

Southampton to London Pipeline Project

Volume 5

Appendix 7: Route Release

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May 2019



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Chapter 7: Route release - Appendices

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Appendix 7.1 Briefing note issued to MPs, planning officers at local authorities, and county and district ward members on 25 March 2019



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25 March 2019

Briefing Note: Southampton to London Pipeline Project

Status	Confidential briefing
Project live in public domain	Project launch - 11 December 2017
Latest update	Final route release – 27 March 2019
Project website:	www.slpproject.co.uk
Project update	
<ul style="list-style-type: none">- We have now concluded our third consultation for the project. Feedback from the 1400+ people who have taken part in the consultations, plus our ongoing meetings and conversations with local organisations and landowners, has helped us to confirm our final route for the replacement pipeline¹.- Having listened to feedback and considered technical information we are confident that we have, on balance, selected the most appropriate route for the replacement pipeline in accordance with the project's guiding principles.- The final route includes 16 of the 17 design refinements that were consulted upon, along with the six proposed temporary logistics hubs. Further minor modifications have been made to our proposals as a result of consultation feedback.- The final route of the replacement pipeline will be included within our application for development consent. Our intention is to submit our Development Consent Order application to the Planning Inspectorate in late spring 2019.	
Outcome of the design refinements consultation	
<p>We have been reviewing feedback from our design refinements consultation - which closed on Tuesday 19 February 2019 - and have used this feedback, plus ongoing meetings with local authorities, parish councils, environmental bodies, third party infrastructure owners and landowners, to help us confirm our final route for the replacement pipeline.</p> <p>The final route includes amendments that have been made in light of some of the feedback that was received:</p>	

¹ Subject to our continued compliance with the Planning Act 2008



- the removal of the compound within the grounds of Farnborough Hill School as it would impact the school, and the cultural and environmental features of the site.
- amending our plans to make use of an existing track for access in the Blackwater River Valley.
- amending our order limits (the outer limits for the project, including the route and any temporary working areas that would be required to install the pipeline) in Chertsey to avoid an approved development.
- the removal of the compound along Ashford Road, where residents were concerned about its impact on nearby properties.

All other design refinements and the locations of the temporary logistics hubs previously proposed have been adopted into our proposals.

Final route release

This final route will be available for people to view on our website from 27 March 2019.

We will also be writing to people within 50m of the final route with a booklet to make them aware of the route. A large map will be included with this booklet.

Although the final pipeline route has been selected, we encourage anyone with questions on the next phase of the project to get in touch. We will continue to monitor the project email address and phone line throughout the DCO process and will continue to keep you updated with relevant information.

Should you, or any in your community, need more information or if you would like to arrange a meeting, **please do contact us on 07925 068 905 or on info@slpproject.co.uk**

Next steps - Development Consent Order

Gaining consent (planning permission)

Our team is now working to prepare documents to support our application for development consent. We aim to submit our application to the Planning Inspectorate in late spring of this year. 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.

However, there are several steps in the process before this decision is taken. 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 then the Department for Business, Energy and Industrial Strategy.

As part of the examination process, statutory stakeholders and members of the public will be 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.



Summary of engagement and consultation to date

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.

Following this consultation, we identified a series of refinements to the preferred route which had the potential to create different impacts to our previous proposals for landowners, the environment and communities.

In early 2019 we held another phase of consultation on design refinements and the locations of our temporary logistics hubs. This consultation was to seek the views of landowners, statutory consultees and communities to make sure that, on balance, we had selected the most appropriate route for 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.

Landowner engagement

We'll continue to engage with landowners affected by our proposals and our lands team have been in touch with landowners directly affected by the final route to progress the land agreement process.

Our work with the landowner community will continue as we prepare to submit our application for development consent.

Landowners and occupiers can contact the Land Agents team on:

Email: slpproject@fishergerman.co.uk

Tel: 0845 437 0383

Project background and purpose



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.

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.

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.

The project is classified as a Nationally Significant Infrastructure Project, under the Planning Act 2008, and will require a Development Consent Order (DCO).

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.

Project contact details

Email: info@slpproject.co.uk

Tel: 07925 068 905

Project contact: Philippa Garden, Head of Stakeholder Engagement



Appendix 7.2 Final route announcement booklet



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Southampton to London Pipeline: Final route announcement



Southampton to London
Pipeline Project

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

Introduction

We (Esso Petroleum Company, Limited) launched our Southampton to London Pipeline Project late in 2017. The project proposes to replace 90km of our 105km underground aviation fuel pipeline that runs from our Fawley Refinery near Southampton, to our 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 method of transporting fuel to some of the UK's busiest airports.
- Once installed, the replacement pipeline will be buried and would not be noticed by most people.

We have now concluded our third consultation for the project. Feedback from the 1400+ people who have taken part in the consultations, plus our ongoing meetings and conversations with local organisations and landowners, has helped us to confirm our final route for the replacement pipeline¹.

We would like to thank everyone who took part in our most recent design refinements consultation, and to those who participated in our first two consultations in spring and autumn 2018. Having listened to feedback and considered technical information we are confident that we have, on balance, selected the most appropriate route for the replacement pipeline in accordance with the project's guiding principles.

The map within this booklet shows the final route we will include within our application for development consent to the Planning Inspectorate in late spring 2019.

- The final route includes the sub-options selected after the autumn 2018 consultation, alongside the design refinements and temporary logistics hubs that we recently consulted upon.
- This route also includes some minor modifications (such as amending an access route), made following the preferred route and design refinements consultations.



You can see a more detailed map of your area on our website: www.slpproject.co.uk

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.



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



Based on Esso's 2015 data for its existing pipeline

Our consultation and engagement

Since we began to talk publicly about our project in December 2017 we have carried out further technical work, held a series of public consultations and talked with landowners, residents and organisations to help us better understand views on our proposals.

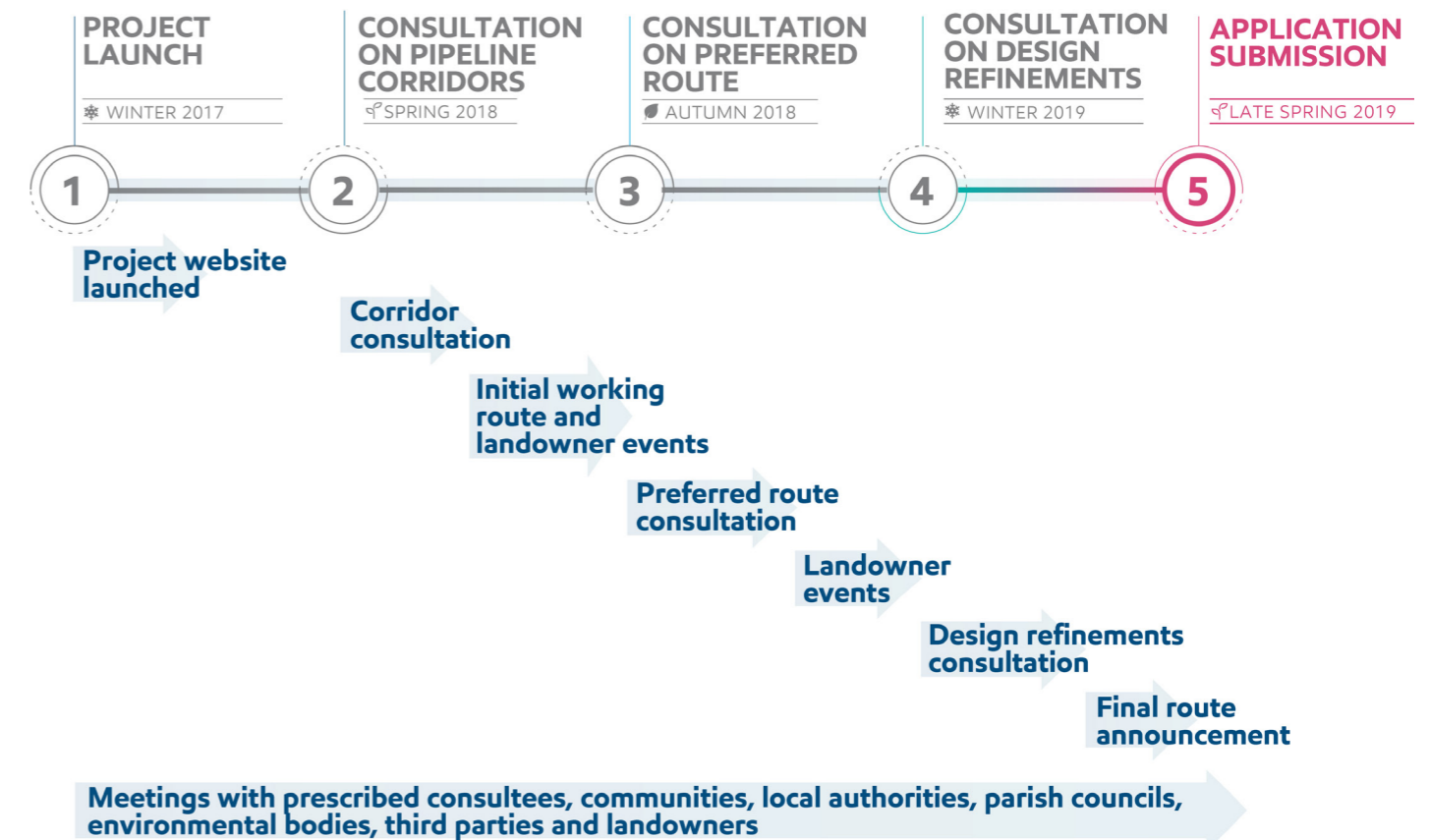
Our development of the replacement underground pipeline project took place in three stages:

