

Southampton to London Pipeline Project

Deadline 4

Responses to ExA's Further Written Questions -
Queen Elizabeth Country Park (QE)

Application Document: 8.42

Planning Inspectorate Reference Number: EN070005

Revision No. 1.0

January 2020



Southampton to London Pipeline Project
Response to the Examining Authority's Further Written Questions – Queen Elizabeth Country Park (QE)



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1 Response to the Examining Authority's Further Written Questions – Queen Elizabeth Country Park (QE)

Table 1.1: Applicant response to Question

ExQ2	Question:	Applicant response to Question:
QE.2.1	At the ISH held on Tuesday 3 December 2019 [EV-009a] and [EV-009b], the Applicant confirmed that the NWW for Queen Elizabeth Country Park would be 15m. However, and on further examination, the Applicant confirmed in [REP3-020] that the 15m width would comprise a 10m working width for the proposed pipeline route itself, and a further 5m for the	<p>1.1 The Applicant published an information sheet 08 October 2019 outlining its intention on installing though Queen Elizabeth Park. This included clearly setting out how the 15m narrow working area would be split-in-two for the two distinct installation activities (10m Open Cut and 5m stringing). It has clearly stated that this work would be unlikely to take place at the same time, thus the working area (of 10m or 5m) would not practically 'spread over the entire 36m width of the Order Limits'. Access would be available to all areas of the park not within active working areas.</p> <p>1.2 In response to (i), the Applicant intends for the Open Cut route to follow the southern boundary of the limits of deviation in a 10m wide reduced working width incorporating the existing cycle/pedestrian path. This alignment is to mitigate impacts and encroachment within the park as discussed with Rushmoor BC on the site visits in November 2018 and October 2019. When using a horizontal directional drilling (HDD) technique, the HDD pipe string needs to be welded to its correct length (the full length of the proposed HDD) and laid out on rollers in as straight a line as possible matching the alignment of the below ground section of the HDD. This is to allow it to be pulled back into the HDD bore. There can be some bending incorporated in the pipe string – the Applicant has calculated that a bending radius of approximately 400m can be achieved given the diameter and thickness of the steel pipe.</p> <p>1.3 It would not be possible for the stringing area to lie adjacent to the Open Cut alignment as the acute bends could not be achieved. Equally, if the Open Cut section was moved to be adjacent to the stringing area this would result in a need to remove an excessive number of trees.</p> <p>1.4 The reasons for the alignment choice are that it allows the installation of the Open Cut section of the pipe with minimal loss of trees and the stringing of the pipe with no further loss of trees.</p>



ExQ2	Question:	Applicant response to Question:		
	<p>stringing out area for trenchless crossing TCO018. The Applicant further confirmed that the 5m route would not necessarily run adjacent to the 10m working width of the proposed pipeline, and as such it is feasible that the NWW could in fact spread over the entire 36m width of the Order limits and be constructed at a different time. This is illustrated in Figure 1.2 in [REP3-013] and general work plans Sheets 34, 35,105 and 106 [AS-009].</p>	<p>1.5 In response to (ii), the Applicant can confirm that the Environmental Impact Assessment assessed the loss of all the trees within the Order Limits on a precautionary approach but made reference to the stringing area for trenchless crossing TC018 as requiring limited vegetation removal in commitment G175. The current intended stringing alignment requires no tree removal but some vegetation removal, principally rhododendron. Volume 6 Environmental Statement (Volume B), Chapter 10: Landscape and Visual 10.4.7 (Application Document APP-050).</p> <table border="1" data-bbox="734 608 2072 815"> <tr> <td data-bbox="734 608 846 815">G175</td> <td data-bbox="846 608 2072 815">For trenchless crossings TC001 to TC015, TC019, TC021 to TC028, TC030 to TC040, vegetation would be retained except where emergency access is required to trenchless equipment or ecological works have been proposed. At TC029 vegetation would be retained to the east of Hardwick Lane but not to the west side due to the requirement for access. At TC016, TC017 and TC018, there would be limited removal of vegetation along the alignment of the existing pathway to allow for pipe stringing.</td> </tr> </table>	G175	For trenchless crossings TC001 to TC015, TC019, TC021 to TC028, TC030 to TC040, vegetation would be retained except where emergency access is required to trenchless equipment or ecological works have been proposed. At TC029 vegetation would be retained to the east of Hardwick Lane but not to the west side due to the requirement for access. At TC016, TC017 and TC018, there would be limited removal of vegetation along the alignment of the existing pathway to allow for pipe stringing.
G175	For trenchless crossings TC001 to TC015, TC019, TC021 to TC028, TC030 to TC040, vegetation would be retained except where emergency access is required to trenchless equipment or ecological works have been proposed. At TC029 vegetation would be retained to the east of Hardwick Lane but not to the west side due to the requirement for access. At TC016, TC017 and TC018, there would be limited removal of vegetation along the alignment of the existing pathway to allow for pipe stringing.			




