

Southampton to London Pipeline Project

Volume 5

Appendix 6: Design Refinements

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 6: Design Refinements consultation

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Appendix 6.1 Briefing note issued to MPs, planning officers and county and district ward members on 3 January 2019 and ward councillors on 7 January 2019



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03 January 2019

Attention:

**Briefing note for
 Southampton to London Pipeline Project**

Status	Confidential briefing
Project live in public domain	Monday 11th December 2017
Latest Update	Route refinement consultation – January/February 2019
Project website:	www.slpproject.co.uk
Project background and purpose	
<p>Esso operates a 105 km (65 miles) pipeline that transports aviation fuel from the UK's largest oil refinery at Fawley, near Southampton, to the Esso West London Terminal storage facility in Hounslow. This underground pipeline has been operational for several decades.</p> <p>The Southampton to London Pipeline (SLP) Project will replace 90 km (56 miles) of the pipeline, starting at Boorley Green, Hampshire. The project will not be replacing the first 14.5 km (9 miles) between Fawley refinery and Boorley Green as much of this section of the pipeline was replaced in 2002.</p> <p>Replacement of Esso's pipeline will ensure that the current supply of aviation fuel to some of Britain's busiest airports can be maintained into the future. Transporting aviation fuel by pipeline is a safe, secure and low impact method. Not replacing the pipeline could result in over 100 more road tankers on the road network each day. The existing pipeline will continue to operate until the replacement pipeline is fully in service.</p> <p>The project is classified as a Nationally Significant Infrastructure Project, under the Planning Act 2008, and will require a Development Consent Order (DCO).</p> <p>Esso, as an experienced pipeline operator in the UK, is committed to delivering this project in a responsible manner. Reflecting this, Esso is taking the reasonable step of planning for replacement to allow time for design, consultation, planning, examination and construction. We will use tried and tested technology, and proven installation techniques, to appropriately and effectively minimise impacts and local inconvenience.</p>	
Project to date	



We (Esso Petroleum Company, Limited) are providing this briefing note as an update on the Southampton to London Pipeline (SLP) Project.

In spring 2018 we held our first public consultation, which helped us to select a preferred corridor for the replacement underground pipeline.

In summer 2018 we released our initial working route via the project website to allow us to have more focused and specific discussions with landowners and stakeholders.

In autumn 2018 we held our second public consultation, this time on the preferred route for the replacement pipeline. This included details of the provisional order limits of the project, including temporary working areas required for the installation of the replacement pipeline.

As well as the public consultations, we have been meeting with Members of Parliament, local authorities, parish councils, environmental bodies, third party infrastructure owners and landowners. This is to understand local environmental features and engineering challenges, as well as the potential impacts of installing the replacement pipeline and the ways in which we could mitigate them.

Next steps

We have been reviewing feedback from our second public consultation - which closed on Friday 19 October 2018 - and have been meeting with local authorities, parish councils, environmental bodies, third party infrastructure owners and landowners to understand local environmental features and engineering challenges along the route.

This has also helped us to further understand the potential impacts of installing the replacement pipeline and the ways in which we could mitigate them. We have also completed further technical work to review our proposals and identify practical areas where we could improve the ease and efficiency of installing the underground pipeline.

This information has helped us to confirm our proposals for the project along the majority of the pipeline route. In some areas, however, the feedback and additional knowledge has helped us to identify where we could further amend our design. We have identified some minor modifications – such as moving the pipeline route from one side of a landowner's field to the other. We are not consulting on these modifications.

We have also identified some refinements that may have different potential impacts to our previous proposals for landowners, the environment and communities – these are called design refinements.

For these design refinements, we are holding another phase of consultation to seek the views of landowners, statutory consultees and communities to make sure that, on balance, we have selected the most appropriate route for the replacement pipeline in these areas.

At consultation, we will also share the details of six proposed temporary logistics hubs, which will support the installation of the pipeline. Alongside this we will share some details of our proposed land drainage and sites for environmental mitigation, where we are required to consult on them.



Consultation on design refinements we are proposing to the route will launch on Monday 21 January 2019 and will be carried out in line with our Statement of Community Consultation (SoCC) which can be found on our website at www.slpproject.co.uk. Consultation details, including an updated map, will be available to view on the same website and we will be writing to landowners and communities in areas where there are proposed refinements in line with the SoCC and requirements under sections 42 and 47 of the Planning Act 2008.

Consultation will last for 30 days (closing at 23:59 on Tuesday 19 February) and we welcome comments from anyone who wishes to take part. Once we receive feedback on the refinements, the route will be finalised ahead of our application.

In spring 2019, once we have completed our assessment of the route, we will submit our formal application for permission to install the replacement pipeline to the Planning Inspectorate. 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 for the Department for Business, Energy and Industrial Strategy. Details of our final route for submission will be shared via the project website before we submit our application for development consent.

Key material changes

The key changes we will be seeking views on are:

- Additional land that may be required for power, communications, storage during construction (for plant or material), or environmental mitigation (such as tree planting or habitat creation).
- Alignment changes and refinement, particularly at Beacon Hill Road in Church Crookham, Cove Brook and Cove Road in Farnborough, Balmoral Drive in Frimley and a new alignment between West End Village and Chobham village. In Laleham we now propose to follow Ashford Road rather than the two previous sub-options alongside Queen Mary Reservoir or past the Matthew Arnold School and at Ashford Station we propose to use Station Approach rather than Station Road.
- Additional temporary logistics hubs to support installation at Ropley Dean near Alton, Northfield Lane close to Chawton, Hartland Park in Fleet, Deepcut in Frimley, New Road in Windlesham, and at Littleton Lane in Ashford.

Landowner engagement

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



Southampton to London
Pipeline Project

We have continued to engage with landowners affected by our proposals, including holding meetings for newly identified landowners and residents potentially impacted by street works, which were held between Tuesday 4 and Friday 7 December in Farnborough, Chobham, Ashford and Frimley.

Our work with the landowner community will continue as we prepare for consultation and in early January, we will be issuing offer packs to landowners.

Landowners and occupiers can contact the Land Agents team on:

Email: slpproject@fishergerman.co.uk

Tel: 0845 437 0383

Project contact details

Email: info@slpproject.co.uk

Tel: 07925 068905

Project contact: Philippa Garden, Head of Stakeholder Engagement



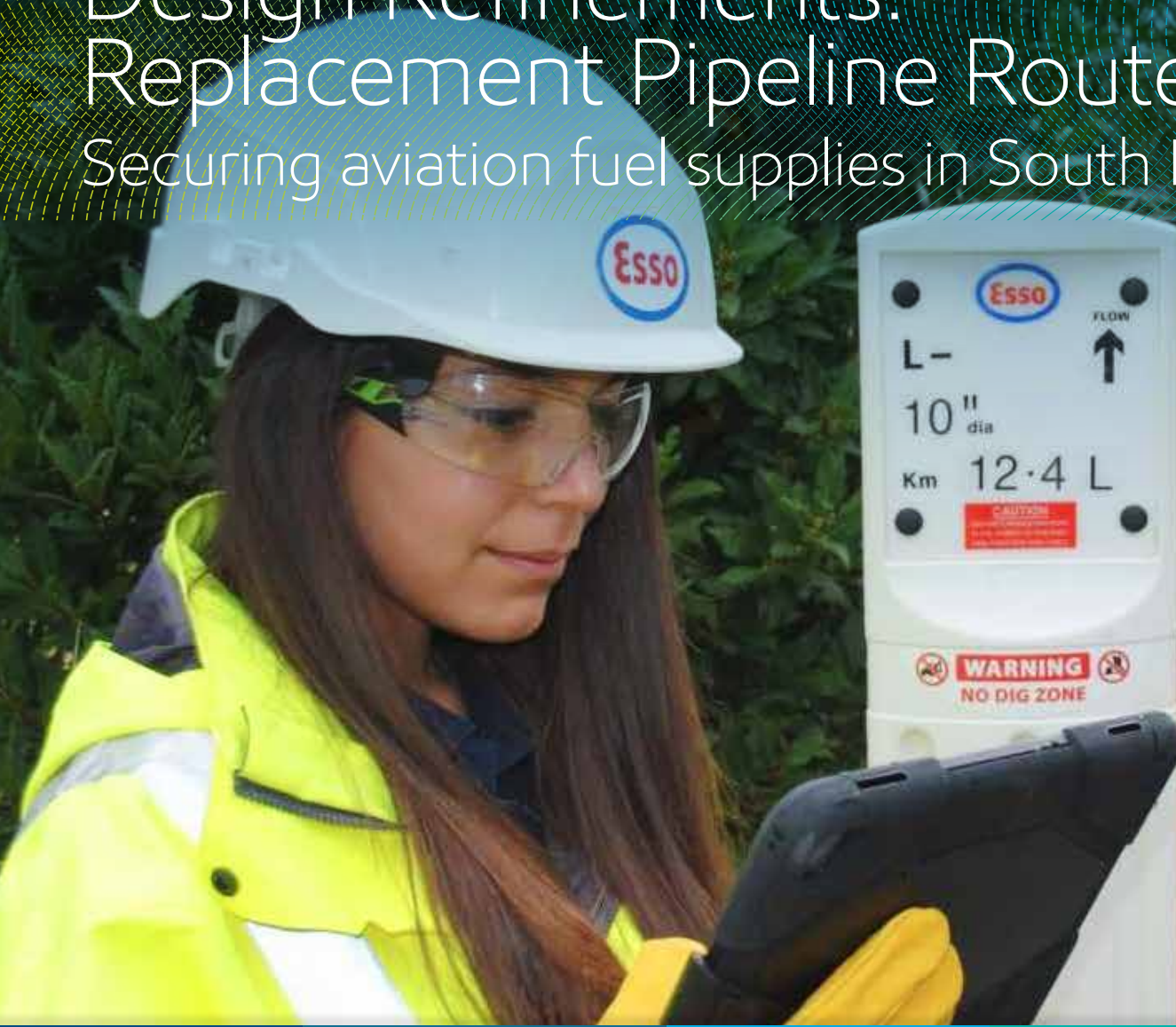
Appendix 6.2 Design Refinements consultation brochure



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Design Refinements: 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)**

**ERMYN HOUSE,
ERMYN WAY,
LEATHERHEAD,
SURREY,
KT22 8UX**

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).

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

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Replacement pipeline design refinements



I'd like to thank everyone who took part in the consultation on our preferred route for the replacement pipeline between Boorley Green in Hampshire and the West London Terminal storage facility in Hounslow.

The 1,300+ people who took part in the consultations to date, our ongoing meetings, and conversations with local organisations and landowners have helped us to refine the pipeline route.

We also listened to feedback about the 20 sub-options along the preferred route alongside technical information, and this has helped the project team to select the majority of the sub-options.



Please see page 6 for a full list of sub-options and the reasons why we have selected or deselected them at this stage.

To address feedback from the consultation we have refined the route in some places. Some of these refinements are simple, such as moving the pipeline route from one side of a landowner's field to the other. Others are more complex, as they have different impacts on landowners, communities or the environment. We are seeking your views on these more complex design refinements, as well as the

views of landowners, communities, statutory bodies, environmental organisations and local authorities, to make sure that we have selected the most appropriate route for the replacement pipeline.

Now that we have a clearer idea of where the pipeline route might go, we are also now sharing the details of our proposed temporary logistics hubs, which will support the installation of the pipeline.



Our Statement of Community Consultation sets out how we would undertake a design refinements consultation and how we would promote the consultation. This is available on our website.

Other feedback, such as around installation impacts, how long installation will take in specific areas, and how we will manage environmentally sensitive areas, will be looked at as part of our Environmental Statement and considered within documents such as the Code of Construction Practice. The Environmental Statement and Code of Construction Practice will form part of our application for development consent.

Following this consultation, we hope to submit a final route as part of our application for development consent in spring 2019. Details of our final route for submission will be shared via the project website before we submit our application for development consent.

Tim Sunderland | Project Executive

Keeping 100 road tankers off the road every day



Based on Esso's 2015 data for its existing pipeline

We have applied a set of guiding principles throughout each stage of the project and have continued to apply them when refining the route. Our guiding principles favour a route that:

- **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.**



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 21 January and closes at 23:59 on 19 February 2019

Why are we 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.

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

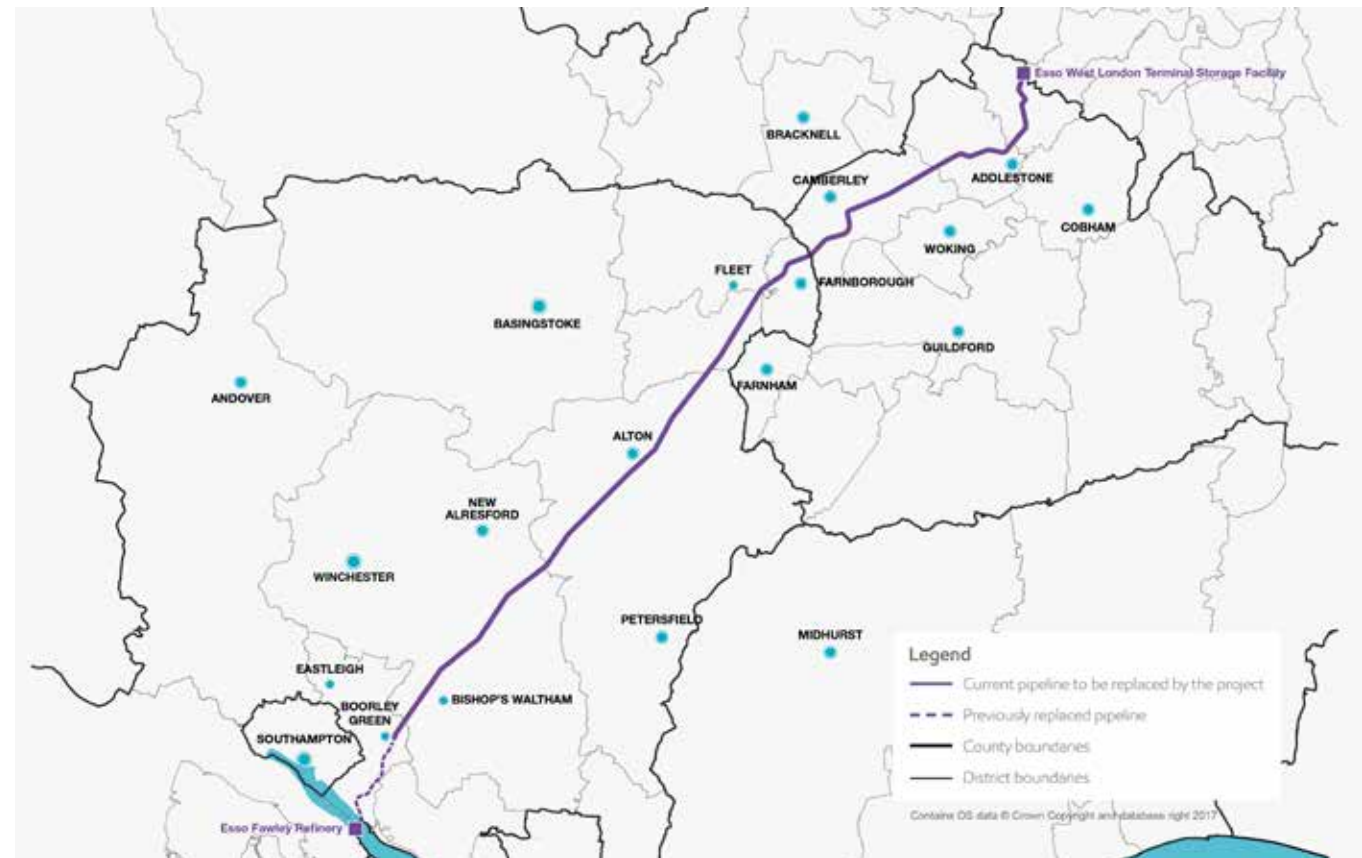
The existing pipeline was built between 1969 and 1972. This pipeline was constructed differently to the other pipelines in our UK network and was originally used to transport a type of oil used by large industrial sites and oil-fired power stations. This type of oil had to be kept above 50°C to enable 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.

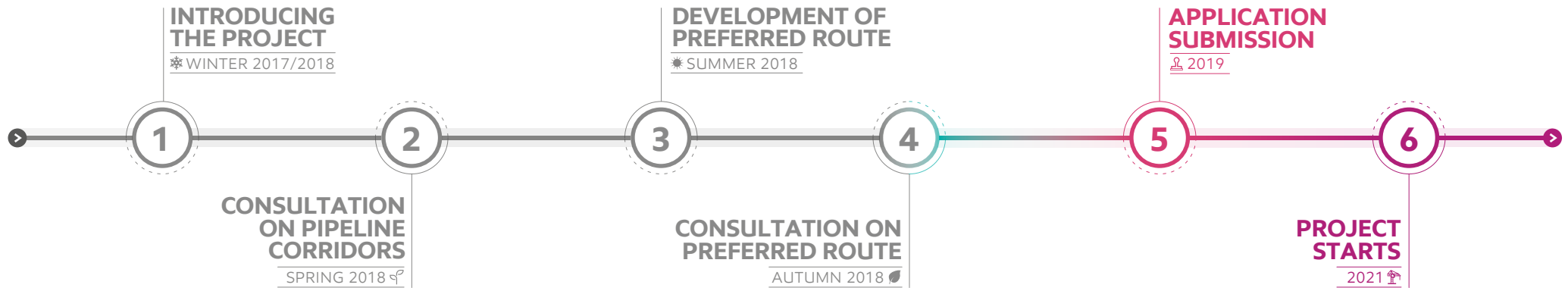
The Planning Act 2008 changed the way we seek permission for important infrastructure – it introduced the Development Consent Order process (see page 29 for more details). We announced the project in December 2017 to allow sufficient time to gain approval and install the replacement pipeline, while

maintaining the safe and secure movement of fuel along the existing pipeline.

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



The project so far



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.

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.

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. In autumn 2018 we held our second public consultation, this time on the preferred route for the replacement pipeline. A route is typically in the region of 20-30 metres wide for the installation period. The route included details of the provisional order limits of the project, including the temporary working areas required for the installation of the replacement pipeline (see page 25 for a description of order limits). We also sought views on a number of different sub-options along the route, and the feedback received helped us to select the sub-options to progress.

We listened to the feedback collected from the second consultation and ongoing meetings with stakeholders,

and this helped us to identify where we could further amend the design of the route. We are now **between stages four and five** on our timeline and are holding a **third consultation** to seek views on design refinements - those refinements that may have different potential impacts to our previous proposals for landowners, the environment or communities.

In spring 2019, we will submit our formal application for permission to install the replacement pipeline to the Planning Inspectorate. 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 for Business, Energy and Industrial Strategy.



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

Preferred sub-option selection

As part of our second consultation on the preferred route for the replacement pipeline, we included a number of sub-options along the route. The project team was presented with an independent report on the findings of our consultation which included comments relating to the selection of sub-options and this was assessed alongside environmental and engineering information.

We selected which sub-options to progress following a detailed and thorough review by the project's senior management team. The team included expert support from our environmental, engineering and planning teams.

The table summarises each set of sub-options, whether an option was selected, and the reason for this.

Please note that while this is our selection, some of these selected options are subject to additional consultation as set out in this brochure and therefore remain subject to the outcome of this consultation.

In 2019, we will submit our formal application for permission to install the replacement pipeline which will take into account comments and feedback received through this consultation.



Maps of the previously consulted upon sub-options are within the consultation brochure from autumn 2018.

To view this, please visit

www.slpproject.co.uk

and download the 'Consultation Brochure' within the list of downloads for the (Autumn 2018) Preferred Route Consultation.

Alternatively, you can see the 90km pipeline route that we previously consulted on (that included all of the sub-options) by viewing our interactive map at

www.slpproject.co.uk/interactive-map



Sub-options	Sub-option selected	Reasoning
A1a and A1b: Boorley Green	A1b	We have selected A1b to take into consideration residential development proposals around Maddoxford Lane. We have also removed the order limits extending further to the south of Maddoxford Lane as they are no longer required by the project. A1b would provide more space for trenchless installation than A1a.
A2a and A2b: Hinton Ampner	A2a and A2b – both sub-options	We have decided to maintain both sub-options A2a and A2b at this stage and will undertake further detailed engagement with local landowners along the two sub-options to help establish the most appropriate pipeline route. We are aware of the concerns raised around potentially impacting National Trust land, but we also have strong feedback in favour of passing through its land and we are talking further with the National Trust.
D1a and D1b: Oak Park Golf Course	D1b	We have selected D1b to reduce disruption to Oak Park Golf Course.
D2a and D2b: Fleet Business Park	D2b	We have selected D2b as it would have less potential traffic disruption during installation than D2a. D2b also has fewer crossings of the existing pipeline than D2a, which is preferable. It would also reduce impacts on Fleet Business Park and Naishes Lane. This sub-option may require some environmental mitigation.
D3a and D3b: Beacon Hill Road	D3a – with further refinements	We have decided to progress D3a, but with some refinements. We will move the order limits to the west to include Beacon Hill Road to reduce the impact on development plans. D3a better accounts for these plans than D3b as it avoids cutting through the middle of the development site, but requires further refinements. See page 12 for more details.
D4a and D4b: Norris Hill	D4a, with D4b as an access route	D4a has been selected as the preferred pipeline route because it closely follows the existing pipeline. D4b follows an established track and would only be used for temporary access during installation.
E1a and E1b: Cove Brook Park	E1a	We have selected sub-option E1a to progress. E1b was not selected due to a number of planning, environmental and engineering concerns.
E2a and E2b: Cove Road	Both sub-options deselected and a new option proposed	From consultation feedback and further technical work, we have decided not to progress either sub-option. E2a was deselected due to further technical work indicating that the length and location of the trenchless crossing from Cove Brook Park to the north of the railway would not be technically possible to install. This would have meant significant delays to the installation of the pipeline and continued disruption to communities. E2b was deselected due to narrow roads and would have involved the removal of garages. Cranes would have been required to move equipment to the working area between homes and the railway. The local footpath alongside the railway embankment and under the railway at Highfield Path would also have been closed for a long period of time. We are proposing an amended route in this area to provide an alternative to these two sub-options. See page 13 for details.
E3a, E3b and E3c: Cabrol Road	E3a	We have selected E3a as it follows the existing pipeline more closely than options E3b or E3c. It would reduce the potential impacts on access to residential properties and street works during installation. It would also reduce the impact on Stake Lane and the allotments near Prospect Road, as trenchless techniques would be used to navigate installation through the narrow area.

Sub-options	Sub-option selected	Reasoning
E4a and E4b: Farnborough North	E4a – with further refinements	We have selected E4a, progressing the southern of the two further options within it. This was the option preferred by many local landowners and reduces the direct impacts on Henry Tyndale School (for children with complex learning difficulties) and Farnborough North Station. The southern option within E4a has been selected as the angle at which it crosses the Reading to Redhill and Ascot to Guildford railway lines is preferable from an engineering perspective. There were other concerns around the environmental features in the area. We have, however, considered an alternative installation technique in this area due to unknown ground conditions. See page 14 for more details.
E5a and E5b: Pine Ridge Golf Course	E5a	We have selected E5a, which most closely follows the existing pipeline. While we understand the potential impacts on the Golf Course, we have taken into consideration strong feedback from the consultation and ongoing engagement regarding potential disruption to traffic along Deepcut Bridge Road. A small section of E5b will be retained just off Deepcut Bridge Road to be used as a temporary logistics hub. However, there would be no street works along this road. See page 24 for more detail about the temporary logistics hubs.
F1a, F1b and F1c: Red Road	F1a and F1b combined	Following further technical work, we have merged the first section of F1b along Red Road with F1a, which follows an existing track to Guildford Road. This is because consultation feedback we received made us aware of the impacts of a loss of trees along a very narrow footpath at the start of F1a. There is also a new small section of route to join these two sub-options together. This would enable us to reduce the time we are installing along Red Road relative to F1b, a key concern expressed within the consultation responses, and reduce the potential impact on environmental features along F1b and F1c. The remaining route proposed within F1b was deselected due to a number of environmental and habitat concerns for protected birds and reptiles in the area, identified through further survey work. F1c was also deselected due to environmental and engineering constraints.
F2a and F2b: Chobham Common	F2a	We have selected F2a, which travels across Chobham Common. This option would reduce any potential impacts on residential areas to the south of the common, and most closely follows the existing pipeline alignment. Feedback from the consultation strongly favoured this sub-option. F2b, on the other hand, was not favoured in consultation feedback due to the need for street works and potential traffic disruption. We have conducted further technical work to understand how we can reduce the environmental impacts on Chobham Common and the final route will include areas for tree planting and other environmental mitigation activities that will be set out in the Environmental Statement.
F3a and F3b: Silverlands	F3a	We have selected F3a to progress, as this was favoured within consultation responses and from site visits with local landowners. We would use a trenchless crossing in this area to reduce the need for tree removal. F3b was deselected because of the potentially significant impacts it could have on a local business.
F4a and F4b: Guildford Road (A320) and M25	F4b – with further refinements	We have progressed F4b, although further refinements will be made to this section of the route. See page 17 for details. Sub-option F4a was deselected due to the engineering constraints of crossing the M25, identified from further technical work.

Sub-options	Sub-option selected	Reasoning
G1a and G1b: Chertsey railway	G1b	G1b has been selected as further survey work in the area identified an area of Ancient Woodland that we would seek to avoid along sub-option G1a. However, feedback from the consultation highlighted concerns about the impact of installation on traffic along Canford Drive. We will therefore be implementing traffic management plans to effectively control the traffic flow in this area during installation and ensure that access is maintained for residents. We will also look to reduce the width of the order limits through Abbey Moor Golf Course and create an installation timetable that reduces the impact on the golf course.
G2a and G2b: River Thames	G2a – with further refinements	We have selected G2a as it has been found to have more suitable ground conditions than G2b for installation. The M3 crossing was also planned at an angle along G2b which would pose significant engineering challenges. We have carried out further technical work to identify the space that we would need to install the pipeline and cross the river. See page 18 for further details on a refinement in this area, which addresses concerns about biodiversity in Chertsey Meads.
H1a and H1b: Queen Mary Reservoir	Both options deselected and a new one proposed	<p>Following ongoing engagement with landowners, consultation feedback, and early involvement with contractors to review our proposals, we have deselected both sub-options. We have identified an alternative option for the area to reduce the impact on the narrow residential roads along H1b and avoid major engineering challenges from H1a (such as installing close to the edge of the reservoir, alongside a major gas main and overhead power lines). Please see page 19 for more details.</p> <p>H1a was favoured by local residents and met our preference to install on private land and away from public roads, but there were concerns about the reservoir from an engineering and logistics perspective, as there is a bund (small embankment) that would cause issues for the installation of the pipeline.</p>
H2a, H2b and H2c: Ashford Station	H2c – with further refinements	<p>H2c was selected because it is the most feasible option from an engineering perspective and consultation feedback confirmed concerns about the other two options in this area.</p> <p>H2a was deselected due to engineering constraints identified through further technical work. This included an assessment of the angle of the railway crossing that would have made installation very difficult, and the proximity to a road bridge over the railway that would not have provided a large enough space for installation. Consultation responses included concerns from local residents around the space needed for safe installation. H2b was deselected based on strong opposition from consultation feedback, raising concerns about the impact on local businesses and the car park at Ashford Station.</p> <p>Following the selection of H2c, we have identified an area of the route along Station Approach that could be used to improve traffic flow around Ashford Station and reduce the impact on the roundabout along Woodthorpe Road near to the station. See page 20 for more details.</p>
H3a and H3b: Thomas Knyvett College	H3b	H3b has been selected because it is a more direct and shorter option. The selection of H3b was closely linked to the selection of H2c.



