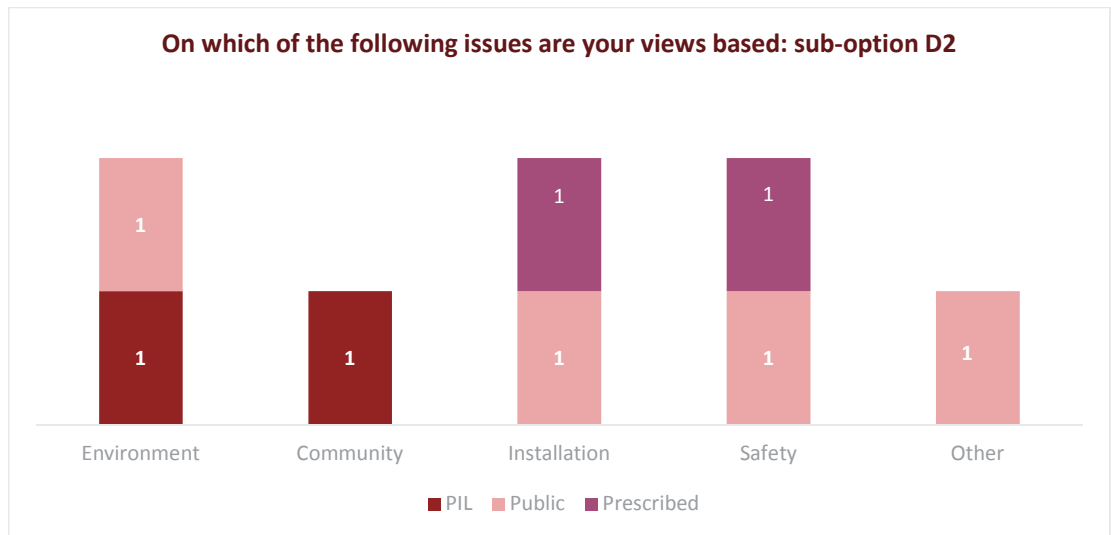




Chart 14: Answers to Question 4.3.2 (n=6)

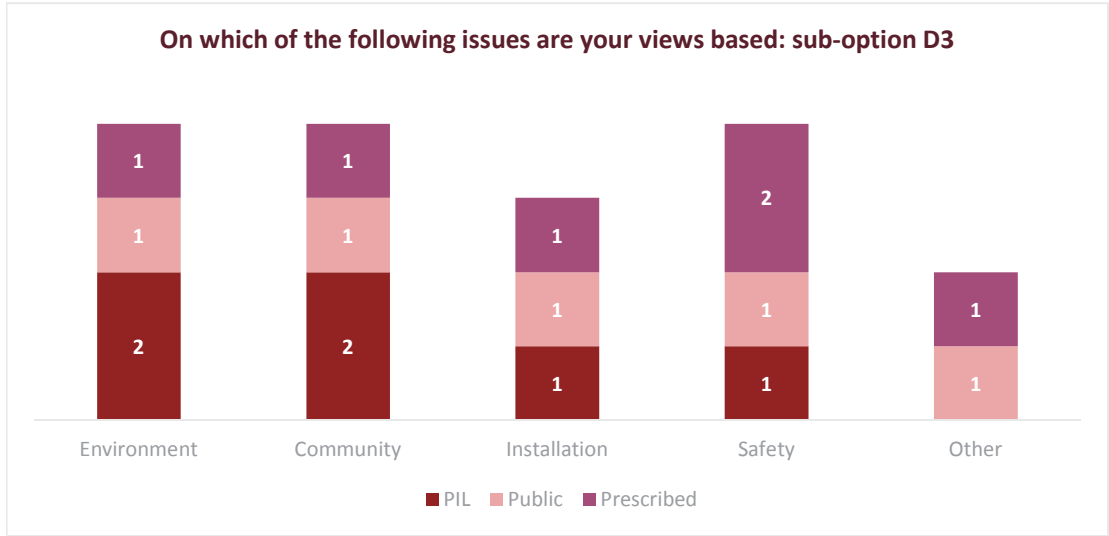


Chart 15: Answers to Question 4.4.2 (n=5)

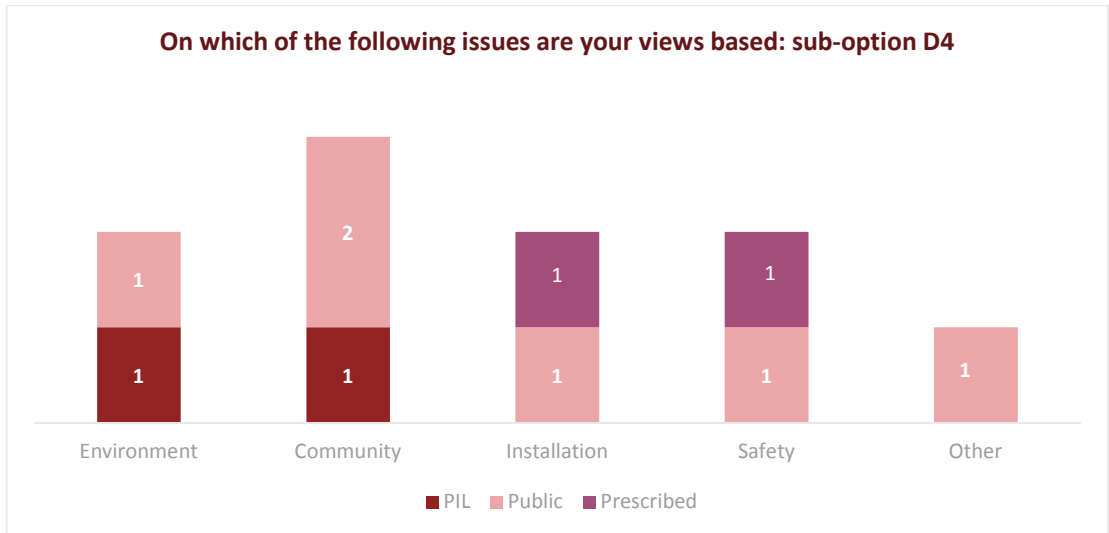
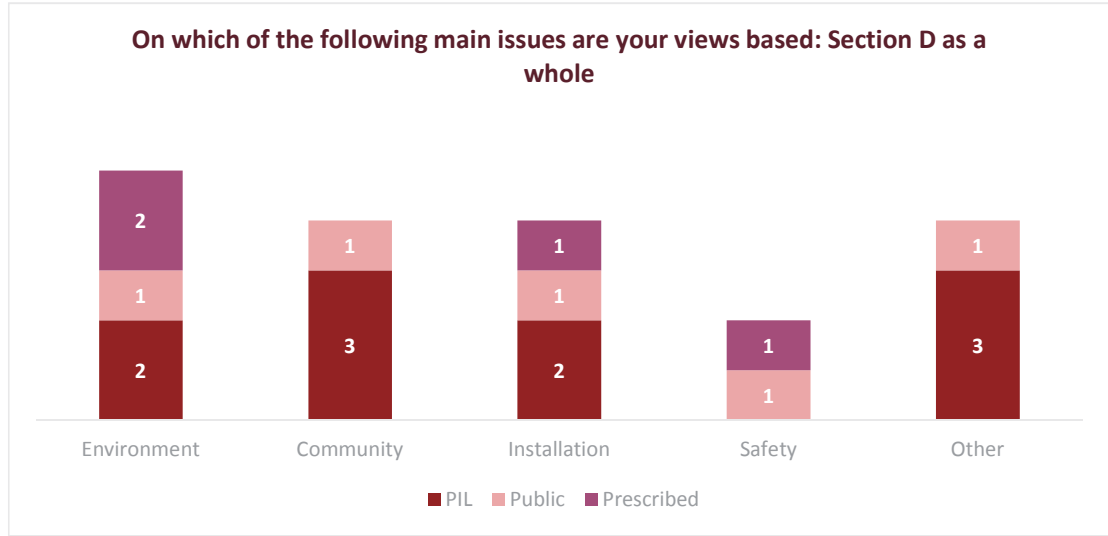


Chart 16: Answers to Question 4.5.1 (n=10)



Some of the respondents also provided additional open-text comments. In total, 28 respondents discussed Section D and its-sub options as part of their qualitative feedback which is summarised in this chapter.

5.2 Environment

5.2.1 Comments from prescribed consultees (S42 and S43)

Sub-option D1: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option D1.

Sub-option D2: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option D2.

Sub-option D3: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option D3.

Sub-option D4: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option D4.

Section D as a whole: Rushmoor Borough Council raises concerns about potential impacts from Section D on Eelmoor Marshes Site of Scientific Interest (SSSI), Ball Hill Site of Interest for Nature Conservation (SINC) and the trees which border the Ively Road Cycle Track. They add that, in the SINC survey, land around the Ball Hill SINC was found to contain similar habitat to the SINC, so its quality should be assessed through a phase 2 botanical survey prior to any works. The Council also requests that any application should detail how direct or indirect losses to both Eelmoor



Marshes SSSI and Ball Hill SINIC would be avoided and provide a detailed methodology for the directional drilling under the Basingstoke Canal to avoid damage to or pollution of the water course.

The Environment Agency raises concerns about sensitive habitats and species within the Basingstoke Canal SSSI, adding that the Canal itself would be impractical to cross with a trench.

Hart District Council identifies improvement opportunities in the area that the proposed pipeline installation could contribute to such as reducing the scrub encroachment in the Queen Elizabeth Barracks (Crookham Park) Suitable Alternative Natural Greenspace (SANG), reinstating a degraded pond and improving the pedestrian entrance to the site. The Council would favour natural regeneration from the seed bank in grassland areas and where hedgerows have been severed they expect these to be replaced in line with the species composition of the remainder of the hedgerow.

5.2.2 Comments from PILs

Sub-option D1: One PIL supports **sub-option D1b** as it would not affect their fields.

Sub-option D2: There are no comments on environmental issues from PILs specifically in relation to sub-option D2.

Sub-option D3: There are no comments on environmental issues from PILs specifically in relation to sub-option D3.

Sub-option D4: There are no comments on environmental issues from PILs specifically in relation to sub-option D4.

Section D as a whole: Discussing Section D as a whole, several PILs express concerns about the potential impact on mature oak trees in the area which are a habitat for bats.

In contrast, some PILs welcome the proposed alignment of Section D as it would avoid Coombe Wood.

5.2.3 Comments from members of the public and other organisations

Sub-option D1: One respondent who favours **sub-option D1b** acknowledges that it would be closer to ancient woodland than **sub-option D1a** but adds that it would



nonetheless avoid it. The same respondent would like the installation period to fall outside spring and summer to avoid impacting nesting birds.

Sub-option D2: One respondent expresses a preference for **sub-option D2a** as it would avoid impacting the Site of Importance for Nature Conservation (SINC) south of the Fleet Business Park and a watercourse along Beacon Hill Road.

Sub-option D3: There are no comments on environmental issues from members of the public or other organisations specifically in relation to sub-option D3.

Sub-option D4: One respondent supports **sub-option D4b** as it would avoid impacting the Velmead Common Special Protection Area (SPA).

Section D as a whole: One respondent asks that consideration is given to avoiding Ewshot Marsh SINC within the Crookham Park SANG, adding that work has been done to restore the biodiversity value of this marshland and that it would be better to divert along Naishes Lane. Another respondent says that if installation is carried out at the right time of the year then impacts on SSSIs, nature reserves and ground birds would be avoided, and that plants would regenerate if topsoil is carefully replaced.

5.3 Community

5.3.1 Prescribed consultees (S42 and S43)

Sub-option D1: There are no comments on community issues from prescribed consultees specifically in relation to sub-option D1.

Sub-option D2: There are no comments on community issues from prescribed consultees specifically in relation to sub-option D2.

Sub-option D3: Church Crookham Parish Council supports **sub-option D3b** as it would avoid most of the Peter Driver sports ground's football pitches and athletics club. They say that **sub-option D3a** could deprive residents of these facilities and lead to a potential loss of income for the Council from the pitches. The Council adds that restrictions on the timings of works would need to be agreed to minimise disruption to the football and athletics seasons.

Sub-option D4: There are no comments on community issues from prescribed consultees specifically in relation to sub-option D4.



Section D as a whole: Rushmoor Borough Council expresses concern that the proposed route in Section D could prevent people from walking or cycling to the Southwood Woodland and Southwood Golf Course SANGs by impacting upon the Ively Road Cycle Track.

Waverley Borough Council says that as the preferred route now falls outside of the borough, there will be no impact on its residents.

5.3.2 Comments from PILs

Sub-option D1: There are no public⁹ comments on community issues from PILs specifically in relation to sub-option D1.

Sub-option D2: One PIL is concerned that **sub-option D2a** would disrupt their access to their property and on that basis, they express a preference for **sub-option D2b**.

Sub-option D3 There are no public¹⁰ comments on community issues from PILs specifically in relation to sub-option D3.

Sub-option D4: There are no comments on community issues from PILs specifically in relation to sub-option D4.

Section D as a whole: Some PILs worry about the potential loss of hay and silage as well as diminishing property values.

Several PILs make mitigation suggestions such as having further inspection after two years or that the hedgerow is reinstated with double fencing.

5.3.3 Comments from members of the public and other organisations

Sub-option D1: One respondent favours **sub-option D1b** as this would reduce the potential impact on Oak Park golf course, adding that they would like the installation process to take place outside of spring and summer.

Sub-option D2: There are no comments on community issues from members of the public or other organisations specifically in relation to sub-option D2.

Sub-option D3: One respondent expresses concern about the potential impact of

⁹ Comments by respondents who have requested confidentiality are not included in this report

¹⁰ Comments by respondents who have requested confidentiality are not included in this report



the **D3 sub-options** on the Peter Driver recreation area, adding that works should take into account the booking schedule of the football pitches.

Sub-option D4: There are no public¹¹ comments on community issues from members of the public or other organisations specifically in relation to sub-option D4.

Section D as a whole: There are no comments on community issues from members of the public or other organisations specifically in relation to Section D as a whole.

5.4 Installation

5.4.1 Comments from prescribed consultees (S42 and S43)

Sub-option D1: Thames Water says that none of their assets would be impacted by the D1 sub-options.

Sub-option D2: Thames Water prefers **sub-option D2b** to **D2a** as the latter would impact a sewer and a manhole on Sandy Lane.

Sub-option D3: Thames Water prefers **sub-option D3b** to **D3a** as the latter would impact sewers located in the Tweseldown Racecourse.

Sub-option D4: Thames Water says that none of their assets would be impacted by the D4 sub-options.

Section D as a whole: Commenting on Section D outside the outlined sub-options, Thames Water says that the proposed excavation works would impact a sewer on Ewshot Lane.

Crondall Parish Council expresses concern about construction traffic passing through the village, flagging the 7.5 tonne weight restriction in place from the north along Heath Lane and the narrow roads in the area. They add that lorries approaching along Pankridge Street would have practical difficulties with access.

5.4.2 Comments from PILs

Sub-option D1: There are no comments on installation issues from PILs specifically in relation to sub-option D1.

Sub-option D2: There are no comments on installation issues from PILs specifically

¹¹ Comments by respondents who have requested confidentiality are not included in this report



in relation to sub-option D2.

Sub-option D3: There are no comments on installation issues from PILs specifically in relation to sub-option D3.

Sub-option D4: There are no comments on installation issues from PILs specifically in relation to sub-option D4.

Section D as a whole: Referring to their property, one PIL flags the presence of a Second World War ordnance buried beneath the fields and adds that a ditch on their fields is part of the local water catchment area and it should be properly reinstated.

Some PILs request slight changes to the installation in order to avoid or minimise the potential impact on their properties. One of those says that they would be happy for their land to be used for the joining of the straight sections of the pipeline but that they object to the trenching of the actual pipeline.

Related to this, several PILs make suggestions for alternative rerouting of the proposed pipeline within Section D. In addition to specific requests relevant to individual properties, other suggestions include placing the proposed pipeline in the adjacent highway, Beacon Hill Road or in the location of the existing pipeline.

5.4.3 Comments from members of the public and other organisations

Sub-option D1: One respondent suggests that Esso should consider putting the proposed pipeline on the edge of concrete grounds.

Sub-option D2: One respondent says that **sub-option D2a** should be the easiest route for installation and maintenance, provided installation can be organised to minimise impact on vehicle and pedestrian road users.

Sub-option D3: To minimise any potential impact, one respondent recommends rerouting the proposed route along the southern boundary of the former Vertu site.

Sub-option D4: Stating their preference for **sub-option D4b**, one respondent says that following an established track makes sense for installation and future maintenance work.

Section D as a whole: One respondent expresses concerns about the possible



impact of installation work on users of Naishes Lane, which they say is the main access route for Quetta Park and the Crookham Park development.

5.5 Safety

5.5.1 Comments from prescribed consultees (S42 and S43)

There are no comments on safety issues from prescribed consultees in relation to Section D and its sub-options.

5.5.2 Comments from PILs

Sub-option D1: One PIL welcomes **sub-option D1b** on safety grounds without elaborating further.

Sub-option D2: There are no comments on safety issues from PILs specifically in relation to sub-option D2.

Sub-option D3: There are no public¹² comments on safety issues from PILs specifically in relation to sub-option D3.

Sub-option D4: There are no comments on safety issues from PILs specifically in relation to sub-option D4.

Section D as a whole: There are no public¹³ comments on safety issues from PILs in relation to Section D as a whole.

5.5.3 Comments from members of the public and other organisations

Sub-option D1: There are no comments on safety issues from members of the public or other organisations specifically in relation to the D1 sub-options.

Sub-option D2: Expressing a preference for **sub-option D2a**, one respondent says that it would be the safest route for installation and maintenance, without providing further detail.

Sub-option D3: There are no comments on safety issues from members of the public or other organisations specifically in relation to the D3 sub-options.

Sub-option D4: One respondent favours **sub-option D4b** as they believe that

¹² Comments by respondents who have requested confidentiality are not included in this report

¹³ Comments by respondents who have requested confidentiality are not included in this report



following an established track would have safety benefits.

Section D as a whole: There are no comments on safety issues from members of the public or other organisations specifically in relation to Section D as a whole.

5.6 Other

5.6.1 Comments from prescribed consultees (S42 and S43)

There are no further comments from prescribed consultees in relation to Section D and its sub-options.

5.6.2 Comments from PILs

Several PILs, stress that they have development plans for their land and are concerned that these may be affected. Some highlight that there are also small housing developments proposed on land that could be affected by the proposed route.

5.6.3 Comments from members of the public and other organisations

There are no further comments from members of the public and other organisations in relation to Section D and its sub-options.



6 Feedback received on Section E

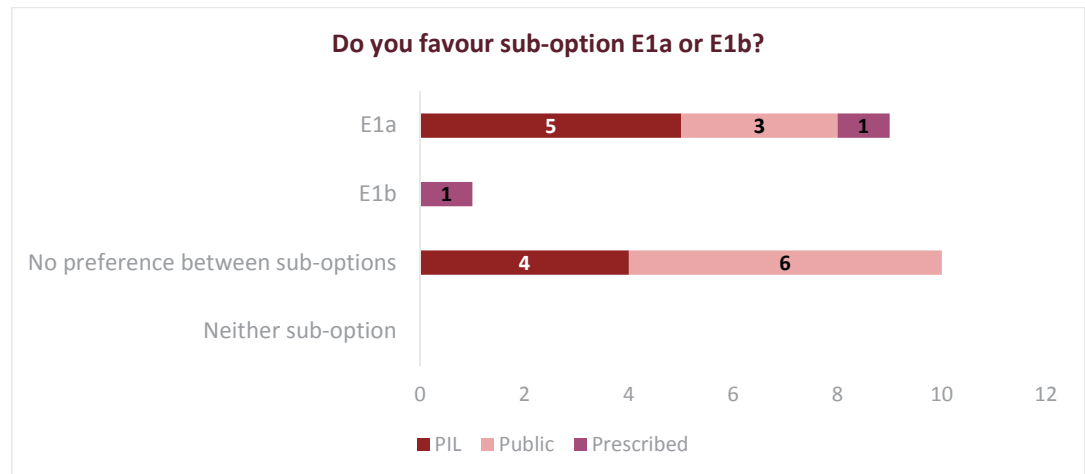
6.1 Overview

Question 5 asks respondents for their views on Section E and its sub-options:

- **Sub-option E1 at Cove Brook Park:** within this sub-option, the preferred route could either travel through the recreation area to the west (E1a) or run to the east getting closer to the brook (E1b).
- **Sub-option E2 at Cove Road:** within this sub-option, the preferred route could either cross under Cove Road, Cove Brook and the South-Western Main (E2a) or go through Highfield Path (E2b).
- **Sub-option E3 at Cabrol Road:** within this sub-option, the preferred route could follow closely the existing pipeline route (E3a), divert to avoid landowners in Stakes Lane (E3b) or divert via Cabrol Roads (E3c).
- **Sub-option E4 at Farnborough North:** within this sub-option, the preferred route could either follow Ship Lane/Ringwood avoiding the Henry Tyndale School (E4a) or run close to Farnborough North Station (E4b).
- **Sub-option E5 at Pine Ridge Golf Course:** within this sub-option, the preferred route could either follow the existing pipeline, thereby affecting the local golf course (E5a) or follow an established track along Deepcut Bridge Road potentially impacting protecting trees (E5b).

The views of those who responded to this question are summarised in Charts 17-21 below¹⁴, alongside their respondent category.