- Developing pipeline corridors (a corridor is an area typically 200m wide which would allow the design of one or more route options)
- Developing a pipeline route (a single path for the replacement pipeline, typically 20-30m wide)
- Refining the pipeline route design, and identifying locations for the temporary logistics hubs, ahead of the application for development consent

At every stage a public consultation was held so that we could understand the views of potentially affected individuals, communities, prescribed consultees and organisations, and meetings took place with local authorities, parish councils, environmental bodies, third party infrastructure owners and landowners to understand local environmental features and engineering challenges.



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



¹ Subject to our continued compliance with the Planning Act 2008.



How your feedback has informed our final route

Information from landowners, residents, businesses, prescribed consultees and organisations has been essential to the development of our project:

- We presented several corridor options from which we were able to select a preferred corridor. **Please go to www.slpproject.co.uk/document-library to view the Decision Information Sheet listed within the spring 2018 documents.**
- The preferred route followed the preferred corridor and contained a number of sub-options. Feedback from the consultation helped us to confirm our proposals for the project along the majority of the pipeline route. It also helped us to select which sub-options to progress. **Please go to www.slpproject.co.uk/sub-options for more information.**
- In some areas, consultation feedback and additional knowledge helped us identify where we could further amend our design and we presented these design refinements for further consultation.

Responses to our design refinements consultation, along with further technical work, informed the final route for the replacement underground pipeline. The final route includes amendments that have been made in light of some of the feedback that was received:

- the removal of the compound within the grounds of Farnborough Hill School as it would impact the school, and the cultural and environmental features of the site,
- amending our plans to make use of an existing track for access in the Blackwater River Valley,
- amending our order limits (the outer limits for the project, including the route and any temporary working areas that would be required to install the pipeline) in Chertsey to avoid an approved development,
- the removal of the compound along Ashford Road, where residents were concerned about its impact on nearby properties.

Consultation themes

In the table over, we outline the key themes of your feedback from our consultations, and our responses to them. Within the responses we refer to our Environmental Statement.



Q. What is an Environmental Statement?

A. 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. It will be examined by the Planning Inspectorate as part of its assessment of our submission. Other organisations such as local authorities, the Environment Agency and Natural England will provide their expert opinion on the Environmental Statement to the Planning Inspectorate.

Your feedback	Our response
Concerns raised around traffic management	Traffic management requirements during pipeline installation have been considered and discussed with local highway authorities and will be outlined in the Environmental Statement. We have been liaising with the relevant highway authorities to review traffic diversion plans, and as the project progresses a construction traffic management plan will be produced. We have also listened to the highways authorities when considering which roads we need to cross with trenchless techniques, in order to reduce traffic impacts on those roads.
Concerns raised regarding potential impact on property access	The proposed route was developed to avoid or reduce impacts to local communities and residents, which included considering how residents can access properties, places of work and other local facilities. There will be temporary lane closures or diversions in some areas, but pedestrian access to properties and access for emergency services will always be maintained and any closures or diversions will be communicated to residents and businesses in advance. Where we would be crossing property access points, we would work with local residents and businesses to maintain pedestrian and emergency vehicle access during installation, providing safe crossing points as necessary. We intend to use a rolling form of street works where we work our way along in small sections (roughly 25m at a time), reinstating the road surface behind us so the trench will not be open along the entire length of the route. This means we would only cross an access for a short space of time.
Concerns raised regarding Public Rights of Way (PROW) being affected	During installation of the replacement pipeline, we will endeavour to keep PROW open and give people using them priority to safely cross the pipeline installation site. However, in some instances crossing the installation site will not always be safe or practicable. In these cases, we will look at temporary diversions for the PROW and aim to reduce the amount of time that the diversions need to be in place. Any diversions will be agreed with the local authority and communicated and signposted locally.
Concerns raised regarding impacts on local businesses	The project's guiding principles include selecting a route which avoids, where practicable, built-up areas and provides social and economic outcomes of greater benefit versus the other routes considered. These led us to develop a route to avoid or reduce impacts on local businesses. Where our proposals do impact businesses, the project team has liaised closely with owners and occupiers to mitigate these impacts. This engagement will continue during the installation phase. In addition to engagement with businesses, residents, property owners and occupiers, we will work to ensure pedestrian and emergency vehicle access is maintained and will continue to look at ways to reduce temporary impacts of the installation. Where we would be crossing business access points, we would work with those businesses to maintain pedestrian and emergency vehicle access during installation, providing safe crossing points as necessary.
Concerns raised about impacts on trees	The route was developed to avoid recognised areas of Ancient Woodland. In addition, the project identified local areas of ecological importance that could be affected by the project and carried out ecological and arboricultural surveys of those areas. This included identifying any notable mature trees along the route, whether protected under Tree Preservation Orders or otherwise. Feedback from consultation with the public and other stakeholders has also allowed us to understand and identify other trees of local importance. The Environmental Statement will detail how the project has considered technical information and feedback and used this to develop a final route, as well as outlining the ecological and landscape impacts of the project and measures proposed to mitigate these. Some trees within the order limits will need to be removed. However, we intend to use narrow working techniques in a number of places to limit the number of trees directly impacted.

Next steps - submitting our application for development consent

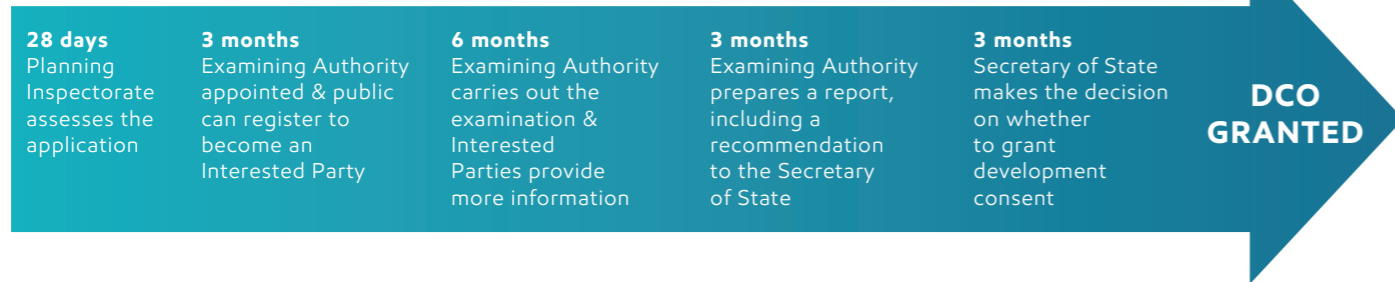
Our team is now working to prepare documents to support our application for development consent. This includes an Environmental Statement, which assesses the potential environmental impact of the project and details measures that will be taken to reduce those impacts. We aim to submit our application to the Planning Inspectorate in late spring of this year.

Although the final pipeline route has been selected, we encourage anyone with questions on the next phases of the project to get in touch with us. We will continue to monitor the project email address and phone line throughout the Development Consent Order process, so we can respond to your enquiries. We will also continue to keep you updated on the project via the website and e-newsletter.

The Development Consent Order process

Once we submit our application for development consent, there are several stages in the process before a decision is taken by the Secretary of State for Business, Energy and Industrial Strategy. 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 then the Department for Business, Energy and Industrial Strategy.

During the second stage, 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.



You can find more information about the process by visiting www.infrastructure.planninginspectorate.gov.uk

Approximate timescale for the Planning Inspectorate

Working with landowners

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

We have now begun to contact landowners where, if we are granted development consent, the proposed replacement pipeline route will impact their land. Alongside the preparation of our application for development consent, we are hoping to voluntarily agree legal rights with individual landowners. These legal rights are known as an Option Agreement and a Deed of Grant of easement.