For maps of the sub-options along the route, please visit www.slproject.co.uk and download 'Consultation Brochure' under (Autumn 2018) Preferred Route Consultation. Alternatively, we can send you print copies upon request. Please see the contact details on page 31.

What we are consulting on now

We have been listening to feedback from our second public consultation and have been meeting with local authorities, parish councils, environmental bodies, third party infrastructure owners and landowners to understand local environmental features and engineering challenges along the route. This has also helped us to further understand the potential impacts of installing the replacement pipeline and the ways in which we could mitigate them. We have also completed further technical work to review our proposals and identify ways of improving the ease and efficiency of installing the underground pipeline.

This information has helped us to confirm our proposals for the project along the majority of the pipeline route. In some areas, the feedback and additional knowledge has helped us to identify where we could further amend our design.

We have identified some minor modifications to the route, such as moving the pipeline route from one side of a landowner's field to the other. We are not consulting on these modifications.

We have also identified some refinements that may have different potential impacts to our previous proposals for landowners, the environment and communities – these are called design refinements. For these refinements, we are seeking the views of landowners, statutory consultees and communities to make sure that, on balance, we have selected the most appropriate route for the replacement pipeline in these areas.

Now that we have a clearer idea of where the pipeline route might go, we are also now sharing the details of our proposed temporary logistics hubs, which will support the installation of the pipeline. There are six proposed temporary logistics hubs along the replacement pipeline route. We are also sharing some details of our sites for environmental mitigation, where we are required to consult on them.

We want to provide you with the opportunity to comment on these design refinements and ensure we consider any feedback before we submit our application for development consent. This is why we are holding a third public consultation.

This consultation starts on 21 January and closes at 23:59 on 19 February 2019. Please see page 31 for details of how you can respond to the consultation.

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, it could be installed anywhere within the limits of deviation. This flexibility is required in case of any unforeseen ground conditions and local features.

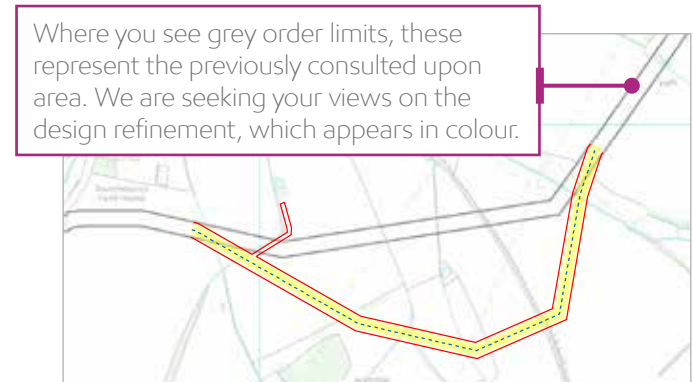
Preferred limits of deviation/preferred route: These limits show the maximum area within which the pipeline could be installed, if we are granted development consent.

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. These would also include the easement strip that would be protected along the pipeline following installation.

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)



Design refinements

Section A – Boorley Green to Bramdean

There are no design refinements that we are consulting on in this section.

Section B – Bramdean to South of Alton

Uncle Bills Lane

We would extend the order limits of the route in this area to link a valve to the nearest connection to power, which is along Uncle Bills Lane within the end of two driveways. We may also need to connect to telecoms at the same point. This area is within the South Downs National Park.



Section C – South of Alton to Crondall

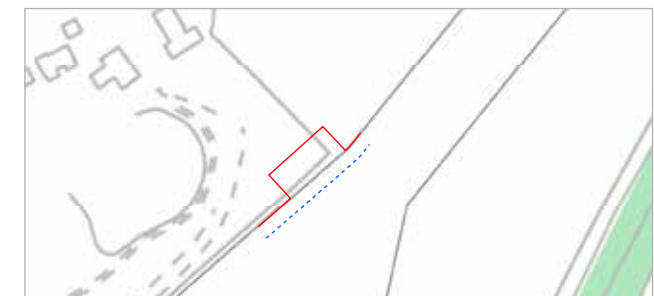
Water Lane

We would amend the order limits either side of Water Lane to avoid sensitive environmental features and an area of Ancient Woodland.



Great crested newt mitigation area

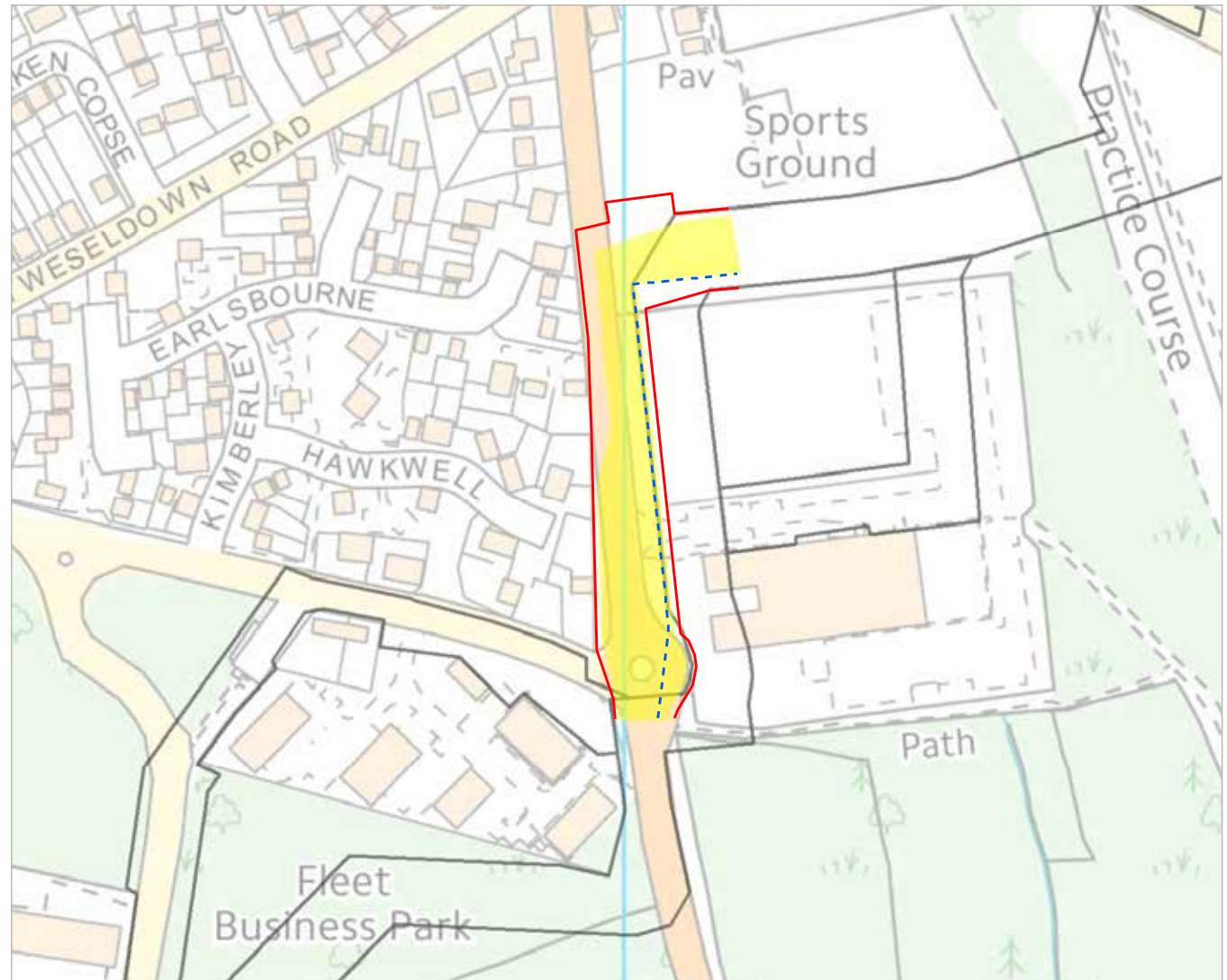
We would extend the order limits near to Froyle Park to include a nearby pond as we expect to find great crested newts in this area and would need to relocate them.



Section D – Crondall to Farnborough

Beacon Hill Road

We have refined sub-option D3a to reduce impacts on development plans. The refinement would move the order limits of the pipeline route and installation area west to include Beacon Hill Road and the verge along the road. We believe there are no new or different environmental impacts due to this refinement. However, communities lying near to the order limits may face short-term disruption during installation.



Section E – Farnborough to Bisley and Pirbright Ranges

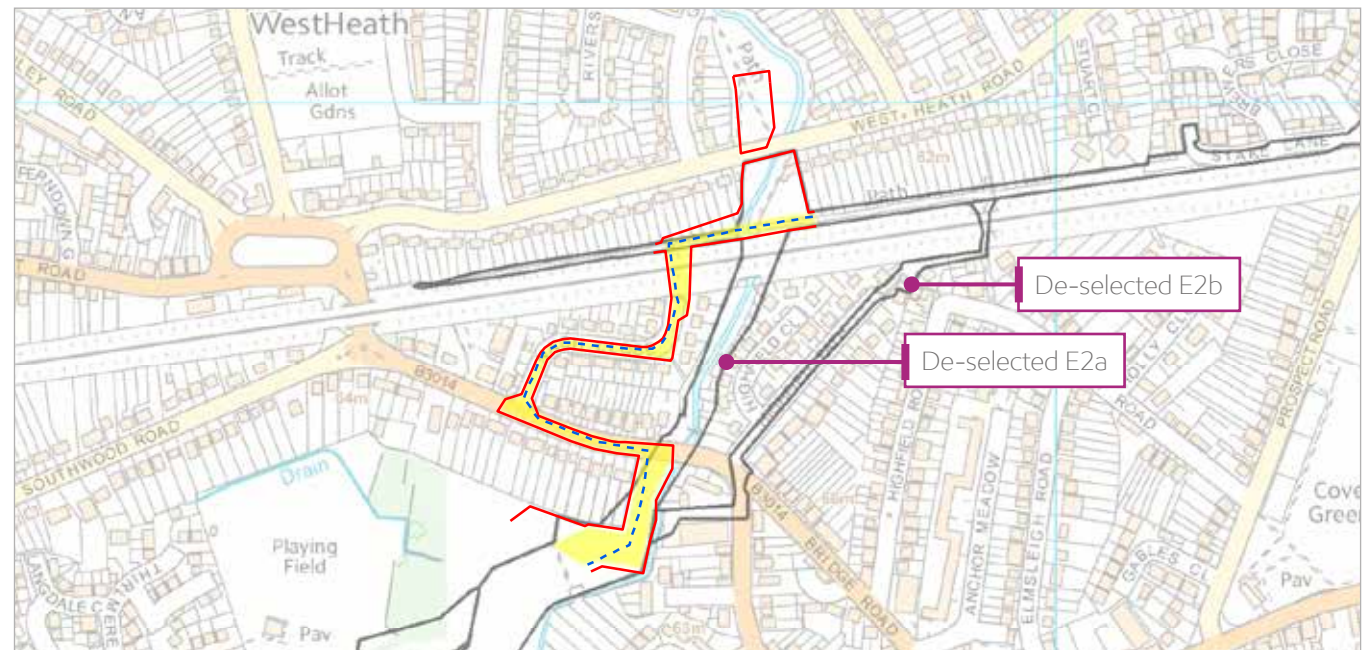
Cove Road

Feedback from the preferred route consultation led us to consider how to reduce the impact on narrow residential roads and footpaths and Cove Brook Park (Southwood Meadows). Crossing the railway is very challenging, as it is important not to affect the area underneath the railway tracks during installation. We have identified an alternative to address this challenge and the concerns raised in consultation feedback.

Further technical work in this area identified the best place to cross the railway was from the end of Nash Close. We then considered how best to reach the end of Nash Close from Southwood Meadows. We considered an option through the car park of a local doctor's surgery, however this would have disrupted access to the surgery so was not taken forward. The most appropriate route would involve following the previous alignment of the E2a sub-option as far as Cove Road and heading west along Cove Road before turning right into Nash Close. As a result of these refinements, we are now proposing an open-cut trench method for installation through Cove Brook Park and along Cove Road and Nash Close. From the end of Nash Close we would then use a trenchless technique to cross the railway line. Nash Close is a wider residential road, when compared to Highfield Path, and the trenchless crossing location would have less impact on nearby homes and residents when compared to sub-option E2b. The narrow width of the footpaths at the end of Highfield Path and their frequent pedestrian use was a key concern in consultation feedback.

Further, this route is less technically challenging and so would take less time to install, when compared to E2b. However, it would impact local road users and residents in Nash Close and Cove Road.

On the northern side of the railway line, we are proposing to have a compound off West Heath Road. As we would need to use trenchless techniques in this area, a compound would avoid the need to temporarily block off traffic for materials storage and van movements, preventing further impact on traffic. The other nearby compound, which was previously located within open land to the south of Cove Brook, has been relocated further south within the Southwood Golf Course to reduce the working area near to Cove Brook and in response to consultation feedback.



Farnborough Hill School

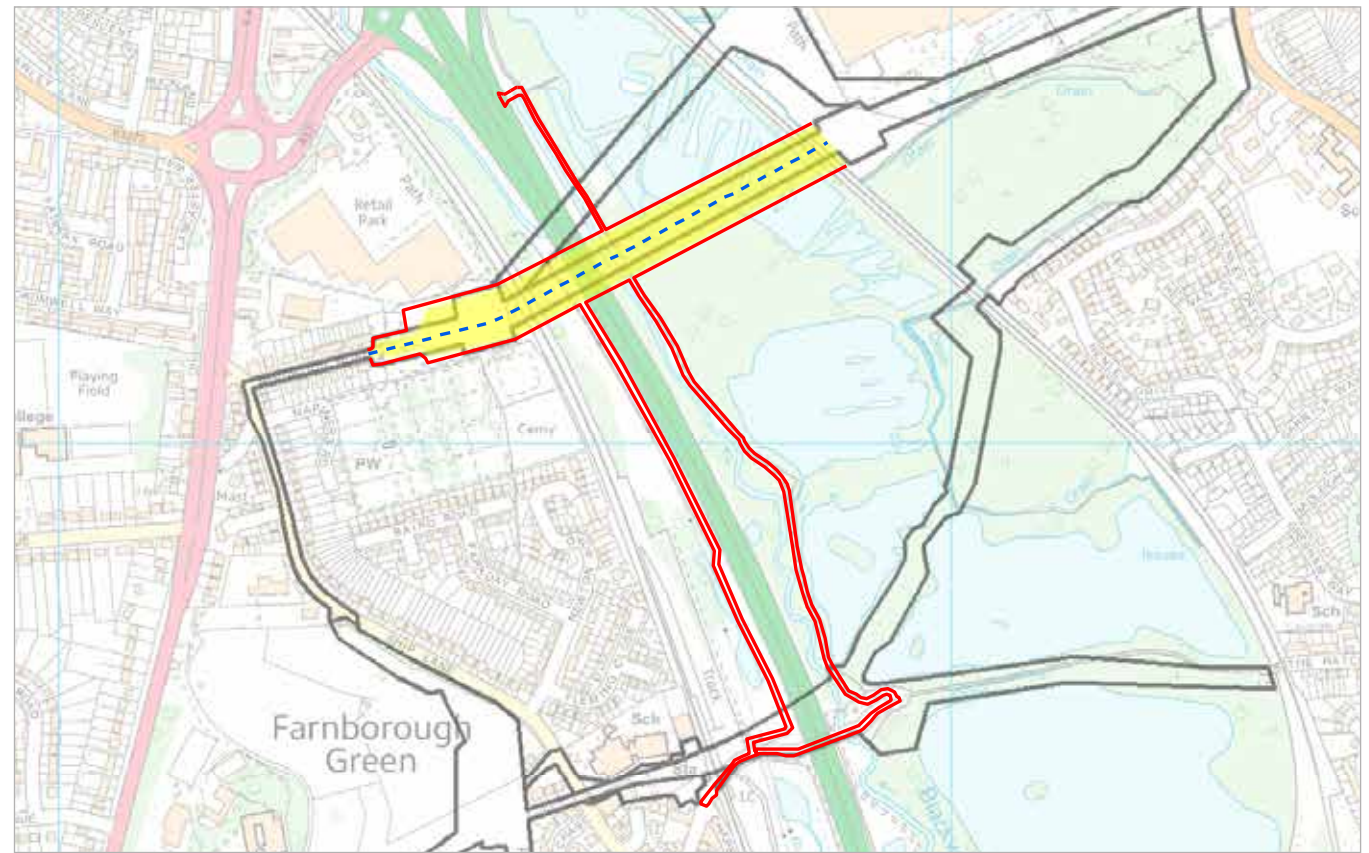
We would include within our order limits a temporary access route through the school grounds and a temporary compound. Where the access route meets the A325 there is an area of land that was not previously impacted by our proposals.



Blackwater River Valley

Following further engineering and survey work, we are considering an open-cut trench technique through Frimley Hatches due to uncertain ground conditions. We would need to have access to this area for these works and have now included additional access points along paths, which were not previously part of our proposals. While a trenchless crossing remains our first

choice in this area, due to the unpredictable ground conditions, we require the flexibility to use open-cut trench techniques. Therefore, we would seek to keep an open-cut trench technique as an option and further assess potential impacts. The additional access routes would be off the main road or via footpaths within The Hatches.

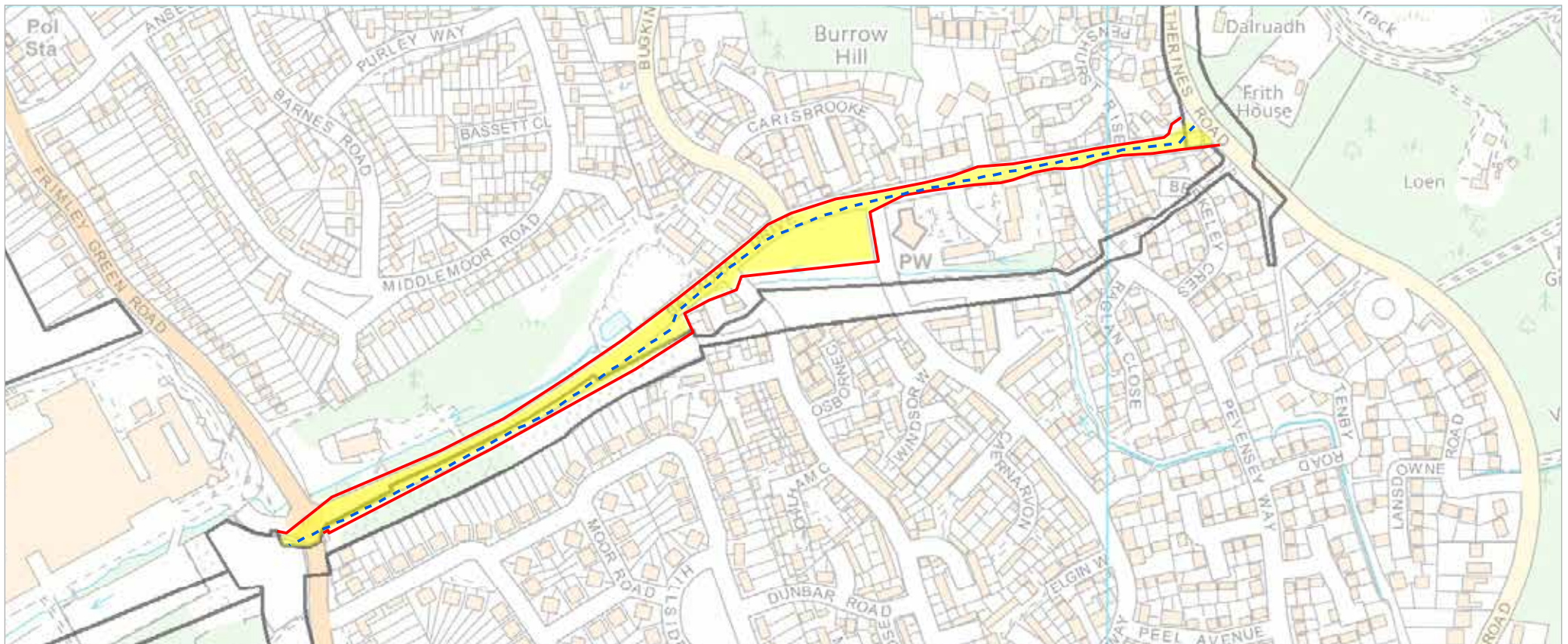


Balmoral Drive

Following further engineering and environmental work, we have identified additional underground services within the grass verge that we were planning to install alongside Balmoral Drive, and the previous alignment would have passed too close to residential properties as it came off Balmoral Drive into a residential area. We are now proposing a refinement

to the route so that it continues along Balmoral Drive and re-joins the previously consulted upon route at St Catherines Road to continue north. Due to limited space within the verge and further information from environmental surveys, the installation would need to take place within the road to avoid these engineering and environmental constraints. This change is likely to

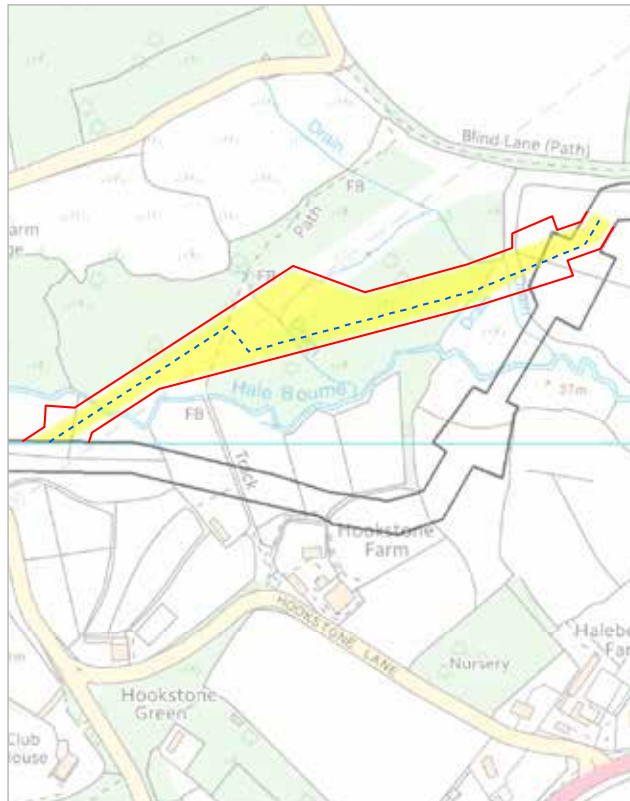
impact road users and residents along Balmoral Drive. We would work with local authorities in the area to carefully plan traffic management during installation to reduce disruption and maintain pedestrian access to homes during installation.



Section F – Bisley and Pirbright Ranges to M25

Windle Brook crossing

To reduce the impact on landowners in the area, we are considering an alternative alignment and crossing of Windle Brook. The amendment would mean that we would cross the brook with a trenchless crossing further west and take a route that more closely follows the existing pipeline route. However, we need to better understand the impacts on other landowners in the area.



Blind Lane

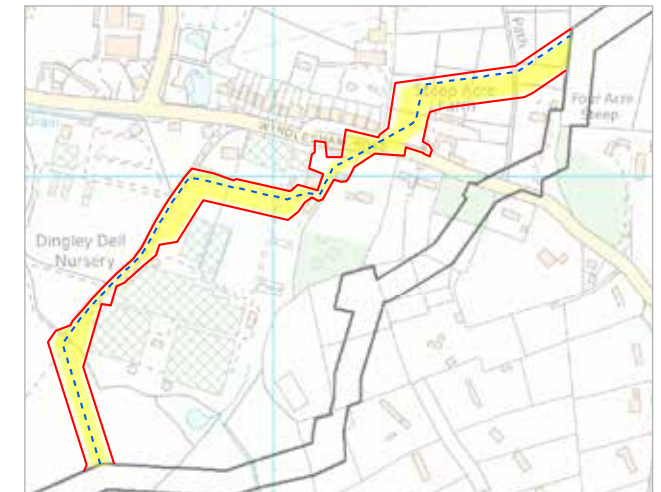
To reduce the proximity of the route to a residential property and to ensure a safe working area during installation, we are considering an amendment to the route in this area. This would mean that we would install the pipeline within land to the north of Blind Lane, rather than the previously proposed route to the south of the lane.



South of Windlesham

Following landowner feedback, we have considered an amendment to the route in this area. The refinement would move away from the previously proposed route and move towards the end of the polo fields, close to the plant nursery. It would then pass through the nursery to the west side, using an existing track. The route would then turn east towards the existing nursery entrance. The pipeline would need to cross Windlesham Road and the other existing pipelines in this vicinity. The existing farm access track may need to be widened. The route would then continue northwards to follow the existing pipeline.

The refinement follows the existing pipeline route so will make the most of existing relationships with landowners and will reduce tree loss when compared to previous proposals. During installation we will work with the plant nursery to reduce installation impacts.