Chart 17: Answers to Question 5.1.1 (n=20)

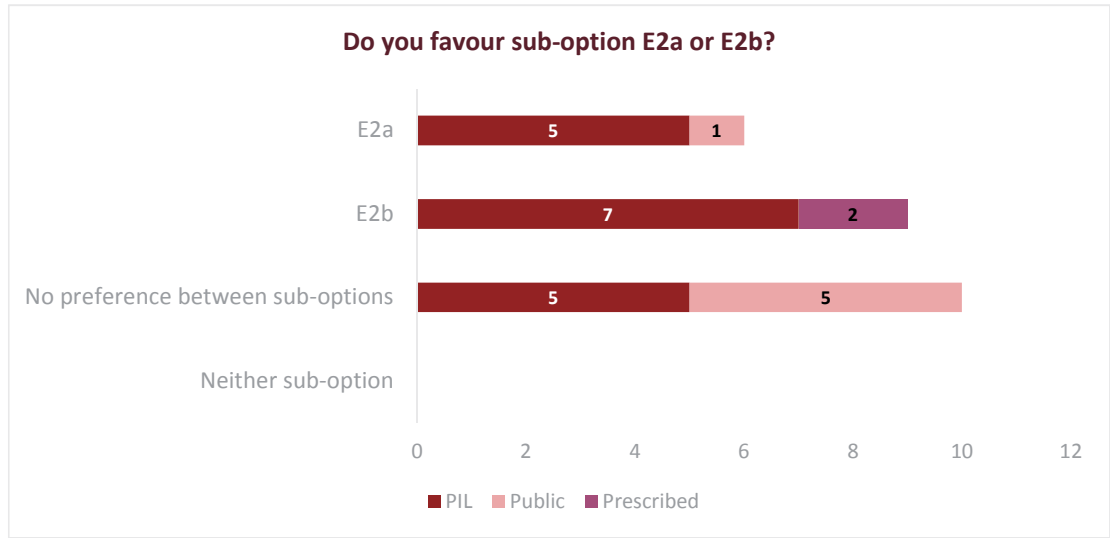


Of the 334 respondents who submitted a response to the consultation, 20 answered this question with 10 indicating they had no preference. Of those who expressed a preference between the two sub-options, nine out of ten respondents prefer sub-option E1a.

¹⁴ Respondents who did not respond using the questionnaire were not able to complete this question

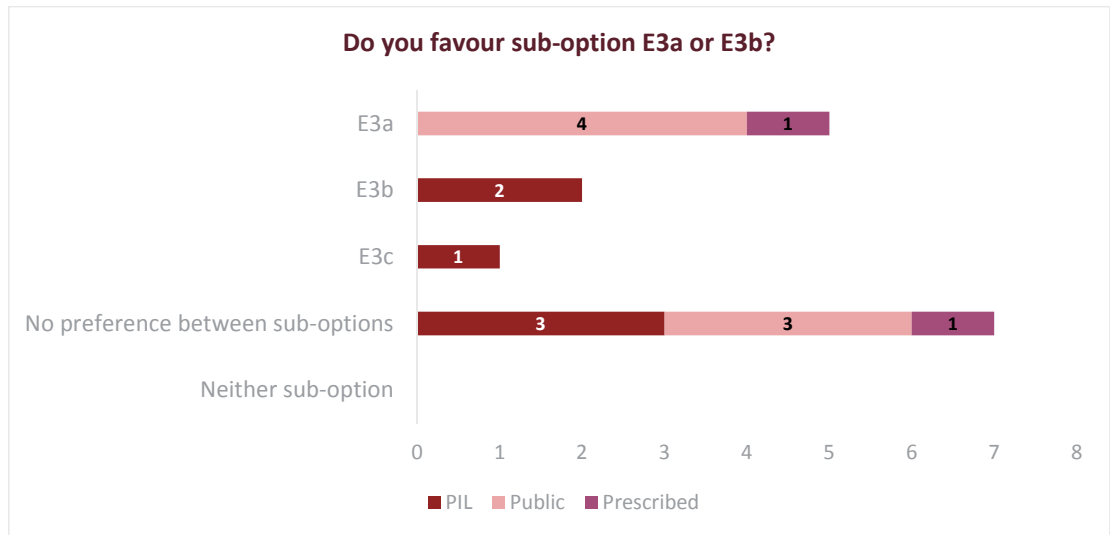


Chart 18: Answer to Question 5.2.1 (n=25)



Of the 334 respondents who submitted a response to the consultation, 25 answered this question with ten indicating they had no preference. Of those who expressed a preference between the two sub-options, nine out of 15 prefer sub-option E2b.

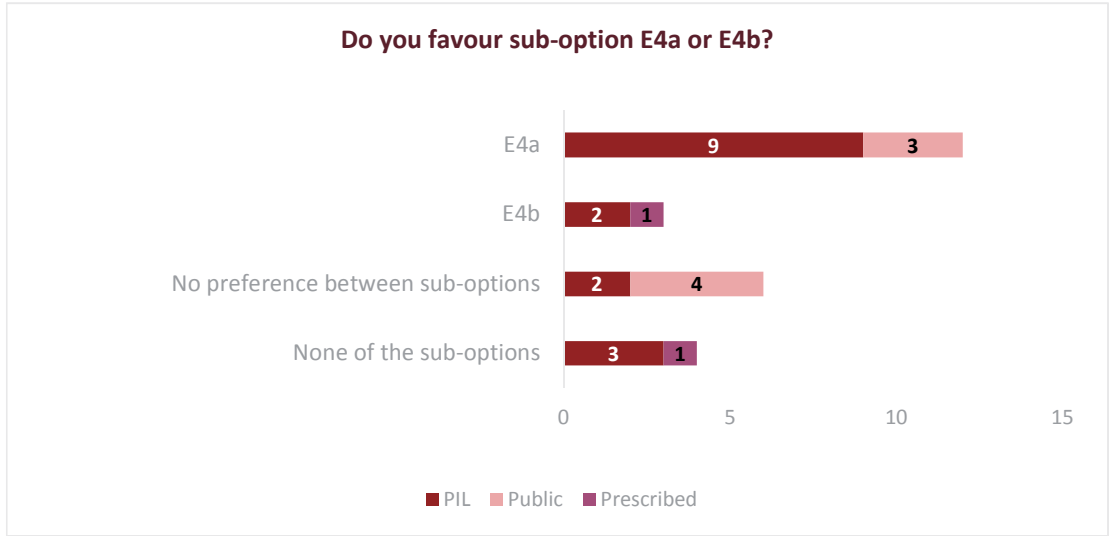
Chart 19: Answers to Question 5.3.1 (n=15)



Of the 334 respondents who submitted a response to the consultation, 15 answered this question with seven indicating they had no preference. Of those who expressed a preference between the three sub-options, five out of eight prefer sub-option E3a.

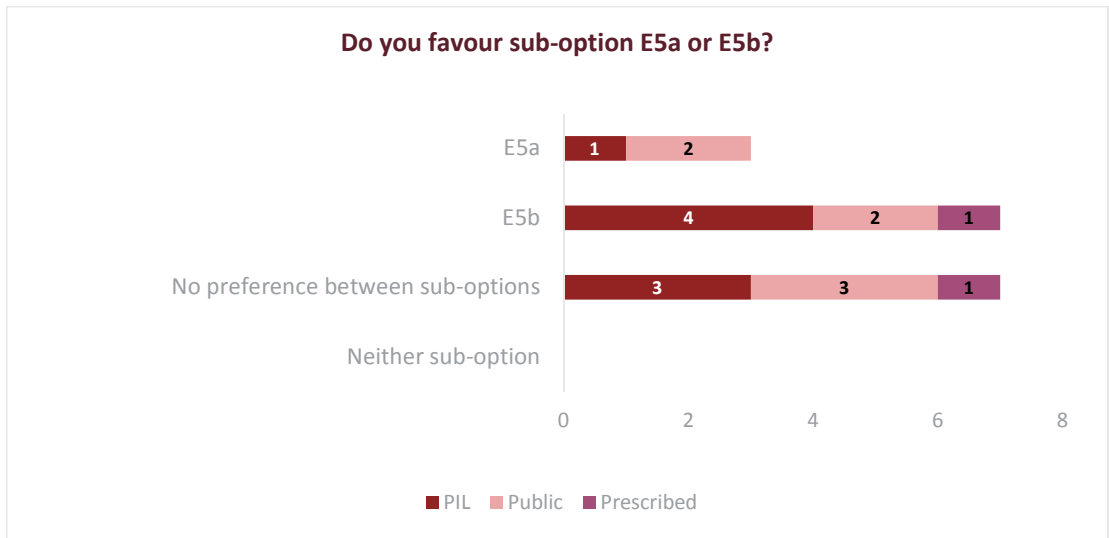


Chart 20: Answer to Question 5.4.1 (n=25)



Of the 334 respondents who submitted a response to the consultation, 25 answered this question with six indicating they had no preference. Of those who expressed a preference between the two sub-options, 12 out of 15 prefer sub-option E4a, while four object to both sub-options.

Chart 21: Answers to Question 5.5.1 (n=17)



Of the 334 respondents who submitted a response to the consultation, 17 answered this question with seven indicating they had no preference. Of those who expressed a preference between the two sub-options, seven out of ten prefer sub-option E5b.

Respondents could select the reasons that underpin their views (either in relationship to the proposed sub-options or Section E as a whole) and the



feedback is summarised in Charts 22-27¹⁵ below, alongside their respondent category. Respondents could select multiple reasons.

Chart 22: Answers to Question 5.1.2 (n=15)

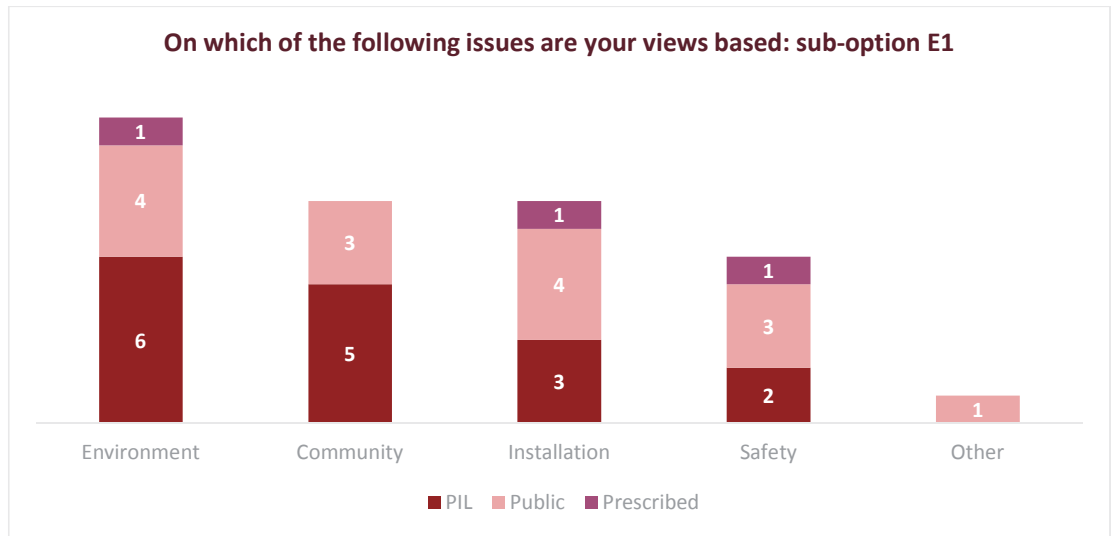
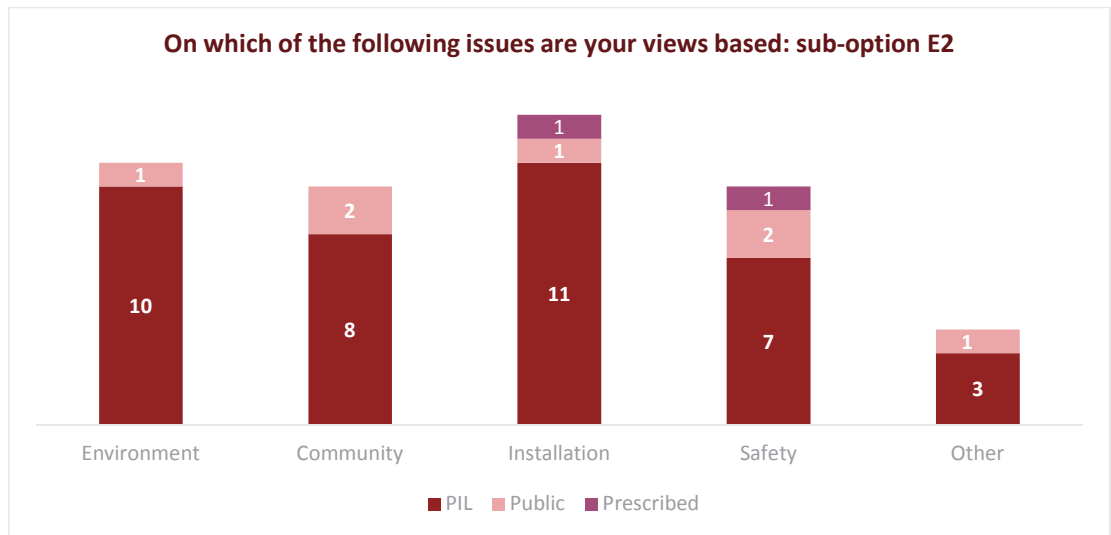


Chart 23: Answers to Question 5.2.2 (n=19)



¹⁵ Respondents who did not respond using the questionnaire were not able to complete this question



Chart 24: Answers to Question 5.3.2 (n=12)

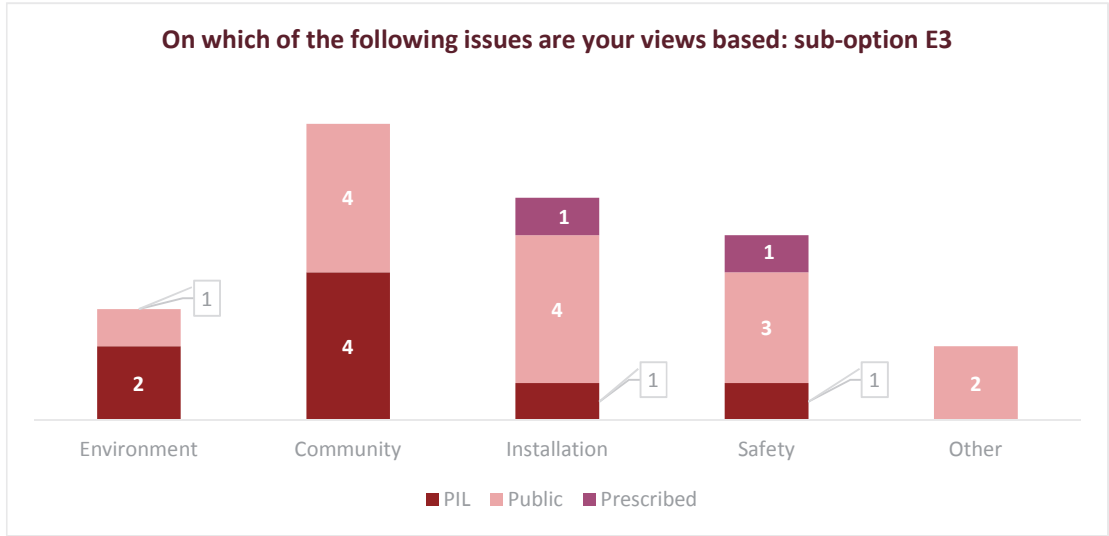


Chart 25: Answers to Question 5.4.2 (n=24)

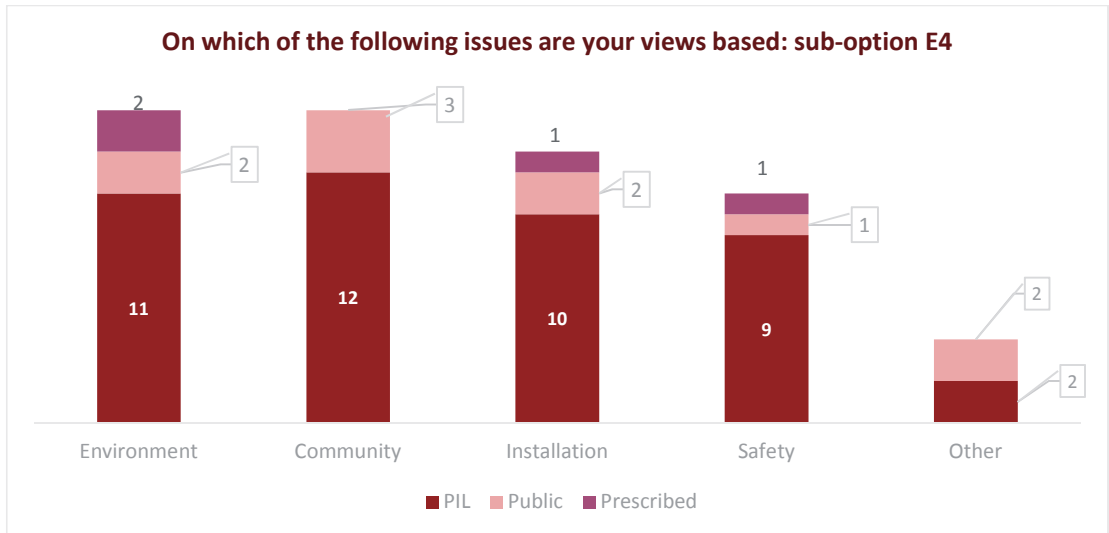


Chart 26: Answers to Question 5.5.2 (n=15)

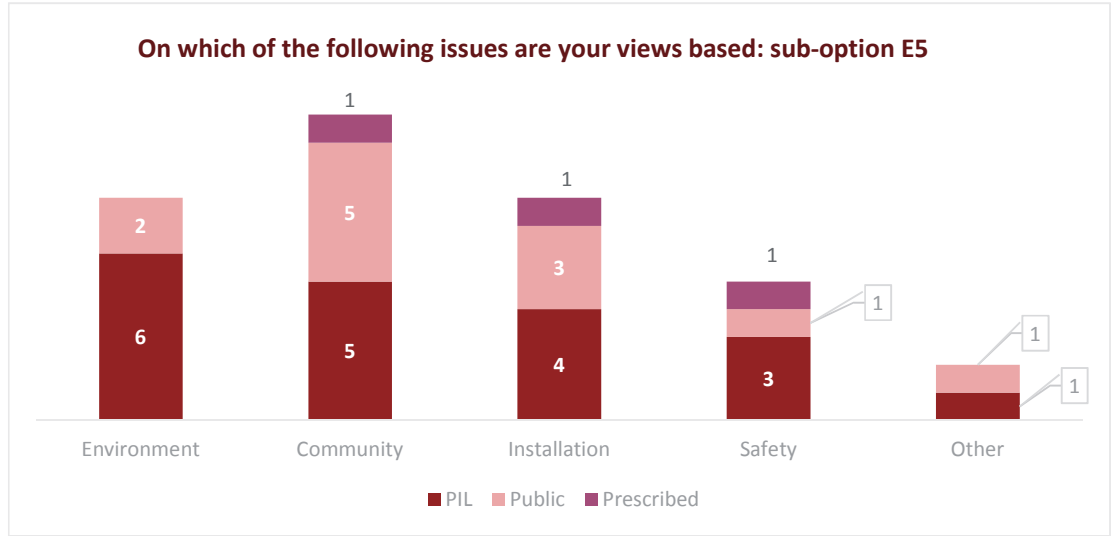
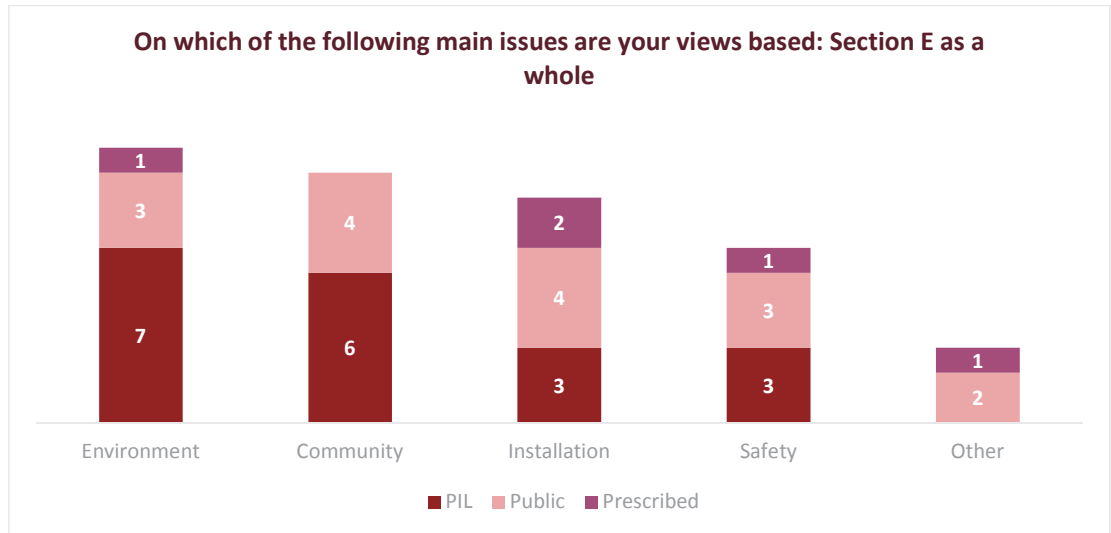


Chart 27: Answers to Question 5.6.1 (n=18)



Some of the respondents also provided additional open-text comments. In total, 58 respondents discussed Section E and its-sub options as part of their qualitative feedback which is summarised in this chapter.

6.2 Environment

6.2.1 Comments from prescribed consultees (S42 and S43)

Sub-option E1: Rushmoor Borough Council raises concerns about the trenches required for either of the E1 sub-options. Notwithstanding those concerns, they express a preference for **sub-option E1a** as it would have less impact on local Sites of Importance for Nature Conservation (SINCs). They, however, add that the Cove Brook Southern Grasslands SINC is larger than the area where directional



drilling would take place and request that directional drilling is undertaken across the whole of the SINIC.

Sub-option E2: Rushmoor Borough Council expresses a preference for **sub-option E2b** as they believe it would have less impact on local ecological features than **sub-option E2a**.

Sub-option E3: There are no comments on environmental issues from prescribed consultees specifically in relation to the E3 sub-options.

Sub-option E4: Rushmoor Borough Council says that **sub-option E4a** would be preferable from an ecological perspective but that open space officers would support **sub-option E4b**. The Council is pleased that directional drilling is set to extend to the boundaries of the Blackwater Valley Frimley Bridge SINIC and through the landfill on the eastern side of the river. The Council says that it is important to ensure that no contamination enters the Ship Lane Cemetery during construction. In relation to **sub-option E4b**, the Council suggests that directional drilling should be extended to cover all of the wetland on the eastern side of the river within Surrey Heath.

Sub-option E5: Surrey Heath Borough Council supports **sub-option E5b** as it would ensure that protected trees in the area of Deepcut Bridge Road are not adversely impacted.

Section E as a whole: The Environment Agency supports the use of trenchless crossings of the River Blackwater and Cove Brook due to the presence of sensitive habitats, species and a large watercourse.