ExQ2	Question:	Applicant response to Question:
	<p>i) Justify the reason for not including the stringing out area adjacent to the 10m NWW, and the reasons for the proposed route as depicted in Figure 1.2 within [REP3-013].</p> <p>ii) Signpost in the Application where an assessment of the effects of the stringing out area has been undertaken and assessed.</p>	
<p>QE.2.2</p>	<p>At the ISH held on Tuesday 3 December 2019 [EV-009a and EV-009b], the Neighbours and Users of Queen</p>	<p>1.1 The Applicant can confirm that it is technically feasible to HDD beneath QEP, but doing so would, in the Applicant's view, transfer effects versus the Open Cut in QEP. As outlined in the detail covered below, considerations include:</p> <ul style="list-style-type: none"> • greater level of engineering risk and uncertainty; • larger land footprint;

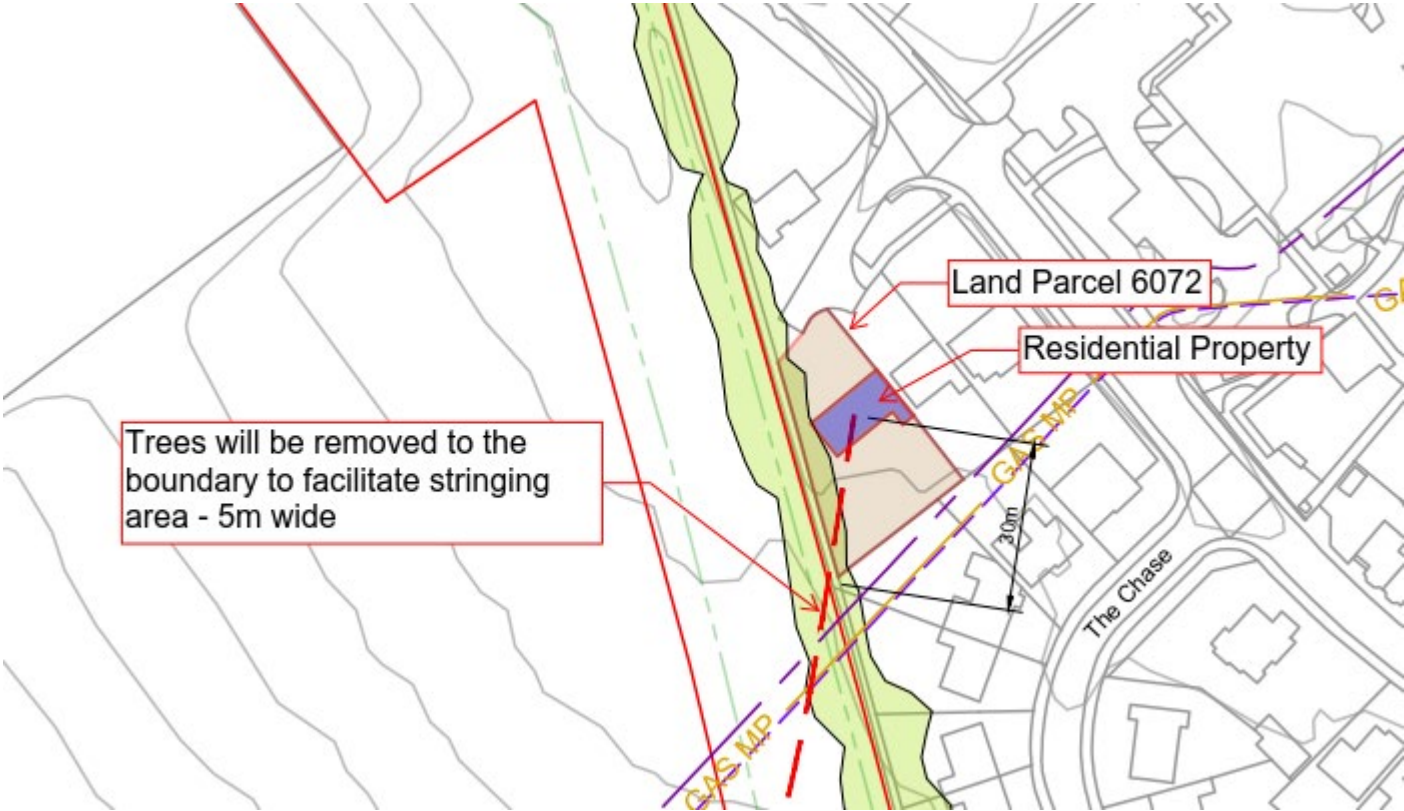


ExQ2	Question:	Applicant response to Question:
	<p>Elizabeth Park (NUQEP) gave their view that it would be possible to install the proposed pipeline at Queen Elizabeth Country Park using trenchless techniques. It was said that by undertaking this as a separate project, as opposed to an extension of TCO018, it would be possible to string out those sections of the pipeline in the school grounds of Farnborough Hill School. The Applicant confirmed that in theory, this was possible. The</p>	<ul style="list-style-type: none"> • works at Farnborough Hill School during term-time, or that would be much longer if term-time were avoided; • encroachment on a residential property near the school; and • loss of at least one tree which outweighs the effects of Open Cut, particularly now that it has been confirmed that the tree loss from Open Cut in QEP has been minimised. <p>1.2 Further details on the feasibility of a trenchless crossing are set out below. In assessing this proposal, the Applicant has determined that it is necessary to increase the scale of the area at the northern end of the potential stringing out area, focusing on the area around Woodstock and at the southern end in relation to the reception pit.</p> <p>1.3 The Applicant can confirm that, in order to accommodate the final 30m of the pipe stringing through the school ground, it would encroach into land parcel 6072: a residential house and garden (see illustrations below). In order for the proposed string to be laid, a 5m wide break would need to be made diagonally through the boundary vegetation and trees on the boundary between land parcel 6072 and Farnborough Hill School. Note: impacts to these boundary trees which lie within the Conservation Area have been avoided with the Applicant's design of the project following discussions with Farnborough Hill School.</p>