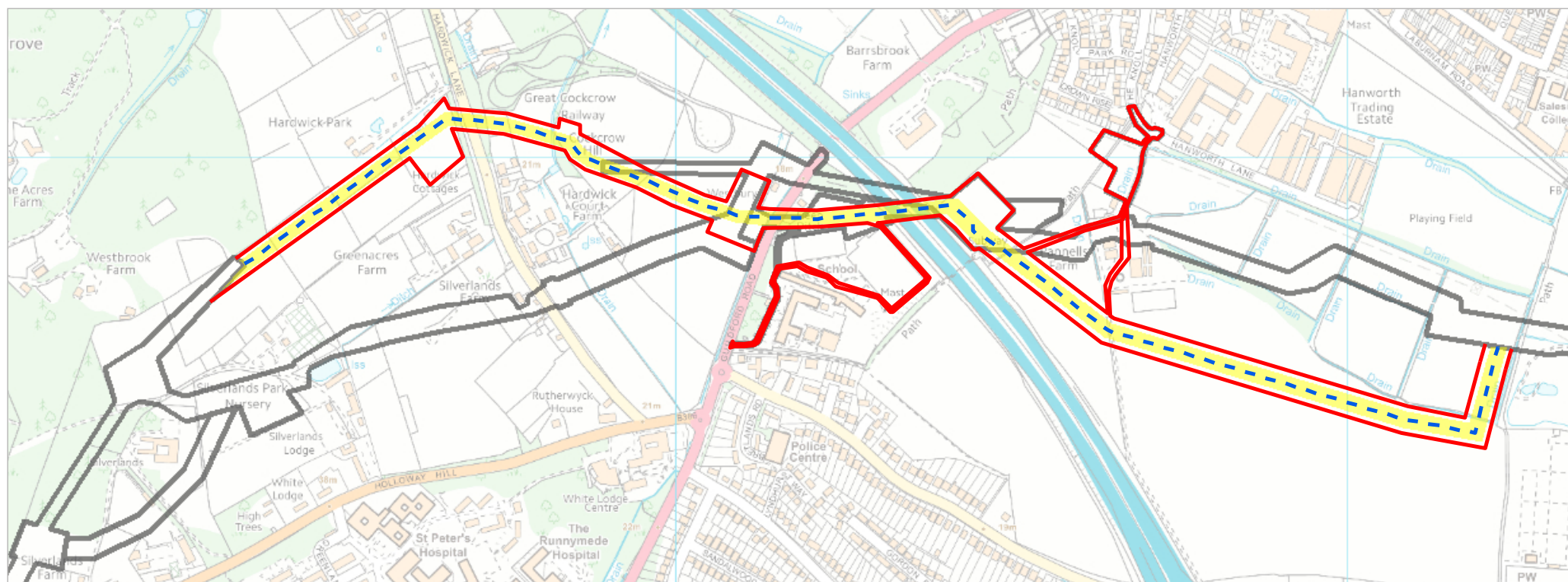


Section G – M25 to M3

Hardwick Lane to Pannells Farm (spans Sections F & G)

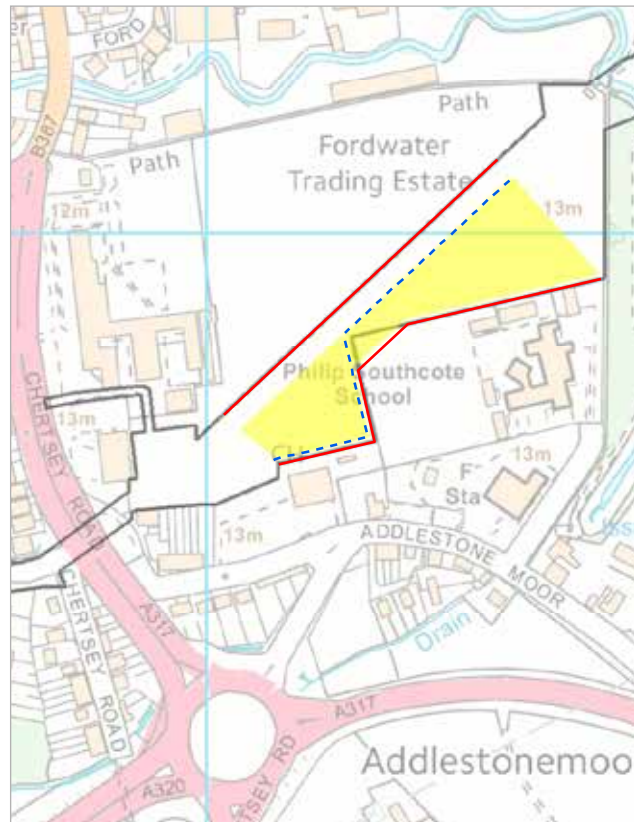
Following consultation feedback, we have reviewed the Hardwick Lane area to reduce the impact on commercial and residential buildings, avoid a newly identified Site of Interest for Nature Conservation (SINC) on the eastern side of Hardwick Lane and accommodate a trenchless crossing of the road. As a result, we are proposing a refined route to avoid or reduce these issues.

To the west of Hardwick Lane, the amended route travels further north than our previous proposal, through open fields, where it then follows the route for the selected sub-option F4b. To the east, after the M25 crossing, we are proposing a refinement to the route through Pannells Farm (travelling further south) to avoid environmentally sensitive areas identified through further survey work.



Philip Southcote School

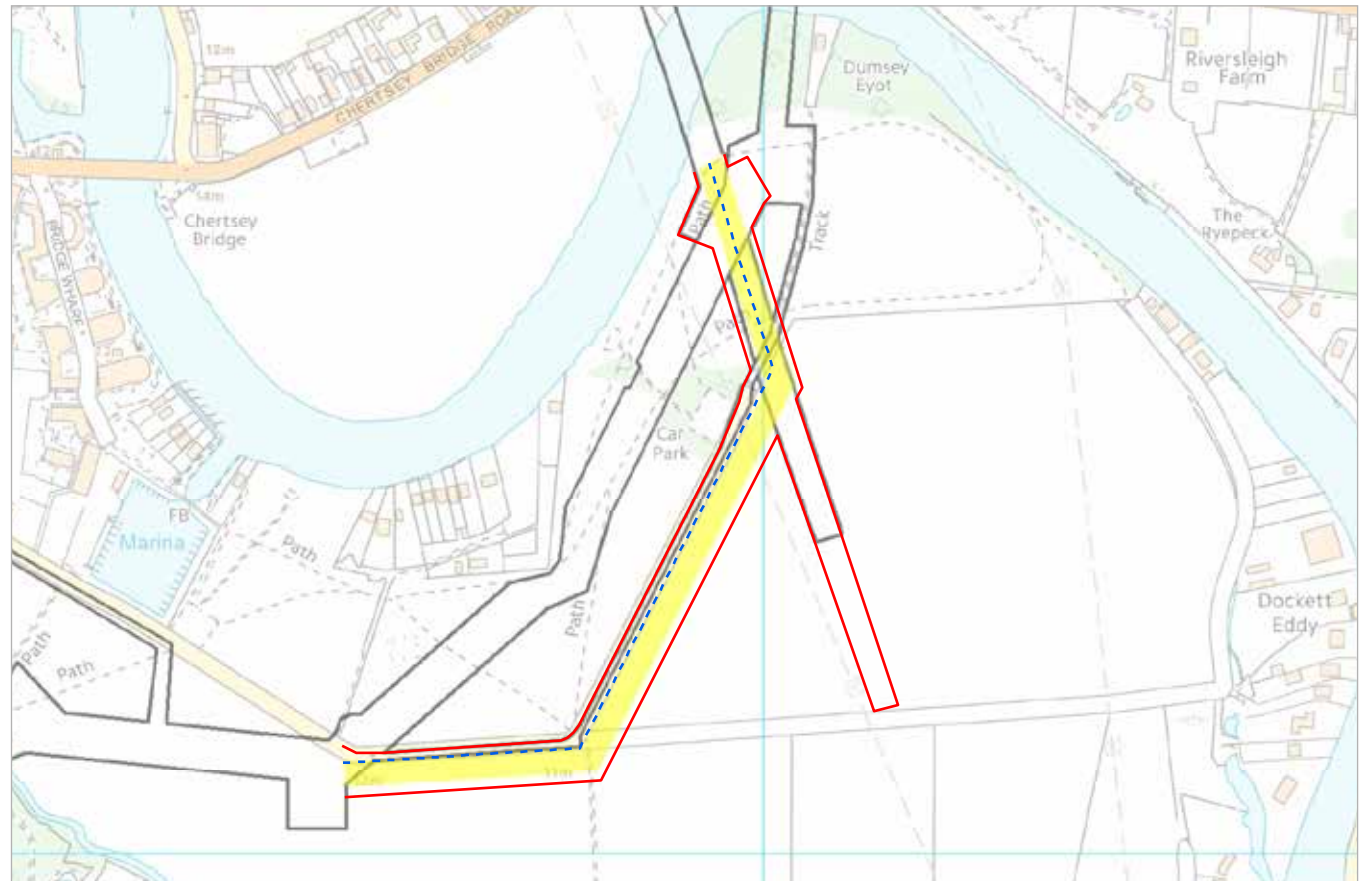
To provide a larger area for safely installing the replacement pipeline within Abbey Rangers FC, we are considering extending the order limits and limits of deviation into the corner of the adjacent playing field at Philip Southcote School. This may change the use of the land temporarily, so we are consulting the wider community on this suggested amendment.



Chertsey Meads

For the River Thames crossing, we are amending the order limits in response to consultation feedback from the local council around floral biodiversity within Chertsey Meads. We have also carried out further technical work to identify the area needed to install the pipeline and cross the river. We have refined the order

limits to install the pipeline alongside the access road for the car park at Chertsey Meads and recognise that this may have different impacts for the local community than our previous proposals.



Section H – M3 to the West London Terminal storage facility

Ashford Road

Following the preferred route consultation, we have deselected both sub-options at Queen Mary Reservoir. Feedback from the preferred route consultation led us to consider how to reduce the impact on narrow residential roads in Laleham, as there were concerns from residents regarding sub-option H1b. Sub-option H1a was favoured by local residents, but there were concerns about the reservoir from an engineering and logistics perspective (see the diagram below). Several consultation responses suggested an alternative route along Ashford Road, in place of the two proposed sub-options. The route along Ashford Road is the proposed refinement.

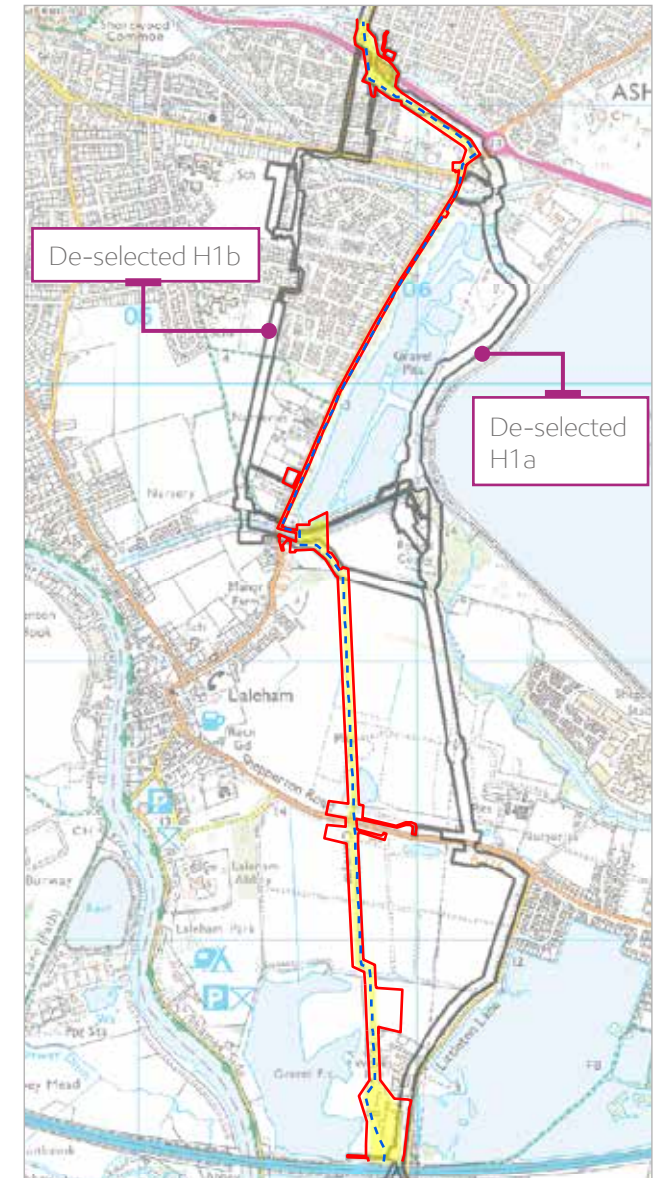
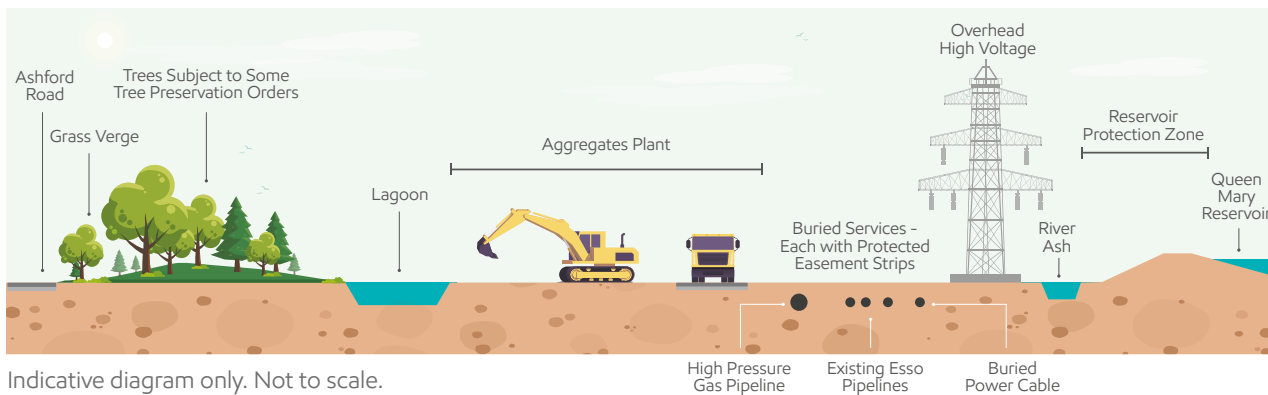
Our preference would be to install the pipeline within the grass verge on the eastern side of the road. However, the limits of deviation would cover the entire road as there are established trees nearby and other underground features that may need to be avoided. We would also include an amended route to the south of Ashford Road, travelling through an industrial area and avoiding impacts on local businesses.

The route would use open-cut trench techniques along Ashford Road, and the installation area would be reduced to ensure that the road is kept open. This may impact communities near to the order limits and road users, who may face short-term disruption during installation. At the northern end of Ashford Road, we would use a trenchless technique to cross Ashford Road, Kingston Road and a water channel.

The route (sub-option H1a) that followed the reservoir was deselected following further technical work as our assessment shows that it is a safety risk to install the pipeline in this area. This is because:

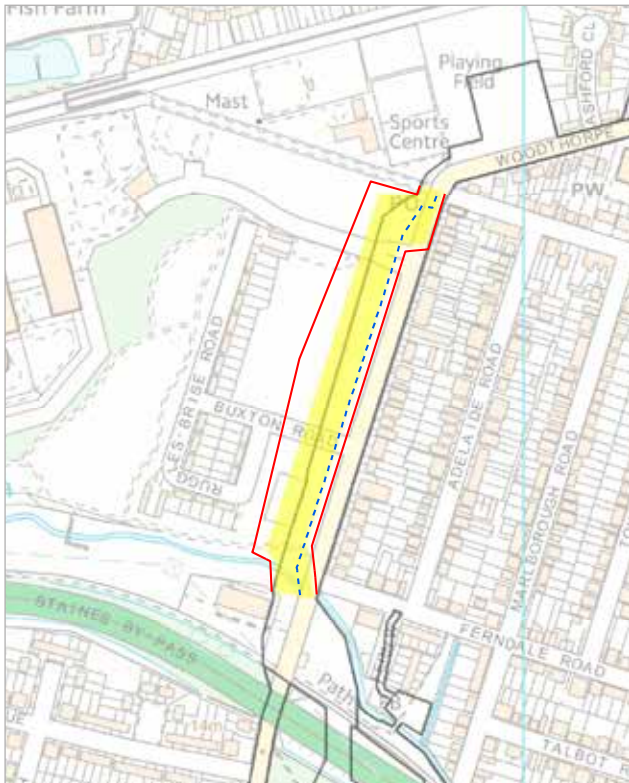
- installing near the toe (bottom) of the reservoir embankment risks compromising its stability, and pushes installation towards the overhead power lines,
- installing in the area below the overhead power lines poses an increased safety risk,
- there simply isn't enough space to safely install the replacement pipeline between the high pressure gas main and other underground utilities.

As a responsible operator we simply cannot select an option that has significant risks to local water and gas supplies, and to our installation teams. The diagram below illustrates the challenges in this area.



Woodthorpe Road

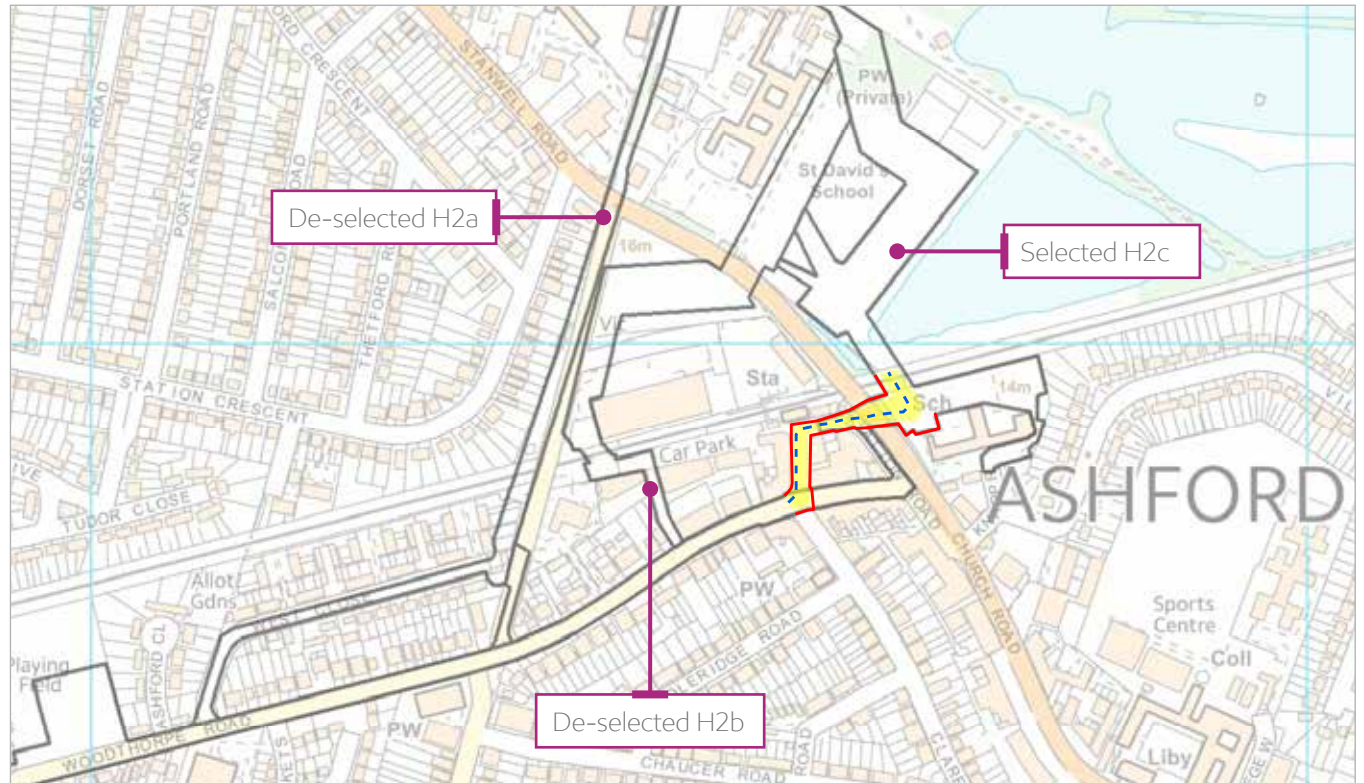
Following feedback from the preferred route consultation and engagement with local stakeholders about potential disruption around Woodthorpe Road, we have moved the order limits further west of the road but recognise that this would mean having a larger working area within local recreation areas.



Ashford Station Approach

Following the selection of sub-option H2c and the responses received at the most recent consultation, we have identified a more appropriate route along Station Approach that would maintain traffic flow around Ashford Station. The previous proposals meant that we would need to close Station Road, disrupting traffic flow out of the station and losing parking spaces along the road. This may have had a disproportionate impact on the footfall of businesses located on the road. In addition, in order to maintain traffic flow in and out of the station we would

have had to suspend parking along Station Approach in order to have two-way traffic flow to exit the station. By installing along Station Approach, Station Road would be kept open as normal and Station Approach would also be kept open by changing the pavement layout and temporarily suspending the parking bays. This refinement would mean that the current traffic movements would not change, temporary loss of parking spaces would be reduced and the duration of installation in Woodthorpe Road would also be reduced.



Temporary logistics hubs

What are temporary logistic hubs?

Logistics hubs are areas used to store materials and equipment, and to provide staff facilities at a number of key locations.

How long will these logistics hubs be used by the project?

We anticipate that installation of the replacement pipeline will take two years to complete, so we will require these logistics hubs throughout that time. We will also need time to prepare the land before installation and reinstate it afterwards to its former state, where practical.

As part of our preferred route consultation we consulted on a number of compounds. These were kept relatively small in order to reduce the space needed in areas close to the route. We have now developed our logistics strategy and selected locations for several logistics hubs that will be used for storing larger quantities of materials required for the installation of the pipeline.

These logistics hubs will help us to:

- ensure that installation takes place as smoothly as possible by providing a central space to store materials and equipment;
- reduce the number of vehicle trips needed along the route, thereby reducing the impacts on local roads and residents;
- reduce the size of the compounds along the route where the pipeline is being installed to store materials; and

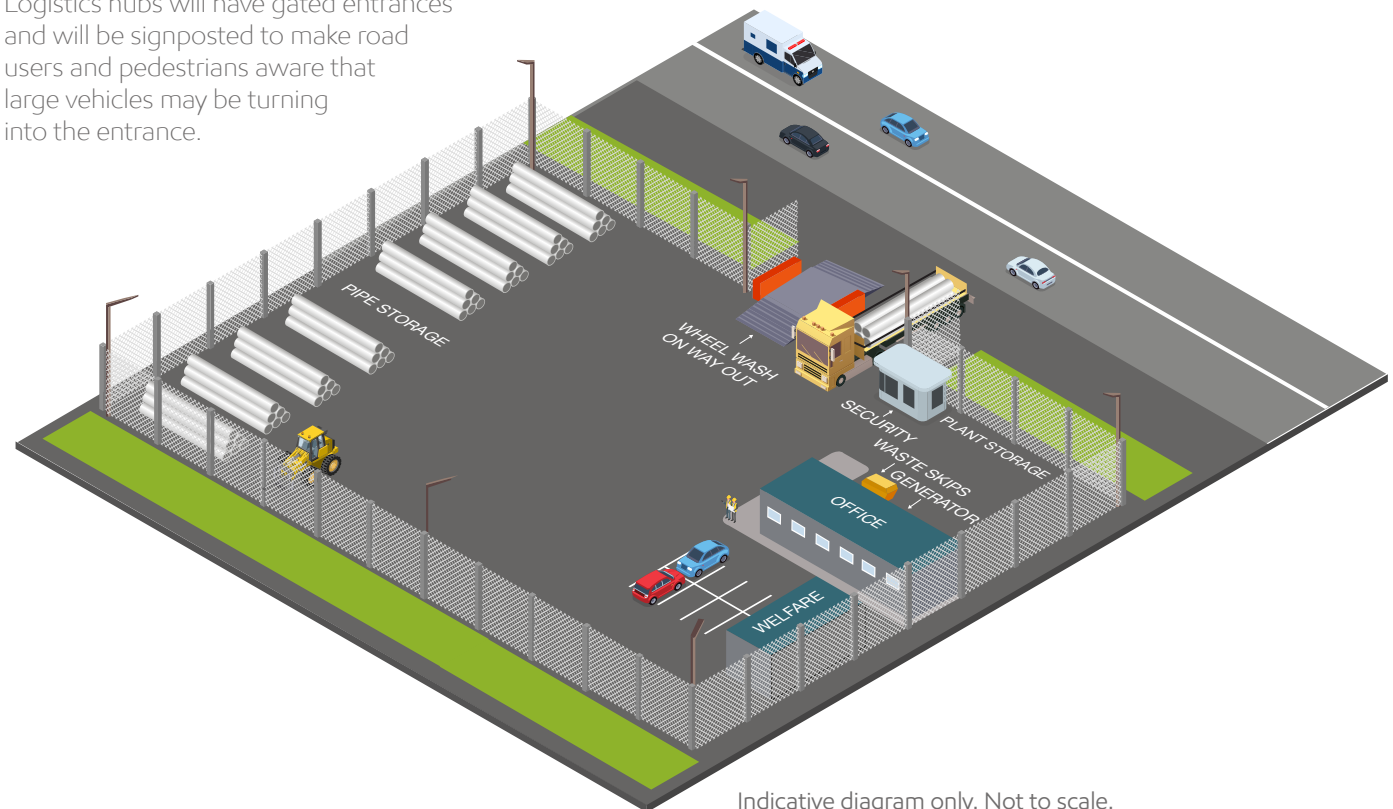
- provide parking for our installation teams who will then travel as a group to installation site(s).

As well as storing materials, logistics hubs will include temporary facilities such as site offices, staff toilets, washing facilities, seating areas and a canteen. They also include space to carry out activities such as maintenance of machinery and wheel washing of trucks, which helps to reduce dust levels in working areas.

Logistics hubs will have gated entrances and will be signposted to make road users and pedestrians aware that large vehicles may be turning into the entrance.

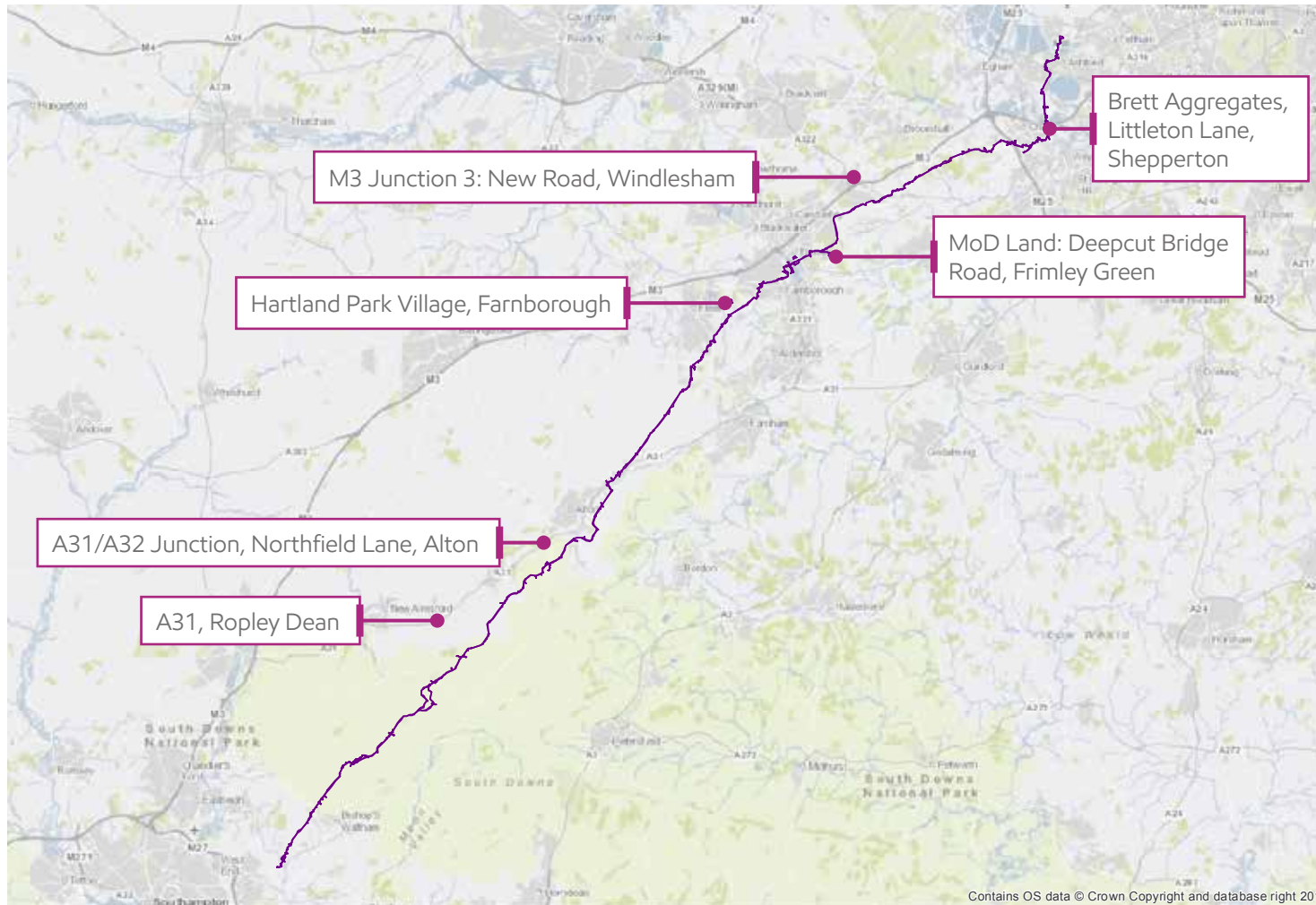
The land within the logistics hubs will have a hard surface to provide a stable, dry surface for vehicles and workers. Vehicles such as 4x4s, vans and HGVs will be accessing these sites.