Rushmoor Borough Council raises concerns about the impact of Section E on tree cover at Queen Elizabeth Park and on a project to naturalise Cove Brook. The Council also says that the land along the boundaries of Farnborough Hill School and Farnborough Green is priority habitat lowland mixed deciduous woodland and would like to discuss if trees can be avoided with the proposed pipeline running through adjacent grassland. The Council requests that mitigation should be provided for habitats which are lost or disrupted and that the proposed pipeline should show a biodiversity gain in line with the National Planning Policy Strategy. They also call for community compensation in the form of habitat surveys, management plans and other measures to improve Queen Elizabeth



Park.

6.2.2 Comments from PILs

Sub-option E1: One PIL objects to **sub-option E1b** because of its proximity to the Brook, which they describe as environmentally sensitive and home to wetland habitats.

Sub-option E2: The PILs who discuss sub-options E2 from environmental perspective, oppose **sub-option E2A**, citing air and noise pollution concerns and the proximity of this sub-option to the Brook.

Sub-option E3: There are no comments on environmental issues from PILs specifically in relation to sub-option E3.

Sub-option E4: Several respondents, including Surrey Wildlife Trust, express a preference for **sub-option E4a** as they believe it would have less impact on Frimley Hatches Site of Nature Conservation Importance (SNCI) and would avoid two large trees in Woodstock which have preservation order. While Blackwater Valley Countryside Trust does not explicitly reject **sub-option E4a**, they express concern that any drilling in the area might affect the reedbed at Frimley Hatches which is used for studying wild bird populations for the British Trust for Ornithology CES scheme. Some PILs also express noise pollution concerns in relation to both sub-options and one is concerned about possible tree removal.

Sub-option E5: Frimley Fuel Allotments Charity supports **sub-option E5b** for environmental reasons without providing further detail, whereas Surrey Wildlife Trust states their preference for **sub-option E5a** because of perceived lower impact on Firth Hill SNCI and higher potential for biodiversity opportunities on the Pine Hill Golf Course.

Section E as a whole: Discussing Section E as a whole, Surrey Wildlife Trust highlights that the preferred route would cross two Biodiversity Opportunity Areas where there could be opportunities for habitat creation and restoration. Another PIL is concerned that a pond in the Queen Elizabeth Park, which is a wildlife habitat, has not been mentioned in the documentation.

6.2.3 Comments from members of the public and other organisations

Sub-option E1: Some respondents express a preference for **sub-option E1a** on



environmental grounds. Both Cove Brook Greenway Group and Blackwater Valley Friends of the Earth say that **sub-option E1a** would have less impact on Cove Brook, particularly if trenchless installation is used. However, Cove Brook Greenway Group is still concerned that **sub-option E1a** would pass through an area of botanical and wildlife interest as well as wet grassland habitat which would form part of a new Suitable Alternative Natural Greenspace (SANG). In the context of those concerns, they call for ecological surveys, reinstatement of a 'causeway path', and a contribution to their organisation to mitigate against the potential impacts. Meanwhile, one respondent says they are pleased that installation would be no closer than 15m to the Brook and that trees between the Brook and the pipeline installation would be maintained.

Sub-option E2: There are no comments on environmental issues from members of the public or other organisation specifically in relation to sub-option E2.

Sub-option E3: One respondent opposes **sub-option E3c** due to flooding concerns highlighting that Cabrol Road has had problems in the past.

Sub-option E4: One respondent is concerned that the removal of trees in both E4 sub-options would disturb wildlife and increase noise pollution. Another respondent specifically opposes the **E4a sub-option** due to possible noise and air quality impacts.

Sub-option E5: Some respondents prefer **sub-option E5b** on environmental grounds without giving further detail.

Section E as a whole: A couple of respondents raise concerns about potential loss of vegetation during the installation of Section E in terms of wider environmental impact and changes to the view to and from their properties.

6.3 Community

6.3.1 Comments from prescribed consultees (S42 and S43)

Sub-option E1: There are no comments on community issues from prescribed consultees specifically in relation to sub-option E1.

Sub-option E2: There are no comments on community issues from prescribed consultees specifically in relation to sub-option E2.

Sub-option E3: There are no comments on community issues from prescribed



consultees specifically in relation to sub-option E3.

Sub-option E4: Surrey Heath Borough Council prefers **sub-option E4a** as this would avoid Henry Tyndale School and cause less disruption to the fisheries in the area.

Sub-option E5: There are no comments on community issues from prescribed consultees specifically in relation to sub-option E5.

Section E as a whole: Rushmoor Borough Council raises concerns about the possible impact of Section E on Highgate Football Ground, including the restoration and future management of the ground. However, Surrey Heath Borough Council welcomes the removal of the sub-option which passed by Frimley Park Hospital and which was included in the previous consultation.

6.3.2 Comments from PILs

Sub-option E1: One PIL expresses support for **sub-option E1a** as the alternative would take the preferred route in close proximity to the Brook which, they say, is of much importance to the residents of Farnborough and is frequently visited by local school pupils.

Sub-option E2: PILs express mixed views in relation to sub-option E2. Some object to **sub-option E2b** as it could disrupt residents' daily life, commute and property access as well as disturb the frequently used footpath to the north of the railway embankment. Related to the last point, however, some of those who support **sub-option E2b** comment that there is a suitable alternative to the railway underpass and that using an existing route along Highfield Path would be less disruptive than creating new ones along the Brook.

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

Sub-option E3: There are no public¹⁶ comments on community issues from PILs specifically in relation to sub-option E3.

Sub-option E4: Several PILs express a preference for **sub-option E4a** (and respectively reject **sub-option E4b**) as it would avoid Henry Tyndale School, minimise disruption to the Farnborough North station and avoid specific

¹⁶ Comments by respondents who have requested confidentiality are not included in this report



properties. In contrast, others object to it or raise concerns because it would affect local businesses cross narrow and busy roads (Ship Lane and Ringwood Road) and disrupt properties, schools and a cemetery.

Several respondents make suggestions for potential mitigation measures. These include the preservation of a line of 15 ornament trees and ensuring that access to the depot proposed within the grounds of Farnborough Hill School is from the existing school entrances on Farnborough Road, rather than from Ship Lane as the latter is unsuitable for lorry traffic.

Sub-option E5: Frimley Fuel Allotments Charity supports **sub-option E5b** as it would not impact the local golf course.

Section E as a whole: There are no public¹⁷ comments on community issues from PILs in relation to Section E as a whole.

6.3.3 Comments from members of the public and other organisations

Sub-option E1: One respondent is concerned that **sub-option E1b** could affect the value and saleability of their property.

Sub-option E2: Cove Brook Greenway Group supports **sub-option E2a**, adding that trenchless installation is preferable to installation works which would sever footpaths.

Sub-option E3: Discussing **sub-option E3c**, Cove Brook Greenway Group says it would be unfair on allotment holders to “destroy their allotments”, although another respondent says that this is preferable to carrying out installation works along roads. One respondent says there is a need to minimise disruption to driveways as there are problems with parking in the area (**E3c**), whilst another says that it would be important to maintain pedestrian access to and under the railway bridge (**E3a**).

Sub-option E4: One respondent feels that **sub-option E4b** would cause difficulties with parking and create stress for local residents. They also comment that removal of trees across the E4 sub-options would worsen local problems with damp related to high water levels which in turn would impact residents' health.

¹⁷ Comments by respondents who have requested confidentiality are not included in this report



Sub-option E5: Some respondents support **sub-option E5b** as this would avoid disruption to Pine Ridge Golf Course, which they say creates income for a local charity.

Section E as a whole: There are no public¹⁸ comments on community issues from members of the public in relation to Section E as a whole.

6.4 Installation

6.4.1 Comments from prescribed consultees (S42 and S43)

Sub-option E1: Even though Thames Water notes that **sub-option E1b** would have less impact on their assets than **sub-option E1a**, they highlight some infrastructure within Cove Brook Park grounds that would require safeguarding should **sub-option E1b** is selected.

Sub-option E2: Similarly, even though Thames Water notes that **sub-option E2b** would have less impact on their assets than **sub-option E2a**, they highlight some infrastructure within Cove Brook Park grounds and on Cove Road that would require safeguarding should **sub-option E2b** is selected.

Sub-option E3: Similarly, even though Thames Water notes that **sub-option E3a** would have less impact on their assets than the other E3 sub-options, they highlight a sewer on Stake Lane, a manhole cover at the junction of Stake Lane and Prospect Road, a sewer on Holly Road and a sewer between Allotment Gardens and Queen Elizabeth Park which would require safeguarding should **sub-option E3a** is selected.

Sub-option E4: Surrey Heath Borough Council feels that **sub-option E4b** would affect access to Farnborough North station, with the likely closure of a public right of way between The Hatches and the station during construction.

However, Thames Water would prefer **sub-option E4b** as this would impact fewer of their assets. Notwithstanding their preference, they highlight some infrastructure (a main and two sewers in Ship Lane, a sewer within the Henry Tyndale School grounds, a manhole and a sewer at Farnborough North, and five other sewers and three other manholes within the natural environment) which would require safeguarding should **sub-option E4b** is selected.

¹⁸ Comments by respondents who have requested confidentiality are not included in this report



Sub-option E5: Surrey Heath Borough Council says that if **sub-option E5b** is selected, efforts should be made to ensure minimal disruption to Deepcut Bridge Road and nearby cycle lanes.

Thames Water says that neither sub-option would impact their assets.

Section E as a whole: There are no public¹⁹ comments on installation issues from prescribed consultees in relation to Section E as a whole.

6.4.2 Comments from PILs

Sub-option E1: One PIL supports **sub-option E1a** due to less property impact.

Sub-option E2: Most PILs who comment on that sub-option from an installation perspective, object to **sub-option E2a** citing perceived property impact, disruption to Cove Road and the unsuitability of the terrain which is in a flood zone. These concerns sometimes translate into an explicit support for **sub-option E2b** which, respondents comment has the advantage of following closely the existing line. In contrast, some PILs object to **sub-option E2b** because it could impact on their properties or cause disruption locally.

Sub-option E3: From an installation perspective, the PILs who comment on sub-option E3 do not find either of the outlined sub-options suitable, referring to possible impact on roads or existing utilities infrastructure (E3c).

Sub-option E4: Some PILs support **sub-option E4a** as it would avoid their properties and the Farnborough North station. One PIL adds that because of the built-up character of the area, there would be no enough space to meet the requirement for a 20-30 metre working width if **sub-option E4b** is selected. The same PIL also welcomes the temporary closure of Ship Lane as it is often used as a rat run. In contrast, a few PILs oppose **sub-option E4a** as it would affect their properties.

Sub-option E5: Referring to **sub-option E5a**, Frimley Fuel Allotments Charity CIO offers suggestion about how the preferred route can be tweaked so it has less impact on the local area. They suggest that the proposed pipeline alongside Deepcut Bridge Road could be accommodated on the combined footpath and cycle track, which would reduce disruption to traffic on Deepcut Bridge Road. The pipeline route could then be moved slightly into the Fuel Allotments. The

¹⁹ Comments by respondents who have requested confidentiality are not included in this report



Charity acknowledges that this would involve the loss of some trees but comments that they could be replaced.

Section E as a whole: Discussing Section E as a whole, several PILs raise concerns about structural damage or more general impact to their properties. In the context of those concerns, some make suggestions about how the preferred route could be altered so it avoids specific properties. For example, by taking it through the unused land of Johnson's Wax or following closely the existing pipeline.

6.4.3 Comments from members of the public and other organisations

Sub-option E1: Cove Brook Greenway Group warns that the E1 sub-options pass through a very wet area which is unsuitable for a compound. One respondent supports **sub-option E1a** because they feel it would have less impact on their property.

Sub-option E2: Cove Brook Greenway Group says that the proposed area for the launch pit in **sub-option E2a** is unsuitable and suggest this is built on the old golf course where the land is drier and higher.

Sub-option E3: A few respondents support **sub-option E3a** as it follows the existing pipeline route and they say it would have the least impact on local roads. One of these respondents says that their second choice would be **sub-option E3b** as it is close to the existing pipeline route, would have a reduced impact on roads and would be easier to excavate. In the context of their support for those two sub-options, some respondents say they are opposed to **sub-option E3c** because of the impact it would have on Prospect Road and Cabrol Road, with one suggesting that access to Cabrol Road would be difficult.

Sub-option E4: One respondent opposes **sub-option E4b** because of its potential impact on congestion and access to Farnborough North Railway Station, adding that it may not be possible to avoid installing the proposed pipeline under buildings in this area.

Sub-option E5: Some respondents support **sub-option E5a** because they feel this would avoid disruption to road users, with a specific reference to the Maultway and Deepcut Bridge Road.



Section E as a whole: Several respondents discuss the possible impact on vegetation in this section of the preferred route with one respondent, expressing concerns, that trees would be removed from behind their garden.

6.5 Safety

6.5.1 Comments from Prescribed consultees (S42 and S43)

There are no comments on safety issues from prescribed consultees in relation to Section E and its sub-options.

6.5.2 Comments from PILs

Sub-option E1: There are no comments on safety issues from PILs specifically in relation to sub-option E1.

Sub-option E2: With regards to **sub-option E2a**, some PILs express safety concerns about living in close proximity to a fuel pipeline, with one being most concerned about the installation process and how this may affect their children and pets.

Sub-option E3: There are no comments on safety issues from PILs specifically in relation to sub-option E3.

Sub-option E4: There are no comments on safety issues from PILs specifically in relation to sub-option E4.

Sub-option E5: There are no public²⁰ comments on safety issues from PILs specifically in relation to sub-option E5.

Section E as a whole: There are no comments on safety issues from PILs in relation to Section E as a whole.

6.5.3 Comments from members of the public and other organisations

Sub-option E1: There are no comments on safety issues from members of the public and other organisations specifically in relation to sub-option E1.

Sub-option E2: There are no comments on safety issues from members of the public and other organisations specifically in relation to sub-option E2.

Sub-option E3: In relation to the E3 sub-options, one respondent says that Stake

²⁰ Comments by respondents who have requested confidentiality are not included in this report



Lane must be accessible for emergency service vehicles at all times as this is the only access route for Brewers Close.

Sub-option E4: Highlighting the poor visibility at the junction of Ship Alley and Ship Lane, one respondent is concerned that the risk to pedestrians would be exacerbated by roadworks and extra vehicles.

Sub-option E5: There are no comments on safety issues from members of the public and other organisations specifically in relation to sub-option E5.

Section E as a whole: There are no comments on safety issues from members of the public and other organisations in relation to Section E as a whole.

6.6 Other

6.6.1 Comments from prescribed consultees (S42 and S43)

There are no further comments from prescribed consultees in relation to Section E and its sub-options.

6.6.2 Comments from PILs

With regards to **sub-option E2a**, one PIL is concerned that the proposed pipeline may impact future development plans.

Another PIL refers to the planned upgrades to the train station in sub-option E4 and calls for **sub-option E4a** to be adopted to avoid cumulative impact.

6.6.3 Comments from members of the public and other organisations

There are no further comments from members of the public and other organisations in relation to Section E and its sub-options.



7 Feedback received on Section F

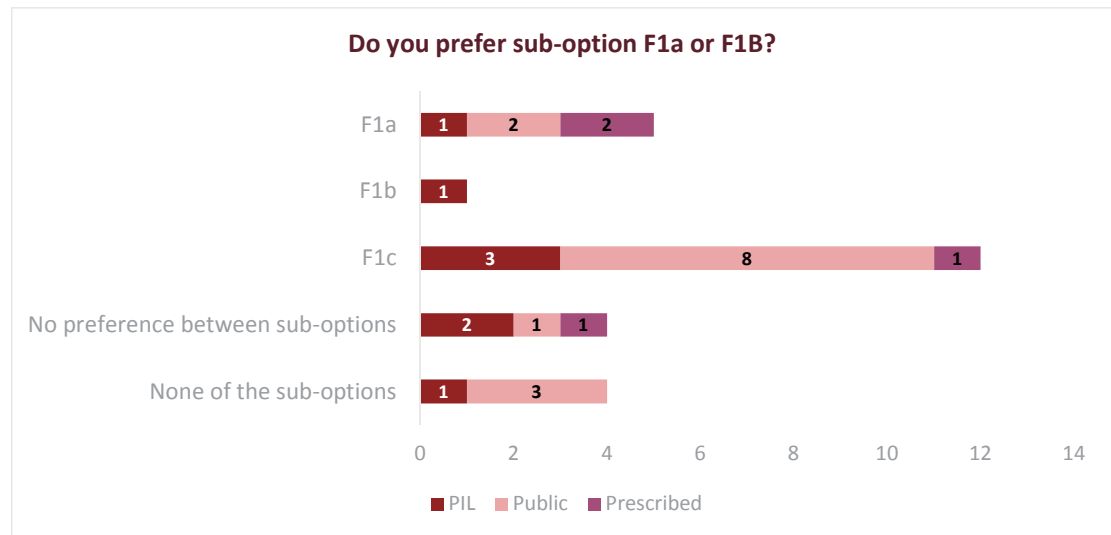
7.1 Overview

Question 6 asks respondents for their views on Section F and its sub-options:

- **Sub-option F1 at Red Road:** within this sub-option, the preferred route could cross the Red Road at the junction with Lightwater Road (F1a), follow the Red Road to re-join the existing pipeline route (F1b) or follow the existing MOD track to re-join the existing pipeline (F1c).
- **Sub-option F2 at Chobham Common:** within this sub-option, the preferred route could either follow the existing pipeline across Chobham Common Site of Special Scientific Interest (SSSI) (F2a) or avoid the Common by turning south (F2b).
- **Sub-option F3 at Silverlands:** within this sub-option, the preferred route could either go through the woods to avoid local businesses (F3a) or cut through local business' land (F3b).
- **Sub-option F4 at Guildford Road and M25:** within this sub-option, the preferred route could either cross the Guildford Road at a more northerly point to avoid the Salesian School (F4a) or cross the road further south (F4b).

The views of those who responded to this question are summarised in Charts 28-31 below²¹, alongside their respondent category.

Chart 28: Answers to Question 6.1.1 (n=26)

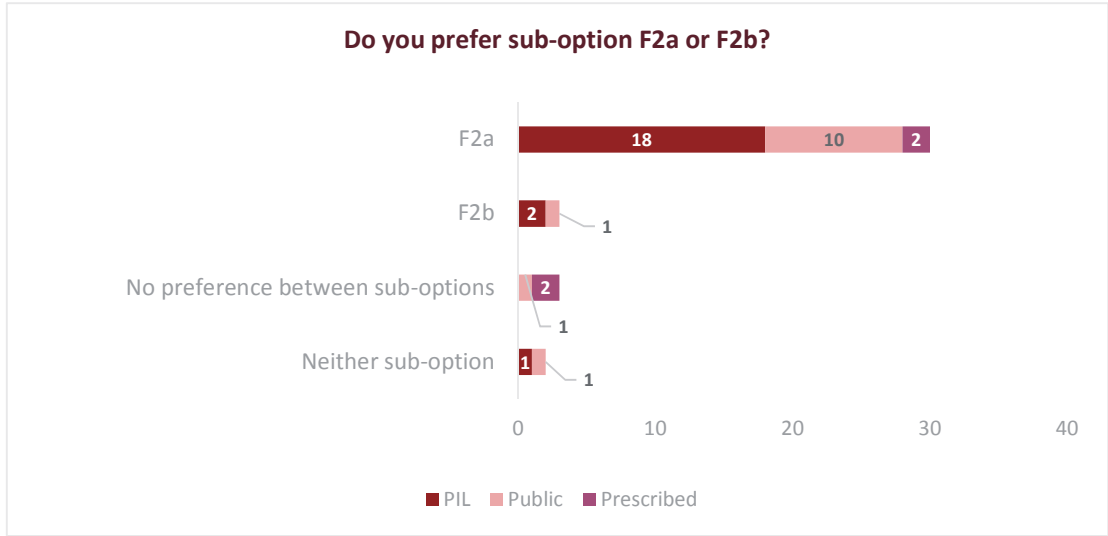


Of the 334 respondents who submitted a response to the consultation, 26 answered this question with four indicating they had no preference. Of those who expressed a preference between the three sub-options, 12 out of 18 prefer sub-option F1c while four respondents object to both sub-options.

²¹ Respondents who did not respond using the questionnaire were not able to complete this question

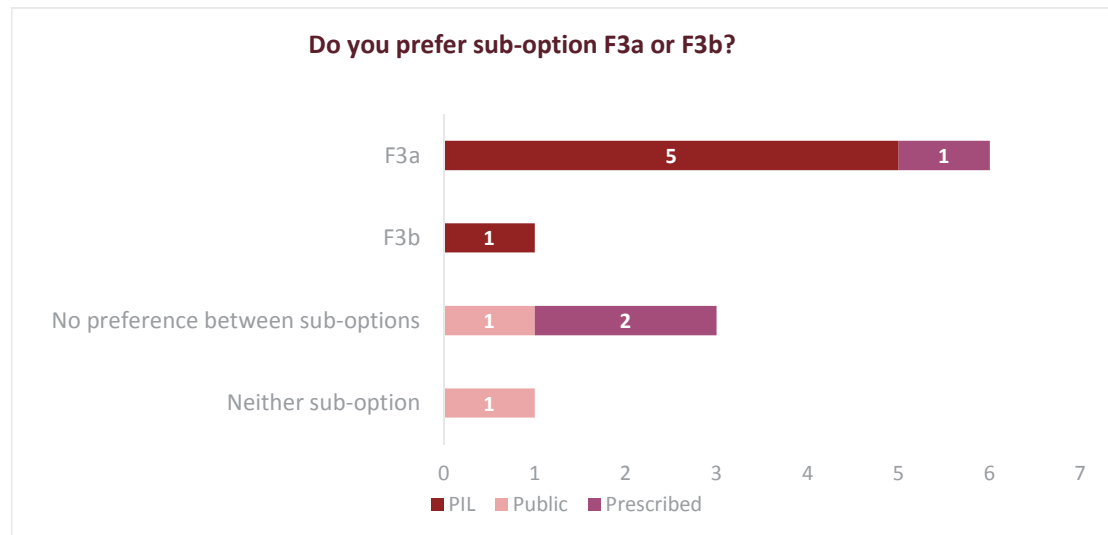


Chart 29: Answers to Question 6.2.1 (n=38)



Of the 334 respondents who submitted a response to the consultation, 38 answered this question with three indicating they had no preference. Of those who expressed a preference between the two sub-options, 30 out of 33 prefer sub-option F1a, while two object to both sub-options.