These agreements place duties on both parties that will enable us to work together during installation and as we operate and maintain the pipeline.

Landowners will receive an offer pack, which includes documents that outline our offer to voluntarily agree the necessary legal rights regarding their land. This includes details about incentive payments available to encourage early conclusion of the Option Agreement and compensation for the rights we seek.

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

PROJECT COMMITMENTS

When we install the replacement pipeline, we commit to:

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



Southampton to London Pipeline Project

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

Contacting us

We will continue to monitor the project email address and phone line throughout the Development Consent Order process, as well as keeping you updated via the website and e-newsletter.

Our website will continue to be a valuable source of information and includes an interactive map tool for you to view your area in more detail, as well as all published consultation and information documents.

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.

Website www.slpproject.co.uk

Email info@slpproject.co.uk

Call **07925 068 905**

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



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Appendix 7.3 Final route announcement booklet insert – Ashford



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Ashford

Background

Since the existing pipeline was built, the areas it crosses have changed dramatically. Communities, new homes and businesses have been created and roads such as the M25 have been opened. This means that in some places it is not possible to install the replacement pipeline alongside the existing ones, and new challenges (such as new services put in the ground near to the existing pipeline) have meant we have had to consider alternative routes.

At our design refinements consultation in early 2019 we set out an alternative route for the pipeline which went along Ashford Road. This alternative was proposed after feedback from the preferred route consultation in autumn 2018 highlighted issues about installing the pipeline along the narrow residential roads in Laleham and raised concerns about the reservoir and existing utilities from an engineering and logistics perspective. The alternative route was suggested by several respondents to the preferred route consultation. A construction compound off Ashford Road and adjacent to New Farm Close was also added.

Within our refined order limits presented in early 2019, we also included the existing access gate into Fordbridge Park on the western end of Celia Crescent. This would only be used to access the north west corner of Fordbridge Park, which we would use as a working area for a trenchless crossing. This crossing enables us to install the pipeline underneath the Staines Bypass, River Ash and Woodthorpe Road and would avoid the need to disrupt traffic on either of those roads, or impact flow of the river.

Our selection

For our application for development consent we have selected the route we presented at the design refinements consultation. We recognise the use of Ashford Road may cause some disruption to residents and road users however it is less likely to impact on nearby homes and residents when compared to our previous options and will remove the risks involved in installing alongside the reservoir. We will not work in the pavement on Ashford Road, so there should not be any impact to pedestrians. We will work closely with impacted residents to reduce disruption where we can.

However, we have removed the compound on Ashford Road from the final route. This was in response to concerns about its potential impact on nearby residential properties.

Access

We will work closely with residents to reduce disruption. As our project develops we will be able to provide more information on how long we are likely to be working in your area, and during installation our teams will work with you to understand any particular access issues for your property.

Noise and working hours

As our project develops we will clearly set out our working methods and how we will reduce potential installation impacts. We will prepare a Code of Construction Practice, as per the standard industry approach used by utility companies to disruption, and a Construction Environmental Management Plan, which will set out our commitment to communities along the route.

The Code of Construction Practice and the Construction Environmental Management Plan will describe methods to reduce impacts on people and the environment. This may include measures such as minimising evening and weekend working hours and noise levels, including using low-noise equipment, carefully managing traffic to reduce disruption and delays and outlining how we will manage footpath closures and diversions.



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



The access point to the park from Celia Crescent remains within the order limits (the outer limits for the project, including the route and any temporary working areas that would be required to install the pipeline). We believe this is the most appropriate way to access Fordbridge Park and have carefully considered the balance between reducing the impact on Celia Crescent and keeping the installation time and impacts to a minimum within Fordbridge Park. By using the existing road and gate for access, we can avoid significant tree removal within the park, which would be required were we to access the north west corner of the park from the eastern part, adjacent to the A308. We are aware that Celia Crescent is a narrow, residential road and would plan to keep large vehicle movements to a minimum.

Timescales

We expect it will take three to six months to install the pipeline along Ashford Road, with our work to carry out a trenchless crossing into Fordbridge Park meaning we are working at the top of Ashford Road for a further three months. The work to install the pipeline along the road would move along in small sections and would not require a complete road closure. We would keep the installation area to a minimum to make sure that there will always be at least one lane open.

We expect to use the access on Celia Crescent for several months.

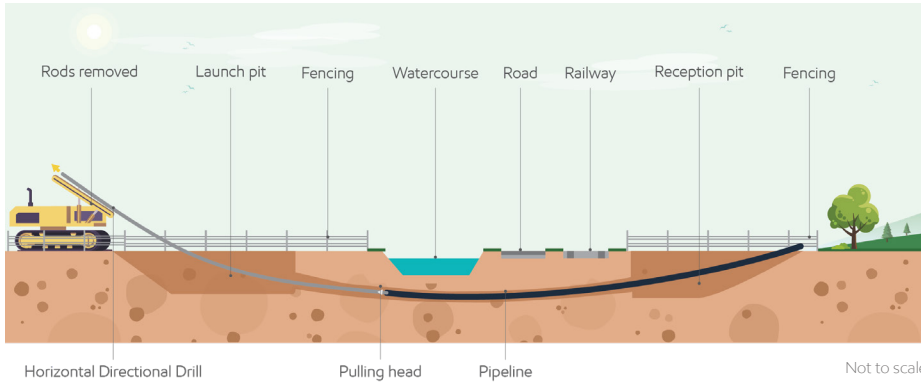
Safety

For Esso, safety is paramount. Fuel pipelines are 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.

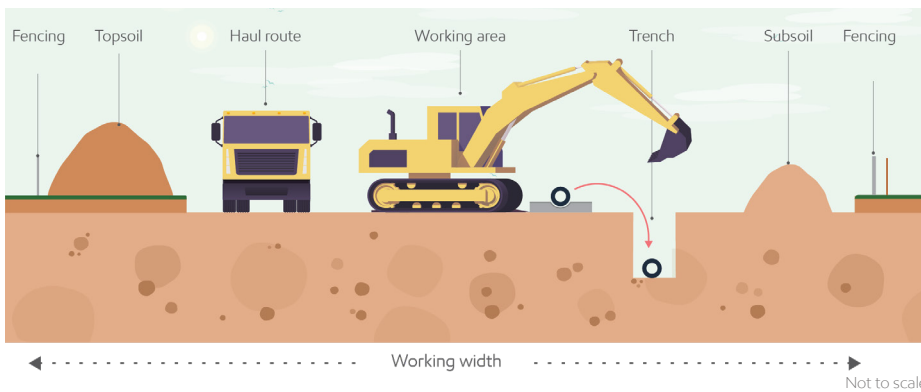
Esso has an excellent safety record and has invested in advanced systems needed to monitor our pipelines. We are confident the systems, controls, processes and materials used in development and installation will enable safe installation and operation of the replacement pipeline.

Pipelines are a safe, secure and low impact method of transporting fuel to some of the UK's busiest airports.

Trenchless technique



Open-cut trench technique





Appendix 7.4 Final route announcement booklet insert – Farnborough



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Farnborough

Background

Following feedback from the preferred route consultation in autumn 2018, we presented an alternative route designed to reduce the potential impact on narrow residential roads, footpaths and Cove Brook Park (Southwood Meadows). This option also avoided the removal of garages on the south side of the railway and responded to the issue of the narrow width of the footpaths at the end of Highfield Path and their frequent pedestrian use, which was a key concern within the responses received from our previous consultation.

The alternative route heads west along Cove Road before turning right into Nash Close. At the end of Nash Close the pipeline then crosses under the railway line using a trenchless technique. Further technical work identified that this was the most appropriate place to cross underneath the railway line, as it is important not to affect the area underneath the railway tracks during installation. On the northern side of the railway line, we included a compound off West Heath Road. As we would need to use trenchless techniques in this area, a compound avoids the need to temporarily block off traffic for materials storage and van movements along West Heath Road, and prevents further impact on traffic in the area.

Our selection

For our application for development consent we have selected the route we presented at the design refinements consultation. We recognise this route may cause some disruption to residents and road users. However, it is less likely to impact on nearby homes and residents when compared to our previous options. We will work very closely with impacted residents to reduce disruption where we can.

Addressing your concerns

Feedback from our most recent consultation highlighted concerns about the potential disruption to residents during the installation of the pipeline along Nash Close and respondents also raised concerns about traffic disruption during installation work along Cove Road.