The area will be kept secure at all times, with security personnel, CCTV and lighting. Lighting and CCTV will be directed down into the hubs and lighting will be reduced at night.



Temporary logistics hubs

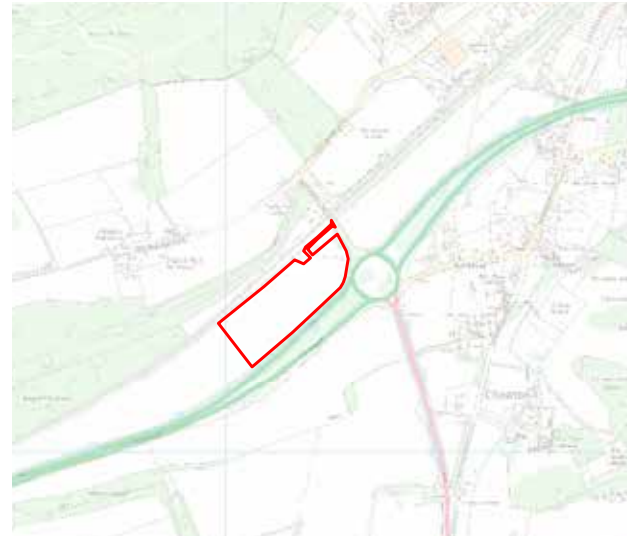
Our six proposed temporary logistics hubs can be seen on the map below.





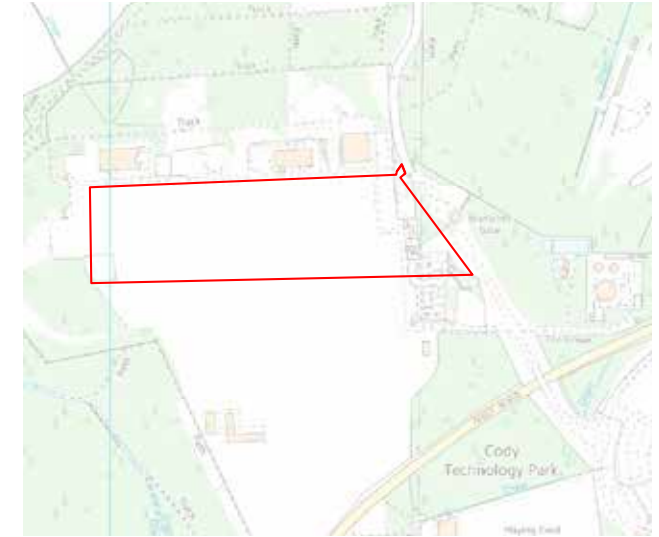
A31, Ropley Dean

The logistics hub would be located on existing farmland to the east of Bishop's Sutton, approximately ten minutes by road from Alton. The main use for this land would be to store lengths of steel pipe. This location has good transport links and is close to the pipeline route. Access for vehicles to the site would be from the east along the A31, which would reduce construction traffic passing through Bishop's Sutton and Alresford. This location is remote from most residential properties. Distant, temporary views of the site may be possible from some areas within the South Downs National Park, but the National Park boundary is over 2km from the site. There are some mature trees on the perimeter of the site. There are no other identified environmental sensitivities. At this stage we do not consider there to be any likely significant ecological effects associated with this logistics hub. Further work is ongoing to consider potential impacts such as traffic and landscape.



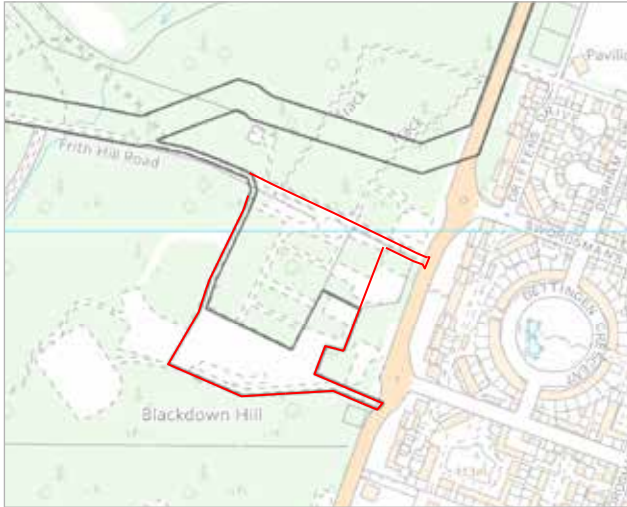
A31/A32 Junction, Northfield Lane, Alton

The logistics hub would be located to the north of the pipeline route at Northfield Lane by the A31/A32 roundabout. This location has good access to the road network and is near to the pipeline route. This location is separated from residential properties by a railway line to the north west and the A31 to the south east. Chawton Pacey Site of Importance for Nature Conservation (SINC) and Chawton Park Wood SINC lie to the far side of the railway line. Temporary views of the site may be possible from the South Downs National Park to the east of the A31. There are no other identified environmental sensitivities. At this stage we do not consider there to be any likely significant ecological effects associated with this logistics hub. Further work is ongoing to consider potential impacts such as traffic and landscape.



Hartland Park Village, Farnborough

The logistics hub would be located on part of the Hartland Park industrial estate between Fleet and Farnborough. The map here shows a larger area than required but we only intend to use a portion of this area (around 20 acres). The exact area is pending consultation feedback and further discussion with the landowner to reduce disruption to the planned housing development. It would be used for pipe and equipment storage. It is a large area of land close to the pipeline installation sites, so would reduce disruption on the roads used for transporting pipe and equipment. Pyestock Hill/Pondtail Heath SINC is approximately 120m from the western boundary of the site, and Southwood (Kennels Lane) SINC is approximately 80m from the eastern boundary. There are no other identified environmental sensitivities. At this stage we do not consider there to be any likely significant ecological effects associated with this logistics hub. Further work is ongoing to consider potential impacts such as traffic and landscape.



MoD land: Deepcut Bridge Road, Frimley Green

The logistics hub would be close to the pipeline route with access off Deepcut Bridge Road on land owned by the Ministry of Defence (MoD). This area has been used in the past by the MoD as a base for exercises so is currently largely hardstanding, and is outside the Metropolitan Green Belt. It is not allocated for development and would provide a large area close to the pipeline to reduce the need to transport pipe over long distances and disrupt local roads. This area is surrounded by Frith Hill Site of Nature Conservation Interest, but does not actually encroach on it. There is a risk of unexpected ground conditions due to past activities by the MoD. It is more than 50m from the nearest residential properties, and measures will be in place to manage and control any potential noise, dust and lighting effects. There are no other identified environmental sensitivities. At this stage we do not consider there to be any likely significant ecological effects associated with this logistics hub. Further work is ongoing to consider potential impacts such as traffic and landscape.



M3 Junction 3: New Road, Windlesham

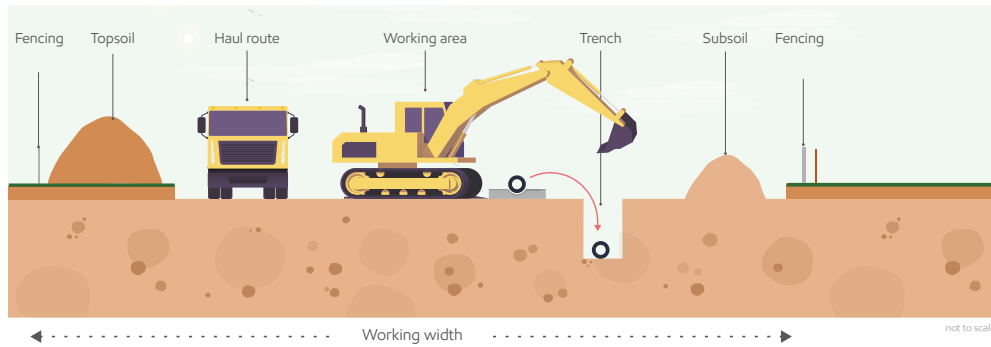
The logistics hub would be close to the M3 near Junction 3, along New Road in Windlesham. This area was previously used for works on the M3 smart motorway. It is a good hub location due to its accessibility from the M3 and the fact that it is a large site. We are aware of heavy traffic in this area during rush hour, particularly towards the motorway and Gloucester Bridge junction, so we would work with the Highway Authorities to reduce the impact on road users. This location is remote from most residential properties. There are small watercourses or drainage ditches within or bordering the site, and a small area of Flood Zone 3 within the site. There are no other identified environmental sensitivities. At this stage we do not consider there to be any likely significant ecological effects associated with this logistics hub. Further work is ongoing to consider potential impacts such as traffic and landscape.



Brett Aggregates, Littleton Lane, Shepperton

The logistics hub would be within the Brett Aggregates site, close to the pipeline route. It is a large site that avoids using an area of land used by the general public in a built-up area. This location is remote from residential properties. There is a risk of unexpected ground conditions, and it lies within Flood Zone 2. Littleton Lane and Shepperton Quarry Sites of Nature Conservation Interest (SNCI) lie 10m to the west of the order limits, and the Littleton Lake SNCI is approximately 150m to the east. There are no other identified environmental sensitivities. At this stage we do not consider there to be any likely significant ecological effects associated with this logistics hub. Further work is ongoing to consider potential impacts such as traffic and landscape.

Installation techniques

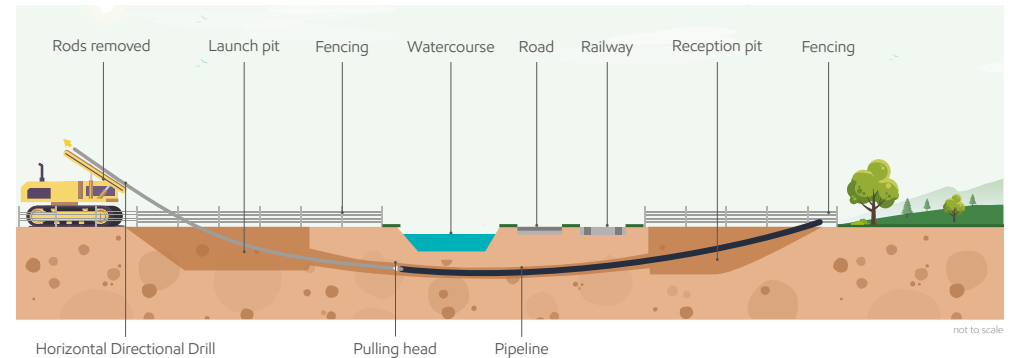


Open-cut trench technique

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.

The Code of Construction Practice

We will clearly set out our working methods and how we will reduce or mitigate any potential installation impacts as part of our application for development consent.

This will include the preparation of a Code of Construction Practice. Our contractors will prepare a Construction Environmental Management Plan, which will set out our shared 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.



To read about our other project commitments, please visit www.slpproject.co.uk

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.

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 install valves along the 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.

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.



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



Pipeline marker



Corrosion protection cabinet

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 below 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 first two consultations.

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 in the document section at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/southampton-to-london-pipeline-project/>

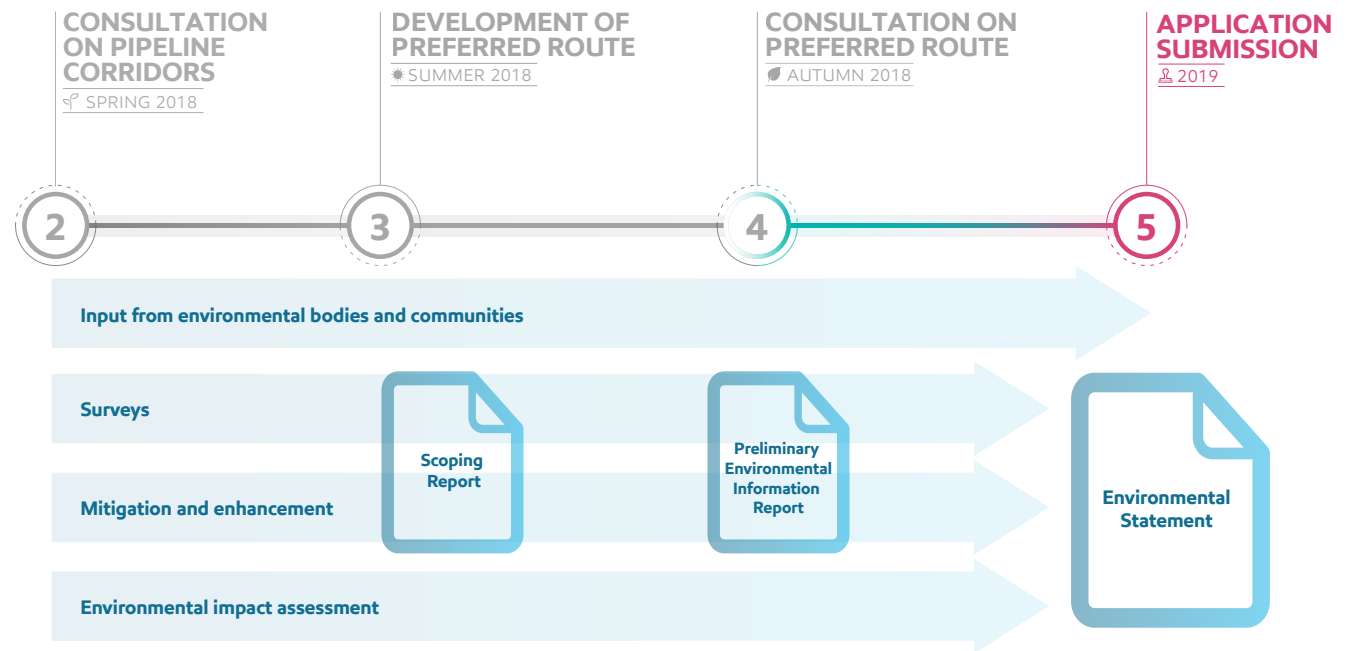
Preliminary Environmental Information

This information is about the likely environmental effects of the proposals and was shared as part of our second consultation in autumn 2018. You can read the Preliminary Environmental Information Report on our project website at: www.slproject.co.uk/document-library/

A non-technical summary of the Preliminary Environmental Information was also provided in Chapter 9 of the brochure for our second consultation. This can be accessed via the document library on our website at: www.slproject.co.uk/document-library/

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.



The application for development consent

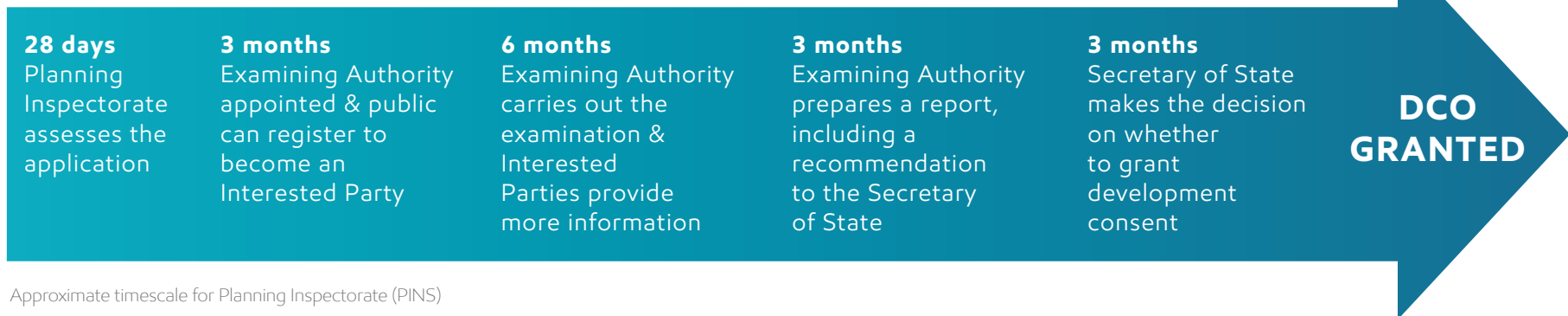
In 2019, we will submit our formal application for permission to install the replacement pipeline. The Planning Act 2008 sets out a timetable lasting up to 18 months in which the application will be considered by the Planning Inspectorate and the Department for Business, Energy and Industrial Strategy.

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



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.

Ahead of this consultation on design refinements, we wrote to people who we identified as having an interest in land to invite them to comment on the design refinements to the route, including any landowners who are newly affected by the refinements. We also held events in December 2018 to provide information about the project to landowners who we believe could have been affected by the refinements.

We have identified some minor modifications to the route, such as moving the pipeline route from one side of a landowner's field to the other. We are not consulting on these modifications, but have written to these landowners directly and will continue to work closely with them as we finalise our route.

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



Land rights

The project will require land rights over private land, both long term and short term. We will offer appropriate 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.

Contact Fisher German

0845 437 0383

slproject@fishergerman.co.uk

Visit www.slproject.co.uk to find out more about how we work with landowners



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.slpproject.co.uk

This consultation starts on 21 January and closes at 23:59 on 19 February 2019. If you are unable to respond online, then you can also

Email info@slpproject.co.uk

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

www.slpproject.co.uk

Post **FREEPOST SLP PROJECT**

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.

We have created this booklet to provide a summary of the design refinements that we are now consulting on. You can also view our interactive map, see materials from our previous consultations, and sign up to our newsletter at www.slpproject.co.uk

When this consultation closes at 23:59 on 19 February 2019, our 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 technical work, will help us to ensure that, on balance, the most appropriate route is selected for the pipeline. The report will be published on our website and we will publicise the final route ahead of our submission for development consent in 2019.

Your views and those of others will contribute significantly to this process and we encourage you to participate. If you have any questions or would like clarification on any aspect of the project, please feel free to raise them with our project team.

Contact us

info@slpproject.co.uk

07925 068 905

www.slpproject.co.uk

Replacement pipeline design refinements consultation response form

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 within the consultation process.

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

If you would like 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.

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www.slpproject.co.uk

This consultation closes at 23:59 on 19 February 2019

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

Post FREEPOST SLP PROJECT - If possible, please use this version of our response form. 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:

Surname:.....

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 or occupier (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 Environment Agency, the National Trust or a community group)
- A voluntary or community sector organisation
- 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.

19) Views on the consultation process

Please rate the following areas of the consultation:

Area of consultation	Very good	Good	Average	Poor	Very poor	Not Applicable
19a. Materials – were the materials clear and easy to understand?						
19b. Information – was enough information made available for you to respond?						
19c. Promotion – was the consultation promoted well and to the right people?						
19d. Events – were the events of good quality and suitably located?						

19e. Please provide any further comments about the consultation here:

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Southampton to London
Pipeline Project

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



Appendix 6.3 Tailored leaflets – Ashford Road, Cove Road and temporary logistics hubs



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Brett Aggregates, Littleton Lane, Shepperton

The logistics hub would be within the Brett Aggregates site, close to the pipeline route. It is a large site that avoids using an area of land used by the general public in a built-up area. This location is remote from residential properties. There is a risk of unexpected ground conditions, and it lies within Flood Zone 2. Littleton Lane and Shepperton Quarry Sites of Nature Conservation Interest (SNCI) lie 10m to the west of the order limits, and the Littleton Lake SNCI is approximately 150m to the east. There are no other identified environmental sensitivities. At this stage



we do not consider there to be any likely significant ecological effects associated with this logistics hub. Further work is ongoing to consider potential impacts such as traffic and landscape.

It's easy to contribute to this consultation, and we do hope you will. The fastest way to respond is online.

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To find your local information point with internet access, please call us and we would be happy to let you know your nearest location.

Contact us

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07925 068 905

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Southampton to London
Pipeline Project

Design Refinements: Replacement Pipeline Route Consultation

Securing aviation fuel supplies in South East England



Southampton to London
Pipeline Project

What is the Southampton to London Pipeline Project?

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

- This is a replacement for the existing aviation fuel pipeline, which has been in place since 1972.
- Pipelines are a safe, secure and low-impact way to transport fuel.
- This replacement pipeline will provide aviation fuel to some of the UK's busiest airports.
- It will continue to keep around 100 road tankers off the road every day.¹
- It will be buried underground and following installation, will go unnoticed by most people.

The 1,300+ people who took part in the consultations to date, our ongoing meetings, and conversations with local organisations and landowners have helped us to refine the pipeline route.

To address feedback from the consultation we have refined the route in some places. Some of these refinements are simple, such as moving the pipeline route from one side of a landowner's field to the other.

Others are more complex, as they have different impacts on landowners, communities or the environment. We are seeking your views on these more complex design refinements, as well as the views of landowners, communities, statutory bodies, environmental organisations and local authorities, to make sure that we have selected the most appropriate route for the replacement pipeline. Full details of the design refinements consultation can be seen online at www.slproject.co.uk

As part of the consultation, we are holding two events:

5 February 2019 from 2pm - 8pm
at the Cody Sports and Social Club, The Fairway,
Old Ivelly Road, Farnborough GU14 0FE

9 February 2019 from 11am - 5pm
at Salvation Army, Woodthorpe Road,
Ashford TW15 3JY

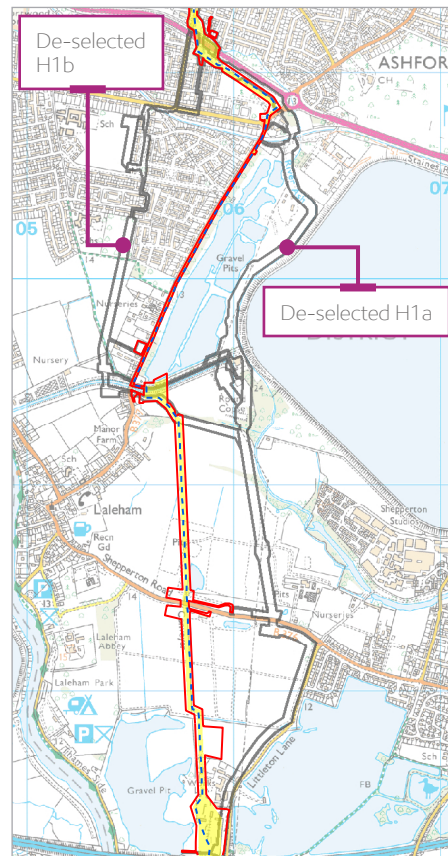
Design Refinements

Ashford Road

Following the preferred route consultation, we have deselected both sub-options at Queen Mary Reservoir.

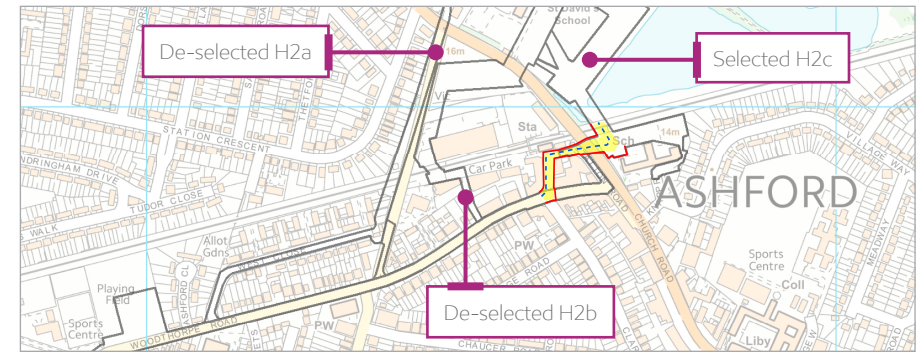
Several consultation responses suggested an alternative route along Ashford Road, in place of the two proposed sub-options. The route along Ashford Road is the proposed refinement.

Our preference would be to install the pipeline within the grass verge on the eastern side of the road. We would also include an amended route to the south of Ashford Road, travelling through an industrial area and avoiding impacts on local businesses.



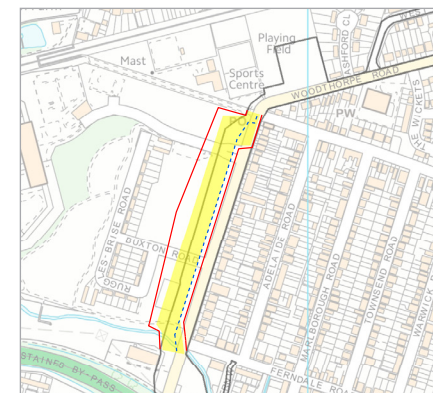
Ashford Station Approach

Following the selection of sub-option H2c and the responses received at the most recent consultation, we have identified a more appropriate route along Station Approach that would maintain traffic flow around Ashford Station. By installing along Station Approach, Station Road would be kept open as normal and Station Approach would also be kept open by changing the pavement layout and temporarily suspending the parking bays. This refinement would mean that the current traffic movements would not change, temporary loss of parking spaces is reduced and the duration of installation in Woodthorpe Road would also be reduced.



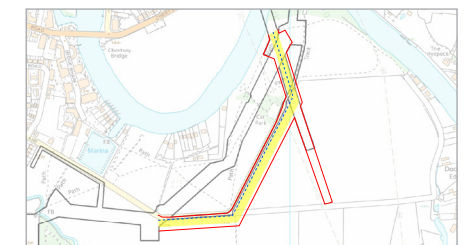
Woodthorpe Road

Following feedback from the preferred route consultation and engagement with local stakeholders about potential disruption around Woodthorpe Road, we have moved the order limits further west of the road but recognise that this would mean having a larger working area within local recreation areas.



Chertsey Meads

For the River Thames crossing, we are amending the order limits in response to consultation feedback from the local council around floral biodiversity within Chertsey Meads. We have also carried out further technical work to identify the area needed to install the pipeline and cross the river. We have refined the order limits to install the pipeline alongside the access road for the car park at Chertsey Meads and recognise that this may have different impacts for the local community than our previous proposals.