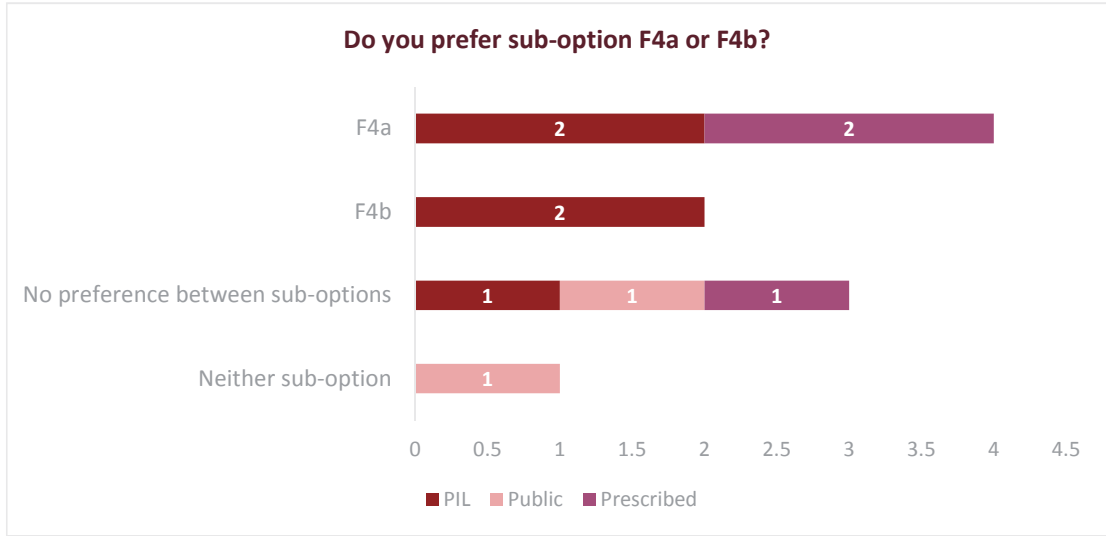
Chart 30: Answers to Question 6.3.1 (n=11)



Of the 334 respondents who submitted a response to the consultation, 11 answered this question with 3 indicating they had no preference. Of those who expressed a preference between the two sub-options, six out of seven prefer sub-option F3a, while one objects to both sub-options.



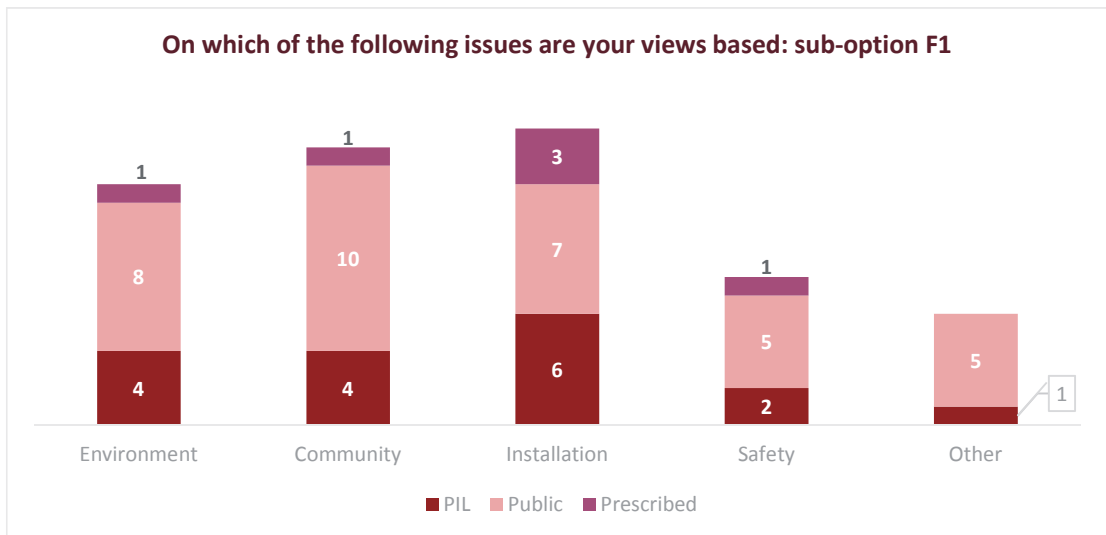
Chart 31: Answers to Question 6.4.1 (n=10)



Of the 334 respondents who submitted a response to the consultation, 10 answered this question with three indicating they had no preference. Of those who expressed a preference between the two sub-options, four out of six prefer sub-option F4a, while one objects to both sub-options.

Respondents could select the reasons that underpin their views (either in relationship to the proposed sub-options or Section F as a whole) and the feedback is summarised in Charts 32-36²² below, alongside their respondent category. Respondents could select multiple reasons.

Chart 32: Answers to Question 6.1.2 (n=23)



²² Respondents who did not respond using the questionnaire were not able to complete this question



Chart 33: Answers to Question 6.2.2 (n=40)

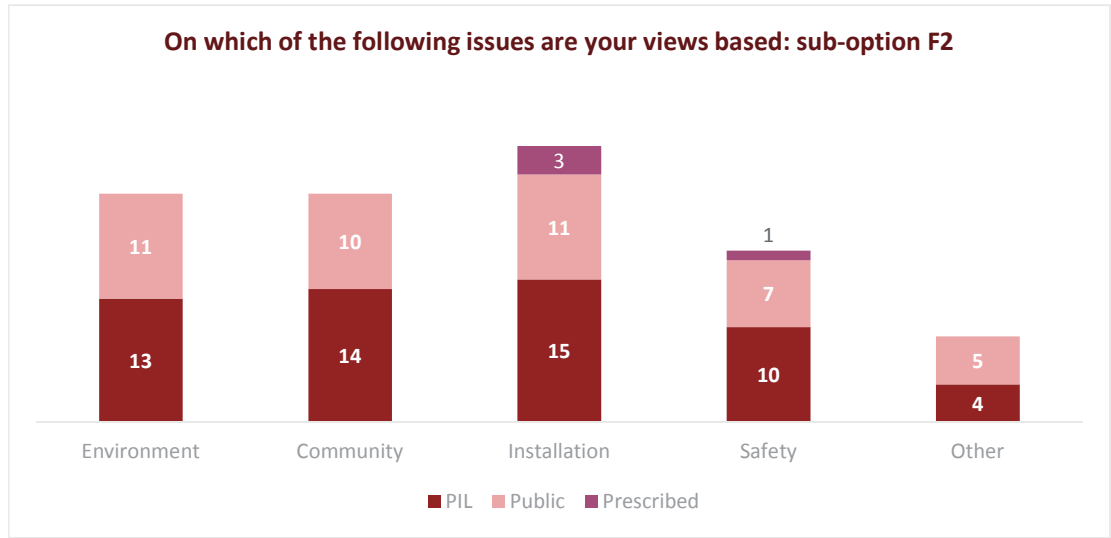


Chart 34: Answers to Question 6.3.2 (n=12)

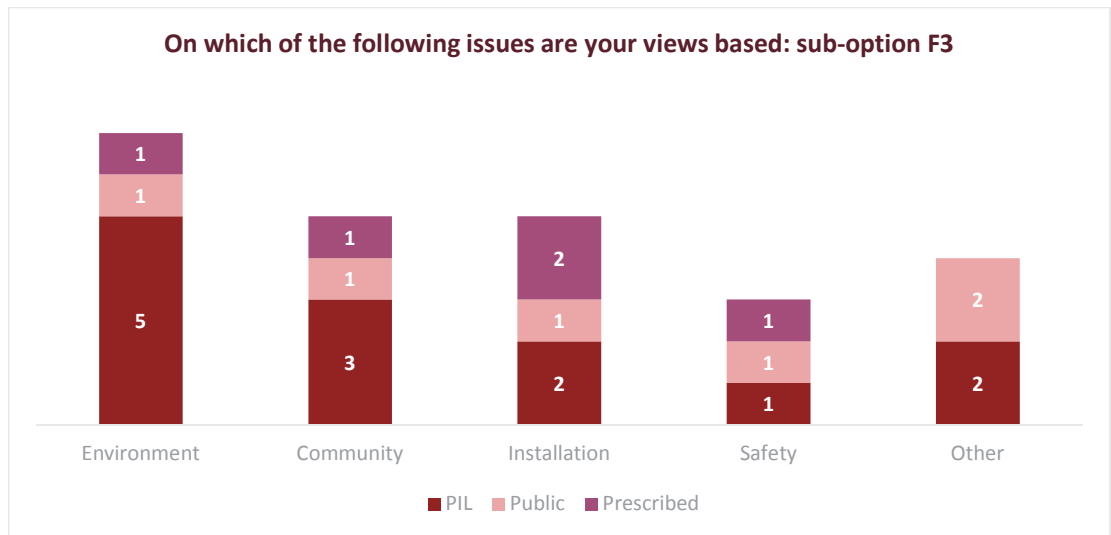




Chart 35: Answers to Question 6.4.2 (n=10)

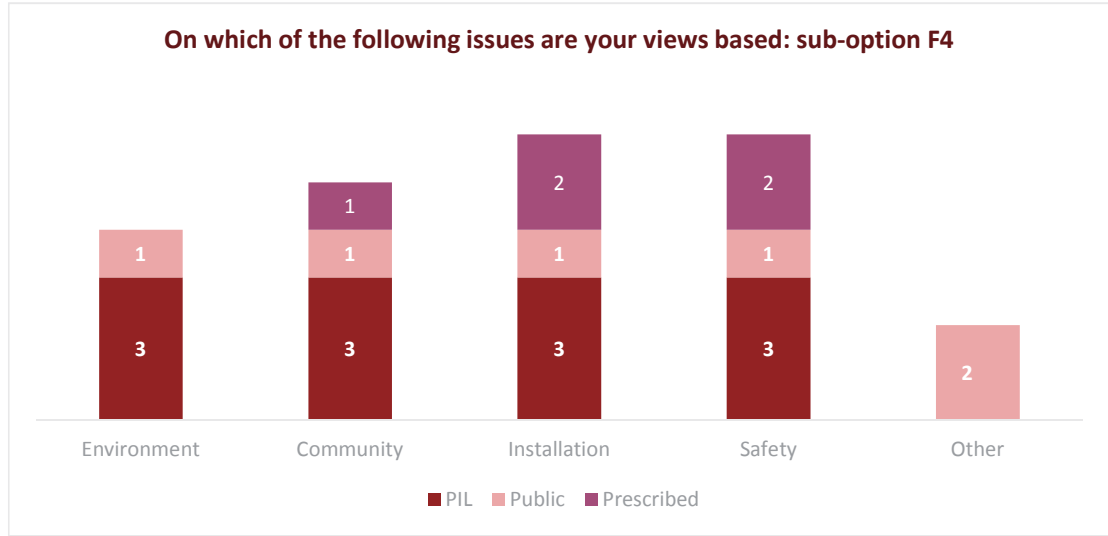
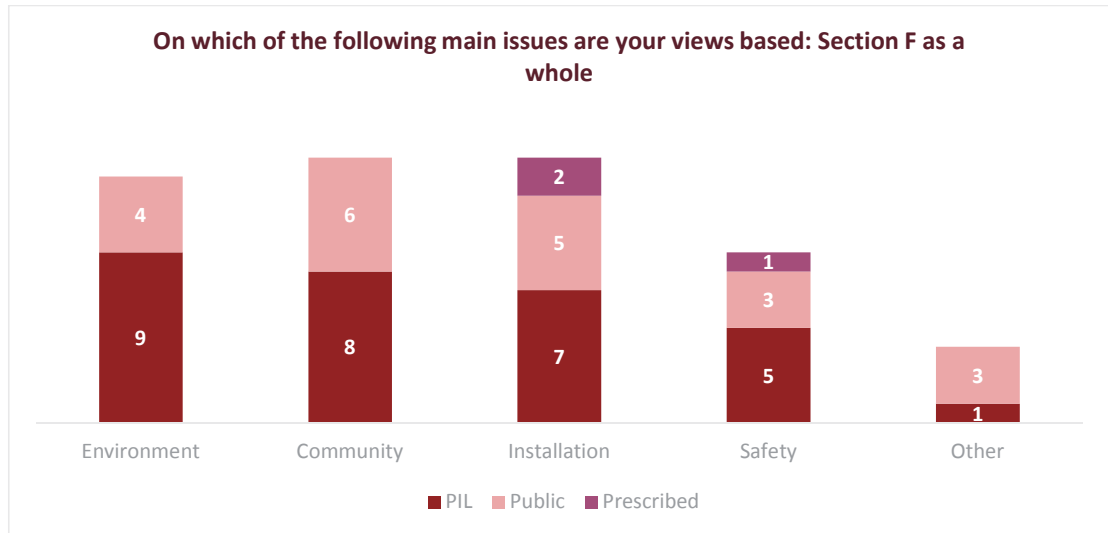


Chart 36: Answers to Question 6.5.1 (n=19)



Some of the respondents also provided additional open-text comments. In total, 73 respondents discussed Section F and its-sub options as part of their qualitative feedback which is summarised in this chapter.

7.2 Environment

7.2.1 Comments from prescribed consultees (S42 and S43)

Sub-option F1: Thames Water prefers **sub-option F1a** as this would have less impact on surrounding woodland than F1b.

Sub-option F2: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option F2.



Sub-option F3: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option F3.

Sub-option F4: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option F4.

Section F as a whole: Surrey Heath Borough Council says that the works required for Section F could impact on traffic flows which in turn could impact on the Thames Basin Heath Special Protection Area (SPA). They add that the SPA is susceptible to the effects of nitrogen deposition and road-generated pollutants and that works on Red Road could affect the Maultway and the A322 which both adjoin the SPA.

The Environment Agency supports the trenchless crossing of the River Halebourne due to the presence of sensitive habitats, species and a large watercourse.

7.2.2 Comments from PILs

Sub-option F1: Surrey Wildlife Trust says that **sub-options F1a and F1b** would have the least impact on the Brentmoor Heath area, whereas **sub-option F1c** would affect sensitive wet heathland habitats and species including reptiles and amphibians. They also encourage Esso to make use of the fact that the preferred route would go through Biodiversity Opportunity Area where habitats can be created.

Sub-option F2: One PIL supports **sub-option F2a** as it follows the existing line and does not affect new areas. In contrast, Surrey Wildlife Trust believes that **sub-option F2b** is better from an environmental perspective.

Sub-option F3: The two PILs who discuss this sub-option from environmental stance have contrasting views. Surrey Wildlife Trust supports **sub-option F3b** as it would avoid mature trees, whereas Silverland Stone Ltd objects to it as it would go through an ancient woodland.

Sub-option F4: There are no comments on environmental issues from PILs specifically in relation to sub-option F4.

Section F as a whole: Discussing Section F outside the outlined sub-options, several PILs raise concerns about tree loss which, they say, have not only aesthetic purpose but also provide screening and help mitigate the flood risk present in the



area. In contrast, Surrey Wildlife Trust is pleased that the preferred route would avoid Burnt Pollard Lane Site of Nature Conservation Interest (SNCI) and Chobham Place SNCI.

In the context of their concerns, several PILs make mitigation suggestions. These include putting in place sustainable drainage system, not felling ancient trees and ensuring that there would be no net loss of trees in general. Noting that the preferred route would pass through Hardwick Court Farm Fields SNCI, Surrey Wildlife Trust calls for careful consideration of the ecological sensitivity.

7.2.3 Comments from members of the public and other organisations

Sub-option F1: Some respondents oppose **sub-option F1a** as they feel it could lead to the removal of trees with preservation orders, damage to fox dens or nesting birds' habitats, or possible flood risk as a result of obstruction to a stream. In contrast, one respondent supports **sub-option F1a** as they say it appears to be further from the designated areas of Colony Bog and Brentmoor Heath. Meanwhile, a couple of respondents support **sub-option F1c** because they feel it would have less noise or visual impact for those on Red Road and cuts through heathland which can be reinstated. In relation to the F1 sub-options as a whole, a few respondents express general concerns about increased noise or air pollution. North Surrey Green Party says that Esso has not justified installing a pipeline through a Site of Special Scientific Interest (SSSI), although one respondent says they are glad to see the route has been moved to avoid Folly Bog.

Sub-option F2: The majority of respondents who express a preference between the F2 sub-options on environmental grounds support **sub-option F2a**. They comment that if the pipeline corridor crosses Chobham Common then this would help scrub and tree clearance which is required for maintenance of the Common, and that the Common would recover over time, both in terms of wildlife and vegetation. A few respondents also say that **sub-option F2b** would necessitate the removal of trees, including a stand of Scots Pine which hide the Shenton Gate development from the Common. The Chobham Society says that **sub-option F2b** would also increase the risk of flooding at the junction of bridleway 90 and footpath 95.

However, a few respondents raise concerns about the impact of **sub-option F2a** on the Common's ecology and wildlife, including North Surrey Green Party which



says that the pipeline route must stay away from Chobham Common due to the risk of leaks or spillage in a National Nature Reserve.

Sub-option F3: North Surrey Green Party opposes the removal of trees in the F3 sub-options, adding that these trees help reduce atmospheric carbon levels.

Sub-option F4: There are no comments on environmental issues from members of the public or other organisations specifically in relation to sub-option F4.

Section F as a whole: Commenting on Section F as a whole, North Surrey Green Party says that a number of large trees would be destroyed along the route.

7.3 Community

7.3.1 Comments from prescribed consultees (S42 and S43)

There are no comments on community issues from prescribed consultees in relation to Section F and its sub-options.

7.3.2 Comments from PILs

Sub-option F1: Surrey Wildlife Trust objects to **sub-option F1c** arguing that there are multiple rights of way in the area which would be adversely affected.

Sub-option F2: Sub-option F2b is unanimously opposed by those PILs who comment on it from a community perspective. The reasons cited focus on potential traffic delays at Stonehill Roads, impact on residential properties, businesses and listed buildings as well as concerns about decreasing property values. In the context of their objections, some PILs state their support for **sub-option F2a** as it follows the existing line. Surrey Wildlife Trust adds that **sub-option F2a** could provide an opportunity to enhance vehicular access.

Home Farm comments that access to their farm is required from May until mid-September as the farm is used for hospitality purposes.

Sub-option F3: Those PILs who provide community focused comments on sub-option F3, reject **sub-option F3b** because of concerns that it would affect property values and disturb local residents. Silverland Stone Ltd adds that this sub-option would be detrimental to their business.

Sub-option F4: There are no comments on community issues from PILs specifically in relation to sub-option F4.



Section F as a whole: Several PILs raise concerns about Section F outside the outlined sub-options, highlighting that the project would affect access to their properties and impact on their wellbeing by introducing significant changes to their surroundings. Some also highlight the presence of two Grade II listed barns which are susceptible to wind damage and are currently protected by a line of trees which could be removed during the installation process. One PIL stresses that Chobham's rural character should be maintained.

7.3.3 Comments from members of the public and other organisations

Sub-option F1: A few respondents oppose **sub-option F1a** because of its perceived impact on a footpath used by dog walkers and residents, whilst another expresses similar concern with regards to sub-option F1c.

In relation to the area of the F1 sub-options as a whole, one respondent says that the project is affecting property values and residents' ability to sell their homes.

Sub-option F2: Most comments on sub-option F2 discuss the area as a whole. There are some concerns around the perceived impact on local businesses., Chobham Society says that footpath 95 would need to be reinstated following installation.

One respondent opposes **sub-option F2b** as they feel that this would be disruptive to village life.

Sub-option F3: There are no comments on community issues from members of the public or other organisations specifically in relation to sub-option F3.

Sub-option F4: There are no comments on community issues from members of the public or other organisations specifically in relation to sub-option F4.

Section F as a whole: There are no comments on community issues from members of the public or other organisations specifically in relation Section F as a whole.

7.4 Installation

7.4.1 Comments from prescribed consultees (S42 and S43)

Sub-option F1: Surrey Heath Borough Council expresses concern about disruption to Red Road which they say could lead to significant congestion in the area and express a preference for the sub-option which would have the least impact on it.



Meanwhile, Thames Water prefers **sub-option F1a** as it would have the least impact on their assets.

Sub-option F2: Thames Water says that neither sub-option would impact their assets.

Sub-option F3: Thames Water says that neither option would impact their assets.

Sub-option F4: Thames Water says that neither sub-option would impact their assets.

Section F as a whole: Thames Water believes that excavation works for Section F are proposed to take place within exclusion zones of Thames Water assets in addition to those raised in relation to the various sub-options. These include a sewer and a manhole on Windlesham Road and two sewers and a manhole in land west of Guildford Road.

7.4.2 Comments from PILs

Sub-option F1: Some PILs object to **sub-option F1c** citing terrain constraints such as the presence of gas main and overhead power lines in the area. Surrey Wildlife Trust adds that the associated construction compound appears to be located within the Pirbright Range Danger Area. In contrast, one PIL supports **sub-option F1c** as they believe it would cause minimum supports disruption to Red Road and Lightwater road.

Sub-option F2: Those PILs who provide installation comments on sub-option F2, reject **sub-option F2b** because of concerns it would affect existing infrastructure (water pipes, cesspit), lead to road closure and disruption at Stonehill Road. Some also highlight the wet nature of the local soil. In contrast, positive comments in support of **sub-option F2a** refer to it following the existing line and being a more direct and straight route in general. Similarly, Home Farm expresses a preference for **sub-option F2a** as this would keep all the service pipes running through the farm in one place.

Sub-option F3: One PIL prefers **sub-option F3a** as they believe it would be less disruptive without elaborating further. Another PIL who discusses sub-option F3 in general is concerned that the potential impact on their property would be larger than originally anticipated.



Sub-option F4: The only installation comment from a PIL on this sub-option rejects **sub-option F4a** as it would bring the proposed pipeline too close to the junction of the A320 Guildford Road and the M25 and it would affect traffic flow.

Section F as a whole: Discussing Section F outside the outlined sub-options, several PILs raise a range of concerns focussing on how the installation process would affect their properties, surroundings and local roads. One PIL is worried that trees they have planted as a memorial would be removed. In the context of those concerns, some suggest changes to the preferred route in order to avoid specific properties.

7.4.3 Comments from members of the public and other organisations

Sub-option F1: A few respondents say they support **sub-option F1c** because it would have less impact on roads and traffic, as well as residents and their properties, whilst a small number of respondents say that **sub-option F1a** would be technically difficult as it would have to negotiate a stream and a steep slope. In relation to the F1 sub-options as a whole, a few respondents express concern about the impact on the Red Road and on traffic in this area, whilst North Surrey Green Party says the route would pass close to people's homes.