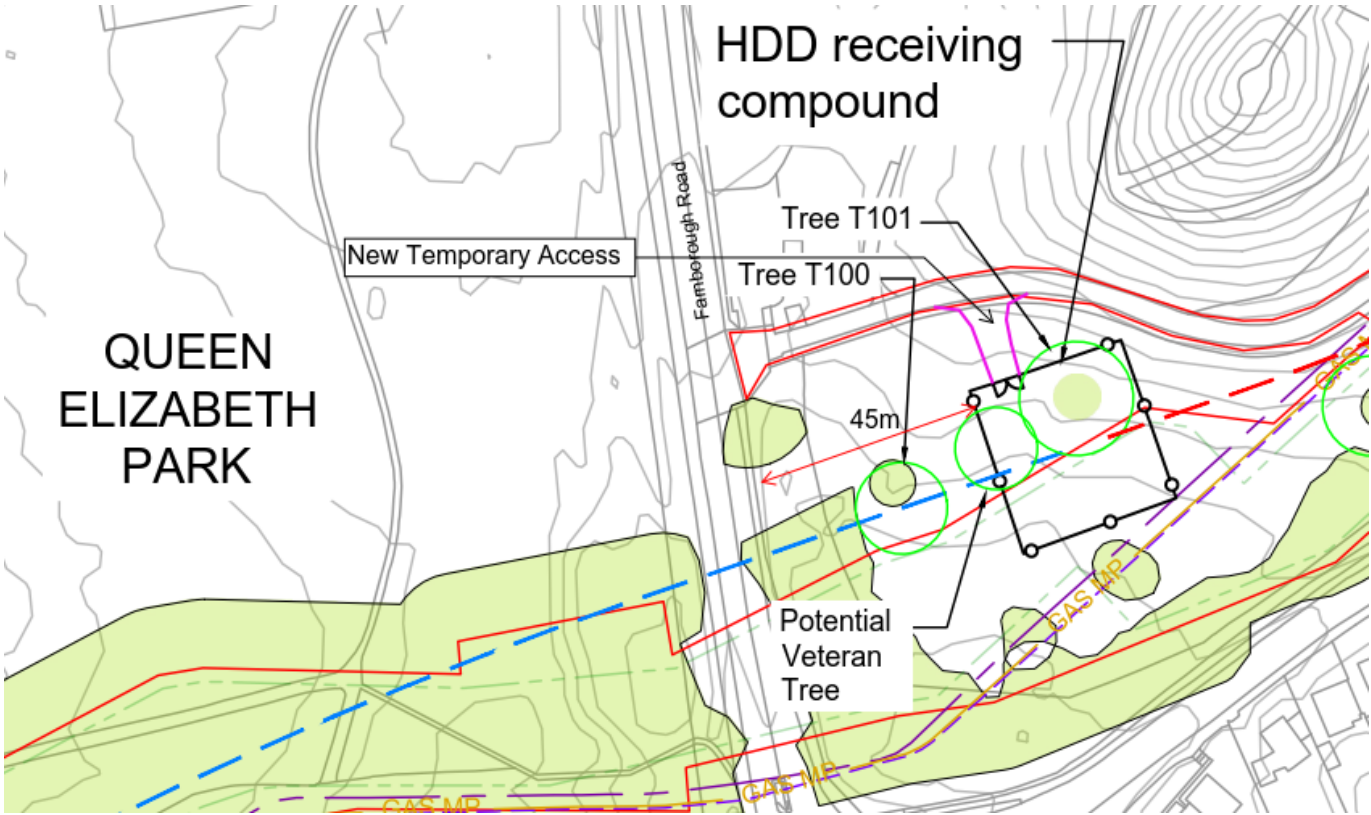
ExQ2	Question:	Applicant response to Question:
	<p>NUQEP subsequently submitted such a proposal at D3 [REP3-059] and a specific trenchless proposal was submitted in REP3-067.</p> <p>However, in the response to Action Point 15 [REP3-013], the Applicant considers that in fact undertaking a trenchless crossing would not be feasible, citing principally issues concerning the use of Farnborough Hill School for stringing out operations. As pointed out by the NUQEP in its D3</p>	<p>Illustration 1: HDD from play area in QEP to Farnborough School</p> 



ExQ2	Question:	Applicant response to Question:
	<p>response [REP3-059], the response given by the Applicant appears to differ from a previous response given at 1.3 of the response to ExA WQ QE.1.5[PD-008] at D2 [REP2-048], in which it was cited that the trenchless techniques would have no greater benefit than open trenching.</p> <p>The sketches provided in the response to Action Point 15 would however seem to indicate it may be possible at least with option 1 utilising the maximum radius</p>	<p>Illustration 2: Enlarged image of HDD from play area in QEP to Farnborough School</p>  <p>1.4 The proposed stringing out of the pipe through the school outfield would not be able to follow the line of the Open Cut which hugs the school boundary. This is due to the maximum radius of curvature of</p>