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

Full details of the design refinement consultation can be seen online at

www.slpproject.co.uk

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at the Cody Sports and Social Club, The Fairway,
Old Ively Road, Farnborough GU14 0FE

9 February 2019 from 11am - 5pm
at Salvation Army, Woodthorpe Road,
Ashford TW15 3JY

Contact us

info@slpproject.co.uk

07925 068 905

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Southampton to London
Pipeline Project



Design Refinements: Replacement Pipeline Route Consultation

Securing aviation fuel supplies in South East England



Southampton to London
Pipeline Project

What is the Southampton to London Pipeline Project?

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

- This is a replacement for the existing aviation fuel pipeline, which has been in place since 1972.
- Pipelines are a safe, secure and low-impact way to transport fuel.
- This replacement pipeline will provide aviation fuel to some of the UK's busiest airports.
- It will continue to keep around 100 road tankers off the road every day.¹
- It will be buried underground and following installation, will go unnoticed by most people.

The 1,300+ people who took part in the consultations to date, our ongoing meetings, and conversations with local organisations and landowners have helped us to refine the pipeline route.

To address feedback from the consultation we have refined the route in some places. Some of these refinements are simple, such as moving the pipeline route from one side of a landowner's field to the other.

Others are more complex, as they have different impacts on landowners, communities or the environment. We are seeking your views on these more complex design refinements, as well as the views of landowners, communities, statutory bodies, environmental organisations and local authorities, to make sure that we have selected the most appropriate route for the replacement pipeline.

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

Design Refinement

Cove Road

Feedback from the preferred route consultation led us to consider how to reduce the impact on narrow residential roads and footpaths and Cove Brook Park (Southwood Meadows). Crossing the railway is very challenging, as it is important not to affect the area underneath the railway tracks during installation. We have identified an alternative to address this challenge and the concerns raised in consultation feedback.

Further technical work in this area identified the best place to cross the railway was from the end of Nash Close. We then considered how best to reach the end of Nash Close from Southwood Meadows. We considered an option through the car park of a local doctor's surgery, however this would have disrupted access to the surgery so was not taken forward. The most appropriate route would involve following the previous alignment of the E2a sub-option as far as Cove Road and heading west along Cove Road before turning right into Nash Close. As a result of these refinements, we are now proposing an open-cut trench method for installation through Cove Brook Park and along Cove Road and Nash Close. From the end of Nash Close we would then use a trenchless technique to cross the railway line. Nash Close is a wider residential road, when compared to Highfield Path, and the trenchless crossing location would have less impact on nearby homes and residents when compared to sub-option E2b. The narrow width of the footpaths at the end of Highfield Path and their frequent pedestrian use was a key concern in consultation feedback.

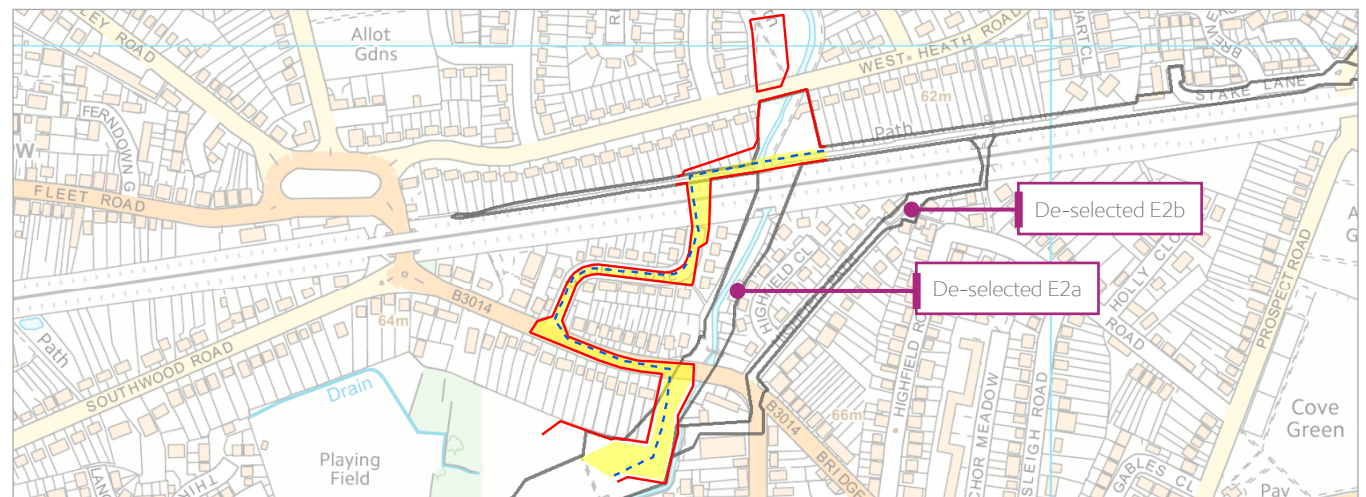
Further, this route is less technically challenging and so would take less time to install, when compared to E2b. However, it would impact local road users and residents in Nash Close and Cove Road.

On the northern side of the railway line, we are proposing to have a compound off West Heath Road. As we would need to use trenchless techniques in this area, a compound would avoid the need to temporarily block off traffic for materials storage and van movements, preventing further impact on traffic.

The other nearby compound, which was previously located within open land to the south of Cove Brook, has been relocated further south within the Southwood Golf Course to reduce the working area near to Cove Brook and in response to consultation feedback.



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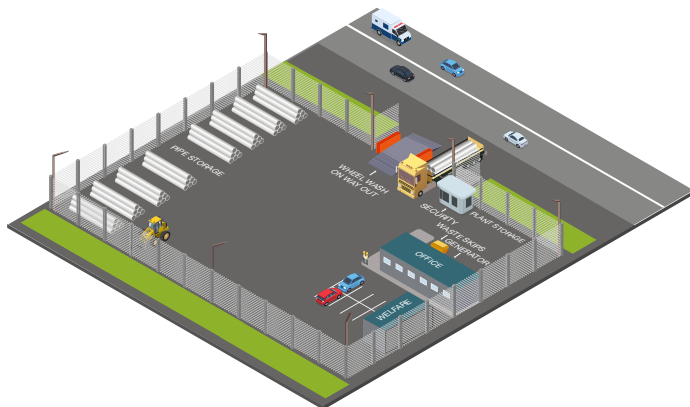
Temporary logistics hubs

Logistics hubs are areas used to store materials and equipment, and to provide staff facilities at a number of key locations.

We are proposing six temporary logistics hubs along the replacement pipeline, which will help us to:

- ensure that installation of the replacement pipeline takes place as smoothly as possible by providing a central space to store materials and equipment;
- reduce the number of vehicle trips needed along the route, thereby reducing the impacts on local roads and residents;
- reduce the size of the smaller compounds along the route where the pipeline is being installed to store materials; and
- provide parking for our installation teams who will then travel as a group to installation site(s).

You can find details of the proposed logistics hubs for the project overleaf.



Indicative diagram only. Not to scale.

Contact us

info@slpproject.co.uk

07925 068 905

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

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Southampton to London
Pipeline Project

Design Refinements: Replacement Pipeline Route Consultation

Temporary logistics hubs



Southampton to London
Pipeline Project

What is the Southampton to London Pipeline Project?

The Southampton to London Pipeline Project will replace approximately 90km (56 miles) of our aviation fuel pipeline running from Boorley Green near Southampton to the West London Terminal storage facility in Hounslow.

Pipelines are a safe, secure and low-impact way of transporting fuel. The replacement pipeline will keep around 100 road tankers off the roads every day¹.

We have held two public consultations to help us select a route for the replacement pipeline. Now we have a clearer idea of the pipeline route, we are sharing details of our proposed temporary logistics hubs.

We are seeking your views on the location of the temporary logistics hubs as part of a public consultation, which closes at 23:59 on 19 February 2019.

As part of this consultation, we are also seeking views on a number of design refinements to the route.

To find out more about the project and to respond to the consultation, please visit www.slpproject.co.uk

You can also contact us via email and telephone if you have any questions. Print copies of materials are available on request. To find your local information point with internet access, please call us and we would be happy to let you know your nearest location.



You can have your say on the project at

www.slpproject.co.uk

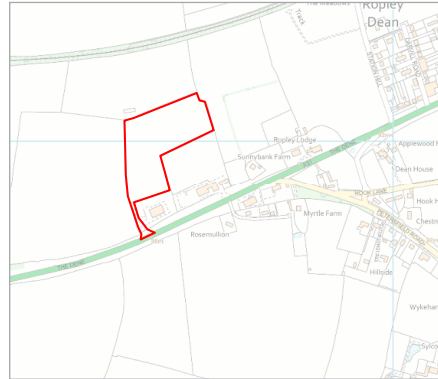
This is the fastest and easiest way to take part in this consultation

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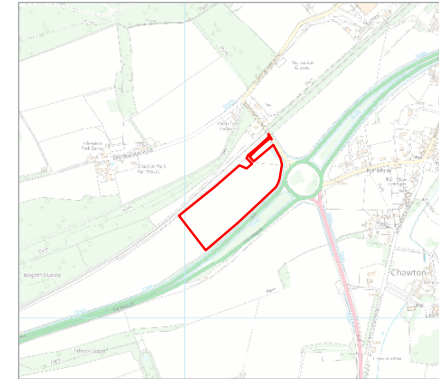
Temporary logistics hubs

We are proposing six temporary logistics hubs along the replacement pipeline route:

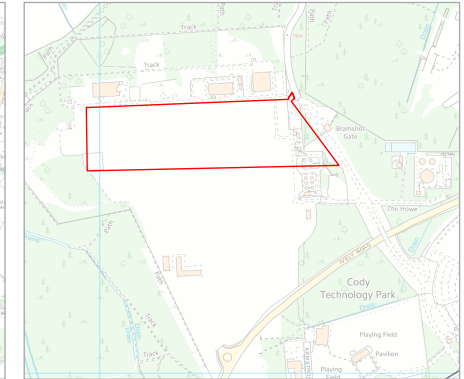
A31, Ropley Dean



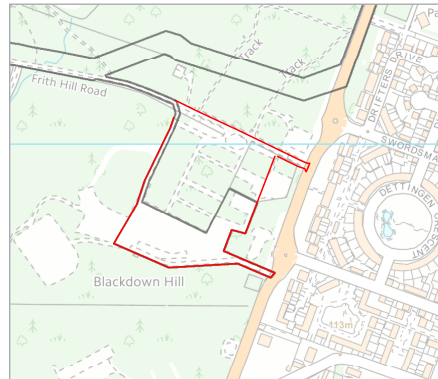
A31/A32 Junction, Northfield Lane, Alton



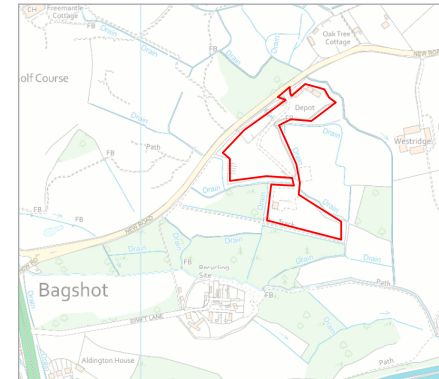
Hartland Park Village, Farnborough



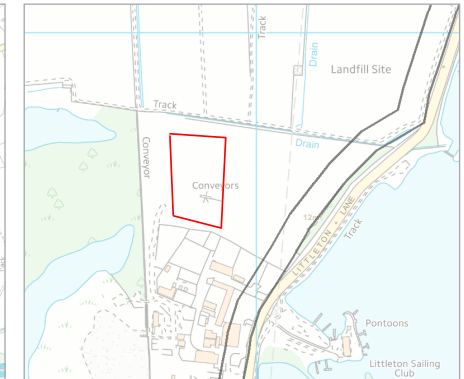
MoD land: Deepcut Bridge Road, Frimley Green



M3 Junction 3: New Road, Windlesham



Brett Aggregates, Littleton Lane, Shepperton



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As part of the consultation, we are holding two events:

5 February 2019 from 2pm - 8pm

at the Cody Sports and Social Club, The Fairway, Old Ively Road, Farnborough GU14 0FE

9 February 2019 from 11am - 5pm

at Salvation Army, Woodthorpe Road, Ashford TW15 3JY

If you are unable to attend either of these events, we'd be happy to answer your questions via email or telephone.

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



Appendix 6.4 Design Refinements postcards – Balmoral Drive and Beacon Hill Road



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Esso's Design Refinements Consultation

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

- This is a replacement for the existing aviation fuel pipeline, which has been in place since 1972.
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We consulted on the preferred route between 6 September and 19 October 2018. To address feedback from the consultation we have refined the route in some places. Some of these refinements are simple, such as moving the pipeline route from one side of a landowner's field to the other. Others are more complex, as they have different impacts on landowners, communities or the environment. We are seeking your views on these more complex design refinements, as well as the views of landowners, communities, statutory bodies, environmental organisations and local authorities, to make sure that we have selected the most appropriate route for the replacement pipeline.

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



Southampton to London
Pipeline Project

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

Balmoral Drive Design Refinement

Following further engineering and environmental work, we have identified additional underground services within the grass verge we were planning to install in alongside Balmoral Drive, and the previous alignment would have passed too close to residential properties as it came off Balmoral Drive into a residential area.

We are now proposing a refinement to the route so that it continues along Balmoral Drive and re-joins the previously consulted upon route at St Catherines Road to continue north. Due to limited space within the verge and further information from environmental surveys, the installation would need to take place within the road to avoid these engineering and environmental constraints. This change is likely to impact road users and residents along Balmoral Drive.

We would work with local authorities in the area to carefully plan traffic management during installation to reduce disruption and maintain pedestrian access to homes during installation.

Full details of the design refinements consultation can be seen online at
www.slpproject.co.uk

If you would like print copies of materials please contact us on the details below so that we can send them to you. To find your local information point with internet access, please call us and we would be happy to let you know your nearest location.



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Southampton to London
Pipeline Project

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



Southampton to London
Pipeline Project

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

Beacon Hill Road Design Refinement

We have refined the previously consulted upon sub-option D3a to reduce impacts on development plans. The refinement would move the order limits of the pipeline route and installation area west to include Beacon Hill Road and the verge along the road. We believe there are no new or different environmental impacts due to this refinement. However, communities lying near to the order limits may face short-term disruption during installation.

Full details of the design refinements consultation can be seen online at
www.slpproject.co.uk

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Pipeline Project

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Appendix 6.5 Design Refinements consultation response form



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Replacement pipeline design refinements 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 all views, ideas and opinions.

The fastest way to respond is online.

Simply go to www.slpproject.co.uk

Consultation closes at 23:59 Tuesday 19 February 2019.

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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 from our website.

Post FREEPOST SLP PROJECT - If possible, please use this Word document version of our response form. It can also be downloaded from 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 within the consultation process.

When submitting your response, please note the privacy statement on the response form, which explains how the information provided 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:

Surname:

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

Address line 1:

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Address line 2:

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iii) Postcode:

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iv) Please provide your email address:

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v) Are you a landowner or occupier (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
- A business
- Other (please specify below)

.....

Privacy and use of the information provided

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.

We would like your views on our design refinements proposals for the replacement pipeline

As outlined in the consultation brochure (which can be found online at www.slpproject.co.uk/document-library or requested via phone on 07925 068 905), our third public consultation is focused on design refinements.

These refinements may have different potential impacts to our previous proposals for landowners, the environment and communities and we would like to hear your views. We are also now requesting feedback on the details of our proposed temporary logistics hubs.

You do not need to answer all the following questions, only those you would like to provide your views on.

Design refinements

Please provide comments regarding any of the following proposals:

Section B – Bramdean to South of Alton

1) Uncle Bills Lane

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Section C – South of Alton to Crondall

2) Water Lane

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3) Great crested newt mitigation area

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Section D – Crondall to Farnborough

4) Beacon Hill Road

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Section E – Farnborough to Bisley and Pirbright Ranges

5) Cove Road

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6) Farnborough Hill School

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Section F – Bisley and Pirbright Ranges to M25

9) Windle Brook crossing

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10) Blind Lane

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Section H – M3 to the West London Terminal storage facility

15) Ashford Road

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16) Woodthorpe Road

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Appendix 6.6 E-newsletter issued at the launch of the Design Refinements consultation



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Southampton to London Pipeline Project - Esso launches design refinements consultation



Southampton to London
Pipeline Project



Southampton to London Pipeline Project - Esso launches design refinements consultation



· **Feedback from previous consultations has helped us refine the pipeline route**

· **We're now asking for further comment on the more complex design refinements – those refinements that may have different potential impacts on landowners, communities or the environment to our previous proposals**

· **Two public events will be held in Farnborough and Ashford**

Thank you to everyone who has taken part in our consultations so far. The consultation responses plus our ongoing meetings and conversations with local organisations and landowners have helped us refine the pipeline route.

To address feedback from the consultation we have refined the route in some places. Some of these refinements are simple, such as moving the pipeline route from one side of a landowner's field to the other. Others are more complex, as they have different impacts on landowners, communities or the environment. We are seeking your views on these more complex design refinements, as well as the views of landowners, communities, statutory bodies, environmental organisations and local authorities, to make sure that, on balance, we have selected the most appropriate route for the replacement pipeline.

Now that we have a clearer idea of where the pipeline route might go, we are also now sharing the details of our proposed temporary logistics hubs, which will support the installation of the pipeline. There are six proposed temporary logistics hubs along the replacement pipeline route.

The event times and locations can be found below.

05/02/2019 14:00 – 20:00 Farnborough Cody Sports and Social Club, The Fairway, Old Ively Road, Farnborough, GU14 0FE

09/02/2019 11:00 – 17:00 Ashford Salvation Army, Woodthorpe Road, Ashford, TW15 3JY

Following this consultation, we hope to submit a final route as part of our application for development consent in spring 2019. Details of our final route for submission will be shared via the project website before we submit our application for development consent.

If we are granted consent, we plan to commence the installation of the pipeline in 2021.

For regular project updates, and to find out more about the proposals, visit the project website: www.slpproject.co.uk.

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

We are committed to listening to organisations, communities, statutory bodies, landowners and members of the public as the project progresses. As part of this consultation we are holding two public events where you can view and take away a printed brochure with further detail on the refinements. The brochures are also available electronically on our website and copies can be provided upon request.

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

General SLP project enquires

Tel : 07925 068905

Email: info@slpproject.co.uk

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

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[unsubscribe from this list](#)



Appendix 6.7 Email issued to bodies under s42(1)(a)(b) & (c), county and district ward members, hard to reach groups and special interest groups at launch of the Design Refinements consultation



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6.7 Email issued to bodies under s42(1)(a)(b) & (c), county and district ward members, hard to reach groups and special interest groups at launch of the Design Refinements consultation

-----Original Message-----

Date: Mon, 21 Jan 2019 09:58:39 +0000

From: info@slpproject.co.uk

Subject: Southampton to London Pipeline Project - Design Refinements Consultation

Dear Sir/Madam

Please find attached a letter notifying you of the start of the statutory consultation on Design Refinements for Esso's Southampton to London Pipeline.

Due to file sizes, electronic copies of our consultation materials have not been attached to this email, but are available on the project website: www.slpproject.co.uk/design-refinements-consultation/ [1]

Please do let us know if you'd like to discuss the project and the consultation in more detail.

SLP Engagement Team

Links:

[1] <http://www.slpproject.co.uk/design-refinements-consultation/>



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Appendix 6.8 Letter provided as an attachment to bodies under s42(1)(a)(b) & (c) at launch of the Design Refinements consultation



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21 January 2019

Dear Sir/Madam,

Esso's Southampton to London Pipeline Project – Design Refinements Consultation Section 42 Planning Act 2008 (“the 2008 Act”)

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. We have previously provided you with the combined section 47 and 48 notice (as required by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017) in our original consultation letter dated 6 September 2018.

As you will 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 of a Development Consent Order 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.

Last year (2018) we completed two public consultations. We undertook our second consultation in autumn 2018 where we asked for views on our preferred route. Feedback about the majority of the route, from the second consultation and ongoing meetings with stakeholders, has informed our proposals for the project. In some areas, the feedback and additional knowledge has helped us to identify where we could further amend our design. For the purposes of this third consultation, these are known as design refinements.

Some of these design refinements may have materially different impacts for landowners, the environment or communities – these are called material design refinements. For these refinements, we are seeking your views to make sure that, on balance, we have selected the most appropriate route for the replacement pipeline.

The proposed order limits and/or the preferred route may be subject to change depending on the responses we receive to this consultation and as we carry out further technical analysis and stakeholder engagement. We aim to formally submit our application for development consent in 2019.

How to get involved with this consultation

This consultation opens on 21 January 2019 and will close at 23:59 on 19 February 2019. During this period, we are holding two events. Details of these events are as follows:

Date	Event time	Location	Venue
05/02/2019	14:00 – 20:00	Farnborough	Cody Sports and Social Club, The Fairway, Old Ively Road, Farnborough, GU14 0FE

SLP Project
1180 Eskdale Road
Winnersh
Wokingham
RG41 5TU
+44 (0) 7925 068 905
info@slpproject.co.uk



Southampton to London
Pipeline Project

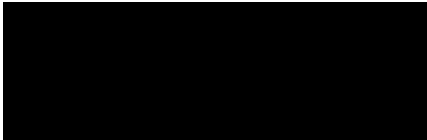
09/02/2019	11:00 – 17:00	Ashford	Salvation Army, Woodthorpe Road, Ashford, TW15 3JY
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We encourage you to respond to this consultation.

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*.

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 at 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 6.9 Letter sent to newly identified PILs at the launch of the Design Refinements consultation



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Our Reference: AS20/

19 January 2019

Address

Dear «Salutation_Short»,

Esso's Southampton to London Pipeline Project – Preferred Route and Design Refinements Statutory Consultation Section 42 Planning Act 2008 ("the 2008 Act")

You may be aware that between 6 September and 19 October 2018, we ran a public consultation into our proposals 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.

As part of our ongoing work, we have recently become aware of new interests and/or rights over land that may be affected by the project. We are contacting you because we have now identified that you are a person with an interest or right in land which may be affected by the project. We would therefore like to formally notify you about the project. Our previous consultation material is available on our project website at www.slpproject.co.uk. Please contact us as set out below if you would like this material in hard copy.

Although our main public consultation has now closed, we are now conducting an additional consultation on some modifications to the project. As part of this further consultation we would also welcome your views on our proposals.

Please find enclosed with this letter a copy of the brochure that we sent to all persons with an interest or right in land as part of the public consultation undertaken in September/October last year. We also enclose a further brochure that sets out design refinements we are now consulting upon and that summarises our thinking on the route options we previously consulted upon. Please note that we are also holding two further consultation events where you can meet a member of our team and find out more about the project. Further details of these events are provided below.

CATEGORY 1 WORDING: Also enclosed with this letter is a map indicating the preferred route of the pipeline and order limits (which are the provisional outer limits for the project, including any 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 case of 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 outside the road.

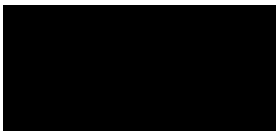
CATEGORY 2 WORDING: Also enclosed with this letter is a schedule that describes land in which we believe you have an interest, or in respect of land which we believe that you have the power to sell, convey or release.

The consultation period will run from 21 January until 23:59 on 19 February 2019. During this period, we are holding two events and we hope you will come along to one of them if you have any questions. Details of these events are as follows:

Date	Event time	Location	Venue
05/02/2019	14:00 – 20:00	Farnborough	Cody Sports and Social Club, The Fairway, Old Ively Road, Farnborough, GU14 0FE
09/02/2019	11:00 – 17:00	Ashford	Salvation Army, Woodthorpe Road, Ashford, TW15 3JY

If you have any questions, please call us on 07925 068 905 or email info@slpproject.co.uk

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



Appendix 6.10 Letter sent to PILs previously consulted and affected by a refinement at the launch of the Design Refinements consultation



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Our Reference: AS20/

19 January 2019

Address

Dear «Salutation_Short»,

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

We previously contacted you about our intention to replace 90km of our 105km aviation fuel pipeline that runs from our Fawley Refinery near Southampton to our West London Terminal storage facility in Hounslow. We consulted on the preferred route for the replacement pipeline in autumn 2018, and since then we have completed further technical work and have taken into account feedback from the consultation and ongoing meetings with stakeholders. This work has helped us to confirm our proposals for the project along the majority of the pipeline route. In some areas, the feedback and additional knowledge has helped us to identify where we could further amend our design.

Some of these amendments are complex, as they have different potential impacts to our previous proposals for landowners, the environment or communities – these are called design refinements. For these refinements, we are seeking the views of those landowners, statutory consultees and communities to make sure that, on balance, we have selected the most appropriate route for the replacement pipeline. We believe that these design refinements may be within or close to land that you have an interest in.

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 that 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.

Also enclosed is a booklet, which explains why we need to replace the existing pipeline, how we would install the replacement pipeline and our work to date, including the details and results of our previous consultations, as well as details of the design refinements that we are now consulting on.

How to get involved with this consultation

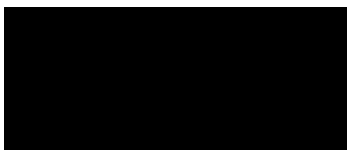
This consultation will run from 21 January until 23:59 on 19 February 2019. During this period, we are holding two events and we hope you will come along to one of them if you have any questions. Details of these events are as follows:

Date	Event time	Location	Venue
05/02/2019	14:00 – 20:00	Farnborough	Cody Sports and Social Club, The Fairway, Old Ively Road, Farnborough, GU14 0FE
09/02/2019	11:00 – 17:00	Ashford	Salvation Army, Woodthorpe Road, Ashford, 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.

If you have any questions about this letter, please call us on 07925 068 905 or email info@slpproject.co.uk.

Yours sincerely,



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

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

SLP Project Team

Tel: 0845 437 0383

Email: slpproject@fishergerman.co.uk

Website: www.slpproject.co.uk



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Appendix 6.11 Letter sent to the Secretary of State, via the Planning Inspectorate, outlining the approach to the Design Refinements consultation



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18 January 2019– By Email and FTP Transfer

Katherine 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”): Notification of the Secretary of State of further consultation

I am writing further to my letter of 5 September 2018 regarding our statutory consultation to let you know of the intention of Esso Petroleum Company, Limited to undertake an additional round of targeted and location specific consultation under Section 42 and 47 of the Act for its proposed Southampton to London Pipeline Project, prior to making an application for development consent later this year.

As you know, 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 the London Borough of Hounslow.

Last year we carried out two public consultations. In spring 2018 we undertook non-statutory consultation on corridor options and in autumn 2018 we undertook statutory consultation on our preferred route for the replacement pipeline. Feedback about most of the route, from the statutory consultation and ongoing meetings with stakeholders, has confirmed our proposals for the project. However, in some areas, the feedback and additional knowledge has helped us to identify where we could further amend our design.

Some of the refinements may create new potential impacts for landowners, the environment and communities and we will be consulting on these changes. The consultation period begins on 21 January 2019 and will close at 23:59 on 19 February 2019.