Sub-option F2: Most respondents who comment on the F2 sub-options support **sub-option F2a** because it follows the route of the existing pipeline, thereby not disrupting currently unaffected areas. In the context of the support for **sub-option F2a**, several respondents say that **sub-option F2b** would impact local properties and gardens and disrupt traffic on nearby roads such as Stonehill Road. One respondent also says that this route could affect the provision of utilities to Stonehill.

Sub-option F3: There are no comments on installation issues from members of the public or other organisations specifically in relation to sub-option F3.

Sub-option F4: There are no comments on installation issues from members of the public or other organisations specifically in relation to sub-option F4.

Section F as a whole: There are no comments on installation issues from members of the public or other organisations in relation to Section F as a whole.

7.5 Safety



7.5.1 Comments from prescribed consultees (S42 and S43)

Sub-option F1: There are no comments on safety issues from prescribed consultees specifically in relation to sub-option F1.

Sub-option F2: There are no comments on safety issues from prescribed consultees specifically in relation to sub-option F2.

Sub-option F3: There are no comments on safety issues from prescribed consultees specifically in relation to sub-option F3.

Sub-option F4: There are no public²³ comments on safety issues from prescribed consultees specifically in relation to sub-option F4.

Section F as a whole: There are no comments on safety issues from prescribed consultees in relation to Section F as a whole

7.5.2 Comments from PILs

Sub-option F1: There are no comments on safety issues from PILs specifically in relation to sub-option F1.

Sub-option F2: One PIL supports **sub-option F2a** on safety grounds saying that **sub-option F2b** would involve excavation in a residential area which could pose risks.

Sub-option F3: There are no comments on safety issues from PILs specifically in relation to sub-option F3.

Sub-option F4: There are no comments on safety issues from PILs specifically in relation to sub-option F4.

Section F as a whole: There are no comments on safety issues from PILs in relation to Section F as a whole.

7.5.3 Comments from members of the public and other organisations

Sub-option F1: One respondent says that works on Red Road would cause safety problems in Lightwater, without elaborating further.

Sub-option F2: One respondent opposes **sub-option F2b** as they feel that this would disrupt access for emergency services, whilst another says it would create

²³ Comments by respondents who have requested confidentiality are not included in this report



safety issues for traffic and pedestrians along Stonehill Road during construction and maintenance.

Sub-option F3: There are no comments on safety issues from members of the public or other organisations specifically in relation to sub-option F3.

Sub-option F4: There are no comments on safety issues from members of the public or other organisations specifically in relation to sub-option F4.

Section F as a whole: There are no comments on safety issues from members of the public or other organisations in relation to Section F as a whole.

7.6 Other

7.6.1 Comments from prescribed consultees (S42 and S43)

There are no further comments from prescribed consultees in relation to Section F and its sub-options.

7.6.2 Comments from PILs

Several PILs are concerned that the proposed pipeline would affect the future potential development of their land. Specific references include plans for a retirement development in **sub-option F2a** and non-specified developments in **sub-options 3b and 2b**.

On a similar note, Home Farm says that **sub-option F2a** would have less impact on the future development potential of the farm.

Some PILs also request compensation for any disruption caused by the project.

7.6.3 Comments from members of the public and other organisations

One respondent flags that there are several major planning developments in the area which when combined with **sub-option F2b** would place additional pressure on local roads.

One respondent opposes **sub-option F2b** on grounds of cost, saying it would be more expensive to install.



8 Feedback received on Section G

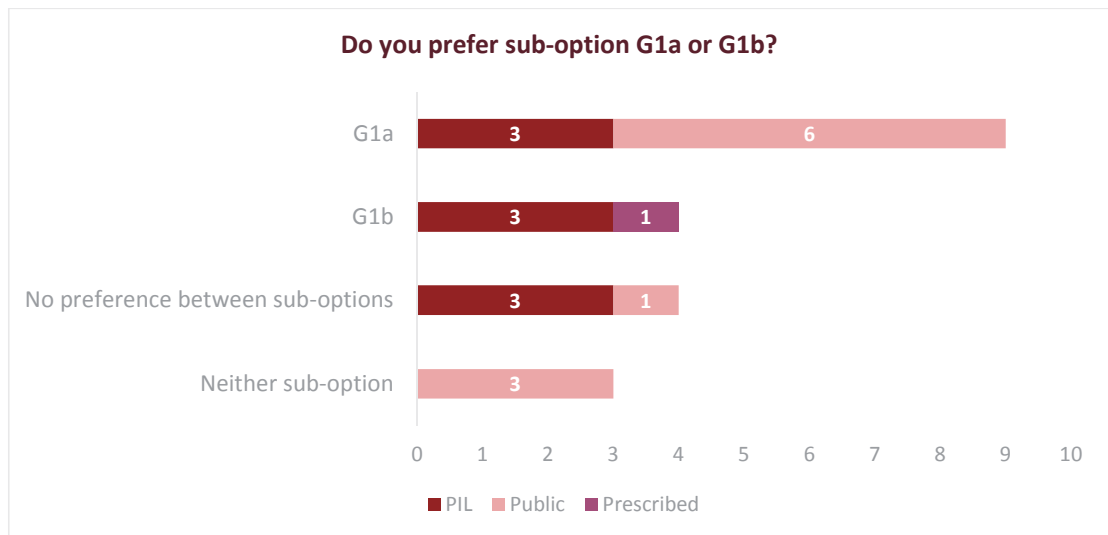
8.1 Overview

Question 7 asks respondents for their views on Section G and its sub-options:

- **Sub-option G1 at Chertsey railway:** within this sub-option, the preferred route could either travel along Roakes Avenue (G1a) or along Canford Gardens (G1b).
- **Sub-option G2 at River Thames:** within this sub-option, there are two trenchless sub-options (G2a and G2b) for the crossing of the River Thames.

The views of those who responded to this question are summarised in Charts 37-38 below, alongside their respondent category.

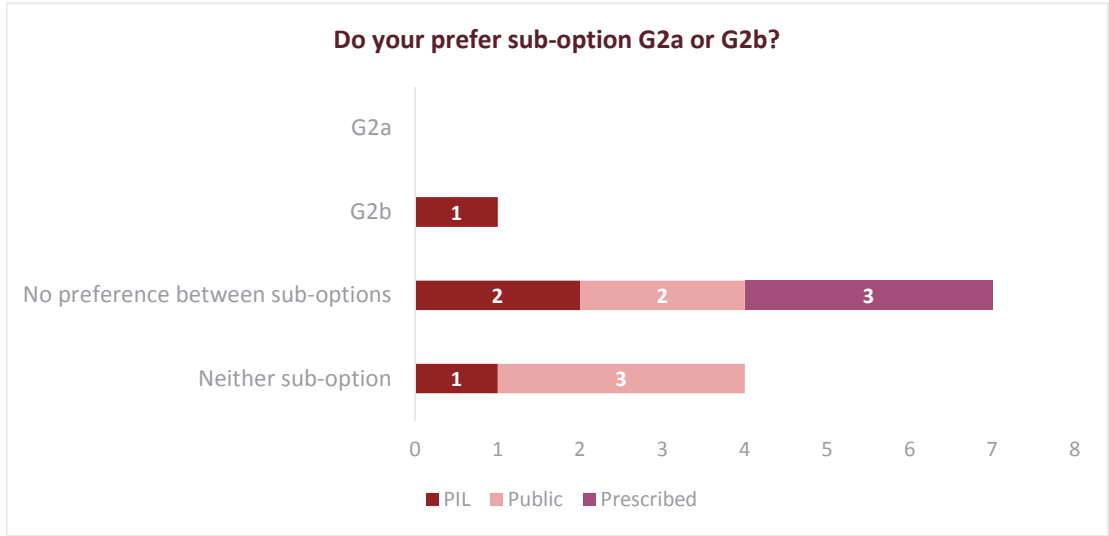
Chart 37: Answers to Question 7.1.1 (n=20)



Of the 334 respondents who submitted a response to the consultation, 20 answered this question with four indicating they had no preference. Of those who expressed a preference between the two sub-options, nine out of 13 prefer sub-option G1a, while three object to both sub-options.



Chart 38: Answers to Question 7.2.1 (n=12)



Of the 334 respondents who submitted a response to the consultation, 12 answered this question with seven indicating they had no preference, one expressing support for sub-option G2b and four objecting to both sub-options.

Respondents could select the reasons that underpin their views (either in relationship to the proposed sub-options or Section G as a whole) and the feedback is summarised in Charts 39-41 below, alongside their respondent category. Respondents could select multiple reasons.

Chart 39: Answers to Question 7.1.2 (n=20)

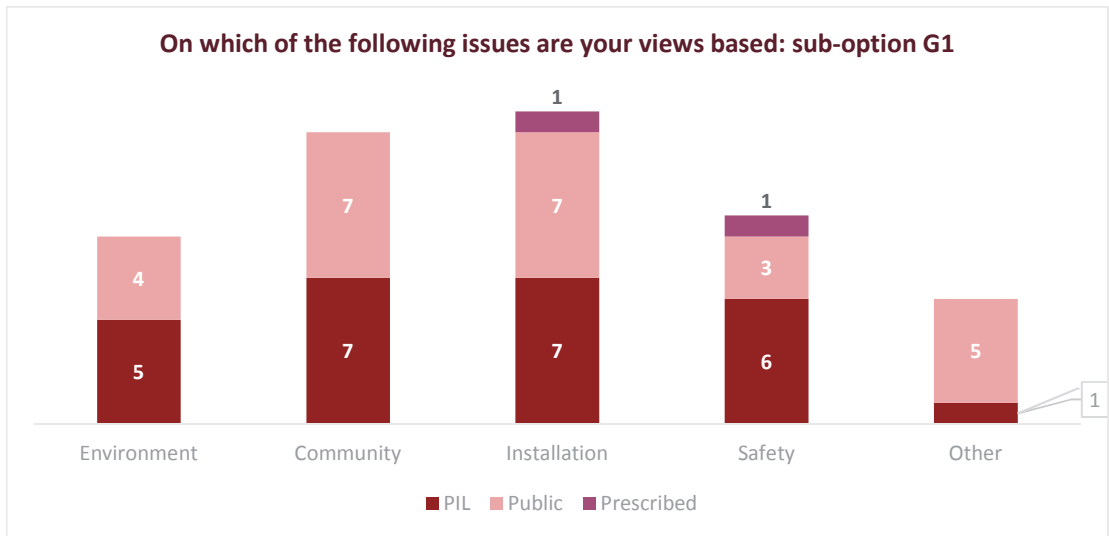




Chart 40: Answers to Question 7.2.2 (n=10)

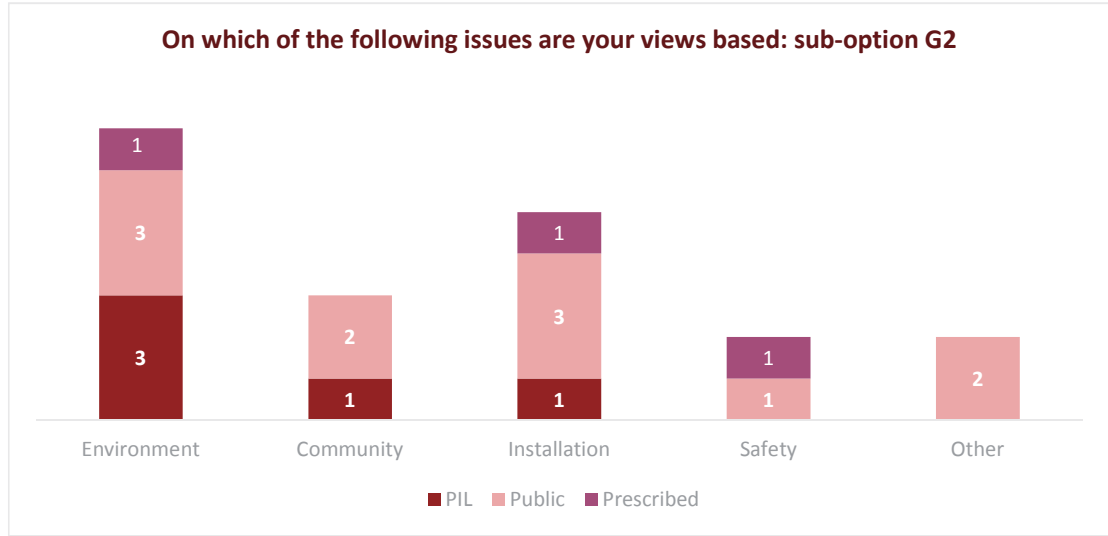
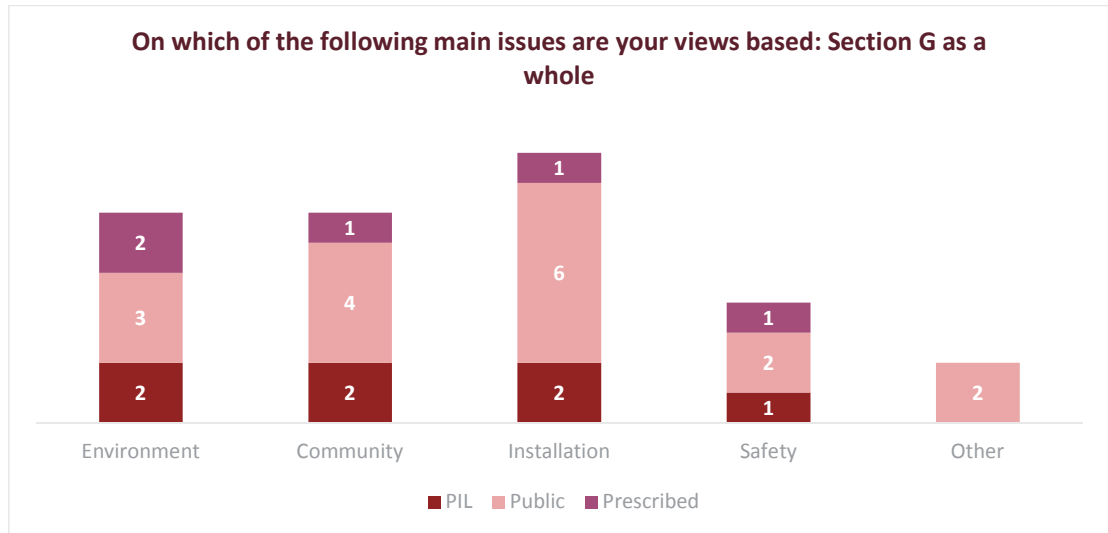


Chart 41: Answers to Question 7.3.1 (n=14)



Some of the respondents also provided additional open-text comments. In total, 26 respondents discussed Section G and its-sub options as part of their qualitative feedback which is summarised in this chapter.

8.2 Environment

8.2.1 Comments from prescribed consultees (S42 and S43)

Sub-option G1: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option G1.

Sub-option G2: Spelthorne Borough Council says that both G2 sub-options would go through historic landfill and says that the land west of **sub-option G2a** was



severely affected by flooding in 2014. The Council also expresses concern about potential impacts on Dumsey Meadow and Chertsey Meads, although they recognise that both sub-options would pass outside the Dumsey Meadow Site of Special Scientific Interest (SSSI) designation.

Section G as a whole: The Environment Agency welcomes the decision to use directional drilling for the crossing of the Thames but says that Chertsey Bourne has not been included in the list of watercourses for directional drilling. They point that this watercourse contains a large volume of water and holds an important fish course population and is therefore unsuitable for crossing with a trench.

8.2.2 Comments from PILs

Sub-option G1: With regards to **sub-option G1b**, there are some concerns about perceived noise pollution and adverse impact on oak trees along Canford Drive.

Sub-option G2: Surrey Wildlife Trust says that both sub-options would impact some of the most biodiverse habitats at Chertsey Meads.

Section G as a whole: Discussing Section G as a whole, Surrey Wildlife Trust highlights the Pannells Farm Site of Nature Conservation Interest (SNCI), a relict floodplain which would require careful restoration.

8.2.3 Comments from Members of the public and other organisations

Sub-option G1: A few respondents oppose **sub-option G1b** because of the noise and vibration they worry it would create. For one respondent this concern applies equally to **sub-option G1a**. Discussing the G1 sub-options as a whole, one respondent raises concerns about the potential impact on wildlife in nearby fields and railway embankments.

Sub-option G2: There are no comments on environmental issues from members of the public or other organisations specifically in relation to the G2 sub-options.

Section G as a whole: Some respondents raise concerns about the potential impact of the proposed pipeline on Chertsey Meads. One says that the eastern side of this site is a local nature reserve and SINIC as well as a Queen Elizabeth II Field and expresses concern that passing through the site would be ecologically damaging. They comment that any installation must take place outside of the bird nesting season, that the affected area should be minimised, and that soil-



backfilling should take place but not re-seeding.

Meanwhile, another respondent says that Section G would pass through flood plain, so it would be best for works to take place in summer. North Surrey Green Party believes that no plans or procedures have been published on how potential leaks or spillages affecting water courses would be cleaned up.

8.3 Community

8.3.1 Comments from prescribed consultees (S42 and S43)

Sub-option G1: There are no comments on community issues from prescribed consultees specifically in relation to sub-option G1.

Sub-option G2: There are no comments on community issues from prescribed consultees specifically in relation to sub-option G2.

Section G as a whole: There are no public²⁴ comments on community issues from prescribed consultees in relation to Section G as a whole.

8.3.2 Comments from PILs

Sub-option G1: All PILs who comment on sub-option G1, object to **sub-option G1b** citing concerns over the potential impact on traffic, property access and businesses including Abbeymoor Golf course and a local child-minding service.

Sub-option G2: Chertsey and Shepperton Regatta Association Ltd objects to **sub-option G2a** because of property concerns.

Section G as a whole: Raising concerns about possible access restrictions impose on their business tenants, one PIL requests that the proposed pipeline in Section avoids their property.

8.3.3 Comments from members of the public and other organisations

Sub-option G1: Several respondents oppose **sub-option G1b** because they feel it would impact pedestrian and vehicular access to and from Canford Drive, create problems with parking and affect property values. One respondent also says that refuse collection services could be affected.

However, one respondent objects to both sub-options as they feel they could

²⁴ Comments by respondents who have requested confidentiality are not included in this report



create problems in terms of access, parking and refuse collection.

Sub-option G2: There are no comments on community issues from members of the public or other organisations specifically in relation to sub-option G2.

Section G as a whole: One respondent expresses concern about the impact Section G could have on access to their property whilst another says installation would affect the local community. One respondent adds that Chertsey Agricultural Show takes place on Chertsey Meads in August and that they would not want any works to take place during set up time or the show itself.

8.4 Installation

8.4.1 Comments from prescribed consultees (S42 and S43)

Sub-option G1: Even though Thames Water expresses a preference for **sub-option G1b** as it would affect fewer of their assets than **sub-option G1a**, they still highlight some infrastructure that needs to be safeguarded should **sub-option G1b** be selected: two manholes and two sewers in Canford Drive, a manhole in Roakes Avenue, a sewer at the junction of Canford Drive and Roakes Avenue, a sewer in Chertsey Road and a sewer east of Chertsey Branch Railway.

Sub-option G2: UK Power Networks prefers **sub-option G2b** as **sub-option G2a** would impact their equipment. Thames Water says that neither sub-option would impact their assets.

Section G as a whole: Thames Water believes that excavation works for Section G are proposed to take place within exclusion zones of Thames Water assets and calls for those to be safeguarded.

8.4.2 Comments from PILs

Sub-option G1: Views on this sub-option are mixed with some feeling that **sub-option G1a** would have lower impact on the local area and others disagreeing referring to current congestion levels at Roakes Avenue, which they say would get worse once the nearby secondary school is fully functioning. One PIL asks why trenchless techniques would not be used in this sub-option and another says that are overall satisfied with the identified sub-options as they follow the existing pipeline but are concerned about potential disruption during the installation process.



Sub-option G2: Chertsey and Shepperton Regatta Association Ltd objects to **sub-option G2a** as it would go through their field which has multiple uses including a car park and a dog training ground.

Section G as a whole: Discussing Section G as a whole, one PIL is concerned about the potential impact on local roads particularly in relation to school traffic. Some PILs, including Surrey Wildlife Trust, request alternative routing is explored in order to minimise the potential adverse effects on the area.

8.4.3 Comments from members of the public and other organisations

Sub-option G1: Some respondents support **sub-option G1a** because they feel it represents a more direct route which would take less time to install and cause less disruption.

In contrast one respondent supports **sub-option G1b** as it would take traffic onto Canford Drive and remove pressure from commuter traffic. In contrast, another opposes **sub-option G1a** as they feel this would impact local roads, whilst one respondent expresses concern about its proximity to utility provisions.

One respondent opposes both sub-options referring to the narrow roads and built-up character of the area.

Sub-option G2: There are no comments on installation issues from members of the public and other organisations specifically in relation to sub-option G2.

Section G as a whole: One respondent expresses concern about Section G causing damage to roads and underground natural water supplies, which they say, some properties rely on. They add that if work is carried out on Chertsey Meads then there are services such as overhead lines which could be moved overground or fibre optic broadband cables which could be installed in combination with other services as part of a 'one-off dig'.

8.5 Safety

8.5.1 Comments from prescribed consultees (S42 and S43)

There are no comments on safety issues from prescribed consultees in relation to Section G and its sub-options.



8.5.2 Comments from PILs

Sub-option G1: Views on this sub-option are split with some suggesting that because the area crossed by **sub-option G1b** is quieter, installing the pipeline there would involve fewer risks and others highlighting the perceived impact on emergency services and children's safety.

Sub-option G2: There are no comments on safety issues from PILs specifically in relation to sub-option G2.

Section G as a whole: There are no comments on safety issues from PILs in relation to Section G as a whole.

8.5.3 Comments from members of the public and other organisations

Sub-option G1: One respondent expresses concerns about emergency service access for both of the G1 sub-options. Another says that the safety of children in Canford Drive must be a priority.

Sub-option G2: There are no comments on safety issues from members of the public and organisations specifically in relation to sub-option G2.

Section G as a whole: There are no comments on safety issues from members of the public and organisations in relation to Section G as a whole.

8.6 Other

8.6.1 Comments from prescribed consultees (S42 and S43)

There are no further comments from members of the public and other organisations in relation to Section G and its sub-options.

8.6.2 Comments from PILs

Chertsey and Shepperton Regatta Association Ltd is concerned that if sub-option G2a is chosen it would affect their development plans.