Access

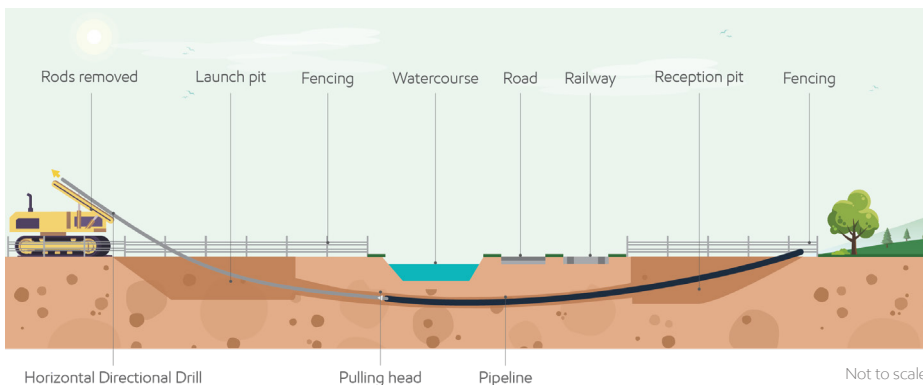
We will work closely with residents to reduce possible disruption. As our project develops we will be able to provide more information on how long we are likely to be working in your area, and during installation our teams will work with you to understand any particular access issues to your property.

Noise and working hours

As our project develops we will clearly set out our working methods and how we will reduce potential installation impacts. We will prepare a Code of Construction Practice and a Construction Environmental Management Plan, which will set out our commitment to communities along the route.

The Code of Construction Practice and the Construction Environmental Management Plan will describe methods to reduce impacts on people and the environment. This may include measures such as minimising evening and weekend working hours and noise levels, including using low-noise equipment, carefully managing traffic to reduce disruption and delays and outlining how we will manage footpath closures and diversions.

Trenchless technique



Nash Close

We expect to be able to install the replacement pipeline along Nash Close in around six weeks, using a rolling form of street works where we work our way along in small sections (roughly 25m at a time), reinstating the road surface behind us so the trench will not be open along the entire length of the route.

We will be working at the end of Nash Close for several months as we will use a trenchless drilling technique to take the pipeline under the railway line.

More information about timescales will become available as we continue to develop more detailed construction plans.



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

Cove Road

We are planning to use traffic management to only close one lane of traffic along Cove Road. However, this is subject to where the existing services are within the road and whether the local authority requests that the road is closed off for safety reasons.

We will maintain access to residential properties at all times for pedestrians and emergency services. However, there may be times when vehicular access is temporarily disrupted. We will work closely with local authorities to develop traffic management plans and to understand the best way to install the pipeline while reducing adverse effects. The compound off West Heath Road will avoid the need to temporarily block that road along West Heath Road, and prevents further impact on traffic in the area.



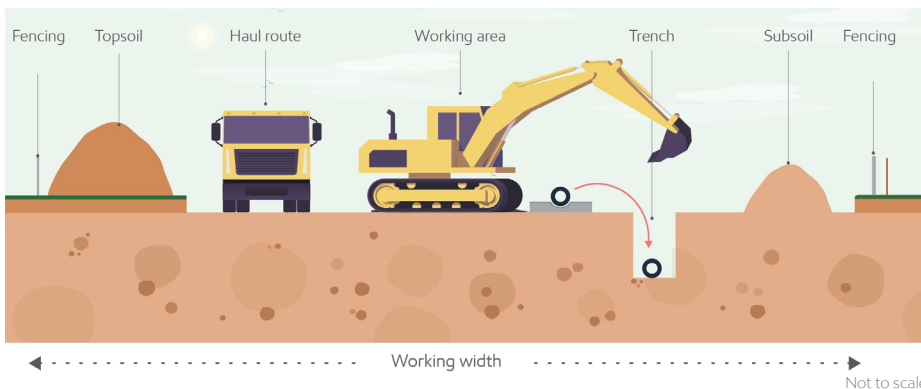
Pipelines are a safe, secure and low impact method of transporting fuel to some of the UK's busiest airports.

Safety

For Esso, safety is paramount. Fuel pipelines are 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.

Esso has an excellent safety record and has invested in advanced systems needed to monitor our pipelines. We are confident the systems, controls, processes and materials used in development and installation will enable safe installation and operation of the replacement pipeline.

Open-cut trench technique



Southampton to London
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For more information please visit
www.slpproject.co.uk



Appendix 7.5 Final route announcement booklet insert – map



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FINAL PIPELINE ROUTE SOUTH: BOORLEY GREEN IN HAMPSHIRE TO ALTON PUMPING STATION

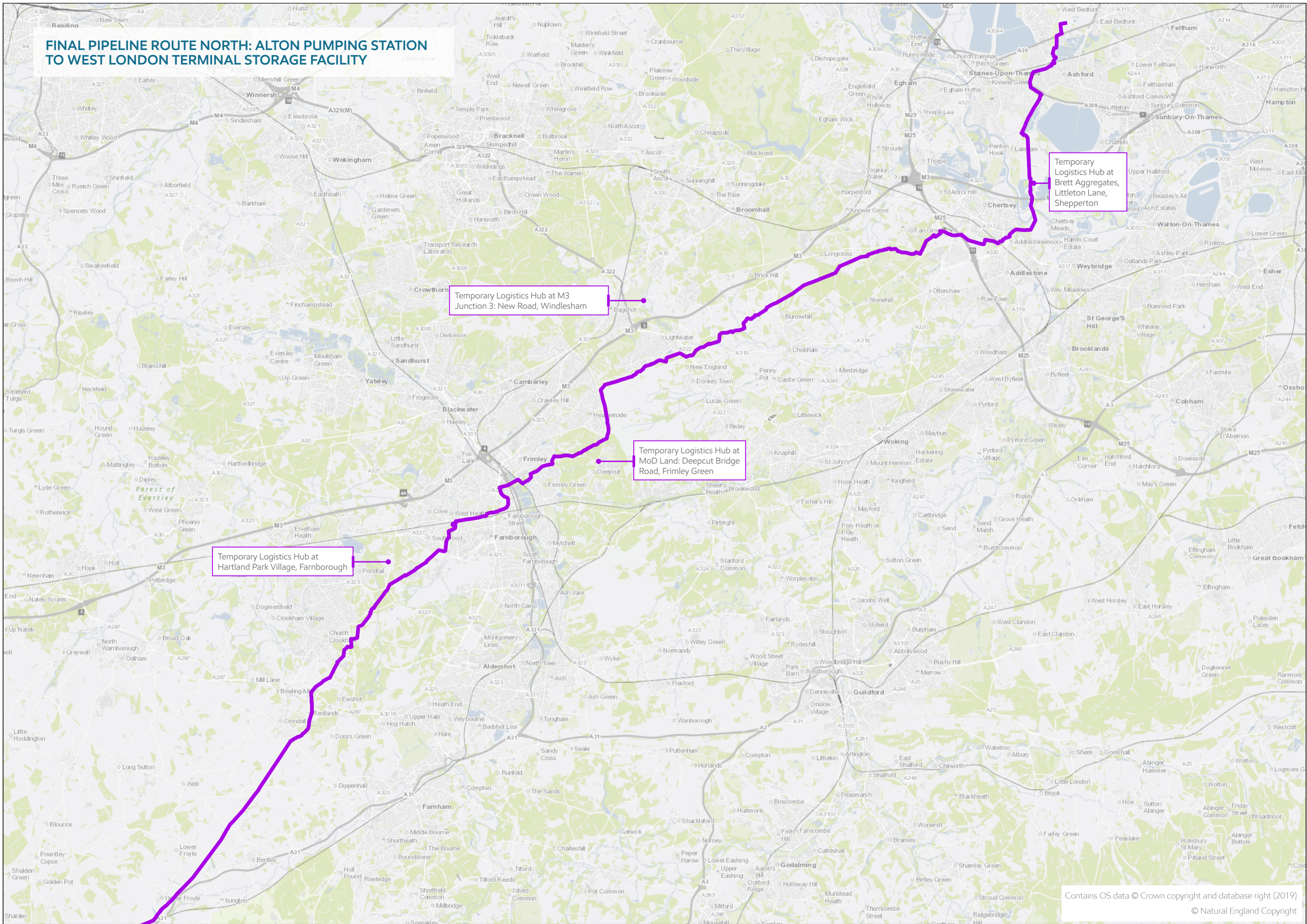
Temporary Logistics Hub at A31/A32 Junction, Northfield Lane, Alton

Temporary Logistics Hub at A31, Ropley Dean

We have decided to maintain both sub-options here 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.