This possibility was envisaged when we published our Statement of Community Consultation and I can confirm that the section 47 local community consultation will take place in accordance with our commitments made in chapter 12 of that document.

I enclose with this correspondence a digital copy of the consultation materials.

The consultation materials comprise the following documents:

1. Design Refinements Consultation Booklet

SLP Project
1180 Eskdale Road
Winnersh
Wokingham
RG41 5TU
+44 (0) 7925 068 905
info@slpproject.co.uk



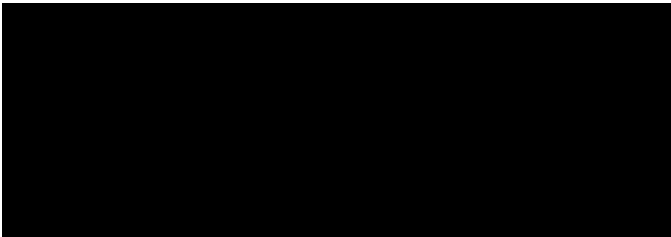
Southampton to London
Pipeline Project

2. Design Refinements Consultation Response Form

These consultation materials will be available electronically from 21 January 2019 on the dedicated SLP Project website run by Esso (<https://www.slpproject.co.uk>), and in hard copy on request. Copies of targeted leaflets and advertorials in local newspapers can be provided 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



**Appendix 6.12 List of residents and community associations contacted
at the launch of the Design Refinements consultation**



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6.12 List of residents and community associations contacted at the launch of the Design Refinements 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 RA
West End Village Society
Runnymede
Lyne RA
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 6.13 Local interest groups contacted at the launch of the Design Refinements consultation



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6.13 List of local interest groups contacted at the launch of the Design Refinements 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

Southampton to London Pipeline Project

The Consultation Report

6.13 List of local interest groups contacted at the launch of Design Refinements consultation



National Farmers Union
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 6.14 Hard to reach groups contacted at the launch of the Design Refinements consultation



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6.14 List of hard to reach groups contacted at the launch of the Design Refinements 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
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

Southampton to London Pipeline Project

The Consultation Report

6.14 List of hard to reach groups contacted at launch of Design Refinements 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

6.14 List of hard to reach groups contacted at launch of Design Refinements 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 6.15 Adverts published at the launch of the Design Refinements consultation



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The Southampton to London Pipeline Project

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

The 1,300+ people who took part in the consultations to date, our ongoing meetings, and conversations with local organisations and landowners have helped us to refine the pipeline route.

This feedback, alongside technical information, has helped us to confirm our proposals for the project along the majority of the pipeline route. It also helped the project team to select the majority of the 20 sub-options.

In some areas, the feedback and additional knowledge has helped us to identify where we could further amend our design.

As a result, we have refined the route in some places. Some of these refinements are simple, such as moving the pipeline route from one side of a landowner's field to the other. Others are more complex, as they have different impacts on landowners, communities or the environment.

Now that we have a clearer idea of where the pipeline route might go, we are also now sharing the details of our proposed temporary logistics hubs, which will support the installation of the pipeline.

For more information on the design refinements please visit our website at www.slpproject.co.uk

As part of this consultation we will be holding events at:

5 February 14:00-20:00 Farnborough
Cody Sports and Social Club, The Fairway,
Old Ively Road, Farnborough, GU14 0FE

9 February 11:00-17:00 Ashford
Ashford Salvation Army, Woodthorpe
Road, Ashford, TW15 3JY

Logistics Hubs

Logistics hubs are areas used to store materials and equipment, and to provide staff facilities at a number of key locations. We anticipate that installation of the replacement pipeline will take two years to complete, so we will require these logistics hubs throughout that time. We will also need time to prepare the land before installation and reinstate it afterwards to its former state, where practical.

A31, Ropley Dean

The logistics hub would be located on existing farmland to the east of Bishop's Sutton, approximately ten minutes by road from Alton. The main use for this land would be to store lengths of steel pipe. This location has good transport links and is close to the pipeline route. Access for vehicles to the site would be from the east along the A31, which would reduce construction traffic passing through

Bishop's Sutton and Alresford. This location is remote from most residential properties. Distant, temporary views of the site may be possible from some areas within the South Downs National Park, but the National Park boundary is over 2km from the site. There are some mature trees on the perimeter of the site.

A31/A32 Junction, Northfield Lane, Alton

The logistics hub would be located to the north of the pipeline route at Northfield Lane by the A31/A32 roundabout. This location has good access to the road network and is near to the pipeline route. This location is separated from residential properties by a railway line to the north west and the A31 to the south east. Chawton PACEWAY Site of Importance for Nature Conservation (SINC) and Chawton Park Wood SINC lie to the far side of the railway line. Temporary views of the site may be possible from the South Downs National Park to the east of the A31.

How to respond

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 and edit your response before sending it in.

Simply go to www.slpproject.co.uk

This consultation starts on 21 January and closes at 23:59 on 19 February 2019. If you are unable to respond online, then you can also

Email info@slpproject.co.uk

Post **FREEPOST SLP PROJECT**

If possible, please use the Word document version of our response form.

This can be downloaded at www.slpproject.co.uk

You can also contact us via email at info@slpproject.co.uk and via telephone on **07925 068 905** if you have any questions. Print copies of materials are available on request, and the project team can help you find local information points with internet access if you get in touch.

If you are unable to attend either of these events, we'd be happy to answer your questions via email or telephone.

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



Southampton to London
Pipeline Project

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The Southampton to London Pipeline Project

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For more information on the design refinements please visit our website at www.slpproject.co.uk

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Ashford, TW15 3JY

Design Refinements

Ashford Road

Following the preferred route consultation, we have deselected both sub-options at Queen Mary Reservoir. Feedback from the preferred route consultation led us to consider how to reduce the impact on narrow residential roads in Laleham, as there were concerns from residents regarding sub-option H1b. Sub-option H1a was favoured by local residents, but there were concerns about the reservoir from an engineering and logistics perspective. Several consultation responses suggested an alternative route along Ashford Road, in place of the two proposed sub-options. The route along Ashford Road is the proposed refinement.

Our preference would be to install the pipeline within the grass verge on the eastern side of the road. However, the limits of deviation would cover the entire road as there are established trees nearby and other underground features that may need to be avoided. We would also include an amended route to the south of Ashford Road, travelling through an industrial area and avoiding impacts on local businesses.

The route would use open-cut trench techniques along Ashford Road, and the installation area would be reduced to ensure that the road is kept open. This may impact communities near to the order limits and road users, who may face short-term disruption during installation. At the northern end of Ashford Road, we would use a trenchless technique to cross Ashford Road, Kingston Road and a water channel.

Woodthorpe Road

Following feedback from the preferred route consultation and engagement with local stakeholders about potential disruption around Woodthorpe Road, we have moved the order limits further west of the road but recognise that this would mean having a larger working area within local recreation areas.

Ashford Station Approach

Following the selection of sub-option H2c and the responses received at the most recent consultation, we have identified a more appropriate route along Station Approach that would maintain traffic flow around Ashford Station. The previous proposals meant that we would need to close Station Road, disrupting traffic flow out of the station and losing parking spaces along the road. This may have had a disproportionate impact on the footfall of businesses located on the road. In addition, in order to maintain traffic flow in and out of the station we would have had to suspend parking along Station Approach in order to have two-way traffic flow to exit the station. By installing along Station Approach, Station Road would be kept open as normal and Station Approach would also be kept open by changing the pavement layout and temporarily suspending the parking bays. This refinement would mean that the current traffic movements would not change, temporary loss of parking spaces would be reduced and the duration of installation in Woodthorpe Road would also be reduced.

Logistics Hub

Now that we have a clearer idea of where the pipeline route might go, we are also now sharing the details of our proposed temporary logistics hubs, which will support the installation of the pipeline.

Brett Aggregates, Littleton Lane, Shepperton

We are considering a logistics hub in your area. The logistics hub would be within the Brett Aggregates site, close to the pipeline route. Logistics hubs are areas used to store materials and equipment, and to provide staff facilities at a number of key locations. We anticipate that installation of the replacement pipeline will take two years to complete, so we will require these logistics hubs throughout that time. We will also need time to prepare the land before installation and reinstate it afterwards to its former state, where practical.

How to respond

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Southampton to London
Pipeline Project

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The Southampton to London Pipeline Project

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This feedback, alongside technical information, has helped us to confirm our proposals for the project along the majority of the pipeline route. It also helped the project team to select the majority of the 20 sub-options.

In some areas, the feedback and additional knowledge has helped us to identify where we could further amend our design.

As a result, we have refined the route in some places. Some of these refinements are simple, such as moving the pipeline route from one side of a landowner's field to the other. Others are more complex, as they have different impacts on landowners, communities or the environment. We are seeking your views on these more complex design refinements, as well as the views of landowners, communities, statutory bodies, environmental organisations and local authorities, to make sure that we have selected the most appropriate route for the replacement pipeline.

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Design Refinements

Cove Road

Feedback from the preferred route consultation led us to consider how to reduce the impact on narrow residential roads and footpaths and Cove Brook Park (Southwood Meadows). Crossing the railway is very challenging, as it is important not to affect the area underneath the railway tracks during installation. We have identified an alternative to address this challenge and the concerns raised in consultation feedback.

Further technical work in this area identified the best place to cross the railway was from the end of Nash Close. We then considered how best to reach the end of Nash Close from Southwood Meadows. The most appropriate route would involve following the previous alignment of the E2a sub-option as far as Cove Road and heading west along Cove Road before turning right into Nash Close. As a result of these refinements, we are now proposing an open-cut trench method for installation through Cove Brook Park and along Cove Road and Nash Close. From the end of Nash Close we would then use a trenchless technique to cross the railway line. Nash Close is a wider residential road, when compared to Highfield Path, and the trenchless crossing location would have less impact on nearby homes and residents when compared to sub-option E2b. The narrow width of the footpaths at the end of Highfield Path and their frequent pedestrian use was a key concern in consultation feedback. Further, this route is less technically challenging and so would take less time to install, when compared to E2b. However, it would impact local road users and residents in Nash Close and Cove Road.

On the northern side of the railway line, we are proposing to have a compound off West Heath Road. As we would need to use trenchless techniques in this area, a compound would avoid the need to temporarily block off traffic for materials storage and van movements, preventing further impact on traffic. The other nearby compound, which was previously located within open land to the south of Cove Brook, has been relocated further south within the Southwood Golf Course to reduce the working area near to Cove Brook and in response to consultation feedback.

Balmoral Drive

Following further engineering and environmental work, we have identified additional underground services within the grass verge that we were planning to install in alongside Balmoral Drive, and the previous alignment would have passed too close to residential properties as it came off Balmoral Drive into a residential area. We are now proposing a refinement to the route so that it continues along Balmoral Drive and re-joins the previously consulted upon route at St Catherines Road to continue north. Due to limited space within the verge and further information from environmental surveys, the installation would need to take place within the road to avoid these engineering and environmental constraints. This change is likely to impact road users and residents along Balmoral Drive. We would work with local authorities in the area to carefully plan traffic management during installation to reduce disruption and maintain pedestrian access to homes during installation.

Beacon Hill Road

We have refined sub-option D3a to reduce impacts on development plans. The refinement would move the order limits of the pipeline route and installation area west to include Beacon Hill Road and the verge along the road. We believe there are no new or different environmental impacts due to this refinement. However, communities lying near to the order limits may face short-term disruption during installation.

Blackwater River Valley

Following further engineering and survey work, we are considering an open-cut trench technique through Frimley Hatches due to uncertain ground conditions. We would need to have access to this area for these works and have now included additional access points along paths, which were not previously part of our proposals. While a trenchless crossing remains our first choice in this area, due to the unpredictable ground conditions, we require the flexibility to use open-cut trench techniques. Therefore, we would seek to keep an open-cut trench technique as an option and further assess potential impacts. The additional access routes would be off the main road or via footpaths within The Hatches.

Logistics Hubs

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Hartland Park Village, Farnborough

We are considering a logistics hub in your area. The logistics hub would be located on part of the Hartland Park industrial estate between Fleet and Farnborough. It would be used for pipe and equipment storage. It is a large area of land close to the pipeline installation sites, so would reduce disruption on the roads used for transporting pipe and equipment.

MoD land: Deepcut Bridge Road, Frimley Green

We are considering a logistics hub in your area. The logistics hub would be close to the pipeline route with access off Deepcut Bridge Road on land owned by the Ministry of Defence (MoD). It is not allocated for development and would provide a large area close to the pipeline to reduce the need to transport pipe over long distances and disrupt local roads.

M3 Junction 3: New Road, Windlesham

We are considering a logistics hub in your area. The logistics hub would be close to the M3 near Junction 3, along New Road in Windlesham. This area was previously used for works on the M3 smart motorway. It is a good hub location due to its accessibility from the M3 and the fact that it is a large site.

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Design Refinements

Chertsey Meads

For the River Thames crossing, we are amending the order limits in response to consultation feedback from the local council around floral biodiversity within Chertsey Meads. We have also carried out further technical work to identify the area needed to install the pipeline and cross the river. We have refined the order limits to install the pipeline alongside the access road for the car park at Chertsey Meads and recognise that this may have different impacts for the local community than our previous proposals.

Philip Southcote School

To provide a larger area for safely installing the replacement pipeline within Abbey Rangers FC, we are considering extending the order limits and limits of deviation into the corner of the adjacent playing field at Philip Southcote School. This may change the use of the land temporarily, so we are consulting the wider community on this suggested amendment.

We are also consulting on other design refinements in Farnborough, Blackwater and Frimley and some logistics hubs in the Farnborough and Windlesham areas. For more information please visit our website at www.slpproject.co.uk

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Appendix 6.16 Press release issued to publications at the launch of the Design Refinements consultation



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Esso launches consultation on design refinements for its replacement underground aviation fuel pipeline

- **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**
- **Feedback from previous consultations has helped Esso confirm its proposals for the project along the majority of its pipeline route**
- **The company is now asking for further comment in some areas where consultation feedback and additional knowledge has helped identify where it could further amend its design**

Leatherhead, Surrey, 21 January 2019 - Esso is today announcing that communities, landowners, statutory bodies and organisations will have an opportunity to give their feedback on elements of its pipeline proposals with the launch of a third consultation. The company is asking for comments on its proposed temporary logistics hubs (used to store materials and equipment) and refinements made in some areas to the design of the pipeline route.

The consultation will be open from 21 January until 23:59 on 19 February 2019, with the company also providing the opportunity for people to talk to its experts in person at two public events scheduled in Farnborough and Ashford².

Esso Project Executive Tim Sunderland said: “As a company that strives to be a ‘good neighbour’, we’re really pleased that more than 1,300 people have taken part in our consultations to date. This feedback, combined with our ongoing meetings and conversations with landowners, communities and organisations, has really helped us understand local perspectives. Since the completion of our second consultation, we’ve been reviewing comments alongside further technical work, and as a result we have been able to confirm our proposals along the majority of our pipeline route. In some areas the feedback has helped us to identify some refinements to the design of the pipeline route. Also, now that we have a clearer idea of where the pipeline route might go, we are sharing the details of our six proposed temporary logistics hubs, which will support the installation of the pipeline.

“This next consultation seeks the views of landowners, communities, statutory bodies, environmental organisations and local authorities on the more complex design refinements, to make sure that, on balance, we have selected the most appropriate route for the replacement pipeline.”

The London to Southampton pipeline project is a proposal to replace 90km of an 105km existing aviation fuel pipeline running from Fawley Refinery near Southampton to Esso’s West London Terminal storage facility.

- 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

The existing pipeline runs through Hampshire and Surrey with the proposed replacement pipeline taking a mostly similar route. The pipeline is buried underground and transports aviation fuel,



contributing to the economies of Hampshire, Surrey and London, and protecting jobs and investment.

In spring 2019, Esso will submit its formal application for permission to install the replacement pipeline to the Planning Inspectorate. The permission is called a Development Consent Order (often referred to as a 'DCO') and the decision whether to approve the proposal will be made by the Secretary of State for Business, Energy and Industrial Strategy.

-END-

Notes to editors:

1. Based on Esso's 2015 data for the existing pipeline
2. The consultation opens on Monday 21 January and ends at 23:59 on Tuesday 19 February 2019. The two public events will be held in:
 - a. Farnborough, 5th February 2019, 2pm – 8pm
Cody Sports and Social Club, The Fairway, Old Ively Road, Farnborough, GU14 0FE
 - b. Ashford, 9 February 2019, 11am – 5pm
Salvation Army, Woodthorpe Road, Ashford, TW15 3JY
3. The project website can be found at www.slpproject.co.uk

Project background

Spring 2018: First consultation held, helping to select the preferred corridor for the replacement pipeline. (Corridors being typically around 200 metres wide).

Summer 2018: An initial working route was publicly released.

Autumn 2018: Second public consultation held, this time on the preferred route for the replacement pipeline and the project as a whole. (A route is typically in the region of 20-30 metres wide for the installation period.)

Media enquiries

For more information, visit www.slpproject.co.uk or contact our media relations desk.

We operate Monday to Friday during normal business hours. Please note, this team only deals with enquiries from reporters, journalists, and researchers.

Tel: 07925 068 904

Email: media@slpproject.co.uk

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

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6.16 Press release issued at the launch of the Design Refinements consultation



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.

As part of this consultation, Esso will be hosting two 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.



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Appendix 6.17 Cuttings of news coverage published during the Design Refinements consultation



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LATEST

MAN JAILED FOR FIVE YEARS AND THREE MONTHS FOR...

**SURREY
RESIDENTS
NETWORK**<http://surreyresidents.co.uk>[BY LOCATION](#) ▾ [ABOUT THE NETWORK \(HTTP://SURREYRESIDENTS.CO.UK/ABOUT/\)](http://surreyresidents.co.uk/about/)[ADVERTISE \(HTTP://SURREYRESIDENTS.CO.UK/ADVERTISE/\)](http://surreyresidents.co.uk/advertise/)[CONTACT \(HTTP://SURREYRESIDENTS.CO.UK/CONTACT/\)](http://surreyresidents.co.uk/contact/)

ESSO PIPELINE CONSULTATION EVENT

BY SPELTHORNE BOROUGH COUNCIL ([HTTP://SURREYRESIDENTS.CO.UK/AUTHOR/SPELTHORNE-BOROUGH-COUNCIL/](http://surreyresidents.co.uk/author/spelthorne-borough-council/)) • 4 DAYS AGO • [ELMBRIDGE \(HTTP://SURREYRESIDENTS.CO.UK/..ELMBRIDGE/\)](http://surreyresidents.co.uk/..elmbridge/), [EPSOM AND EWELL \(HTTP://SURREYRESIDENTS.CO.UK/..EPSOM-EWELL/\)](http://surreyresidents.co.uk/..epsom-ewell/), [GUILDFORD \(HTTP://SURREYRESIDENTS.CO.UK/..GUILDFORD/\)](http://surreyresidents.co.uk/..guildford/)

Saturday 9 February: Salvation Army in Ashford

Esso has launched a new consultation on its plans to build an aviation fuel pipeline through areas of Surrey to Heathrow Airport.

The company wants to replace 90km of pipeline which runs from Fawley Refinery near Southampton, to its West London Terminal Facility near Hounslow. The work will have an impact on parts of Ashford.

For residents who wish to know more, Esso is holding a local consultation event from 11am – 5pm on Saturday 9 February at the Salvation Army building on Woodthorpe Road in Ashford.

The consultations ends on 19 February.

For more details visit the project website (<https://www.slpproject.co.uk/>)

This article via Spelthorne Borough Council (<http://https://www.spelthorne.gov.uk/article/18169/Esso-pipeline-consultation-event>)

(<http://www.camdeneyshopping.co.uk/gift-card/>)

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TAGS

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SPELTHORNE BC CURATED

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Message*

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Email*



Source: New Forest Post {Main}
Edition:
Country: UK
Date: Thursday 24, January 2019
Page: 10
Area: 298 sq. cm
Circulation: ABC 26336 Weekly
Ad data: page rate £1,594.08, scc rate £5.53
Phone: 01590 613 851
Keyword: Esso pipeline

Have your say on plan for major new pipeline

By Chris Yandell

ESSO is giving New Forest residents another chance to have their say on plans for a new 90km pipeline.

Launching its third public consultation exercise, the company invited people to submit comments on proposals to replace part of the existing pipeline.

The consultation is due to run until February 19.

Esso is planning to replace 90km of a 105km aviation fuel pipeline running from Fawley refinery to the company's West London Terminal storage facility.

The existing pipeline runs through Hampshire and Surrey and the proposed pipeline will



Esso is planning to replace part of a pipeline from Fawley refinery.

take a similar route.

Esso project manager Tim Sutherland said: "In some ar-

reas the feedback has helped us to identify some refinements to the design of the pipeline route.

"Now we have a clearer idea of where the pipeline route might go, we are sharing the details of our six proposed temporary logistics hubs, which will support the installation of the pipeline.

"This next consultation seeks the views of landowners, communities, statutory bodies, environmental organisations and local authorities on the more complex design refinements, to make sure that, on balance, we have selected the most appropriate route for the replacement pipeline."

Two public events will be held at Cody Sports and Social Club, The Fairway, Old Ively Road, Farnborough, on February 5 from 2pm - 8pm, and at the Salvation Army, Woodthorpe Road, Ashford, on February 9 from 11am to 5pm. Visit slproject.co.uk





Source: Mid Hampshire Observer (Winchester) {Main}
Edition:
Country: UK
Date: Wednesday 23, January 2019
Page: 14
Area: 39 sq. cm
Circulation: IA 40000 Weekly
Ad data: page rate £1,152.00, scc rate £4.50
Phone: 01962 859 559
Keyword: Esso pipeline



Have your say on fuel pipeline

Esso has this week launched a consultation on design refinements for its replacement Southampton to London underground aviation fuel pipeline project.

The existing pipeline runs through Hampshire and Surrey with the proposed replacement taking a mostly similar route.

The first public event will be held in Farnborough, on 5th February, 2pm – 8pm, at Cody Sports and Social Club, The Fairway, Old Ively Road, GU14 0FE. The following event will take place at the Salvation Army Centre, Woodthorpe Road Ashford, Surrey, on, 9 February 2019, 11am.





Source: Petersfield Post {Main}
Edition:
Country: UK
Date: Wednesday 10, April 2019
Page: 8
Area: 353 sq. cm
Circulation: ABC 6574 Weekly
Ad data: page rate £178.50, scc rate £5.35
Phone: 01252 725224
Keyword: Esso pipeline



Oil pipeline plans set to be submitted

By JON WALKER
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Newsdesk: 01720 232603

PLANS for a new oil pipeline that is expected to go under the A272 near Bramdean are being prepared before being submitted to the government's Planning Inspectorate by the summer.

The Esso Southampton to London Pipeline will run a couple of miles west of West Meon, east of Bramdean, near to West Tisted and on to Lower Farringdon. It will also pass close by Monkwood, before heading on north past Alton to London.

A third consultation on the plans has been concluded, and feedback from 1,400 people along the pipeline's route, along

with meetings with local organisations and landowners, has helped confirm the final route for the replacement pipeline.

The proposed route closely follows that of the existing pipeline, which was laid in 1973 but it now needs replacing. Project executive Tim Sunderland said: "We would like to thank everyone who took part in our most recent consultation, and to those who participated in our first two consultations in 2018.

"Having listened to feedback and considered technical information we are confident that we have selected the most appropriate route for the replacement pipeline."

The project team is now working to prepare the documents to support the application for development consent.

This includes an Environmental Statement, which assesses the potential environmental impact of the project and details measures that would be taken to reduce those impacts.

Esso says it aims to submit its application for development consent to the Planning Inspectorate later in the spring.

It is hoped a decision will be announced by the Secretary of State for Business, Energy and Industrial Strategy in about 18 months time.

A map of the final route can be seen on the website at www.slpproject.co.uk and there are also documents and videos providing additional information on the proposal and how it has developed since the project was launched in December 2017.



Source: Petersfield Post {Main}
Edition:
Country: UK
Date: Wednesday 10, April 2019
Page: 8
Area: 353 sq. cm
Circulation: ABC 6574 Weekly
Ad data: page rate £178.50, scc rate £5.35
Phone: 01252 725224
Keyword: Esso pipeline



The new pipeline will run close to the route of the existing one – which is marked with sign posts like the one above where it passes through the Meon Valley.

Have your say on new fuel pipeline

■ Southampton to London link will keep tankers off roads

Esso has this week launched a consultation on design refinements for its replacement Southampton to London underground aviation fuel pipeline project.

They say the pipeline will contribute to the economies of Hampshire, Surrey and London, and protect jobs and investment, and that it will keep around 100 fuel delivery tankers off the road each day.

Feedback from previous consultations has helped Esso confirm its pro-

posals for the project along the majority of its pipeline route.

The company is now asking for further comment in some areas where consultation feedback and additional knowledge has helped identify where it could further amend its design

Communities, landowners, statutory bodies and organisations will have an opportunity to give their feedback on elements of its pipeline proposals with the launch of this third consultation. The company is asking for

comments on its proposed temporary logistics hubs (used to store materials and equipment) and refinements made in some areas to the design of the pipeline route.

The consultation will be open from 21st January until 19th February, with the company also providing the opportunity for people to talk to its experts in person at two public events scheduled in Farnborough and Ashford.

Esso Project Executive Tim Sunderland said: "As a company that strives to be a 'good neighbour', we're really pleased that more than 1,300 people have taken part in our consultations to date. This feedback, combined with our ongoing meetings and conversations with **▶ CONTINUED ON PAGE 2**

Source: Hampshire Independent {Main}
Edition:
Country: UK
Date: Friday 25, January 2019
Page: 1,2
Area: 309 sq. cm
Circulation: 15000 Weekly
Ad data: page rate £1,152.00, scc rate £0.00
Phone: 01962 859559
Keyword: Esso pipeline

Have your say on fuel pipeline

▶ CONTINUED FROM PAGE 1 landowners, communities and organisations, has really helped us understand local perspectives.

“Since the completion of our second consultation, we’ve been reviewing comments alongside further technical work, and as a result we have been able to confirm our proposals along the majority of our pipeline route. In some areas the feedback has helped us to identify some refinements to the design of the pipeline route. This next consultation seeks the views of landowners, communities, statutory bodies, environmental organisations and local authorities on the more complex design refinements, to make sure that, on balance, we have selected the most appropriate route for the replacement pipeline.”

The London to Southampton pipeline project is a proposal to replace 90km of an 105km existing aviation fuel pipeline running from Fawley Refinery near Southampton to Esso’s West London Terminal storage facility.

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.

Esso says that pipelines are a safe, secure and low-impact method of moving fuel over long distances to meet customer needs.

The existing pipeline runs through Hampshire and Surrey with the proposed replacement pipeline taking a

mostly similar route. The pipeline is buried underground and transports aviation fuel, contributing to the economies of Hampshire, Surrey and London, and protecting jobs and investment.

In spring 2019, Esso will submit its formal application for permission to install the replacement pipeline to the Planning Inspectorate. The decision on whether to approve the proposal will be made by the Secretary of State for Business, Energy and Industrial Strategy.