8.6.3 Comments from members of the public and other organisations

One respondent feels compensation should be given for noise pollution leading to loss of earnings for those who work night shifts or work from home for both the G1 sub-options. Another respondent is pleased that Section G has been kept as short as possible which would minimise cost.



9 Feedback received on Section H

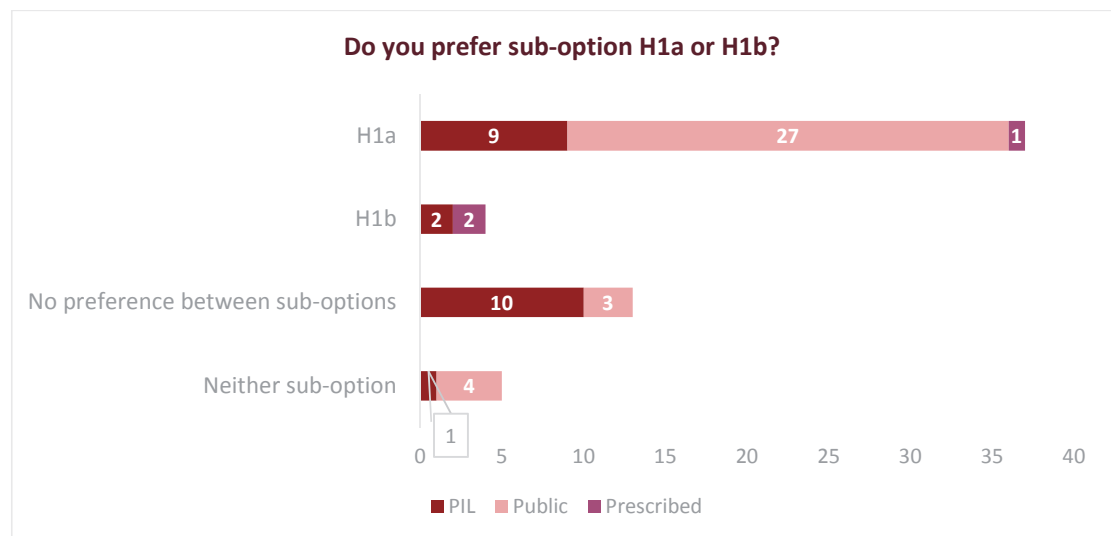
9.1 Overview

Question 8 asks respondents for their views on Section H and its sub-options:

- **Sub-option H1 at Queen Mary Reservoir** within this sub-option, the preferred route could follow the existing pipeline crossing the reservoir intel channel (H1a) or diverts away from the western edge of the reservoir (H1b).
- **Sub-option H2 at Ashford Station:** within this sub-option, the preferred route could either involve long trenchless crossing from West Close (H2a) or from railway station car park (H2b) or two trenchless crossing at Station Road and St James school (H2c).
- **Sub-option H3 at Thomas Knyvett College:** within this sub-option, the preferred corridor could either go to the west of Thomas Knyvett College (H3a) or the east (H3b).

The views of those who responded to this question are summarised in Charts 42-44 below²⁵, alongside their respondent category.

Chart 42: Answers to Question 8.1.1 (n=59)

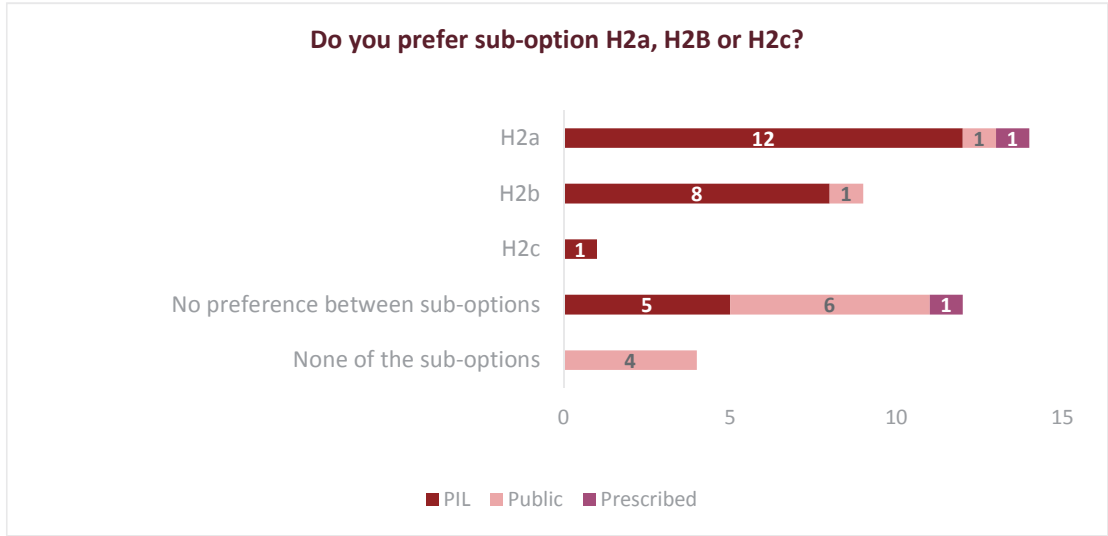


Of the 334 respondents who submitted a response to the consultation, 59 answered this question with 13 indicating they had no preference. Of those who expressed a preference between the two sub-options, 37 out of 41 prefer sub-option H1a, while five object to both sub-options.

²⁵ Respondents who did not respond using the questionnaire were not able to complete this question

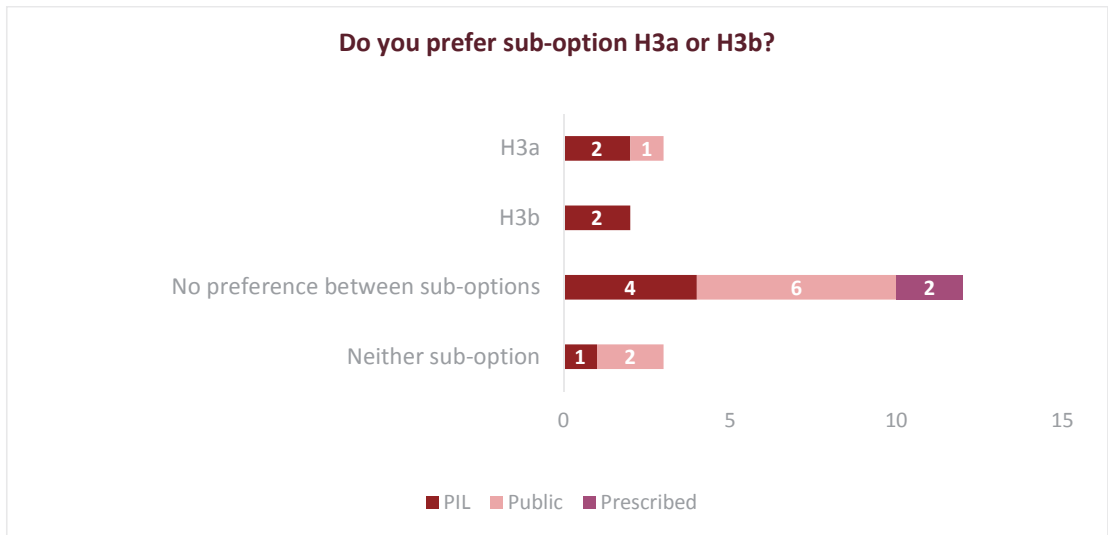


Chart 43: Answers to Question 8.2.1 (n=40)



Of the 334 respondents who submitted a response to the consultation, 40 answered this question with 12 indicating they had no preference. Of those who expressed a preference between the two sub-options, 14 out of 24 prefer sub-option H2a, while four object to all three sub-options.

Chart 44: Answers to Question 8.3.1 (n=20)



Of the 334 respondents who submitted a response to the consultation, 20 answered this question with 12 indicating they had no preference. Of those who expressed a preference between the two sub-options, three out of five prefer sub-option H3a, while three object to both sub-options.



Respondents could select the reasons that underpin their views (either in relationship to the proposed sub-options or Section H as a whole) and the feedback is summarised in Charts 45-48²⁶ below, alongside their respondent category. Respondents could select multiple reasons.

Chart 45: Answers to Question 8.1.2 (n=51)

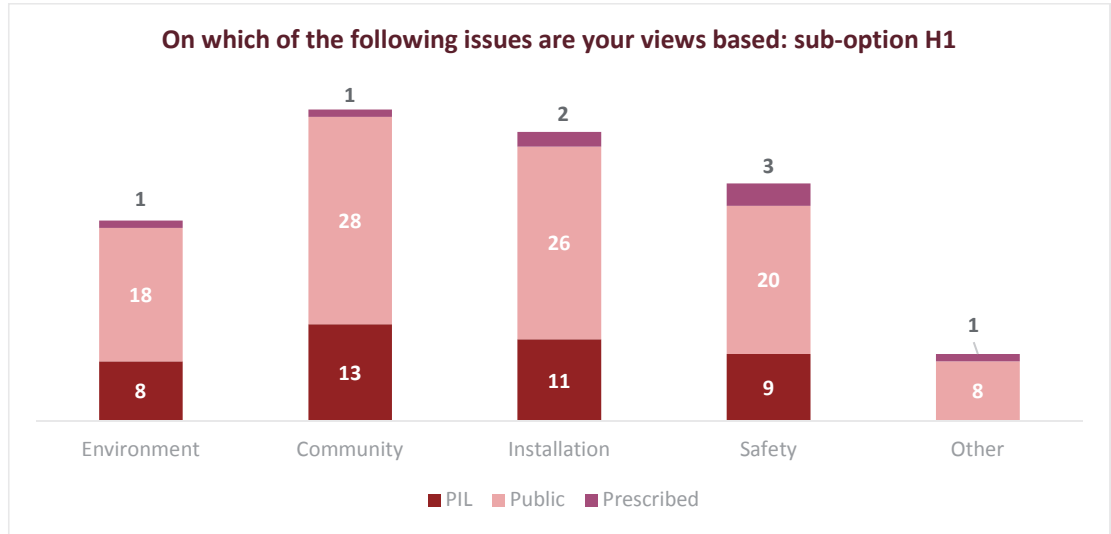
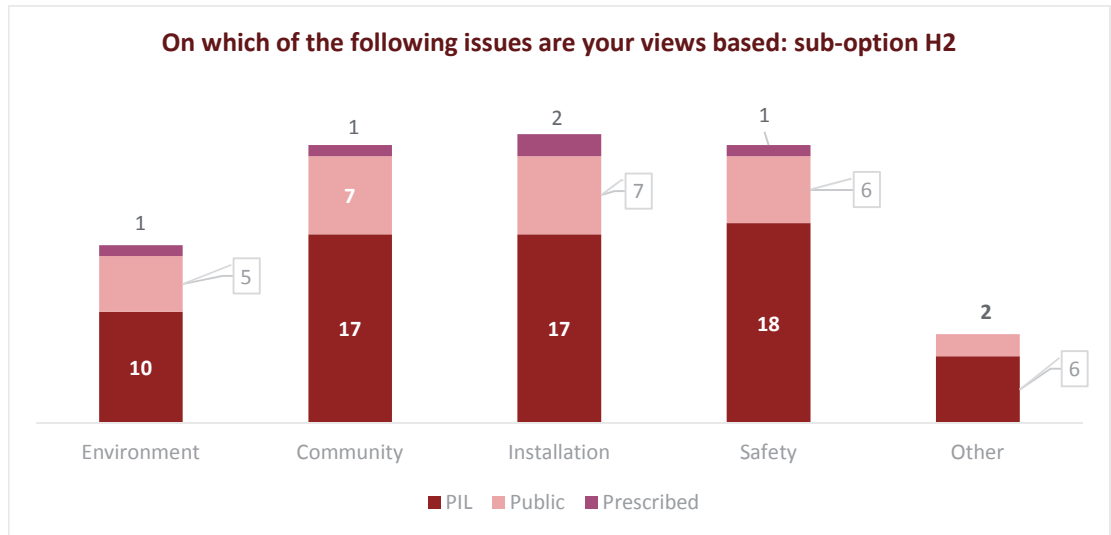


Chart 46: Answers to Question 8.2.2 (n=33)



²⁶ Respondents who did not respond using the questionnaire were not able to complete this question



Chart 47: Answers to Question 8.3.2 (n=12)

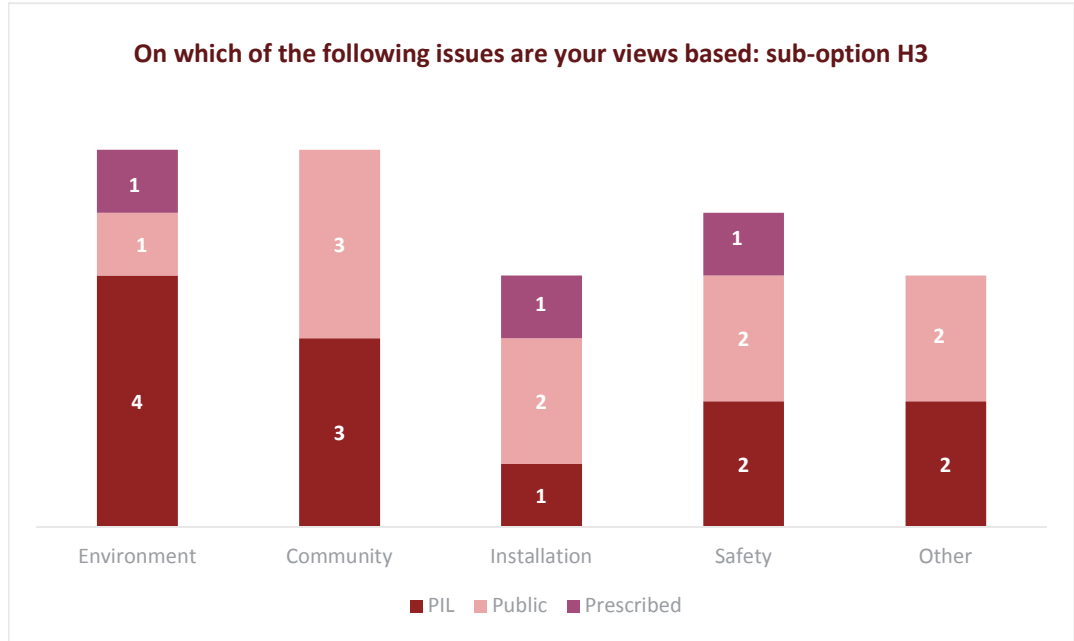
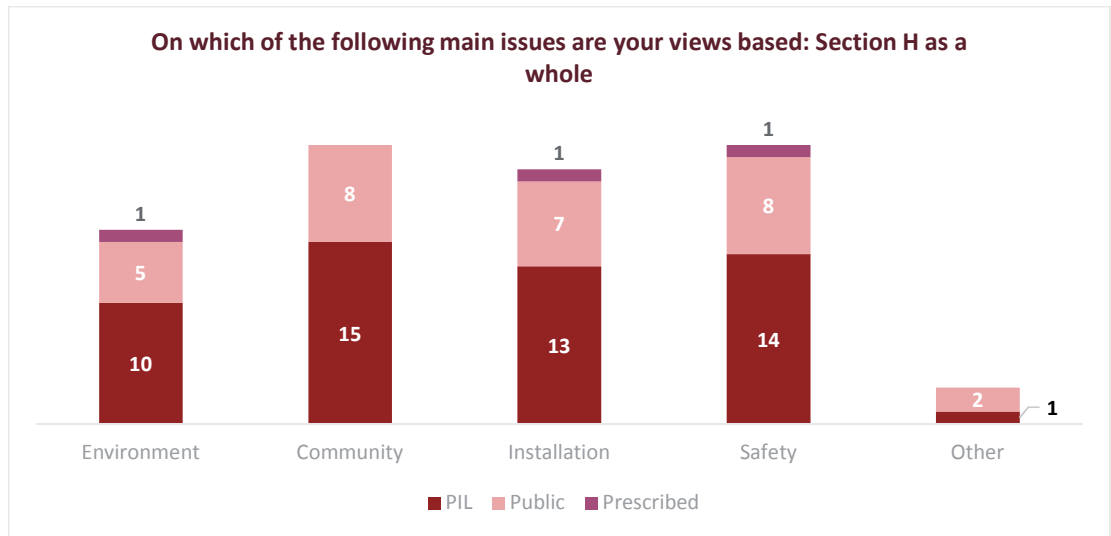


Chart 48: Answers to Question 8.4.1 (n=31)



Some of the respondents also provided additional open-text comments. In total, 87 respondents discussed Section H and its-sub options as part of their qualitative feedback which is summarised in this chapter.



9.2 Environment

9.2.1 Comments from prescribed consultees (S42 and S43)

Sub-option H1: Spelthorne Borough Council opposes **sub-option H1b** as it runs across mineral reserves at Manor Farm. In relation to **sub-option H1a**, the Council requests that mature tree avenues within Fordbridge Park are protected or reinstated after construction works. Meanwhile, the Environment Agency supports the trenchless crossing of the Queen Mary Canal and the Staines Reservoir Aqueduct within the H1 sub-options.

Sub-option H2: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option H2.

Sub-option H3: Spelthorne Borough Council says that the historic landfill north of St James School extends to the A30, west of Edward Way, and both H3 sub-options route around the edge of this filled area. The Council says that it is likely little margin was left at the site boundaries, so both routes may be impacted by fill materials.

Section H as a whole: The Environment Agency says that they expect consideration to be given through the Environmental Permit application to noise levels and disturbance of wildfowl at West of Queen Mary Reservoir Site of Nature Conservation Interest (SNCI) and Queen Mary Reservoir SNCI. They also point that the proposed trenching at the River Ash is not ideal but recognise there are constraints at this site.

9.2.2 Comments from PILs

Sub-option H1: A few respondents, including Spelthorne Civic Pride Volunteers, raise concerns about potential flood risk in relation to the H1 sub-options referring to the high water table in the area. Spelthorne Civic Pride Volunteers also expresses concern about the possible effect of **sub-option H1b** on grass snakes, moles, nesting birds, wildfowl, great crested newts and a 138-year-old oak tree, and says it would impact Laleham Pond, a local nature reserve. However, Surrey Wildlife Trust says that this option would avoid impacting the West of Queen Mary Reservoir SNCI.



Sub-option H2: Several respondents express concerns about a possible increase in noise from **sub-option H2a**, largely due to the removal of trees which act as a barrier against road noise. Similarly, some respondents say that this would remove their tree cover and affect the visual aspect of their property. Another respondent raises concerns about the noise which could result from installing these options.

Sub-option H3: Surrey Wildlife Trust prefers **sub-option H3a** as this is furthest away from the Princes Lake SNCI.

Section H as a whole: Surrey Wildlife Trust welcomes the avoidance of Shepperton Quarry SNCI within Section H. Ashford Sports Limited says that some of their landscaping is recovering from previous repair work to a pipeline, and expresses concern that these trees would need to be removed again.

9.2.3 Comments from members of the public and other organisations

Sub-option H1: One respondent raises concerns about flooding in relation to both H1 sub-options, whilst a few respondents oppose the **H1b sub-option**, saying that they have concerns about potential noise impacts or that Greenfield End is a flood risk area. Some respondents, including Celia Crescent Residents' Group which has submitted a petition signed by 74 residents, also raise concerns specifically in relation to the pipeline section within **sub-option H1b** which would pass through Celia Crescent. They say that the Crescent is prone to flooding and express concerns about noise, dust and fumes.

Sub-option H2: Discussing the area of the H2 sub-options as a whole, one respondent highlights that it is a floodplain and has a high-water table.

Sub-option H3: There are no comments on environmental issues from members of the public or other organisations specifically in relation to the H3 sub-options.

Section H as a whole: North Surrey Green Party says that Esso has not offered any plan or procedures for protection of the River Ash.

9.3 Community

9.3.1 Comments from prescribed consultees (S42 and S43)

Sub-option H1: Discussing the area of the H1 sub-options as whole, Spelthorne Borough Council says that there are a tennis club and coffee house in the south of Fordbridge Park which could be impacted by any partial or complete closure



of the park.

Sub-option H2: There are no comments on community issues from prescribed consultees specifically in relation to sub-option H2.

Sub-option H3: Discussing the area of the H3 sub-options as whole, Spelthorne Borough Council says that a play area designated in its Local Plan would be impacted by the proposed alignments for crossing the A30.

Section H as a whole: There are no comments on community issues from prescribed consultees in relation to Section H as a whole.

9.3.2 Comments from PILs

Sub-option H1: Brett Group says that they have planning permission to extract 1.5m tonnes of sand and gravel starting in 2019 and object to any route which would impact on their operations. Some respondents raise concerns in relation to **sub-option H1b**, including potential impacts on the health of nearby residents, whilst Laleham Methodist Church feels that the H1 section as a whole could restrict their activities and affect the value of the church.

Sub-option H2: Several respondents oppose **sub-option H2a** on the basis that they feel it would reduce the value of their properties. Some also feel it would disrupt their access, limit parking space or impact residents' health and wellbeing. A few respondents also oppose **sub-options H2b and H2c** because they feel it would impact local businesses such as Hitchcock and King.

Sub-option H3: There are no public²⁷ comments on community issues from PILs specifically in relation to sub-option H3.

Section H as a whole: Ashford Sports Limited says that Section H would pass through playing areas and their car park and could affect access, whilst Brett Group expresses concerns about possible impacts on the Littleton Lane Industrial Estate and suggest the pipeline could pass to the west to avoid this. 4th Ashford Scout Group also raises concerns about lorries passing their entrance and whether this could restrict their activities.

²⁷ Comments by respondents who have requested confidentiality are not included in this report



9.3.3 Comments from members of the public and other organisations

Sub-option H1: Most of the respondents who comment on the H1 sub-options, including Celia Crescent Residents' Group which has submitted a petition signed by 74 residents, discuss the pipeline section within **sub-option H1b** which passes through Celia Crescent. Many of these respondents raise concerns about access to and from their properties, highlighting the narrowness of the roads and the number of disabled or elderly residents who would require constant access. Respondents from Celia Crescent also comment that the proposed pipeline could impact parking, reduce property values and affect local schools. Meanwhile, several respondents oppose the **H1b sub-option** because they feel it would affect their ability to access their homes or impact local amenities such as Laleham Methodist Church or the Matthew Arnold Sports Field. In the context of their opposition to **sub-option H1b**, some respondents state their support for **sub-option H1a** as they feel it would have less impact on local schools and the Brett Group's development for gravel extraction.