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FINAL PIPELINE ROUTE NORTH: ALTON PUMPING STATION TO WEST LONDON TERMINAL STORAGE FACILITY



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Appendix 7.6 Covering email issued to stakeholder groups announcing the final route



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7.6 Covering email issued to stakeholder groups announcing the final route

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

Date: Wed, 27 Mar 2019 12:40:05 +0000

From: info@slpproject.co.uk

Subject: Southampton to London Pipeline Project - Final route announcement

To: info <info@slpproject.co.uk>

Dear Sir / Madam

Today we have released the final route for the Southampton to London Pipeline Project (subject to continued compliance with the Planning Act 2008), which will be included in our application for development consent.

Please find attached a letter that provides more information on the route release and the next steps for the project.

A copy of the brochure referred to in the letter can be viewed here[1] and you can also view the final route on our interactive map, which can be viewed here[2].

Please do let us know if you'd like to discuss the project in more detail, we would be happy to arrange a meeting.

SLP Engagement Team

Links:

[1] https://www.slpproject.co.uk/wp-content/uploads/2019/03/A4_SLP_Route-Announcement_CORRECTION.pdf

[2] <https://www.slpproject.co.uk/interactive-map/>



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Appendix 7.7 Letter sent to stakeholder groups announcing the final route



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27 March 2019

Dear Sir / Madam,

Esso's Southampton to London Pipeline Project - Final route announcement

We are writing to inform you about the latest developments from Esso's Southampton to London Pipeline Project.

Last year, we completed two public consultations 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. Earlier this year, we completed a third consultation where we asked for views on design refinements along our preferred route.

We have now confirmed our final route for the replacement underground pipeline¹, which will be included in our application for development consent. We aim to submit our application to the Planning Inspectorate in late spring of this year.

Once we submit our application, it will be considered by the Planning Inspectorate and the Department for Business, Energy and Industrial Strategy. The Planning Act 2008 sets out a timetable that can take up to 18 months. Once the application has been considered, the final decision is taken by the Secretary of State for Business, Energy and Industrial Strategy.

We have created a booklet, which explains how we developed the final route, how we considered feedback from consultation, and the next steps for the project. A copy of the booklet is attached to this letter alongside a map of the final route. You can also view the final route on our interactive map at:

www.slpproject.co.uk/interactive-map/

Throughout the application process, we will continue to provide updates via the website and e-newsletter. You can sign up to our e-newsletter on our website.

We will also continue to monitor the project's email address and phone line throughout the process, so that we can respond to your enquiries about the next phases of the project.

¹ subject to our continued compliance with the Planning Act 2008

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



Southampton to London
Pipeline Project

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

Yours sincerely,



Tim Sunderland, Southampton to London Pipeline Project Executive
Esso Petroleum Company, Limited



Appendix 7.8 Information sheet – Celia Crescent



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Route development: Celia Crescent

Preferred route consultation – September/October 2018

In autumn 2018, we consulted on two sub-options in this area.

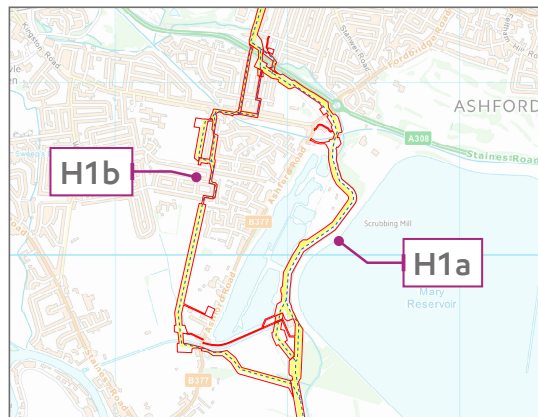
Sub-option H1a followed the existing pipeline near Queen Mary Reservoir and past Laleham Substation before crossing the B377 into Fordbridge Park. A trenchless crossing from the park would pass under the Staines Bypass (A308).

Sub-option H1b proposed the replacement pipeline to be installed either along Woodthorpe Road or along Celia Crescent, where it would enter into Fordbridge Park for the trenchless crossing of the Staines Bypass.

Following feedback from the preferred route consultation, ongoing engagement with landowners, and early involvement with contractors, we had to **deselect both sub-options H1a and H1b**.

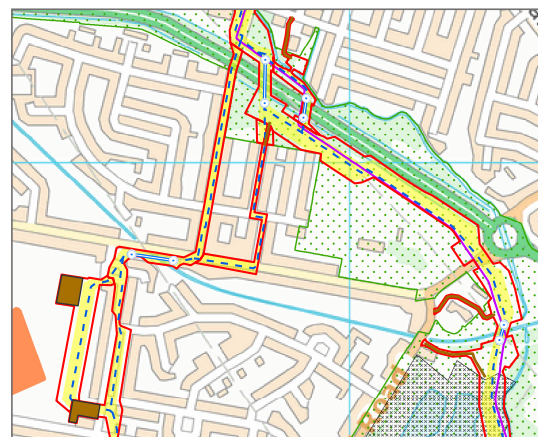
H1a was deselected to avoid the safety risk of installing close to the edge of the reservoir, alongside a major gas main and below overhead power lines (see diagram overleaf). As a responsible operator we could not select an option with significant risks to local water and gas supplies, and to our installation teams.

H1b was deselected due to the narrow residential roads, proximity to schools and the development plans for the Manor Farm Quarry. The publicly available planning application for the quarry shows that the route taken by H1b would travel through a small embankment (bund) that is a retaining wall for a new lake. This would be in place by the time we install the pipeline and would have posed a significant engineering challenge to install the pipeline but, more importantly, would have posed safety risks for the ongoing maintenance of the pipeline.



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Map from preferred route consultation brochure



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Map from preferred route consultation map book

Order limits

The outer limits for the project, including the route and any temporary working areas, shown as a red outline on the map.

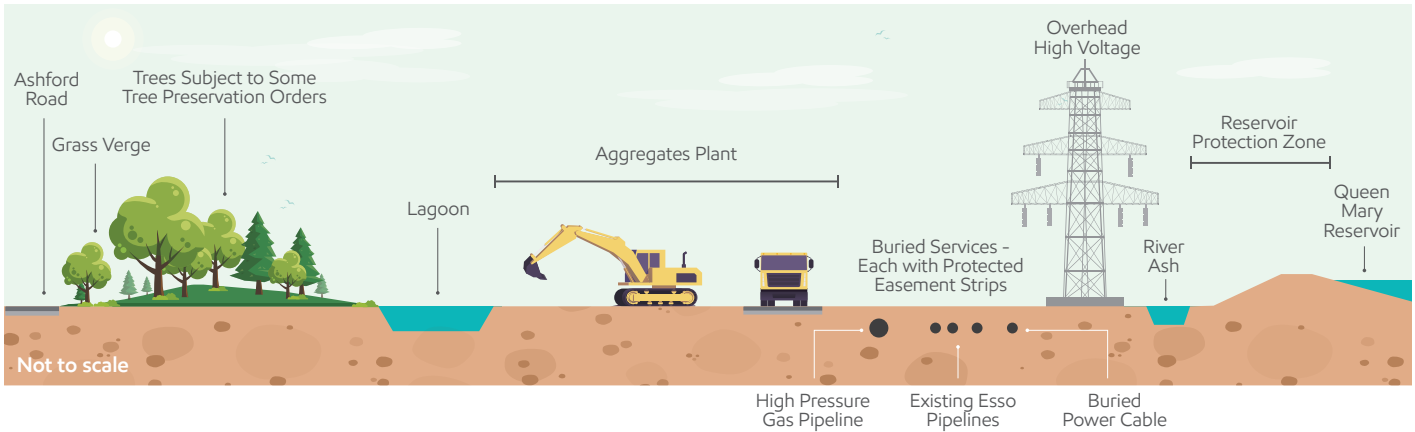
Limits of deviation

The maximum area within which the pipeline could be installed, shown as yellow shading on the map.

Possible pipeline location

The proposed location of the pipeline within the limits of deviation, shown as a dashed blue line on the map. This represents Esso's current assumptions on the location of the replacement pipeline, but if granted development consent, it could be anywhere within the limits of deviation. This flexibility is required in case of any unforeseen ground conditions and local features.