The first public event will be held in Farnborough, on 5th February, 2pm–8pm, at Cody Sports and Social Club, The Fairway, Old Ively Road, GU14 0FE

The other event is at the Salvation Army centre, Woodthorpe Road Ashford, Surrey, on, 9 February 2019, 11am.



Appendix 6.18 Design Refinements consultation summary report



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TRAVERSE



Southampton to London Pipeline Project

Design Refinements consultation – summary report of consultations responses



Client	Esso Petroleum Company, Limited
Title	Traverse Report: Design Refinements Consultation
Subtitle	Design Refinements consultation – summary report of consultations responses
Status	Final
Version	03.04.2019
Classification	P02.1.
Project Code	11104
Quality Assurance by	Isabelle Guyot
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Executive summary

Between 21 January and 19 February 2019, Esso consulted on design refinements along the preferred replacement pipeline route, an underground aviation fuel pipeline that runs from Fawley Refinery near Southampton to the West London Terminal storage facility in Hounslow, in addition to proposed temporary logistics hubs.

In total, the consultation received 92 responses, although these are not spread equally across the 17 design refinements and six temporary logistics hubs but concentrated in a few areas where stakeholders and residents have specific concerns with the proposals. In particular, residents on or near the design refinements at Ashford Road and Cove Road submitted petitions and almost identical campaign responses opposing the proposals, suggesting alternative routes, mitigation proposals and challenging the rejection of previous route options.

Across the different proposals, the most prominent concern is the potential disruption caused by construction traffic upon commuting, emergency services, travel to and from local schools and the cumulative effects of constructing the pipeline with other planned developments by Bretts Aggregates, Heathrow Airport and Shepperton Studios. Beyond congestion, respondents also express concerns around potential air and noise pollution during the construction process. In terms of more potential permanent impacts of the pipeline, respondents express concerns around local environment, damage to buildings and house price decreases. Respondents often suggest various ways in which Esso could mitigate these potential impacts such as keeping site boundaries away from vegetation and arranging compensatory car parking spaces.

Very few respondents commented on the design refinements at Uncle Bills Lane, Water Lane, Beacon Hill Road, Farnborough Hill School, Blackwater River Valley, Windle Brook crossing, Blind Lane, south of Windlesham and Hardwick Lane and Pannells Farm. There were also very few comments on the temporary logistics hubs at Ropley Dean, Northfield Lane, Hartland Park Village, Deepcut Bridge Road, New Road. There were no comments received on the design refinements at the Great crested newt migration area and at Phillip Southcote School.



1 Introduction

1.1 About the consultation

Between 21 January and 19 February 2019, Esso consulted on design refinements along the preferred replacement pipeline route, an underground aviation fuel pipeline that runs from Fawley Refinery near Southampton to the West London Terminal storage facility in Hounslow.

This followed Esso's second public consultation and meetings with local authorities, parish councils, environmental bodies, third party infrastructure owners and landowners to understand local environmental features and engineering challenges along the route. This engagement helped them to further understand the potential impacts of installing the replacement pipeline and the ways in which they could mitigate them. Esso also completed further technical work to review their proposals and identify ways of improving the ease and efficiency of installing the underground pipeline. This included some refinements that may have different potential impacts to their previous proposals for landowners, the environment and communities – these are called design refinements. For these refinements, Esso sought the views of landowners, statutory consultees and communities to make sure that, on balance, they have selected the most appropriate route for the replacement pipeline in these areas.

1.2 Participation

In total, excluding null responses¹, this consultation received 92 responses. Table 1 shows a breakdown of the types of responses received.

This consultation received two petitions:

- organised by a group representing Laleham and Staines residents in relation to the Section H design refinement at Ashford Road. This petition was signed by 341 residents; and
- organised by Residents of Nash Close in relation to Section E design refinement at Cove Road. This petition was signed by 39 residents.

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



Table 1: Responses by type

Representation type	Count
Email/letter	31
Response form: online	51
Response form: hardcopy	1
Response form: email	9
TOTAL	92

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 A.

Table 2: Responses by stakeholder type

Sector	Count
Prescribed consultees under Section 42 and Section 43	17
People with interest in land (PIL) under Section 44	27
Member of the public and other organisations under Section 47 and 48	48

1.3 Receipt of responses

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

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



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

The consultation period ended at 23:59 on 19 February 2019 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 25 February would be accepted. No late responses were received to the consultation.

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	Question	Sentiment	Theme	Specific point	Final code	Explanation
Section E (SE)	Q5	Support	Environment	Reduced ecological impact	SE - Q5 - Support - Environment - reduced ecological impact	The Cove Road design refinement (in section E) is supported because it reduces the impact on biodiversity
	Q5	Concern	Installation	Disruption	SE - Concern - Installation - disruption	Concern that the installation of the Cove Road design refinement (in section E) will cause disruption in the local area.

1.4.2 Using the coding framework

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



creating the basic thematic structure of the framework, codes were added in response to new issues being encountered in responses.

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

1.5 Approach to reporting

1.5.1 Reading the report

This report aims to provide a summary of the responses to the Southampton to London Pipeline Project Design Refinements 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 19 present a summary of our analysis structured according to the 17 Design Refinements and six temporary logistics hubs. Chapters 20 and 21 relate to general comments and comments about the consultation process.

Appendix A provides a list of all participating prescribed consultees.

Appendix B 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 'some') 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 Question 1 - Uncle Bills Lane (Section B)

2.1 Overview

Question 1 asks respondents for their views on the proposed design refinement at Uncle Bills Lane in Section B of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, three answered this question with two indicating they had no comments. Other respondents also provided additional open-text comments. In total, **two respondents** discussed the Uncle Bills Lane design refinement.*

2.2 Comments from prescribed consultees (S42 and S43)

South Downs National Park Authority highlights that the additional area of order limits is within the National Park. It does not foresee any issues providing that the following mitigation takes place: hedgerows, trees, verges and other vegetation are protected; and, no wiring or fixtures remain in place following completion of the project.

Winchester City Council states that it does not oppose the design refinement at Uncle Bills Lane.

2.3 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the Uncle Bills Lane design refinement.

2.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Uncle Bills Lane design refinement.



3 Question 2 - Water Lane (Section C)

3.1 Overview

Question 2 asks respondents for their views on the proposed design refinement at Water Lane in Section C of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, four answered this question with three indicating they had no comments. In total, **one respondent** discussed the Water Lane design refinement.*

3.2 Comments from prescribed consultees (S42 and S43)

There were no comments received by prescribed consultees on the Water Lane design refinement.

3.3 Comments from Persons with an Interest in Land (PILs)

One PIL opposes the proposed design refinement on the grounds of the economic impact upon their agricultural business whereas the previous route requested less arable land being taken out of production. They also request compensation for the impact upon a shooting syndicate based on the farm.

3.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Water Lane design refinement.



4 Question 3 - Great crested newt migration area (Section C)

4.1 Overview

Question 3 asks respondents for their views on the proposed design refinement at the great crested newt migration area within Section C of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, three answered this question with all indicating they had no comments. In total, **0 respondent** discussed the great crested newt migration area design refinement.*



5 Question 4 - Beacon Hill Road (Section D)

5.1 Overview

Question 4 asks respondents for their views on the proposed design refinement at Beacon Hill Road in Section D of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, five answered this question with three indicating they had no comments. Other respondents also provided additional open-text comments. In total, **four respondents** discussed the Beacon Hill Road design refinement.*

5.2 Comments from prescribed consultees (S42 and S43)

There were no comments received by prescribed consultees on the Beacon Hill Road design refinement.

5.3 Comments from Persons with an Interest in Land (PILs)

One PIL supports the proposed design refinement on Beacon Hill Road, highlighting the reduced impact on their property from the previous proposal, but with caveats. They express concern that access to their property will be severed during construction, causing economic loss, and suggest that the route is moved further west, and that compensation is agreed.

Similarly, another PIL suggests that more of the route is placed under Beacon Hill Road to avoid potential structural damage, the sites of proposed industrial development and the need for land acquisition

5.4 Comments from members of the public and other organisations

One respondent expresses concern with the project's potential traffic impact upon a business park. They suggest an alternative route joining Beacon Hill Road at the southeast corner of the business park.

North Surrey Green Party argues that "Esso has not explained how they will ensure the safety of the public when carrying out inspection and testing of welding during construction."



6 Question 5 - Cove Road (Section E)

6.1 Overview

Question 5 asks respondents for their views on the proposed design refinement at Cove Road in Section E of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, 13 answered this question with three indicating they had no comments. Other respondents also provided additional open-text comments. In total, **14 respondents** discussed the Cove Road design refinement (including a petition signed by 39 residents).*

6.2 Comments from prescribed consultees (S42 and S43)

Rushmoor Borough Council is supportive of the route's reduced impact upon Cove Brook and the Cove Valley Southern Grasslands Site of Importance for Nature Conservation (SINC), but expresses concern around the increased impact upon Southwood Park Suitable Alternative Natural Greenspace (SANG). They suggest several environmental mitigation measures: assessment and management of hydrology to avoid potential pollution of Cove Brook, restoration with richer biodiversity and a request that all mitigation is planned early in the project.

This council also queries why the pipeline is going down Nash Close rather than following the existing route, given its likely unpopularity with residents.

The Environment Agency also expresses support for this design refinement's reduced impact upon Cove Brook.

6.3 Comments from Persons with an Interest in Land (PILs)

One PIL expresses concerns around the safety and public health impacts of installing a new pipeline, around disruption to local traffic and around potential impacts on property values. They also query why the pipeline is not following the previous route and whether compensation is being arranged.

6.4 Comments from members of the public and other organisations

Some respondents, including the signatories of the petition, explicitly oppose this design refinement at Cove Road. One of the most common concerns raised in this regard is traffic disruption along Nash Close, citing the lack of alternative access and previous issues with roadworks in the area. Respondents also highlight



safety concerns, both in terms of prolonged noise pollution, the high number of elderly residents and difficulty of access for emergency service vehicles.

Some respondents raise concerns around property impacts on Nash Close, physically, in terms of potential foundation damage from the construction period, and also potential impacts on house prices and saleability.

Respondents often discuss these perceived impacts by comparing the proposed route with alternative options (E2a and E2b), arguing that the latter is less disruptive. As a result, some respondents challenge the rationale behind choosing the proposed route. Some respondents suggest that Esso follows the route of the existing pipeline and/or one of the rejected options (E2a and E2b).

Respondents suggest several mitigation measures to address perceived impacts including secure parking near to Nash Close in lieu of vehicular access.

A few respondents make requests for further information: when the installation would take place, maps containing existing utilities and where the proposed route may go near these and traffic modelling to assess potential disruption.

One respondent expresses concern around potential theft of equipment from compounds, due to perceived levels of crime and lack of surveillance in the area, and suggests that Esso finds an alternative site.



7 Question 6 - Farnborough Hill School (Section E)

7.1 Overview

Question 6 asks respondents for their views on the proposed design refinement at Farnborough Hill School in Section E of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, four answered this question with three indicating they had no comments. Other respondents also provided additional open-text comments. In total, **three respondents** discussed the Farnborough Hill School design refinement.*

7.2 Comments from prescribed consultees (S42 and S43)

Rushmoor Borough Council requests confirmation that the route now avoids the trees in this area, stresses the importance of protecting the grasslands at Ship Lane Cemetery SINC during the construction period and requests further discussion regarding mitigation proposals for Highgate and Farnborough Gate football grounds.

Historic England expresses concern with setting impacts on the conservation zone and listed buildings during the construction period, in addition to potential ground disturbance affecting archaeological remains.

7.3 Comments from Persons with an Interest in Land (PILs)

One PIL expresses concern around the impact of the access route and construction compound upon Farnborough Hill School, affecting both term-time and holiday activities, though they are confident that this could be appropriately mitigated with good construction management.

7.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Farnborough Hill School design refinement.



8 Question 7 - Blackwater River Valley (Section E)

8.1 Overview

Question 7 asks respondents for their views on the proposed design refinement in the Blackwater River Valley within Section E of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, five answered this question with two indicating they had no comments. Other respondents also provided additional open-text comments. In total, **four respondents** discussed the Blackwater River Valley design refinement.*

8.2 Comments from prescribed consultees (S42 and S43)

Rushmoor Borough Council and the Environment Agency express concern with the proposed open-cut technique at areas within the Blackwater Valley, highlighting the potential risks of pollution from landfill and flash flooding.

8.3 Comments from Persons with an Interest in Land (PILs)

Surrey Wildlife Trust expresses support for the adoption of sub-option E4a without qualification.

The Blackwater Valley Countryside Trust expresses concern around the potential impact on the flora and fauna of the reed beds, a priority habitat. They suggest that the 'eastern access route' is adopted instead as it follows the existing Blackwater Valley path and would therefore be less damaging. However, they add that "an open cut trench would have a major effect on the area East of the A331" and request careful design to avoid loss of the habitat.

8.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Blackwater River Valley design refinement.



9 Question 8 Balmoral Drive (Section E)

9.1 Overview

Question 8 asks respondents for their views on the proposed design refinement at Balmoral Drive in Section E of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, 13 answered this question with three indicating they had no comments. Other respondents also provided additional open-text comments. In total, **12 respondents** discussed the Balmoral Drive design refinement.*

9.2 Comments from prescribed consultees (S42 and S43)

There were no comments received by prescribed consultees on the Balmoral Drive design refinement.

9.3 Comments from Persons with an Interest in Land (PILs)

Surrey Wildlife Trust expresses support for the adoption of sub-options E5a, F1a and F1b combined without qualification.

9.4 Comments from members of the public and other organisations

A few respondents explicitly oppose the design refinement at Balmoral Drive and some suggest that the route is amended to follow the existing pipeline to avoid perceived impacts, including:

- installation disruption, including air pollution, noise and limited access to properties;
- safety, including potential damage to properties and potential vibration damage to the pipeline due to HGV driving on a road bump side beside the proposed route;
- decrease in property values due to proximity to the proposed route;

A few respondents request compensation for any damage or subsidence caused by the construction of the proposed route.

One respondent stresses the importance of maintaining emergency vehicle access to Balmoral Drive, in addition to pedestrian access.



10 Question 9 - Windle Brook crossing (Section F)

10.1 Overview

Question 9 asks respondents for their views on the proposed design refinement at Windle Brook crossing in Section F of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, three answered this question with three indicating they had no comments. Other respondents also provided additional open-text comments. In total, **one respondent** discussed the Windle Brook crossing design refinement.*

10.2 Comments from prescribed consultees (S42 and S43)

National Grid expresses concern that the route in this section runs in close proximity to one of their overhead lines and requests updates on any further changes at this location.

10.3 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the Windle Brook crossing design refinement.

10.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Windle Brook crossing design refinement.



11 Question 10 - Blind Lane (Section F)

11.1 Overview

Question 10 asks respondents for their views on the proposed design refinement at Blind Lane in Section F of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, three answered this question with all indicating they had no comments. Other respondents also provided additional open-text comments. In total, **two respondents** discussed the Blind Lane design refinement.*

11.2 Comments from prescribed consultees (S42 and S43)

National Grid expresses concern that the route in this section runs in close proximity to one of their overhead lines and requests updates on any further changes at this location.

11.3 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the Blind Lane design refinement.

11.4 Comments from members of the public and other organisations

The Woodland Trust highlights a benefit of this design refinement, that it avoids Round Copse, but also expresses concern that it now affects Halebourne Copse. They object to the scheme "unless appropriate buffering can be provided to the ancient woodlands alongside the proposed pipeline route during construction".



12 Question 11 - South of Windlesham (Section F)

12.1 Overview

Question 11 asks respondents for their views on the proposed design refinement south of Windlesham within Section F of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, three answered this question with all indicating they had no comments. Other respondents also provided additional open-text comments. In total, **two respondents** discussed the design refinement south of Windlesham.*

12.2 Comments from prescribed consultees (S42 and S43)

There were no comments received by prescribed consultees on the design refinement south of Windlesham.

12.3 Comments from Persons with an Interest in Land (PILs)

Both PILs who commented on this section are broadly supportive of the proposed design refinement, but express some remaining concerns and make additional suggestions. These remaining concerns regard residential land impacts and commercial property access impacts. While one suggests slight route amendments to avoid their properties and mature trees on their land, the other suggests a second gateway to maintain commercial access.

12.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the design refinement south of Windlesham.



13 Question 12 - Hardwick Lane to Pannells Farm (Sections F/G)

13.1 Overview

Question 12 asks respondents for their views on the proposed design refinement between Hardwick Lane and Pannells Farm spanning Sections F and G of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, six answered this question with three indicating they had no comments. Other also provided additional open-text comments. In total, **five respondents** discussed the Hardwick Lane to Pannells Farm design refinement.*

13.2 Comments from prescribed consultees (S42 and S43)

Runnymede Borough Council highlights the benefit of the route no longer crossing Homewood Park SANG. They also express several concerns around potential impacts and, in some cases, suggest how these should be mitigated:

- proposed developments at St Peter's Hospital and Hanworth Lane;
- archaeological remains at Hardwick Court Farm, Hardwick Lane and Green Lane (from Mesolithic to medieval);
- Sandgates open space (suggested mitigation: alternative access route); and
- motor traffic in the local area (suggested mitigation: coordination with council officers).

13.3 Comments from Persons with an Interest in Land (PILs)

A couple of PILs express concern that this section of the route may impact on their agricultural and recreational businesses, due to proximity to animals and access constraints. While one expresses a preference for the original route, arguing that it would impact a smaller area of land, the other notes that the maps need amending and requests further discussion about alternative routes.

Surrey Wildlife Trust highlights the benefits of the design refinement now avoiding Hardwick Court Farm Fields and Pannells Farm Sites of Nature Conservation Importance (SNCI).

Another PIL expresses concern around the potential noise impacts of construction and requests further information on how they may be affected.



13.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Hardwick Lane to Pannells Farm design refinement.



14 Question 13 - Philip Southcote School (Section G)

14.1 Overview

Question 13 asks respondents for their views on the proposed design refinement at Philip Southcote School in Section G of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, three answered this question with all indicating they had no comments. No other respondents provided additional open-text comments. In total, **no respondent** discussed the Philip Southcote School design refinement.*



15 Question 14 - Chertsey Meads (Section G)

15.1 Overview

Question 14 asks respondents for their views on the proposed design refinement at Chertsey Meads in Section G of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, six answered this question with one indicating they had no comments. Other respondents also provided additional open-text comments. In total, **seven respondents** discussed the Chertsey Meads design refinement.*

15.2 Comments from prescribed consultees (S42 and S43)

Runnymede Borough Council highlights the benefit of the design refinement (choosing sub-option G2a) allowing them to return part of the Chertsey Meads site to a SSSI. Nevertheless, they suggest that the least damaging route would be to closely follow the line of the existing pipeline. They also express several concerns around potential impacts of the proposed route:

- flood plain habitat, including rare plants;
- hay-making capacity of the grasslands;
- public access to car parking;
- feasibility of hosting the Agricultural Show;
- access for dog-walking;

Runnymede Borough Council suggests general remediation for areas of landscape importance, local sites of nature conservation importance, Queenwood Golf Course SNCI and several specific mitigation measures to protect Chertsey Meads:

- construction work outside of bird nesting season;
- avoid seeded soil from outside of the local habitat;
- minimise footprint of construction zone;
- minimise width of trenches;

The Environment Agency suggests that it continues liaison with Esso and Brett's Aggregates to ensure its proposed flood protection scheme and the proposed route can continue without adversely impacting each other.

Spelthorne Borough Council requests that any impacts from the proposed route on Dumsey Meadow Site of Specific Scientific Interest (SSSI) are identified and mitigated appropriately.



15.3 Comments from Persons with an Interest in Land (PILs)

Surrey Wildlife Trust expresses concern with this section of route's impact on the Chertsey Meads SNCI/Local Nature Reserves (LNR's) and requests that the impact on this receptor is reduced.

15.4 Comments from members of the public and other organisations

One member of the public highlights that the area is important for conservation, without qualification. Another member of the public reiterates the comments of Runnymede Borough Council (see 15.2 above).



16 Question 15 - Ashford Road (Section H)

16.1 Overview

Question 15 asks respondents for their views on the proposed design refinement at Ashford Road in Section H of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, 28 answered this question with three indicating they had no comments. Other respondents also provided additional open-text comments. In total, **33 respondents** discussed the Ashford Road design refinement, including a petition signed by 341 residents.*

16.2 Comments from prescribed consultees (S42 and S43)

Spelthorne Borough Council expresses concern around potential traffic impacts upon their refuse collection/street cleaning depot on Ashford Road and requests appropriate mitigation to avoid disrupting its operation. This council also expresses concern around potential impacts upon trees and vegetation, which act as an important green shield for the aggregates processing facility. Again, they request appropriate mitigation for this potential impact.

National Grid expresses concern that the route in this section runs in close proximity to one of their overhead lines and requests updates on any further changes at this location.

Similarly, the Environment Agency expresses concern that this section of the route passes through landfills and other regulated facilities (not specified). They outline that Esso will require a permit from the Environment Agency prior to construction and that, as the waste disposal sites on this part of the route are closed, construction waste must be deposited elsewhere.

16.3 Comments from Persons with an Interest in Land (PILs)

This section received several almost identical responses with participants raising identical issues, focusing on Ashford Road itself, but with amended phrasing. Some of the PILs who used the structure of the campaign requested confidentiality. Because of this semi-campaign, it was not possible to remove their comments. As the majority of these semi-campaign responses were sent by members of the public, these comments are reported below at 16.4.

Outside of the semi-campaign responses, a few PILs suggest that environmental



mitigation to ensure protected flora and fauna are not damaged. Surrey Wildlife Trust specifically suggests that the Queen Mary Reservoir SNCI is protected. Bretts Group requests that, as the route crosses a former landfill site, soil covers the route after the construction period to ensure the landfill site remains appropriately covered.

16.4 Comments from members of the public and other organisations

Celia Crescent and Fordbridge Park

A few respondents support the design refinement and/or highlight its benefits. This includes reduced access impact for some residents, particularly Celia Crescent, less impact on nearby schools, using an arguably less-used road (Ashford Road) and potentially reduced project costs. In contrast, other respondents note that an operational depot may be installed within Fordbridge Park, using Celia Crescent as an access route, which they believe would be inappropriate for a quiet residential area. An operational depot was not in the design refinements consultation.

Ashford Road

As stated above, this section received several semi-campaign responses, focusing on Ashford Road itself, with participants raising the same issues as Laleham and Staines Residents Association (LSRA), which contains a petition signed by 341 residents, and Laleham Residents Association (LRA). These respondents took the original campaign response and either copied it exactly, removed sections or made their own amendments. Some of these respondents requested confidentiality, however because of the similarity of these semi-campaign responses these individuals' comments are not identifiable and it therefore was not necessary to remove their comments from this report. As stated above at 16.3, due to the similarity of these responses, this section also includes respondents which are persons with an interest in land.

These semi-campaign responses explicitly oppose the design refinement at Ashford Road and suggest that the route is amended. The Laleham and Staines Residents Association (LSRA) group and those who adapted this semi-campaign response suggest an alternative route alongside the M3 and then across to the east side of the Queen Mary Reservoir. Laleham Residents Association (LRA) makes a similar, though less specific, suggestion that the route should try and



avoid Laleham altogether. Other semi-campaign responses make general requests for an amended route, without providing a specific alternative.

Many of the semi-campaign responses also challenge why sub-options H1a and H1b were rejected on the grounds of engineering feasibility, arguing that other schemes have successfully negotiated these types of difficulty. Another argument made is that this is an attempt at saving project costs.

These respondents also express concerns around the assessment process, alleging that engineers have used Google maps and failed to be transparent around 'secret' high-pressured gas pipelines which, they believe, residents should be informed about.

Semi-campaign responses raise several other concerns:

- property damage through construction vibration (included in LSRA response);
- decreased property prices (included in LSRA response);
- increased house insurance prices (included in LSRA response);
- safety for pedestrians, particularly children walking to school, in the presence of heavy goods vehicles (included in LRA and LSRA responses);
- traffic disruption affecting access, including for emergency services, due to the presence of the temporary storage compound (included in LRA and LSRA responses);
- air and noise pollution during the construction period, exacerbated by proposed length of working hours (included in LRA and LSRA responses);
- impacts on existing water, gas and electricity utilities (included in LSRA response);
- flood risk, with Ashford Road residing in a 3a flood zone (included in LSRA response);
- ecological impacts upon protected flora and fauna (included in LSRA response).

These respondents using the semi-campaign also express concern around the cumulative disruption impact of the proposed route on Ashford Road, in addition to traffic to and from the Littleton Lane temporary logistics hub (see 19.7 below), planned works by Bretts Aggregates in addition to the expansion of Heathrow Airport and Shepperton Studios.

Other comments

Respondents also suggest a few specific mitigation measures:

- construction outside of bird nesting season;



- alternative temporary storage compound locations (not specified where);
- hand-dug trenches to avoid damaging existing infrastructure.



17 Question 16 - Woodthorpe Road (Section H)

17.1 Overview

Question 16 asks respondents for their views on the proposed design refinement at Woodthorpe Road in Section H of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, 12 answered this question with four indicating they had no comments. Other respondents also provided additional open-text comments. In total, **10 respondents** discussed the Woodthorpe Road design refinement.*

17.2 Comments from prescribed consultees (S42 and S43)

Spelthorne Borough Council expresses concern around the potential access restrictions or removal of equipment in open spaces, particularly the Fordbridge Park playground on Woodthorpe Road, and the park itself.

17.3 Comments from Persons with an Interest in Land (PILs)

One PIL expresses concern around construction impacts upon parking and bus service access as well as vibration damage to properties. They suggest an alternative route, running by the prison and across the railway track and query whether compensation will be provided in recompense if the current route is chosen.

17.4 Comments from members of the public and other organisations

A few respondents express concern around traffic and access disruption for local residents during the construction period.

A couple of respondents request that Fordbridge Park is protected, with one suggesting that it is routed through a lesser-used, section of the park.

One respondent highlights the benefits of the design refinement, arguing that going through Fordbridge Park will cause less disruption for residents compared to the previous route. In contrast, another respondent explicitly opposes the route but does not provide further qualification.

North Surrey Green Party argues that construction safety mitigation has not been well explained enough. Specifically, they request that trenches are hand-dug to avoid damaging existing utilities in place.



Other mitigation suggestions include compensatory parking for residents, well-monitored traffic lights and thorough remedial work post-construction.



18 Question 17 - Ashford Station Approach (Section F)

18.1 Overview

Question 17 asks respondents for their views on the proposed design refinement at Ashford Station Approach in Section F of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, 10 answered this question with four indicating they had no comments. Other respondents also provided additional open-text comments. In total, **seven respondents** discussed the Ashford Station Approach design refinement.*

18.2 Comments from prescribed consultees (S42 and S43)

Spelthorne Borough Council requests that consideration is given to access and parking arrangements for local residents and businesses.

18.3 Comments from Persons with an Interest in Land (PILs)

One PIL explicitly opposes this design refinement. They believe that it will cause undue disruption, risk public safety (due to the proximity of a pipeline to residential properties) and has unfairly been chosen because Woodthorpe Road is less populated than other nearby roads. They suggest that a different route is chosen, without specifying a location.