ExQ2	Question:	Applicant response to Question:
	<p>of curvature of 400m that with some modification to the receptor pit location that the whole stringing out length required could be accommodated within the Farnborough School site or potentially utilising the end of Woodstocks off Ship Lane for the end of the stringing section.</p> <p>Provide a more detailed feasibility assessment of the potential for stringing out to be undertaken in Farnborough School.</p>	<p>400m that the string is able to achieve. The works to the Open Cut and the stringing would all have to take place at the same time, as the project has committed to undertake the works within the school grounds only outside of term times. This would result in two separate work fronts and a larger working footprint being needed. This would impact on the availability of the area for the school to undertake its out-of-term-time activities. As identified in Action Point 15 (REP3-013), HDD does introduce additional risk from engineering risk and uncertainty, which would make it harder to meet the commitment to only work in out-of-term-time.</p> <p>1.5 In response to the comment regarding realigning the reception pit, the Applicant has endeavoured to show the impact that a reception pit in this area would have on the local trees in the sketch below. There is limited open space in the southeast corner of the school grounds, and any reorientation has the potential to require further trees to be removed. In the area where the reception pit would be located, there are a number of complications and obstructions which the Applicant has to take account of: there are trees within the Conservation Area (two are recorded as veteran trees), the existing fuel lines and the school's access road. The assumed location is derived from the following limitations listed below:</p> <ul style="list-style-type: none"> • Addressing the trees in the first instance, Tree T101 would have to be removed, along with the veteran tree. Tree T100 should be able to be retained but may require some lopping or trimming. • The existing fuel lines can be avoided if the reception pit remains as shown on the sketch below. There is limited potential to expand this worksite due to the proximity of the existing lines without additional protection being installed. • A new access would need to be installed off the existing school entrance road to afford direct access into the reception pit area. • The location of the reception pit would dictate how long the stringing out length of the pipe needs to be. Therefore, the closer the reception pit could be located to the A325, the shorter the length of string in the school fields. However, the reception pit cannot be moved any closer to the A325

ExQ2	Question:	Applicant response to Question:
		<p>– 45m at present – due to the depth and the bending radius that the pipe needs to be for the pipe to be routed beneath the A325.</p> 



ExQ2	Question:	Applicant response to Question:
		1.6 While a trenchless crossing of Queen Elizabeth Park is physically possible, the Applicant maintains that its adverse impacts would be greater than the current proposal for Open Cut.
QE.2.3	<p>Explain why there is need for such an enlarged drive site shown in response to Action Point 15 [REP3-013], when at Stakes Lane the drive site is contained within a much smaller footprint.</p>	1.1 HDD working areas are all based on a standard size, with the exception of Stakes Lane due to the limited footprint available between the residential properties and railway embankment, and it would require a bespoke set up for this location with restrictive methodologies being applied.
QE.2.6	<p>At the Accompanied Site Inspection held on Tuesday 26 November 2019 [EV-008], the ExA noted a raised brick structure near to the boundary with Farnborough Road with in what appeared to be</p>	<p>1.1 In response to (i), the Applicant can confirm that the brick structure is a Thames Water structure. Thames Water has confirmed that the structure houses an air valve located on its 525mm diameter pumped foul sewer rising main and is located at this location as it is a 'high' point in the system.</p> <p>1.2 In response to (ii), the Applicant can confirm that the pipeline alignment would be routed to the north of this structure, and the structure would have no bearing or impact on the Applicant's development.</p>

ExQ2	Question:	Applicant response to Question:
	<p>within the alignment of the proposed pipeline. The Applicant's representatives and IPs were unable to explain what this was.</p> <p>i) Clarify what this structure is.</p> <p>ii) Explain whether this has any bearing on the Proposed Development.</p>	



ExQ2	Question:	Applicant response to Question:
QE.2.7	<p>Figure 1.5 of the Applicant's responses to Other Parties submitted at D3 [REP3-017] indicates the proposed temporary access from Farnborough Road to the auger drill compound in Queen Elizabeth Country Park. This proposed temporary works access has been added to the dDCO [REP3-006] but is not shown on the relevant Access and Public Rights of Way or Works Plans.</p>	<p>1.1 The Applicant confirms that the proposed temporary access (Work No 8CZ) from the A325 – Farnborough Road to the auger bore area is now shown on the Work Plans and Access and Public Rights of Way Plans (See Appendix QE.2.7.1 and QE.2.7.2).</p>