Sub-option H2: Some respondents object to **sub-option H2a** either because of concerns that it could affect the value of their property or block the entrance to the stairs to Stanwell Road, creating a 600m detour for pedestrians. Another respondent expresses concern about the potential effect of the H2 sub-options as a whole on their ability to sell their property.

Sub-option H3: There are no public²⁸ comments on community issues from members of the public specifically in relation to sub-option H3.

Section H as a whole: There are no comments on community issues from members of the public or other organisations in relation to Section H as a whole.

9.4 Installation

9.4.1 Comments from prescribed consultees (S42 and S43)

Sub-option H1: Spelthorne Borough Council prefers **sub-option H1a** as it follows the existing pipeline route and unlike sub-option H1b would not affect dense residential areas. Notwithstanding their support for **sub-option H1a**, the Council raises traffic concerns in relation to both sub-options with specific reference to Kingston Road at Fordbridge Roundabout (**H1a**) and B375 at Manor Farm and

²⁸ Comments by respondents who have requested confidentiality are not included in this re



Kingston Road at Woodthorpe Road (**H1b**).

In contrast, UK Power Networks prefers **sub-option H1b** as **sub-option H1a** runs close to the Laleham Grid Substation. Thames Water would also prefer **sub-option H1b** as this would impact fewer of their assets than **sub-option H1a**, though some infrastructure would still require safeguarding.

Thames Water adds that there would be significant technical challenges in constructing the **H1a sub-option** and that the presence of a pipeline in this area might affect their ability to deal with emergency situations with the reservoir. Instead, Thames Water suggests that Esso should consider an alternative location within the Thames Water Gravel working site on a line to the east of the Ashford Road. In a separate response, Thames Water requests that should Esso select **sub-option H1b**, that the route of the main is taken through the back of properties facing Edinburgh Drive.

Sub-option H2: Spelthorne Borough Council expresses concerns about potential disruption to the Stanwell Road at St James School from **sub-option H2b** and to Church Road at Clarendon Park School from **sub-option H2c**. The Council adds that while **sub-option H2a** would be the least disruptive option for Ashford Station and the Woodthorpe Road area, it is unclear how long the trenchless section would take to construct and what the consequent impact on residents would be, particularly those adjacent to the boring ends of the trenchless sections. Meanwhile, Thames Water would prefer **sub-option H2a** as this would have less impact on their assets than **H2b** and **H2c**, though some infrastructure (sewer and a manhole on Church Road) would still require safeguarding.

Sub-option H3: Thames Water says that neither sub-option would impact their assets, but that two sewers and a manhole on London Road would require safeguarding within the H3 sub-options.

Section H as a whole: Spelthorne Borough Council expresses concern about potential disruption to Woodthorpe Road and Shepperton Road at Home Farm and would like further information about traffic management arrangements to mitigate any impacts. Meanwhile, Transport for London (TfL) wants to ensure the minimisation of any impacts on their services.

Thames Water says they would have no objections if the route was located along



the western side of the River Ash. They add they would have no significant objections to the pipeline crossing of the Laleham Intake channel and the Staines Aqueduct as long as design and construction methods do not detrimentally impact the structures and settlements are kept to an agreed minimum.

9.4.2 Comments from PILs

Sub-option H1: A few respondents support **sub-option H1a** because it follows the existing pipeline route more closely and they feel it would have a reduced impact on roads, properties, utilities and local residents. In contrast, The Brett Group is concerned that sub-option H1a might impact on existing and planned infrastructure so they recommend investigating the feasibility of a route following Ashford Road.

Sub-option H2: Views amongst PILs on **sub-option H2a** are mixed. Those who oppose this option typically feel that it would impact on their property or garden, with the London Diocesan Fund suggesting that it could impact on St Hilda's Church in Woodthorpe Road. In contrast, reasons in favour focus on perceived minimised impact on residential and commercial properties and Woodthorpe Road. In relation to **sub-option H2b**, a few respondents, including Hitchcock and King, raise a new development of flats which they say would be affected by this sub-option, although a few respondents say this option would be less disruptive and have less of an impact on local properties and roads. Meanwhile, a few respondents oppose **sub-option H2c** because of the impact they feel it could have on local properties, roads and utilities.

Sub-option H3: There are no comments on installation issues from PILs specifically in relation to sub-option H3.

Section H as a whole: Ashford Sports Limited says the preferred limit of deviation covers a wide area, and questions how the pipeline would be positioned under a 3 to 4-metre-high mound. Another respondent, who lives in Woodthorpe Road, says they live in a 19th century property which has had problems with cracking and which they feel would be affected by pipeline installation.

One respondent suggests an alternative route within this section which would cut across from the A308 across Shortwood Common (avoiding the SSSI designated section) before joining the A30 and running along this until Short Lane.



9.4.3 Comments from members of the public and other organisations

Sub-option H1: Several respondents support the **H1a sub-option** because it follows the existing pipeline route and would cause less disruption during installation. Related to this, many respondents, including Celia Crescent Residents' Group which has submitted a petition signed by 74 residents, raise concerns in relation to the pipeline section which passes through Celia Crescent (**sub-option H1b**), highlighting the potential disruption and impact on properties. Several also suggest that the road would be too narrow for installation, and that it would not be possible to achieve the required working widths or easements.

Sub-option H2: A few respondents express concerns about **sub-option H2a**, arguing that it could impact properties or roads in the area, or suggesting that the width of West Close and the presence of water and gas supplies could hamper installation.

In contrast, some respondents say that **sub-options H2b** and **H2c** would cause disruption to local residents, including potential impacts to Woodthorpe Road and bus services to the railway station.

Sub-option H3: There are no comments on installation issues from members of the public or other organisations specifically in relation to sub-option H3.

Section H as a whole: One respondent raises concerns about the impact which installation of Section H as a whole could have on the roads in the area and Ashford Station. North Surrey Green Party is worried about the possible effect of works on Littleton Lane for traffic in the area, the routing of a pipeline through a busy residential area, and the impact of pipeline installation on existing utilities and services.

One respondent feels that the new pipeline in Section H should follow the route of the existing pipeline as choosing a new route creates new difficulties and would cost more.

9.5 Safety

9.5.1 Comments from prescribed consultees (S42 and S43)

Sub-option H1: Thames Water raises concerns about the proposal to place the **H1a sub-option** between the reservoir embankment and the River Ash, saying that



it could have implications for the safety of the reservoir structure. They also believe that this could impede their response to maintenance or emergency issues with the reservoir, adding that any delay could be enormous and would not be acceptable to them.

Sub-option H2: There are no comments on safety from prescribed consultees specifically in relation to sub-option H2.

Sub-option H3: There are no comments on safety from prescribed consultees specifically in relation to sub-option H3.

Section H as a whole: There are no comments on safety from prescribed consultees in relation to Section H as a whole.

9.5.2 Comments from PILs

Sub-option H1: There are no comments on safety issues from PILs specifically in relation to sub-option H1.

Sub-option H2: A few respondents raise concerns about the proposed pipeline in **sub-option H2a** leaking or passing under an electricity substation. In contrast, Hitchcock and King disagrees with such concerns as this sub-option would be on unused land, whilst **sub-option H2b** could impact the safety of its operations.

Sub-option H3: One respondent raises concerns about the safety of the pipeline passing under their garden.

Section H as a whole: 4th Ashford Scout Group raises concerns about the volume of lorries which would pass by its building during construction and the safety implications of this for children.

9.5.3 Comments from members of the public and other organisations

Sub-option H1: A few respondents oppose **sub-option H1b** on grounds of safety, arguing that flooding, gravel extraction sites and dense residential areas make this route unsafe to cross with a pipeline. A few also raise concerns specifically in relation to the pipeline section within **sub-option H1b** which passes through Celia Crescent, suggesting that installation might inhibit emergency service vehicle's access to the road. Celia Crescent Residents' Group, which has submitted a petition signed by 74 residents, also says that it would be difficult to ensure the safety of pedestrians because of the narrow working area on the road.



Sub-option H2: A small number of respondents raise concerns about the potential impact of **sub-option H2a** on emergency service access to West Close, with one suggesting the pipeline should go on Woodthorpe Road instead.

Sub-option H3: There are no comments on safety issues from members of the public or other organisations specifically in relation to sub-option H3.

Section H as a whole: There are no comments on safety from members of the public or other organisations in relation to Section H as a whole.

9.6 Other

9.6.1 Comments from prescribed consultees (S42 and S43)

There are no further comments from prescribed consultees on Section H and its sub-options.

9.6.2 Comments from PILs

Several PILs raise concerns about the potential impact of the project on their own development plans.

Laleham Methodist Church says that installation of the **H1 sub-options** would limit future plans for the development of the church.

A few respondents oppose **sub-option H2a** as they say they have future plans to build extensions or new developments in their gardens which would be disrupted by the selection of this route.

9.6.3 Comments from members of the public and other organisations

Some respondents raise concerns about the cumulative impacts of **sub-option H1b** and some other developments in the area. Related to this, one respondent supports **sub-option H1a** on the basis that it would not clash with the Brett Group's development.

One respondent says they would seek compensation for devaluation of their property located within **sub-option H1b**.



10 General comments

10.1 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 route sections. Their feedback is summarised in this chapter.

10.2 General comments relating to the need case of the project

10.2.1 Comments from prescribed consultees (S42 and S43)

There are no comments on the general need case for the project from prescribed consultees.

10.2.2 Comments from PILs

The majority of PILs who comment on the project case agree with it, recognising the need for the pipeline replacement. In contrast, a few object to the pipeline without providing further detail or because they believe that as a society we should be investing in alternative fuels.

10.2.3 Comments from members of the public and other organisations

North Surrey Green Party objects to the project as they believe it would facilitate the Heathrow expansion, which in turn would lead to increased air pollution and carbon emissions. North Surrey Green Party also expresses concern that the decommissioning of the existing pipeline is not part of the current project.

10.3 General comments relating to environment, including comments on the Preliminary Environment Information

10.3.1 Comments from prescribed consultees (S42 and S43)

The Environment Agency says that on the whole, there are 'no major issues or concerns' because there are few wetland features on the proposed route. However, they comment that until more information is available they could not support the statement that "there will be no likely effects on flood risk during construction". They suggest several flood risk assessments which they feel need to be undertaken, examining:

- all main rivers (including Low and Very Low value receptors);
- any location where the pipeline or associated works will be near or within any existing flood defence or flood storage area;



- the potential impacts of stockpiling of material close to rivers or within floodplains where this is unavoidable;
- the siting and design of temporary road hauls or compounds within floodplains and temporary access routes crossing rivers;
- permanent above ground structures or altering of land levels; and
- making enquiries with Lead Local Flood Authorities as to whether there are any potential future flood alleviation schemes that would be within relevant distance of the proposed route.

They also raise concerns about the impact of construction noise, vibration and light on fish, water vole and otter and say that more information is required on methodologies, techniques and mitigation measures. Other suggestions the Environment Agency makes for assessment or mitigation include:

- trenchless techniques for crossing all main rivers where ground conditions allow and there is space for launch and receptor pits;
- a biodiversity net gain for the project, including enhancement of the river corridor and floodplain habitat;
- relevant ecological surveys and impact mitigation measures, including account for invasive non-native species; and
- compliance with Environmental Permits and installation of infrastructure in line with Construction Quality Assurance Procedures and relevant guidance.

The South Downs National Park Authority says that they do not consider the proposals are fully in accordance with National Significant Infrastructure Projects (NSIP) policy framework and the statutory purposes of the National Park. The Park Authority expresses concern about potential loss of woodland, hedgerow, pasture and soil profiles, and changes to topography, landscape characters types and the visual landscape. They also add that there would be temporary noise, visual, landscape and habitat impacts from construction processes and activity.

However, the Park Authority would welcome further discussions on mitigation and, as a last resort, compensation in the event of a formal application. They propose some assessments or mitigation measures to be undertaken, which include:

- a landscape and visual impact assessment, which takes into account the 'special qualities' of the National Park;
- further assessment of a zone of theoretical visibility (ZTV) which accounts for the temporary impact of construction compounds; and
- realignment of the route or directional drilling to avoid watercourses and ponds, and sunken or hedged lanes, ancient tracks and verges.

Hampshire County Council says that the ecological survey work, including the range of species and habitats scoped, is appropriate and that the proposed



methodologies and mitigation measures are suitable and in line with best practice. They caveat this view, adding that there may be cases where impacts are more significant for certain species, such as dormice, and that they would anticipate mitigation measures such as tree planting to ensure no permanent visual impact. The Council says that it would expect topics such as air quality, noise, vibration and traffic to have been considered as standalone, specific issues.

In relation to biodiversity, Spelthorne Borough Council says that the pipeline would pass through a National Nature Reserve, Local Nature Reserves and impact on Sites of Special Scientific Interests (SSSIs), but that effort has been made to avoid Dumsey Meadow SSSI. They say that local areas of ecological importance which are not officially designated should be taken into consideration and that care should be taken to minimise construction impacts on veteran trees.

In relation to soils and geology, the Council says that 'contaminated land' has a specific legal meaning and that care should be taken in using this term to avoid confusion. They are concerned that there is not any detailed information provided on individual brownfield sites, the assessment criteria being used to determine impact, extent of fuel losses from the previous pipeline or how historic and permitted landfill would be restored. In the context of those concerns, they say that the Environmental Statement (ES) should include detailed information on the condition of land through which the pipeline would pass.

Surrey Heath Borough Council would like air quality impacts associated with potential increases in traffic congestion to be recognised in the biodiversity section of the Preliminary Environment Information Report (PEIR).

10.3.2 Comments from PILs

Surrey Wildlife Trust highlights what they believe to be inaccuracies in the PEIR, saying that designated sites and wildlife species have been omitted or inaccurately categorised.

In contrast, several PILs, including the London Diocesan Fund, are satisfied with the proposed approach.

A few PILs make suggestions about how the potential environmental impacts could be mitigated. For example, Surrey Wildlife Trust says that there could be



locations where reversing the soil profile when back-filling may be more beneficial, so it should be considered during the installation process. Another urges Esso to follow the standard environmental guidelines on noise when digging up trenches.

Majority of the PILs who comment on the PEIR, however, say that they were unaware of it and had not had a chance to read it.

Notcutts Limited stresses the importance of mitigating any adverse environmental impacts. These calls are echoed by Surrey Wildlife Trust which highlights that as the preferred route would pass through several of the Surrey Biodiversity Opportunity Areas, the project could contribute to achieving a biodiversity net gain and act as a wildlife corridor.

10.3.3 Comments from members of the public and other organisations

The Woodland Trust objects to the preferred pipeline route because they feel it would have a detrimental impact on several ancient woodlands, which are irreplaceable. The Trust says that mitigation measures would depend on the development but could include screening barriers to protect woodlands from dust or pollution, noise reduction measures, and buffer zones of semi-natural habitat between the development and the ancient woodland.

North Surrey Green Party comments that pipeline expansion would lead to an increase in carbon emissions by facilitating expansion of Heathrow Airport. They are also concerned by the lack of information on how soil and water courses would be cleared in case of contamination.

A few respondents, including North Surrey Green Party, say that the mitigation measures contained within the PEIR are inadequate, vague or lacking clear commitment and detail. Other concerns relate to the perceived impact on wildlife, Green Belt, designated areas and vegetation.

In contrast, some respondents find the PEIR useful and comprehensive.

10.4 General comments relating to community

10.4.1 Comments from prescribed consultees (S42 and S43)

Historic England welcomes the range of designated heritage sites included in the PEIR and at the Environmental Impact Assessment (EIA) stage. Going forward,



Historic England says their key issues would be assessing potential impacts to designated heritage assets (particularly from tree loss) and physical impact to buried archaeological remains, both identified or currently unidentified.

South Downs National Park Authority raises concerns about the potential impact of the pipeline project on historic environment assets such as listed buildings, scheduled ancient monuments, conservation areas and registered park scapes. They also express concern about undesignated heritage assets such as prehistoric crop marks, burial mounds, Roman roads, ancient tracks or lanes, historic parklands and medieval hunting parks.

Surrey Heath Borough Councils suggests that traffic management is included in the PEIR as part of the outlined mitigation measures for people and communities.

10.4.2 Comments from PILs

There are no general comments on community issues from PILs.

10.4.3 Comments from members of the public and other organisations

North Surrey Green Party says that no offers or commitments have been made to compensate local residents for disruption to the community. Similarly, one respondent feels that more consideration should be given to how communities and residential areas could be avoided.

10.5 General comments relating to installation

10.5.1 Comments from prescribed consultees (S42 and S43)

National Grid, UK Power Networks, ES Pipeline Ltd, Cadent, Affinity Water and Thames Water express concerns about the potential impact of the installation process on their respective assets and services. National Grid and Cadent both add that their assets are protected by a Deed or Easement or Wayleave Agreement.

These organisations suggest a number of considerations for installation or ways in which impacts on their assets or operations could be mitigated, which include:

- continued access for maintenance and repairs of assets;
- a minimum distance of 50m between substations and pipelines or a detailed earthing study by an earthing specialist;
- adherence to statutory electrical safety clearances at all times, including in the event of changes in ground levels;



- avoidance of drilling or excavation works which could disturb the foundations of electrical pylons;
- adherence to guidance from the Health and Safety Executive;
- avoidance of construction of permanent or temporary structures within existing easements;
- confirmation of the actual depth and position of existing pipelines; and
- protection of existing pipelines using matting or cladding if required.

Affinity Water expresses concerns that the pipeline route could increase the risk of water contamination and would like to know more about the installation process and proposed mitigation measures.

Furthermore, Royal Mail says that disruption to the highway network can directly impact their operations, affecting their ability to meet their Universal Service Obligation and comply with postal service regulations laid down by Ofcom. They also identify 15 operational properties within five miles of the propose corridor and says that the locations of post boxes will need to be identified at the land referencing stage.

In contrast, NATS does not anticipate any impact on their infrastructure from the development. The Environment Agency also says that the 1.2m depth of pipeline installation stated in the PEIR would meet their general guidance.

While Hampshire County Council does not expect the preferred route to impact any existing mineral or waste sites within its vicinity, they express concerns about the potential sterilisation of mineral resources particularly around Alton, Fleet and Farnborough, Boorley Green and Bishops Waltham. The Council adds that there is some historic landfill in sites near Alton which would need to be taken into account. Meanwhile, Spelthorne Borough Council expresses concern about hours of operation and the possibility of night time construction.

The Greater London Authority expresses an interest in exploring potential synergies between this project and others in West London to identify opportunities for collaboration.

10.5.2 Comments from PILs

Vodafone confirms that they have apparatus in the area (section D, F and H) and calls for it to be safeguarded and for any incurred costs to be reimbursed.

Several PILs call for the disruption to be kept to a minimum and one suggests that



the best way to achieve this is by following the existing line.

10.5.3 Comments from members of the public and other organisations

Several public respondents call for the preferred route to follow as closely as possible the existing pipeline as this would minimise disruption. However, this sentiment is not universally shared with one respondent arguing that this is not a sufficient base for support.

North Surrey Green Party is concerned that there are no plans in place for preserving existing utilities when the proposed pipeline passes through urban areas.

Suggested mitigation measures for installation include taking the shortest route possible and working at night. One respondent asks whether it would be possible to build a spur to Farnborough Airport to remove tankers from local roads.

10.6 General comments relating to safety

10.6.1 Comments from prescribed consultees (S42 and S43)

Public Health England says that the PEIR does not include enough information on the likely risks to public health associated with radiation, poisons or chemical hazards. They echo the Planning Inspectorate's assessment that the scoping out of a number of aspects is not justified and recommends that full consideration is given to these elements in the ES.

In particular, they say that it was not appropriate to scope out human toxicity from aviation fuel from the PEIR and recommends that any risk assessment related to the toxicity of aviation fuels should refer to appropriate peer reviewed information. They also suggest an evidence based review of potential impacts and suitable mitigation measures, including emissions from pipeline installation work through nearby landfills and contaminated land.

Additionally, Public Health England voices concerns that the proposed pipeline passes within 500m of a number of sensitive receptors such as nurseries, care homes, schools and colleges.

The Health and Safety Executive notes that there are no licensed explosive sites in the vicinity of the pipeline but flags the presence of three major accident hazard sites and three major accident hazard pipelines. Related to this, they suggest



there may be a requirement to gain Hazardous Substances Consent and that Esso would be expected to recognise the general requirement of the Pipelines Safety Regulations 1996.

10.6.2 Comments from PILs

There are no general comments on safety from PILs.

10.6.3 Comments from members of the public and other organisations

One respondent says that there is not any information given on the safety risks to the public of pipeline operation or the relative risks associated with different routes.

Some respondents, including North Surrey Green Party, raise safety concerns saying that there is not sufficient information on the potential risks and that no assurances have been offered open radioactive sources would not be used near homes.

10.7 Other comments

Basingstoke and Deane Borough Council and Natural England responded to the consultation to confirm that they do not have any comments at this stage.

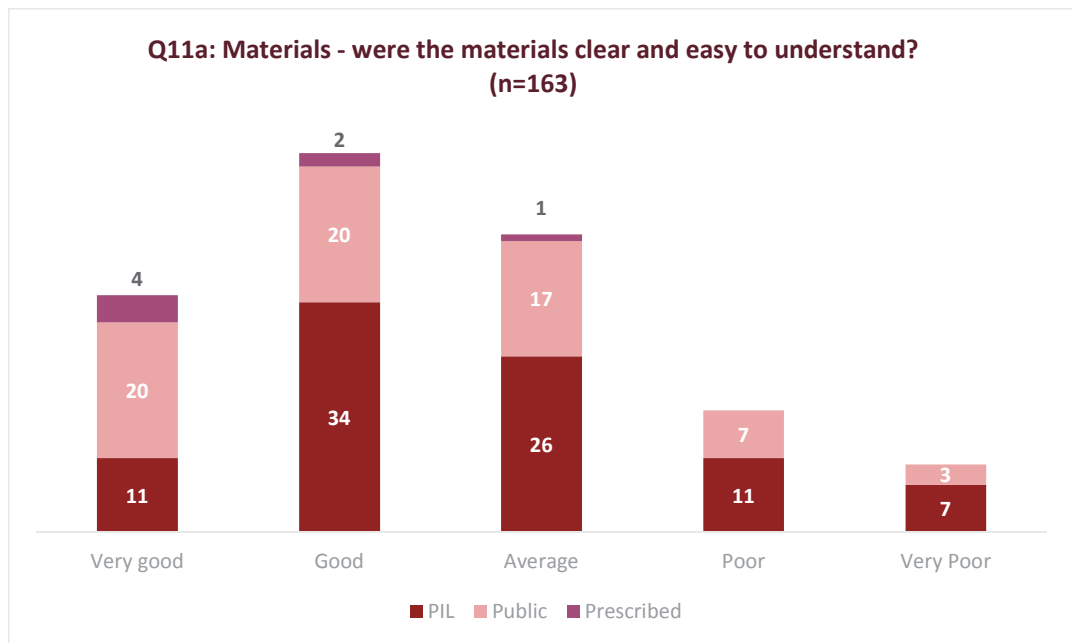


11 Feedback received on the consultation process

11.1 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 the charts 49-51²⁹ below.