Design refinements consultation – January/February 2019

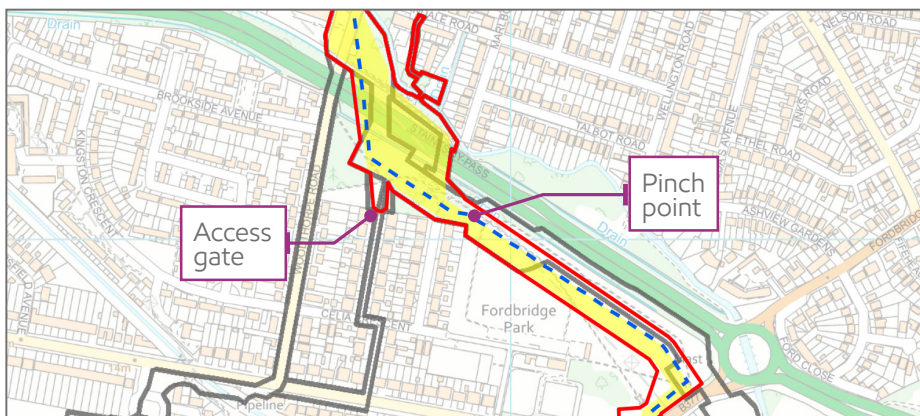
Several responses from the preferred route consultation suggested an alternative route along Ashford Road, in place of the two sub-options. This is the refined route that we consulted on between 21 January and 19 February 2019.

The trenchless crossing from Fordbridge Park under the Staines Bypass, River Ash and Woodthorpe Road was retained within our refined order limits. We also retained the existing access gate into Fordbridge Park on the north western end of Celia Crescent. The order limits do not include Celia Crescent itself as it is a public highway, and so we can only use it for vehicle access. We would not be able to install the replacement pipeline within the road.

The proposed use for the gate would only be for access to the north west corner of Fordbridge Park, which we would use as a working area for a trenchless crossing. This would enable us to install the pipeline underneath the Staines Bypass, River Ash and Woodthorpe Road and would avoid the need to disrupt traffic on either of those roads, or impact the flow of the river.

Our intention would be to transport the drill rig and equipment needed for the trenchless crossing in and out of Fordbridge Park through the gate on Celia Crescent, which would only be two sets of equipment movements (once in, and once out of the park). These vehicles would be a similar size to a refuse lorry or large removal van.

The park gate on Celia Crescent is currently used for maintenance access into the park.



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Map from design refinements consultation

- We would use the gate at the north western end of Celia Crescent to access Fordbridge Park
- It would not be a depot, but a working area for the trenchless crossing of the Staines Bypass, River Ash and Woodthorpe Road in the north west corner of the park
- We are not installing the replacement pipeline along Celia Crescent

Access to Fordbridge Park via Celia Crescent

Why we are not using other access points to the working area for the trenchless crossing, such as the gate on Kingston Road (B377)

The main reasons that we are retaining access rights through the gate into Fordbridge Park from Celia Crescent are:

- East of the gate there is a pinch point within the park that would require significant tree removal to enable us to access the western end of the park from the eastern end, adjacent to the A308 roundabout.
- We wish to reduce the amount of time areas of the park are fenced off by the project.

Reducing tree loss at the pinch point. This area can be seen on the map overleaf where the limits of deviation narrow to fit between the end property on the north eastern end of the Crescent, mature trees and the electricity pylon located within the park. While we are committed to using narrower working areas to reduce the impacts on trees in Fordbridge Park, if we were to access the working area for the trenchless crossing via the main park area, we would need to remove more trees.

Reducing impact on the park. There is a National Policy Statement (created by the government to provide a framework for large infrastructure projects such as this one), which directs us to minimise the temporary loss of open space, such as park land. As lots of people use Fordbridge Park, it is important that we reduce the amount of space we use and the time we use it for. Trenchless installation typically takes longer than open-cut installation. If we were to access the working area in the north west corner of Fordbridge Park via the main park area, we would need to maintain vehicle access and fence off an access road through the park for the entire duration of the trenchless installation.

Reducing disturbance to residents of Celia Crescent

We are aware that Celia Crescent is a narrow, residential road and would plan to keep heavy vehicle movements to a minimum. We believe this is the most appropriate way to install in this area and have carefully considered the balance between reducing the impact on Celia Crescent and keeping the installation time and impacts to a minimum within Fordbridge Park.

Our proposal is to drill from the north west corner of Fordbridge Park, under the Staines Bypass, River Ash and Woodthorpe Road, coming out the other side at a recreational area to the west of Woodthorpe Road.

We would transport the drill rig and equipment needed for the trenchless crossing in and out of Fordbridge Park through the gate on Celia Crescent. This would only be two sets of equipment movements (once in, and once out of the park). These vehicles would be a similar size to a refuse lorry used by the local council or a large removal van.

The sections of pipeline would be laid out in the area next to Woodthorpe Road and pulled back through the drill to Fordbridge Park. This means we do not anticipate needing to transport long lengths of pipeline through the access point at the end of Celia Crescent.

We need to use Celia Crescent for access to:

- Avoid the need to remove trees within Fordbridge Park
- Reduce the amount of time we are working in the park
- Reduce the space that we need to fence off within the park

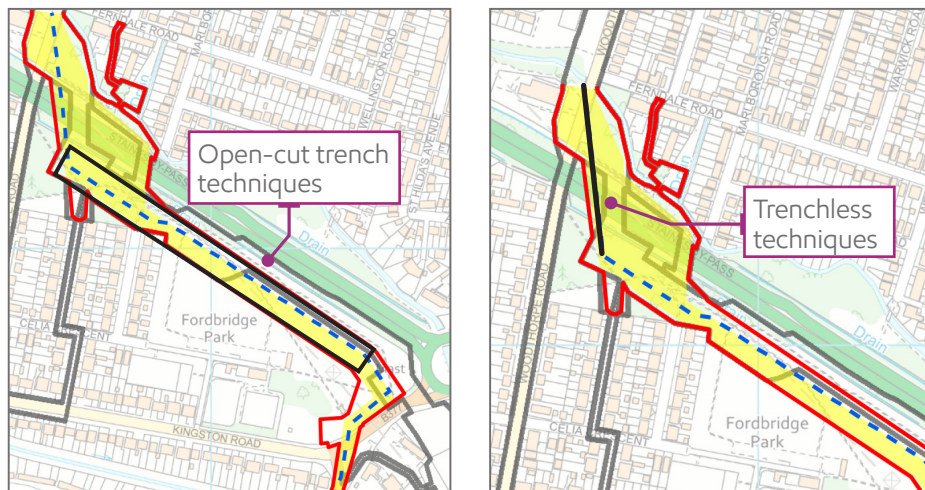
- There would only be two sets of equipment movements – once in and once out of the park
- Vehicles carrying equipment would be a similar size to refuse lorries used by the council or large removal vans
- Day to day, we would only use the gate for small vehicles such as vans

Aside from this, we would aim to use the gate only for small vehicles such as vans to avoid the need to travel through the park itself at the start and end of each working day.

In summary, we would only use Celia Crescent as a road for vehicles to drive on to reach the existing access into the park. We will not be installing the pipeline within Celia Crescent itself, nor would we be storing any equipment in the Crescent.

Installation within Fordbridge Park

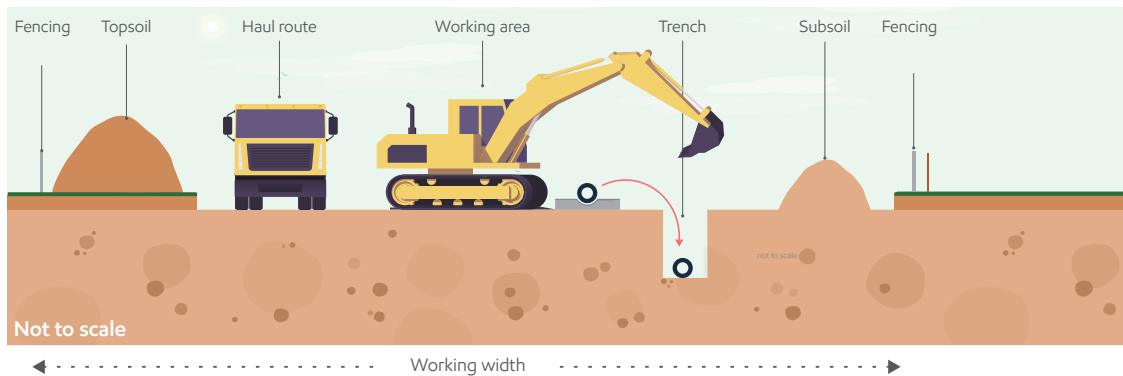
The installation of the replacement pipeline within Fordbridge Park would take place in two parts:



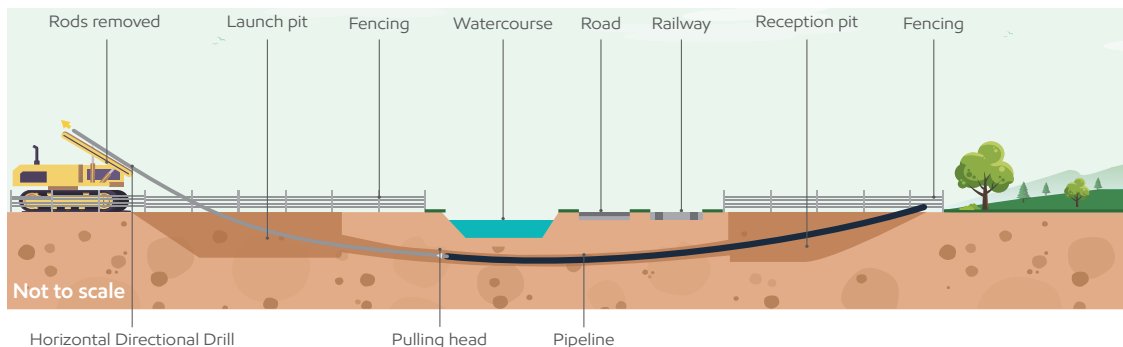
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i You can find out more about our installation techniques at: www.slpproject.co.uk/installation-techniques/

1. Open-cut trench techniques through the main area of the park.



2. Trenchless techniques to cross the Staines Bypass, River Ash and Woodthorpe Road.



Within the park, both the working area for open-cut and trenchless techniques would be securely fenced off within the order limits. Within these areas, there would be room for any parking needed for vans and for mobile welfare units, which include toilet facilities.





Appendix 7.9 Information sheet – Cove Road and Nash Close



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Route development: Cove Road and Nash Close

In December 2017 we announced 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.

Last year we completed two public consultations about our proposals to replace the existing aviation fuel pipeline. Earlier this year, we completed a third public consultation where we asked for your views on the design refinements along our preferred route and the locations of six temporary logistics hubs to support the installation of the replacement pipeline.

Since launching the project, we have spoken with Hampshire County Council, Hampshire Highways Authority, Rushmoor Borough Council and local groups, and have listened to the feedback from our consultations. This has helped us select our final route that we will submit for development consent in late spring 2019.

This note provides details on the evolution of our proposals in the Cove area.

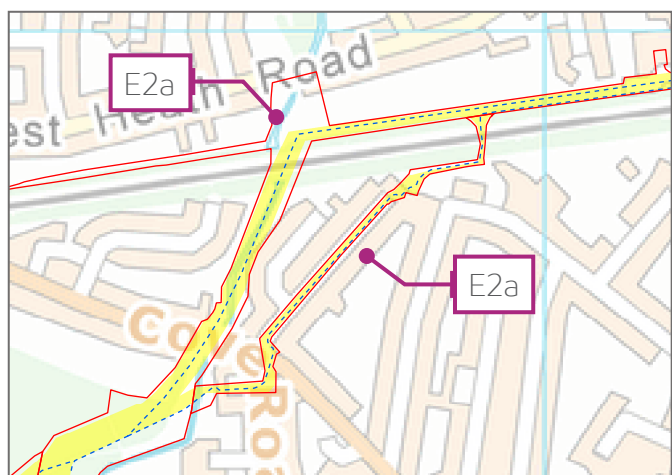
The existing pipeline – Does it affect you?

Our existing pipeline has been in operation since 1972. It was installed using an open-cut trench technique running parallel to Cove Brook to the northern side of the railway line. You can see Esso markers for this pipeline close to the bridge over Cove Brook on Cove Road. Once installed, the replacement pipeline will also be underground and will go unnoticed by most people. We safely operate more than 700km (435 miles) of pipelines in the UK and we value our long-term relationships with people and communities who have our existing pipelines in their areas. In our experience as a pipeline operator, which includes pipelines in urban areas, impact on the sale of a property has not been raised as a concern to us.

Preferred route consultation – September/October 2018

In autumn 2018, we consulted on two sub-options in this area.

Sub-option E2a was a long trenchless crossing under Cove Road, Cove Brook and the South Western Main railway line. This route would have closely followed the route of the existing pipeline.



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)



We had planned to use a trenchless technique to install the pipeline underneath the existing one. A trenchless technique was proposed as there was not enough space between Cove Brook and residential properties for us to safely install the replacement pipeline using open-cut trench techniques and avoid impacting Cove Brook.

However, following consultation and further technical work, this sub-option was deselected because the length and location of the trenchless crossing would not be technically possible to install, primarily due to the ground conditions underneath Cove Brook.

Sub-option E2b followed a route through Highfield Path, using the pedestrian underpass to cross the South Western Main railway line. Following consultation, this sub-option was also deselected because:

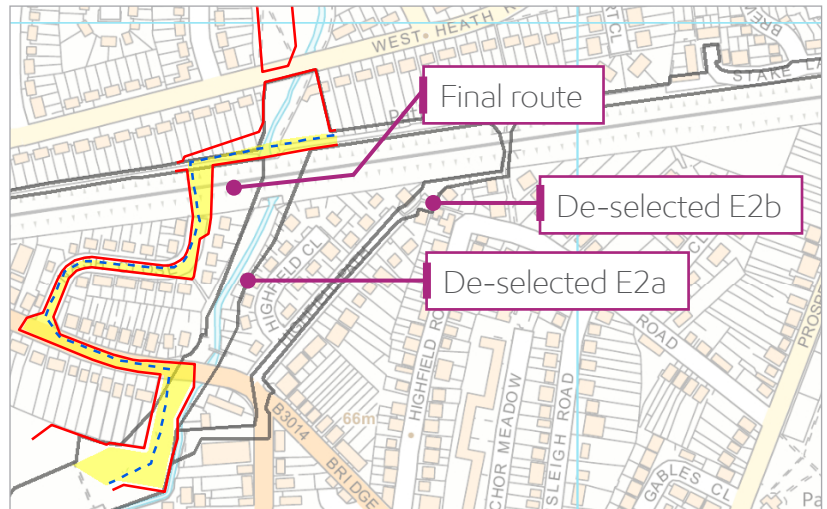
- It required installation along narrow residential roads and would have involved the removal of garages.
- Cranes would have been required to move equipment to the working area between homes and the railway.
- A well-used local footpath and pedestrian railway underpass would have been closed for a long period of time.

Design refinements consultation – January/February 2019

Following the preferred route consultation, the project looked for an alternative route in this area.

Crossing the railway is very challenging, as it is important not to affect the area underneath the railway tracks during installation. Further technical work identified the best place to cross the railway was from the end of Nash Close. The project 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 passes through Cove Brook Park before turning left along Cove Road and then turning right into Nash Close, as shown in the map. We consulted on this alternative route in January/February 2019 and, having listened to the feedback from our consultations, have selected this route. This now forms part of our final route for the replacement pipeline.



To reduce further disruption to the area, we would use the temporary logistics hub at Hartland Park Village for installation teams to park their cars away from the route. We would also use a small fenced compound, off West Heath Road for parking and equipment storage to reduce further traffic disruption in this area.

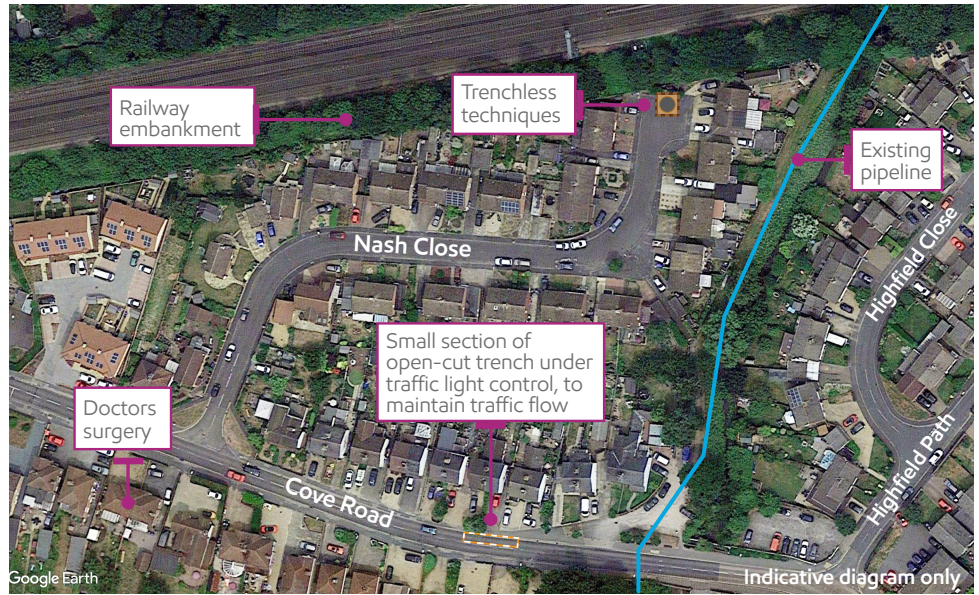
If you have any further questions on the next phases of the project, please do not hesitate to contact us.