18.4 Comments from members of the public and other organisations

One respondent highlights the benefit of the design refinement, arguing that it will be less disruptive for residents in terms of access, including for emergency vehicles. In contrast, one respondent explicitly opposes the design refinement, without further qualification.

North Surrey Green Party argues that construction safety mitigation has not been well explained enough. Specifically, they request that trenches are hand-dug to avoid damaging existing utilities in place.

19 Question 18 - Temporary logistics hubs

19.1 Overview

Question 18 asks respondents for their views on the six proposed temporary logistics hubs in the following locations:

- A31, Ropley Dean
- A31/A32 Junction, Northfield Lane, Alton
- Hartland Park Village, Farnborough
- MoD land: Deepcut Bridge Road, Frimley Green
- M3 Junction 3: New Road, Windlesham
- Brett Aggregates, Littleton Lane, Shepperton

*Of the 92 respondents who submitted a response to the consultation, 24 answered this question with five indicating they had no comments. Other respondents also provided additional open-text comments. In total, **23 respondents** discussed the Temporary Logistics Hubs, including a **petition signed by 341 residents**. Respondents were asked to indicate which of the six temporary logistics hubs their comments refer to, to assist with analysis.*

19.2 A31, Ropley Dean

*Of the 23 respondents who discussed temporary logistics hubs, **two** commented specifically on the Ropley Dean temporary logistics hub.*

19.2.1 Comments from prescribed consultees (S42 and S43)

Winchester City Council states that there are no likely significant ecological or historical impacts resulting from the Ropley Dean hub. Nevertheless, they do suggest several mitigation measures:

- protect trees by avoiding soil compaction on access tracks;
- reinforce boundary hedgerows to minimise visual impacts of the hub;
- place boundary fencing away from existing hedges and trees;
- ensure soil storage is self-contained to avoid run off or weed formation;
- parking located or mitigated to avoid pollution groundwater;
- clear restoration plans for returning the site to agricultural use;
- ensure it does not disrupt local residents through clear indication of hours and a noise report; and
- archaeological investigation and recording of a potential Roman road.

South Downs National Park expresses concern around the proposed hub damaging the setting of the undeveloped landscape which includes several public rights of way.



19.2.2 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the Ropley Dean temporary logistics hub.

19.2.3 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Ropley Dean temporary logistics hub.

19.3 A31/A32 Junction, Northfield Lane, Alton

*Of the 23 respondents who discussed temporary logistics hubs, **one** commented specifically on the Northfield Lane temporary logistics hub.*

19.3.1 Comments from prescribed consultees (S42 and S43)

South Downs National Park Authority expresses concern that the simultaneous use of this site by Esso and a proposed employment development may damage the setting of the National Park. They suggest that the 'SA24' development site is used instead of additional greenfield land.

19.3.2 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the Northfield Lane temporary logistics hub.

19.3.3 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Northfield Lane temporary logistics hub.

19.4 Hartland Park Village, Farnborough

Of the 23 respondents who discussed temporary logistics hubs, one indicated that they were commenting on the Hartland Park Village temporary logistics hub.

19.4.1 Comments from prescribed consultees (S42 and S43)

The Environment Agency believes that the nearest ecological site to the proposed hub is Pysestock (North Grasslands) SINC rather than Pysetock Hill / Pondtail Heath SINC as stated in Esso's documentation.

19.4.2 Comments from PILs

There were no comments received by PILs on the Hartland Park Village temporary



logistics hub.

19.4.3 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Hartland Park Village temporary logistics hub.

19.5 MoD land: Deepcut Bridge Road, Frimley Green

*Of the 23 respondents who discussed temporary logistics hubs, **two** commented specifically on the Deepcut Bridge Road temporary logistics hub.*

19.5.1 Comments from prescribed consultees (S42 and S43)

There were no comments received by prescribed consultees on the Deepcut Bridge Road temporary logistics hub.

19.5.2 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the Deepcut Bridge Road temporary logistics hub.

19.5.3 Comments from members of the public and other organisations

Heatherside Ward Residents Association expresses concern that the hub may cause traffic disruption in an area with limited access roads, particularly affecting local schools. They suggest that construction traffic does not use Old Bisley Road to avoid adverse impact on local school access. Another respondent suggests that road users are not adversely affected, without further qualification.

19.6 M3 Junction 3: New Road, Windlesham

*Of the 23 respondents who discussed temporary logistics hubs, **one** commented specifically on the New Road temporary logistics hub.*

19.6.1 Comments from prescribed consultees (S42 and S43)

The Environment Agency expresses concern around flood risk at the site of the proposed hub at New Road, Windlesham. They suggest that works are moved back from existing watercourses, that a full flood risk assessment is carried out and that foul drainage is connected to the nearest sewer or removed by tanker. Additionally, Surrey Heath Borough Council suggests that the site is reinstated as green belt following the construction period.



19.6.2 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the New Road temporary logistics hub.

19.6.3 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the New Road temporary logistics hub.

19.7 Brett Aggregates, Littleton Lane, Shepperton

Of the 23 respondents who discussed temporary logistics hubs, 15 commented specifically on the Littleton Lane temporary logistics hub, including a petition signed by 341 residents.

19.7.1 Comments from prescribed consultees (S42 and S43)

Spelthorne Borough Council, Surrey County Council and the Environment Agency request that the hub does not interfere with the restoration and decommissioning of the aggregate works.

The Environment Agency states that they are liaising with Bretts and Esso to minimise conflicts of interest, and ensure a satisfactory outcome; in particular, they would like to formally record their request for the DCO to include 'Protected Provisions' for the Environment Agency's proposals concerning the River Thames Scheme. Spelthorne Borough Council suggests that the site avoids the lagoon to the east of the hub due to its previous status as an experiment in biodegradable waste.

As the site falls within a flood risk zone, the Environment Agency requests that Esso follows their advice on how to mitigate this risk.

19.7.2 Comments from Persons with an Interest in Land (PILs)

A few PILs express concerns with the Littleton Lane temporary logistics hub, specifically the cumulative impact of traffic disruption, noise and pollution resulting from the proposed scheme and ongoing mineral extraction by Bretts. Bretts themselves state that their preferred site would be for the land south of the industrial estate to be used for the Hub, to avoid or mitigate these potential impacts.



19.7.3 Comments from members of the public and other organisations

Some respondents, including North Surrey Green Party, highlight that the hub site is intended for conversion to green belt land, and request that this proposal does not delay or avoid this plan. A few respondents suggest that, in the context of public opposition due to its future green belt status, the site should be relocated. While a couple of these respondents do not specify where, one suggest suitable land to the north of the A308.

Some respondents express concerns around the cumulative impact of traffic disruption, noise and pollution resulting from the proposed scheme and ongoing mineral extraction by Bretts.

19.8 General comments on the Temporary Logistics Hubs

*Of the 23 respondents who discussed temporary logistics hubs, **three** made general comments about these sites.*

19.8.1 Comments from prescribed consultees (S42 and S43)

Spelthorne Borough Council expresses concern that it is not clear enough in the consultation documentation that these hubs are in addition to the nine smaller construction compounds in Section H of the route.

19.8.2 Comments from Persons with an Interest in Land (PILs)

There were no general comments received by PILs on the temporary logistics hubs.

19.8.3 Comments from members of the public and other organisations

One respondent queries how sanitation and restoration of the sites will be managed.



20 General comments

20.1 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.

20.2 Comments from prescribed consultees (S42 and S43)

The Health and Safety Executive states that they would not advise against the project.

Historic England expresses concern that heritage assets have not been taken into account regarding the design refinements or hub locations and requests that these are considered in future.

National Grid does not identify any impacts upon their gas infrastructure. However, regarding electricity infrastructure, they suggest that any landscaping uses only slow and low growing species of trees and shrubs planted beneath and adjacent to their overhead lines.

Royal Mail does not identify any impacts on their 15 properties near the preferred route. Nevertheless, they do express concerns around the traffic impacts of the construction period upon their operations and request appropriate mitigation to ensure this is not adverse.

Runnymede Borough Council supports the principle of the project but highlights other concerns. The majority of these are described in the previous chapters, though they also express general concerns around ecological, landscape and visual impacts, in addition to potential impacts upon planned development sites, and suggest that these impacts are mitigated appropriately.

Rushmoor Borough Council expresses general concerns around potential community and ecological impacts in sections D and E of the preferred route and suggests that these impacts are mitigated appropriately.

Surrey Heath Borough Council expresses support for the adoption of sub-option E4a due to its reduced impact upon Henry Tyndale School and Farnborough North Station. They also support the sub-option selection at Chobham Common,



but request that any works consider the protected areas of the Chobham Common Special Area of Conservation (SAC) and the Thames Basin Heaths Special Protection Area (SPA). Similarly, they support the reduced installation time at Red Road but express concern that there is still likely to be significant disruption there.

Transport for London states that they will need to ensure there are no adverse impacts upon their road and rail infrastructure and requests that any mitigation proposals are discussed with them.

Waverley Borough Council states that, as the design refinements are outside of their boundaries and relatively small, they do not oppose them.

20.3 Comments from Persons with an Interest in Land (PILs)

A couple of PILs oppose the overall need case of the project, arguing that its purported benefits do not outweigh local impacts.

20.4 Comments from members of the public and other organisations

A few respondents express support for the overall aims of the project, but with caveats regarding specific local impacts (covered in the previous chapters).

The Woodland Trust expresses concern around the impact of the proposed route upon ancient woodlands and suggests that 'buffer zones' are created between the route and these ecological sites.

The British Horse Society stresses the importance of maintaining bridleways and other access for equestrians through the route.

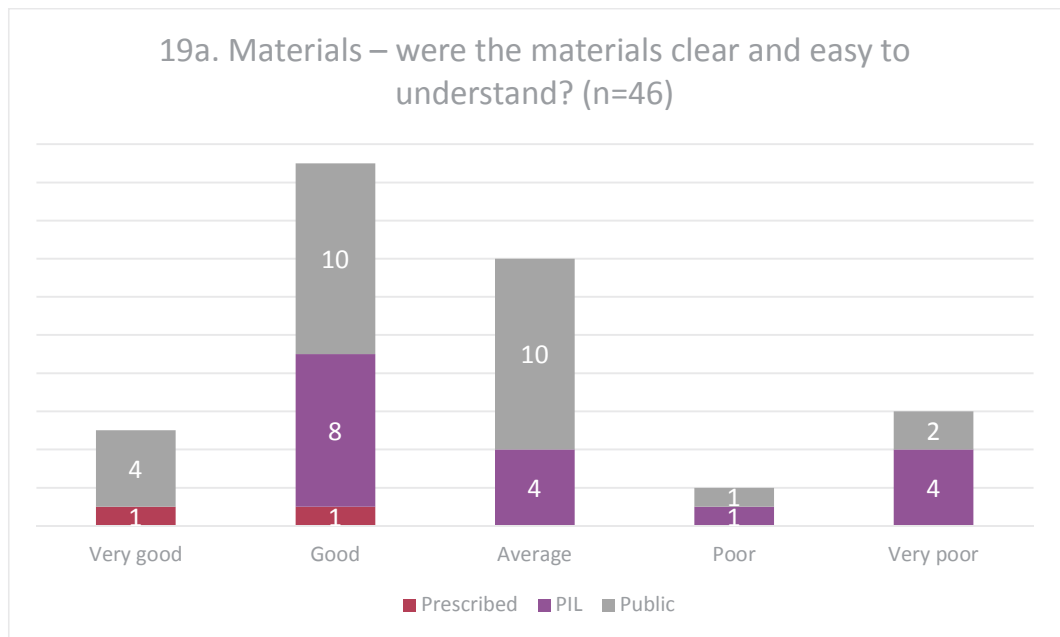
North Surrey Green party expresses concern that there are no plans to remove and recycle the existing pipeline along with wider concerns around the pipeline's impact on the UK's climate change targets.

21 Feedback received on the consultation process

21.1 Overview

In addition to comments on the design refinements and temporary logistics hubs, respondents were also asked to share their views on the consultation process and the results are summarised in the charts 1-4² below.

Chart 1: Answers to Question 19a



² Respondents who did not respond using the questionnaire were not able to complete this question



Chart 2: Answers to Question 19b

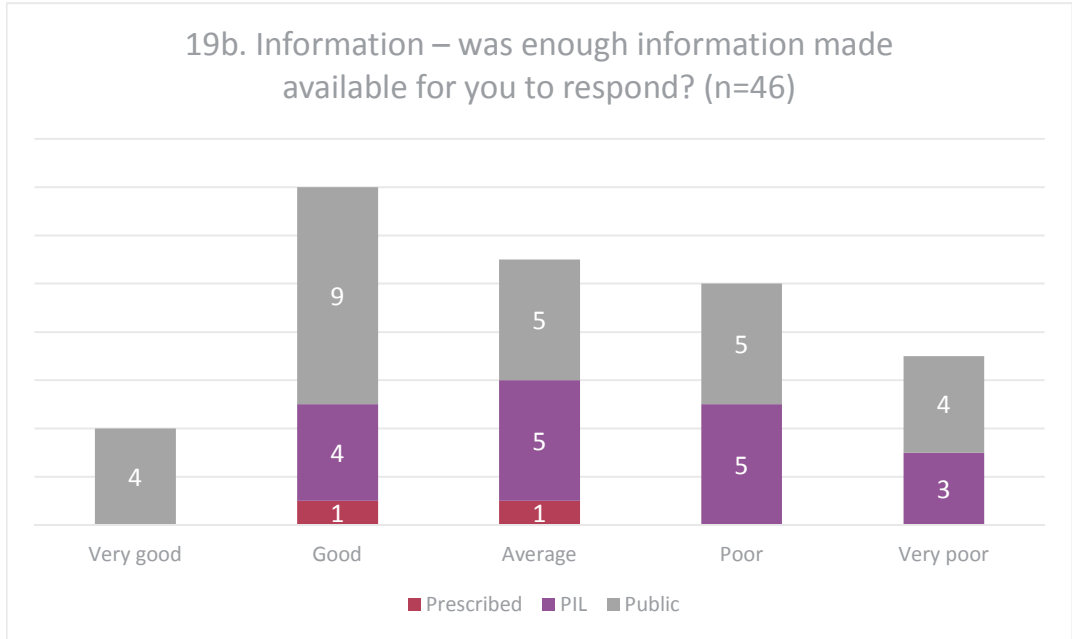


Chart 31: Answers to Question 19c

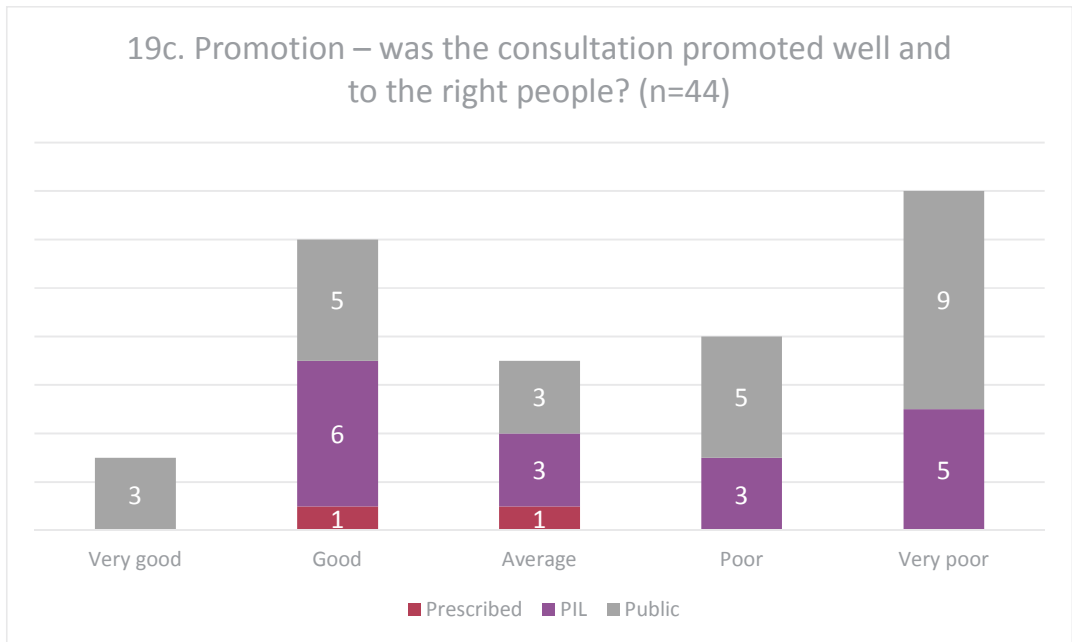
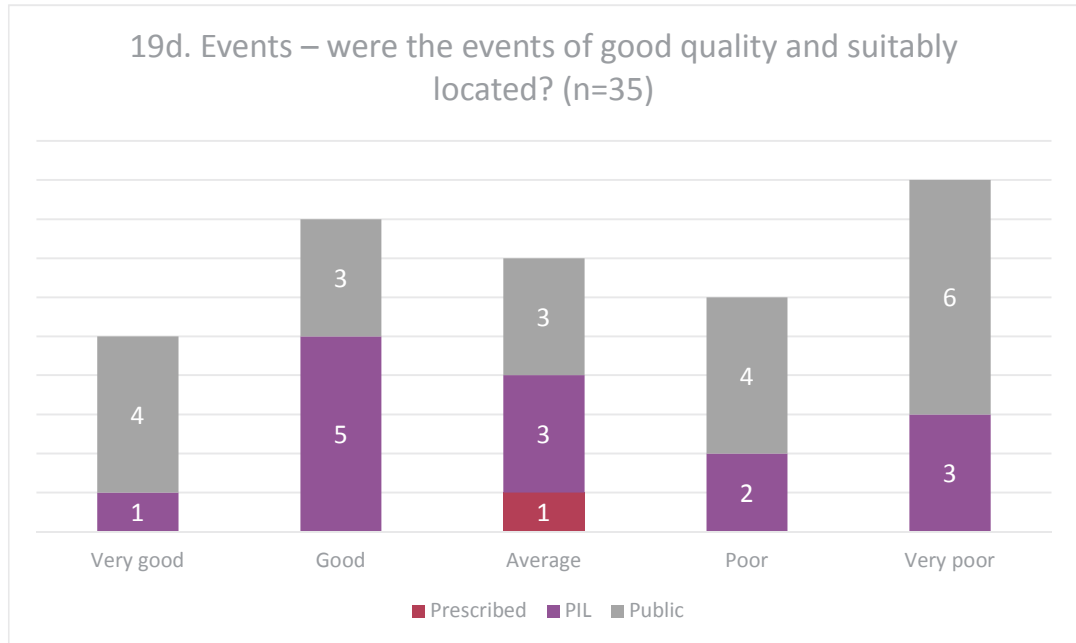


Chart 42: Answers to Question 19d



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.

21.2 Comments from prescribed consultees (S42 and S43)

Runnymede Borough Council, Surrey Heath Borough Council, the Strategic Planning and Engagement (Thames) Environment Agency thank Esso for the consultation.

Runnymede Borough Council is additionally grateful for the on-site visit, but emphasises that they consider it very important that the agreements discussed in the visit are upheld. Rushmoor Borough Council also requests a meeting to go over more detail, and Royal Mail would like Esso to respond to requests as soon as possible, to help reduce the likelihood of further representations on this scheme.

Winchester City Council suggests that the level of detail is currently broad, and would like more detail around the practicalities of hub operation.

Some offer information or advice, such as Royal Mail who offer information on road usage. Runnymede Borough Council states that they are keen to cooperate with discussions to mitigate potential impacts. They also offer to act as liaison with the Local Ward Members, gathering their views to share.



In terms of other paperwork and procedure, Runnymede Borough Council shares a copy of Local Resident Groups, and recommends consulting the Community Planning Panel (who replaced the Planning Liaison Group). They state that they will prepare a Local Impact Report, and consider whether to submit a joint report with Spelthorne or Surrey Heath, and/or whether a Planning Performance Agreement would be helpful. They point out that they will be making a Housing Infrastructure Fund bid around capacity issues on the A320, and for more information on this or any other general queries Esso is welcome to get in contact.

21.3 Comments from Persons with an Interest in Land (PILs)

Some positive comments were made by PILs who appreciate the information and look forward to working further with Esso. One other PIL is also grateful for the level of support and information they have received throughout the process.

Others however feel that the consultation was not widely communicated or accessible, with an example given that Ashford Road consultations were advertised out of borough, in Richmond and Twickenham; or, that not enough events were available. One PIL comments that they were not informed of the consultations soon enough after they moved to the area.

Remaining feedback centred around how PILs feel about their experiences of the consultation itself, and how much they were listened to. One PIL feels that route changes made after their initial consultation and conversations had not been communicated to them ahead of the Route Consultation document, and others suggest that their questions weren't well answered, such as around practicalities of impact. Overall, a few suggest that the consultation process feels more like the pipe is being presented as a definite and fixed event, and therefore that the consultation was more about addressing how to mitigate impact than consult whether it should happen, or provide more detailed answers to questions.

21.4 Comments from members of the public and other organisations

A few members of the public and other organisations have positive feelings and experiences of being consulted on this project; the British Horse Society specifically indicates that they would be happy to work together further in implementing the scheme.

Others feel similarly to the views of PILs above: some suggest that the



consultations were not well advertised enough, that some people do not use the internet, and that the venues are difficult to get to; overall, some suggest that many more people would have gone to these consultations if they had been more widely communicated and available.

One person suggests that the event consultations were of good quality, but the location poor. Some others however feel that the consultation sessions, or other means of communication, did not provide enough information or give consistently similar answers to questions. In particular, several suggest that written information around timelines and maps of affected areas have not been received, were received late, or are incomplete. A few indicate that the process has caused unnecessary stress and anxiety to themselves and their families.

The North Surrey Green Party feels that Esso has failed to provide proper justification for the need for a new pipeline. Some other respondents suggest that they do not feel consulted, but rather that the decision has already been made. Some further specify that Esso's decision seems to have been made more with their own priorities in mind than the locals', and that logistical difficulties should be Esso's responsibility rather than locals' hardship.

Laleham Residents Association mentions their awareness of local push-back against the planning, and suggests that making communication with locals a priority – in conjunction with them – will be helpful. Heatherside Ward Residents Association suggests integrating their submitted feedback while Esso coordinates with Surrey County Council.

A couple of respondents state that they request reports and findings from engineering and environmental works, to be shared with them and other neighbouring residents to see before finalisation of the pipeline route.



Appendix A: List of prescribed consultees who responded to the consultation³

- Environment Agency
- Health and Safety Executive
- Historic England
- National Grid Electricity Transmission PLC (NGET) and National Grid Gas PLC (NGG)
- Royal Mail
- Runnymede Borough Council
- Rushmoor Borough Council
- South Downs National Park Authority
- Spelthorne Borough Council
- Surrey County Council
- Surrey Heath Borough Council
- Transport for London
- Waverley Borough Council
- Winchester City Council

³ Some organisations submitted multiple responses, however their name has been included only once.



Appendix B: Number of responses per question

Question	Prescribed consultee	PIL	Public	Total
1. Uncle Bills Lane	2	0	1	3
2. Water Lane	2	1	1	4
3. Great crested newt mitigation area	2	0	1	3
4. Beacon Hill Road	2	0	3	5
5. Cove Road	3	1	9	13
6. Farnborough Hill School	2	1	1	4
7. Blackwater River Valley	2	2	1	5
8. Balmoral Drive	2	1	10	13
9. Windle Brook crossing	2	0	1	3
10. Blind Lane	2	0	1	3
11. South of Windlesham	2	0	1	3
12. Hardwick Lane to Pannells Farm (spans sections F and G)	2	3	1	6
13. Philip Southcote School	2	0	1	3
14. Chertsey Meads	3	1	2	6



Question	Prescribed consultee	PIL	Public	Total
15. Ashford Road	3	12	13	28
16. Woodthorpe Road	2	2	8	12
17. Ashford Station Approach	2	1	7	10
18. Please provide any comments you have about the proposed temporary logistics hubs and indicate which of the following hub(s) your comments relate to.	6	7	11	24
19a. Materials – were the materials clear and easy to understand?	2	17	27	46
19b. Information – was enough information made available for you to respond?	2	17	27	46
19c. Promotion – was the consultation promoted well and to the right people?	2	17	25	44
19d. Events – were the events of good quality and suitably located?	1	14	20	35
19e. Please provide any further comments about the consultation here.	3	6	13	22
Non-fitting (email and letter responses that do not fit the consultation structure)	14	6	17	37

TRAVERSE



Esso's Design Refinements Consultation

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

- This is a replacement for the existing aviation fuel pipeline, which has been in place since 1972.
- Pipelines are a safe, secure and low-impact way to transport fuel.
- This replacement pipeline will provide aviation fuel to some of the UK's busiest airports.
- It will continue to keep around 100 road tankers off the road every day.¹
- It will be buried underground and following installation, will go unnoticed by most people.

We consulted on the preferred route between 6 September and 19 October 2018. To address feedback from the consultation we have refined the route in some places. Some of these refinements are simple, such as moving the pipeline route from one side of a landowner's field to the other. Others are more complex, as they have different impacts on landowners, communities or the environment. We are seeking your views on these more complex design refinements, as well as the views of landowners, communities, statutory bodies, environmental organisations and local authorities, to make sure that we have selected the most appropriate route for the replacement pipeline.

As part of the consultation, we are holding two events:

5 February 2019 from 2pm - 8pm

at the Cody Sports and Social Club, The Fairway, Old Ively Road, Farnborough GU14 0FE

9 February 2019 from 11am - 5pm

at Salvation Army, Woodthorpe Road, Ashford TW15 3JY

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



Southampton to London
Pipeline Project

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

Beacon Hill Road Design Refinement

We have refined the previously consulted upon sub-option D3a to reduce impacts on development plans. The refinement would move the order limits of the pipeline route and installation area west to include Beacon Hill Road and the verge along the road. We believe there are no new or different environmental impacts due to this refinement. However, communities lying near to the order limits may face short-term disruption during installation.

Full details of the design refinements consultation can be seen online at
www.slpproject.co.uk

If you would like print copies of materials please contact us on the details below so that we can send them to you. To find your local information point with internet access, please call us and we would be happy to let you know your nearest location.



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Balmoral Drive Design Refinement

Following further engineering and environmental work, we have identified additional underground services within the grass verge we were planning to install in alongside Balmoral Drive, and the previous alignment would have passed too close to residential properties as it came off Balmoral Drive into a residential area.

We are now proposing a refinement to the route so that it continues along Balmoral Drive and re-joins the previously consulted upon route at St Catherines Road to continue north. Due to limited space within the verge and further information from environmental surveys, the installation would need to take place within the road to avoid these engineering and environmental constraints. This change is likely to impact road users and residents along Balmoral Drive.

We would work with local authorities in the area to carefully plan traffic management during installation to reduce disruption and maintain pedestrian access to homes during installation.

Full details of the design refinements consultation can be seen online at
www.slpproject.co.uk

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