ExQ2	Question:	Applicant response to Question:
	<p>Amend all relevant submission documents.</p>	
<p>QE.2.9</p>	<p>The proposal would require the temporary removal of the play area at Queen Elizabeth Country Park. The existing play area is a Neighbourhood Equipped Area for Play (NEAP).</p> <p>For the Applicant:</p> <p>Rushmoor Borough Council in its D3 response [REP3-041] suggest that the relocation of the NEAP must be secured by a legal mechanism, and the appropriate</p>	<p>1.1 Regarding the reinstatement of the existing NEAP after installation has been completed. The Applicant has provided a secured commitment within the Code of Construction Practice for full reinstatement (G94). The specific detail regarding the play equipment has clarified with Rushmoor Borough Council – that reinstatement of the existing playground would be undertaken with new equipment. The Applicant considers that this is appropriately secured.</p> <p>1.2 Regarding the commitment to seek to provide an alternative NEAP for use while the existing NEAP is out of commission (OP05). The Applicant has stated this could be provided within the Order Limits or provided in collaboration with Rushmoor Borough Council in accordance with details agreed (OP05). The Applicant has been seeking agreement with Rushmoor Borough Council to locate a temporary play area outside of the Order Limits but within Queen Elizabeth Park, believing it would be more appropriate for alternative provision to be set back from the working areas and capitalise on the potential to encourage children to connect with the woodland through play.</p> <p>1.3 The Applicant is amending the commitment to replace the word ‘seek’ with ‘will’ to avoid any doubt regarding the Applicant’s intentions.</p> <p>1.4 The Applicant met with Rushmoor Borough Council (RBC) on 15 January 2020 and presented its potential supplier for the alternative play equipment. The supplier has experience of installing play equipment in root protection areas, works with nationally known organisations and has experience installing equipment in woodland settings. The Applicant is now seeking the Council’s agreement to the principle of installing play equipment within the park before engaging its potential supplier to design and provide alternative provision.</p>