What does this mean for you?

We understand it will impact local road users and residents in Cove Road and Nash Close, although this would only be for a short period during installation. We will use open-cut trenches along Cove Road and Nash Close (points A to B in the diagram below).

We expect to install along Nash Close in around six weeks, which would be similar to the amount of time as we would take on Cove Road.

- **Traffic** – As Cove Road is well-used, we would use traffic management to close one lane of traffic (not the whole road). However, this would be subject to the existing services within the road and Hampshire Highways Authority’s approval. We are working closely with Hampshire Highways to agree the best strategy to reduce the impacts on traffic.



- **Access** - Where we would be crossing property access points we would work with residents to maintain pedestrian and emergency vehicle access during installation, providing safe crossing points as necessary. However, there may be times when vehicular access is temporarily disrupted.
- **Road layout** - We intend to use a rolling form of street works where we work our way along in small sections (roughly 25m at a time), reinstating the road surface behind us so the trench would not be open along the entire length of the road. This means we would only cross an access for a short space of time.

We will then use a trenchless technique at the end of Nash Close to cross underneath the railway line.

We would launch the drill from the northern side of the railway towards Nash Close. The area at the end of Nash Close would be used as the reception pit. This would limit disturbance to residents on Nash Close for the trenchless crossing. However, we will be working at the end of the Close for several months to safely complete installation under the railway.

Trenchless Technique

The most common types of vehicle you will see would be grab lorries and transit vans. These would appear daily for the delivery and removal of materials, staying for a couple of hours at a time. We would fence off the reception pit in Nash Close to ensure that the area is safe.

We may install under the railway at a different time to the open cut along Nash Close. This is because different machinery and teams with different skills are required. This means you may see a break in activity, as installation takes place at different times.

Our project team is on hand to talk to you, now and in the future

IF YOU'RE INTERESTED IN THE PROJECT

📞 07925 068 905

✉️ info@slpproject.co.uk

🌐 **Sign up for our project newsletter at www.slpproject.co.uk**





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Appendix 7.10 Information sheet – Red Road and Turf Hill



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Red Road and Turf Hill

Development of the route – Sub-options F1a, F1b and F1c

We have been working on our proposals for the Southampton to London Pipeline, which will replace our existing underground aviation fuel pipeline. Since launching the project in 2017 we have met with Surrey County Council, Surrey Heath District Council, Surrey Highways and Natural England, and have listened to the feedback from three public consultations. These meetings and feedback from the consultations have helped us understand the local area and have informed the final route selection.

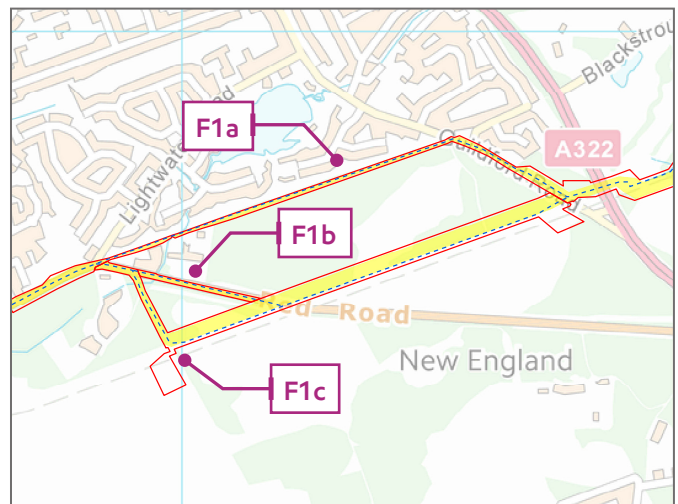
Preferred route consultation

In September/October 2018, we consulted on sub-options F1a, F1b, F1c in this area.

- F1a crossed Red Road (B311) at the junction with Lightwater Road, and followed an existing track to Guildford Road
- F1b followed Red Road and re-joined the existing pipeline route to follow it to Guildford Road
- F1c followed an existing track to re-join the existing pipeline route and follow it to Guildford Road

Consultation responses raised concerns that:

- F1a would lead to the removal of trees
- F1a followed a well-used footpath that, at the westerly end near Red Road, is very narrow
- F1b used Red Road, which is very busy and would likely have significant traffic impacts
- F1c would affect sensitive wet heathland habitats and protected species including reptiles and amphibians
- F1c would go through a Biodiversity Opportunity Area where habitats can be created
- F1c would have less visual impact on local residents and from Red Road
- All options would impact Public Rights of Way in Turf Hill Park



Selecting a route in this area

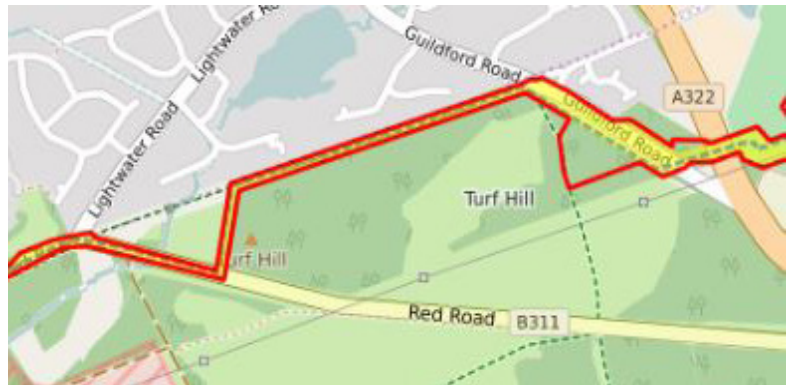
Selecting a single sub-option in this area was challenging as we had to take into account that Turf Hill Park is part of the Colony Bog and Bagshot Heath Site of Special Scientific Importance, and the internationally protected Thames Basin Heath Special Protection Area. It is protected due to its important wet heathland habitat, which is used by ground nesting birds in summer. We also considered the residential, community and road-related impacts.

We had also continued our environmental impact assessments during the consultation period and found sand lizards along the F1b and F1c sub-options. Sand lizards are a European protected species.

The combination of hibernating sand lizards and ground nesting birds (both protected species) along F1b and F1c were a critical consideration for route selection.



As a result of consultation feedback and this technical information we merged sub-options F1a and F1b. This was to reduce the impact on the most sensitive and protected environmental features and animals that live in Turf Hill Park. This also allowed us to avoid the narrowest part of the public footpath at the western end of sub-option F1a.



Having developed the final route in this area, we were keenly aware that we could not avoid all the established trees and traffic disruption along Red Road. To reduce these impacts, we have:

- Made sure the outer limits for the project are wholly within Turf Hill Park and do not use any land from residential properties bordering the park
- Committed to narrow working in this area and hope to install the pipeline along the existing footpath to reduce the impact on trees
- Where practicable we will reinstate the land to its former state

Announcing the final route in this area

As part of the Design Refinements Consultation in January 2019 we released the outcome of our sub-option selection and wrote to all affected landowners to confirm if they were on a selected or deselected sub-option. The selection was also published in the Design Refinements Consultation Booklet, on our website and in our e-newsletter that people have signed up to on our website.

Once we completed the Design Refinements Consultation and selected our final 97km route, we sent a booklet to all properties within 50m of the outer limits of the project. We also updated our website and sent an e-newsletter to subscribers.

Next steps – submitting our application for development consent

Our team is now working to prepare documents to support our planning application for a special type of planning approval, called a Development Consent Order. This is the type of approval required by projects that are classed as Nationally Significant Infrastructure Projects (such as this), and the final decision is taken by the Secretary of State for Business, Energy and Industrial Strategy. We aim to submit our application in late spring of this year.

Although the final pipeline route has been selected, we encourage anyone with questions on the next phases of the project to get in touch with us. We will continue to monitor the project email address and phone line throughout the Development Consent Order process, so we can respond to your enquiries. We will also continue to keep you updated on the project via the website and e-newsletter.

Managing impacts

- We will use narrow working, between 5-10m wide, to reduce the number of trees we need to remove
- We will use established working practices to reduce impacts to tree roots and impacts on neighbouring woodland
- We will agree traffic management plans with Surrey County Council
- We will only have sections of Red Road under traffic light control at any time to maintain traffic flow

Contact us

info@slpproject.co.uk

07925 068 905

www.slpproject.co.uk