Chart 49: Answers to Question 11a



²⁹ Respondents who did not respond using the questionnaire were not able to complete this question



Chart 50: Answers to Question 11b

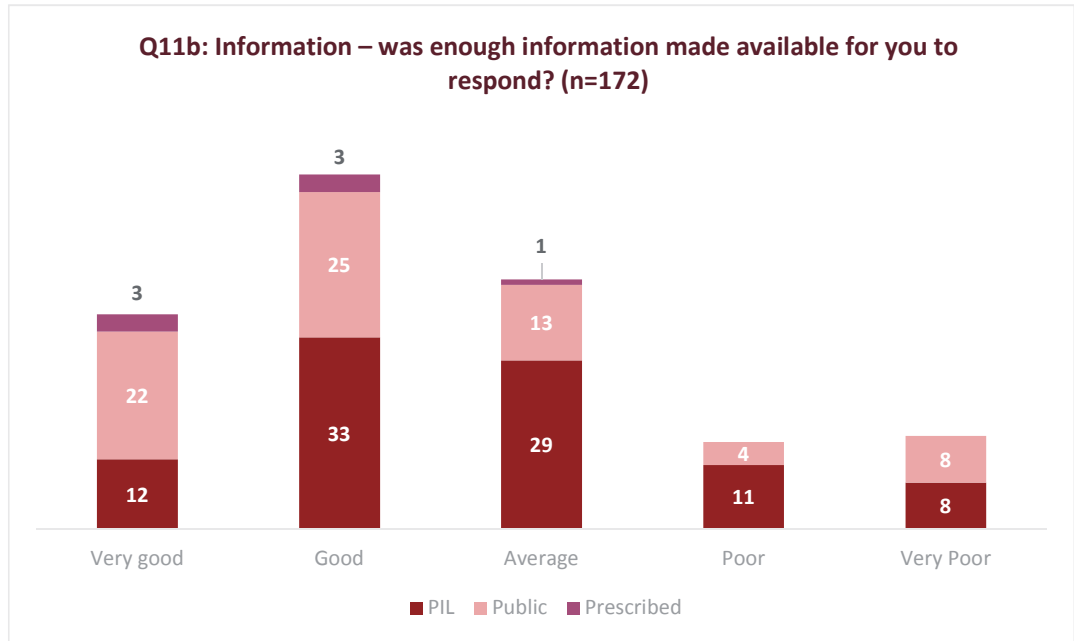


Chart 51: Answers to Question 11c

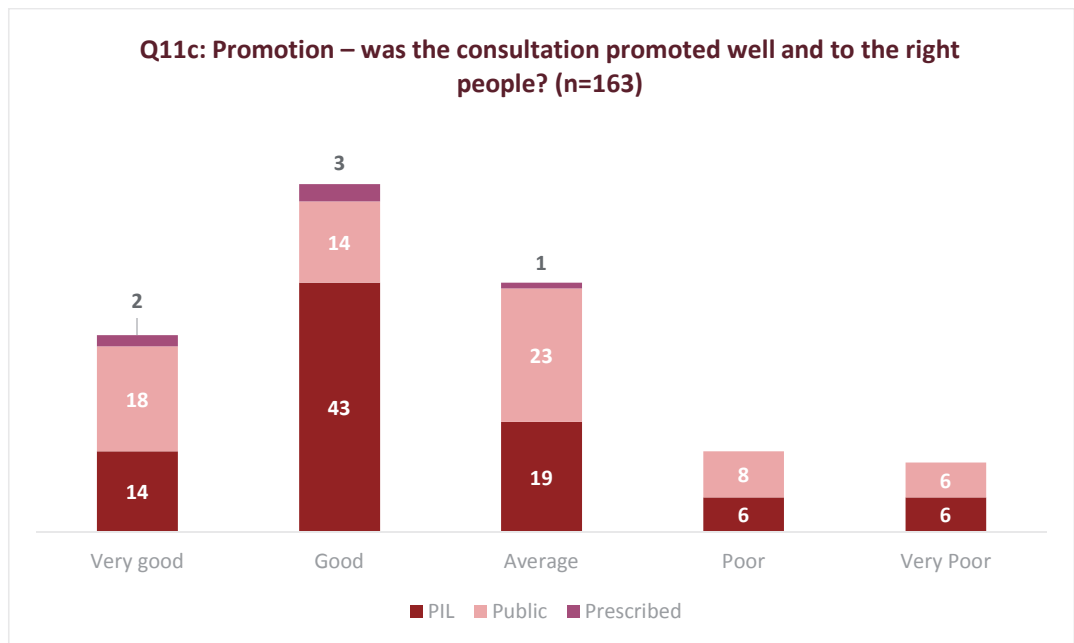
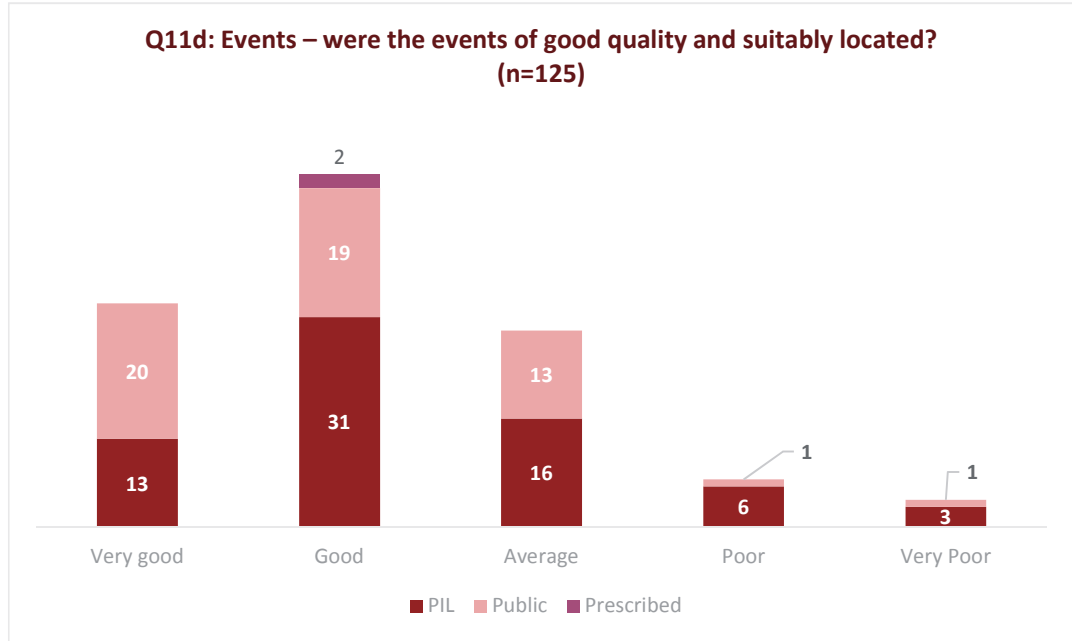


Chart 52: Answers to Question 11d



Some of the respondents also provided additional open-text comments. These open-text comments tend to be more negative than the answers submitted to the closed questions, which are overall positive.

11.2 Open-text comments on the consultation process overall

11.2.1 Comments from prescribed consultees (S42 and S43)

South Downs National Parks Authority is the only prescribed consultee which comments on the consultation process overall. The Park Authority comments that the process has been undermined by the insufficient information provided which does not respond to the scope required by the Planning Inspectorate. The Park Authority says that further consultation would be required to address their concerns.

11.2.2 Comments from PILs

Some respondents comment positively on the consultation process, saying they appreciate the opportunity to speak to representatives or that the process has been thorough.

Others raise concerns about the way in which the consultation process was conducted, suggesting that the extended timeframe for the project is impacting residents by keeping them in limbo.,



Some respondents comment on the previous consultation, suggesting that they were not aware of this consultation or that feedback was not received on the views expressed during this consultation.

11.2.3 Comments from members of the public and other organisations

Of those who discuss the consultation process, several respondents express their support for it and welcome the opportunity to give their views.

In contrast, those who criticise the process in their open-text comments say that the duration was too short and did not allow them to study the proposals in sufficient detail. Related to this, some respondents complain that the last event was held six days before the end of the consultation, so attendees did not have time to process the information before submitting their feedback.

Celia Crescent Residents' Group, which has submitted a petition signed by 74 residents, also expresses concern that some residents without access to the internet would not be able to register their views.

A few respondents, including North Surrey Green Party, suggest that a decision on the pipeline route has already been made or that views given as part of the consultation process would not influence the proposals.

11.3 Comments on the consultation materials and maps

11.3.1 Comments from prescribed consultees (S42 and S43)

There are no specific comments on the consultation materials or maps from prescribed consultees.

11.3.2 Comments from PILs

Those PILs who discuss the consultation materials and maps say that the maps are unclear or difficult to use. Some add that the maps are inaccurate, with one respondent suggesting that they are not to scale, whilst another suggests Combe Wood has been mislabelled.

11.3.3 Comments from members of the public and other organisations

Those members of the public who discuss the consultation materials, criticise the maps for being unclear, difficult to use and not detailed enough with some adding that it was impossible to determine the exact route of the proposed



pipeline.

11.4 Open-text comments on the consultation information

11.4.1 Comments from prescribed consultees (S42 and S43)

Winchester City Council raises concerns that the typeface used on the website is difficult to read, which could deter some people from responding to the consultation. They are also concerned that an archaeological desk-based assessment has been conducted but not made available for review. Spelthorne Borough Council would like further information on how the residents of West Close might be affected.

11.4.2 Comments from PILs

Most respondents who discuss the consultation information as part their feedback, describe it as insufficient, inadequate or difficult to understand. Some respondents also say that the website is difficult to navigate, or that they had difficulties completing the form online.

In contrast, other respondents say the provision of information has been good or that the information itself is comprehensive.

Some respondents request more information on some issues, including:

- compensation schemes;
- the installation process; and
- the specific routes of different sub-options.

11.4.3 Comments from members of the public and other organisations

Of those who discuss the consultation information, several respondents describe it as insufficient. One respondent requests more information on working widths and another respondent would like to have more detail on the exact pipeline route.

In contrast, other respondents say they are pleased with the information and level of detail provided.

11.5 Open-text comments on the consultation promotion

11.5.1 Comments from prescribed consultees (S42 and S43)

There are no specific comments on the promotion of the consultation from prescribed consultees.



11.5.2 Comments from PILs

Those respondents who discuss the consultation promotion, say that communications about the consultation have been insufficient, often adding that they had not received postal communications.

11.5.3 Comments from members of the public and other organisations

Those respondents who discuss the consultation promotion say it has been insufficient, adding that they only found out about the consultation from friends and neighbours. Some respondents request more information on some issues, including:

- project costs
- the installation process; and
- the specific routes of different sub-options.

11.6 Open-text comments on the consultation events

11.6.1 Comments from prescribed consultees (S42 and S43)

There are no specific comments on the consultation events from prescribed consultees.

11.6.2 Comments from PILs

Those PILs who comment on the consultation events tend to raise concerns about the way in which they were run, often suggesting that representatives were unable to answer questions or did not have the right information. A small number of these respondents comment specifically on the Ashford event, suggesting that it was poorly signposted, that the presence of security guards was off-putting, or that the event should have been earlier to give more time to respond to the consultation.

In contrast, a small number of respondents say it was good to have to opportunity to speak to representatives and that they were knowledgeable or helpful.

11.6.3 Comments from members of the public and other organisations

Those respondents who comment positively on the events, say that they were useful or informative and that the staff they spoke to were knowledgeable.

In contrast, those who are critical in their feedback, complain that some venues were difficult to access or poorly signposted, that the opening hours did not



accommodate working people and that staff were not unable to answer some questions.

North Surrey Green Party says the Ashford event should have been the first and not the last.



Appendix A: Summary of late responses

Seven responses were received after the cut-off point for receipt of consultation responses. These are summarised below.

Comments from Prescribed Consultees

Network Rail comments that insufficient detail has been provided to fully assess the impact of the scheme on the railway and that further information will be required in order to establish likely impacts. They say they will seek protection from compulsory purchase of their land, suggest that power lines proximate to the railway would require asset protection measures and say that a number of legal and commercial agreements would need to be entered into with Network Rail. They suggest that consideration should be given to ensuring that construction and maintenance does not impact the safety of, or encroach upon, Network Rail's land.

Comments from members of the public and other organisations

The Royal Society for the Protection of Birds (RSPB) is opposed to the pipeline running along the edge of the Thames Basin Heaths SPA as they believe it would cause habitat destruction, fragmentation or loss of connectivity and short-term disturbance during works. They say that the previous pipeline left a 'bare scar' where vegetation did not recover, and that the scar is now used as a path which increases the likelihood of damage to the SPA. They comment that an appropriate assessment under the Habitats Regulations would be necessary and express concern that replacement of this pipeline would be necessary in the future. The RSPB indicates a preference for **sub-options F1a and F2b** as they feel they would minimise or reduce impacts on the SPA, whilst emphasising that they would prefer the route did not pass near the SPA. Discussing **sub-options D4**, RSPB says that both sub-options would pass through wooded land but acknowledges that the environmental assessments are ongoing.

One respondent would prefer whichever of the **D1 sub-options** that has the least environmental impact. They express a preference for sub-option D2a as they feel that there are alternative road options for residents to use whilst work is completed. They also support **sub-options D3a and D4a** as they believe they are simpler routes which follow the path of the existing pipeline.



One respondent believes that installation in the area of the **G1 sub-options** would cause problems with access and egress between Roakes Avenue and Chertsey Road, and that further maintenance will be required to repair the road surface if the backfilled trench settles. They would like to know if consideration has been given to a route which passes further through Abbey Moor Golf Course and re-joins the proposed route on the other side of the Addlestone Moor Roundabout, avoiding the need for road repairs.

Other late responses raise similar concerns to those already summarised for:

- Section D (Chapter 5)
- Section F (Chapter 7)
- Section H (Chapter 9)
- The Consultation Process (Chapter 11)



Appendix B: List of prescribed consultees who responded to the consultation³⁰

- Affinity Water
- Basingstoke and Deane Borough Council
- Cadent
- Church Crookham Parish Council
- Crondall Parish Council
- Eastleigh Borough Council
- Environment Agency
- ES Pipelines Ltd
- Greater London Authority
- Hampshire County Council
- Hart District Council
- Health and Safety Executive
- Historic England
- National Grid Electricity Transmission PLC and National Grid Gas PLC
- NATS
- Natural England
- Portsmouth Water
- Public Health England
- Royal Mail
- Runnymede Borough Council
- Rushmoor Borough Council
- South Downs National Park Authority
- Spelthorne Borough Council
- Surrey Country Council Highways & Transport Department
- Surrey Heath Borough Council
- Thames Water Utilities Limited
- Transport for London (TfL)
- UK Power Networks
- Waverley Borough Council
- Winchester City Council
- Windlesham Parish Council

³⁰ Some organisations submitted multiple responses, however their name has been included only once.



Appendix C: Number of responses per question

Question	PIL	Prescribed Consultee	Public	Total
1.1.1 Do you favour sub-option A1a or A1b?	13	1	10	24
1.1.2. Prefer A1a or A1b - based on?	5	1	7	13
1.1.3 Please give any further details about your response on sub-option A1, in particular information about specific locations.	3	1	3	7
1.2.1 Do you favour sub-option A2a or A2b?	7	1	13	21
1.2.2. Prefer A2a or A2b - based on?	7	2	11	20
1.2.3 Please give any further details about your response on sub-option A2, in particular information about specific locations.	5	1	6	12
1.3 Please give your comments about section A as a whole or outside the sub-options, in particular information about specific locations.	1	3	4	8
1.3.1. Comments on A as a whole - based on?	4	2	8	14
2.1 Please give your comments about section B, in particular information about specific locations.	9	1	3	13
2.1.1. Comments on B as a whole - based on?	9	1	3	13



3.1 Please give your comments about section C, in particular information about specific locations.	3	1	1	5
3.1.1. Comments on C as a whole - based on?	3	1	1	5
4.1.1 Do you favour sub-option D1a or D1b?	9	2	3	14
4.1.2. Prefer D1a or D1b - based on?	3	2	2	7
4.1.3 Please give any further details about your response on sub-option D1, in particular information about specific locations.	3	3	4	10
4.2.1 Do you favour sub-option D2a or D2b?	6	1	2	9
4.2.2. Prefer D2a or D2b - based on?	1	1	2	4
4.2.3 Please give any further details about your response on sub-option D2, in particular information about specific locations.		2	2	4
4.3.1. Do you favour sub-option D3a or D3b?	5	2	2	9
4.3.2. Prefer D3a or D3b - based on?	2	2	2	6
4.3.3 Please give any further details about your response on sub-option D3, in particular information about specific locations.		3	2	5
4.4.1 Do you favour sub-option D4a or D4b?	5	1	3	9
4.4.2. Prefer D4a or D4b - based on?	1	1	3	5



4.4.3 Please give any further details about your response on sub-option D4, in particular information about specific locations.		2	3	5
4.5 Please give your comments about section D as a whole or outside the sub-options, in particular information about specific locations.	6	2	2	10
4.5.1. Comments on D as a whole - based on?	5	3	2	10
5.1.1 Do you favour sub-option E1a or E1b?	10	2	9	21
5.1.2. Prefer E1a or E1b - based on?	8	2	5	15
5.1.3 Please give any further details about your response on sub-option E1, in particular information about specific locations.	3	2	4	9
5.2.1 Do you favour sub-option E2a or E2b?	18	2	6	26
5.2.2. Prefer E2a or E2b - based on?	15	1	3	19
5.2.3 Please give any further details about your response on sub-option E2, in particular information about specific locations.	12	2	1	15
5.3.1 Do you favour sub-option E3a, E3b or E3c?	7	2	7	16
5.3.2. Prefer E3a or E3b - based on?	5	1	6	12
5.3.3 Please give any further details about your response on sub-option E3, in particular information about specific locations.	2	1	4	7
5.4.1 Do you favour sub-option E4a or E4b?	18	2	7	27



5.4.2. Prefer E4a or E4b - based on?	17	2	5	24
5.4.3 Please give any further details about your response on sub-option E4, in particular information about specific locations.	15	2	4	21
5.5.1 Do you favour sub-option E5a or E5b?	9	2	7	18
5.5.2. Prefer E5a or E5b - based on?	7	2	6	15
5.5.3 Please give any further details about your response on sub-option E5, in particular information about specific locations.	4	2	4	10
5.6 Please give your comments about section E as a whole or outside the sub-options, in particular information about specific locations	7	3	4	14
5.6. Comments on E as a whole - based on?	8	3	7	18
6.1. Prefer F1a or F1b or F1c - based on?	7	3	13	23
6.1.1 Do you favour sub-option F1a, F1b or F1c?	8	4	14	26
6.1.3 Please give any further details about your response on sub-option F1, in particular information about specific locations.	3	3	11	17
6.2.1 Do you favour sub-option F2a or F2b?	21	4	13	38
6.2.2. Prefer F2a or F2b - based on?	22	3	15	40
6.2.3 Please give any further details about your response on sub-option F2, in particular information about specific locations.	18	3	14	35



6.3.1 Do you favour sub-option F3a or F3b?	6	3	2	11
6.3.2. Prefer F3a or F3b - based on?	7	3	2	12
6.3.3 Please give any further details about your response on sub-option F3, in particular information about specific locations.	5	2	1	8
6.4.1 Do you favour sub-option F4a or F4b?	5	3	2	10
6.4.2. Prefer F4a or F4b - based on?	5	3	2	10
6.4.3 Please give any further details about your response on sub-option F4, in particular information about specific locations.	2	2	1	5
6.5 Please give your comments about section F as a whole or outside the sub-options, in particular information about specific locations.	8	2	4	14
6.5.1. Comments on F as a whole - based on?	10	2	7	19
7.1.1 Do you favour sub-option G1a or G1b?	10	1	9	20
7.1.2. Prefer G1a or G1b - based on?	10	1	9	20
7.1.3 Please give any further details about your response on sub-option G1, in particular information about specific locations.	7	1	8	16
7.2.1 Do you favour sub-option G2a or G2b?	4	3	5	12
7.2.2. Prefer G2a or G2b - based on?	4	2	4	10



7.2.3 Please give any further details about your response on sub-option G2, in particular information about specific locations.	2	2	3	7
7.3 Please give your comments about section G as a whole or outside the sub-options, in particular information about specific locations.	3	3	5	11
7.3.1. Comments on G as a whole - based on?	4	3	7	14
8.1.1 Do you favour sub-option H1a or H1b?	22	3	34	59
8.1.2. Prefer H1a or H1b - based on?	17	3	31	51
8.1.3 Please give any further details about your response on sub-option H1, in particular information about specific locations.	14	3	29	46
8.2.1 Do you favour sub-option H2a, H2b or H2c?	26	2	12	40
8.2.2. Prefer H2a or H2b or H2c - based on?	23	2	8	33
8.2.3 Please give any further details about your response on sub-option H2, in particular information about specific locations.	22	2	5	29
8.3.1 Do you favour sub-option H3a or H3b?	9	2	9	20
8.3.2. Prefer H3a or H3b - based on?	6	2	4	12
8.3.3 Please give any further details about your response on sub-option H3, in particular information about specific locations.	8	2	4	14
8.4 Please give your comments about section H as a whole or outside the sub-	19	3	8	30



options, in particular information about specific locations.				
8.4.1. Comments on H as a whole - based on?	19	2	10	31
9 Do you have any other comments?	68	24	55	147
10 Do you have any comments on the Preliminary Environmental Information?	20	4	18	42
11a. Materials – were the materials clear and easy to understand?	91	8	68	167
11b. Information – was enough information made available for you to respond?	95	8	72	175
11c. Promotion – was the consultation promoted well and to the right people?	92	7	70	169
11d. Events – were the events of good quality and suitably located?	73	3	56	132
12 Do you have any other comments?	40	4	35	79

TRAVERSE