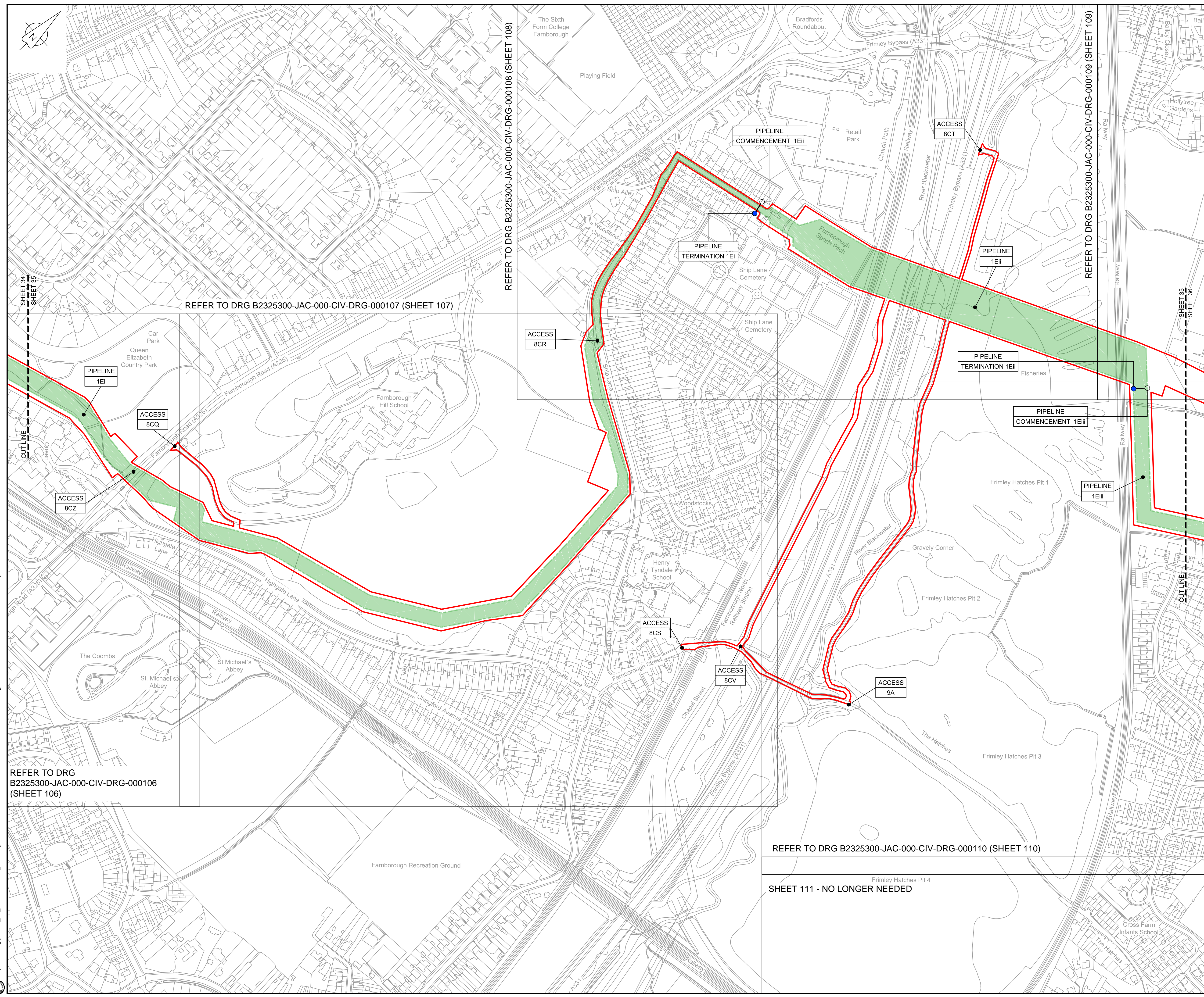


ExQ2	Question:	Applicant response to Question:
	<p>one is s106 of the TCPA1990. The reason cited by Rushmoor Borough Council is that the re-provision would need to be outside of the Order limits.</p> <p>Provide a response and advise the ExA whether the SoS should withhold the Order if they determined the re-provision of the NEAP had not been adequately secured by means of an appropriate measure.</p>	<p>1.5 The Applicant is seeking a land agreement with the Council and has offered to secure site specific details of reinstatement in this legal agreement. Given the necessity of a land agreement between both parties, and the amendment to the secured commitment, and that the tests for S106 have not been met, the application does not agree that an additional legal agreement in the form of a S106 is required.</p>



2 Appendix

Appendix QE.2.7.1: Works Plans - Addition of Queen Elizabeth Park Access (Sheet 35 & 106)



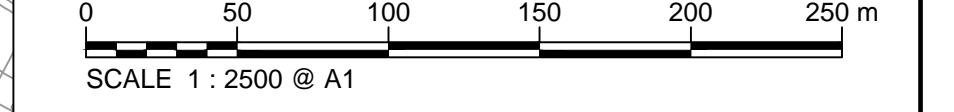
LOCATION PLAN
SCALE 1:500,000

NOTES
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LEGEND

	ORDER LIMITS
	LIMITS OF DEVIATION
	COMPOUND (CO)
	ENVIRONMENTAL MITIGATION AREA (EM)
	ABOVE GROUND INSTALLATION (AGI) / VALVE (VA) / PRESSURE TRANSDUCER (PT)
	DESCRIPTION
	ID or WORK NUMBER (if applicable)
	ACCESS TEMPORARY CONSTRUCTION ACCESS
	P-ACCESS PERMANENT ACCESS
	COMMENCEMENT / TERMINATION OF WORKS (COMMENCEMENT = OPEN, TERMINATION = CLOSED)

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C03	09/09/19	SHEETS 10, 11 AND 34 REVISED TO WITHDRAWN A25 SUB-OPTION	BT	JA	ND	NJ
C04	29/01/20	UPDATED FOLLOWING LAND OWNER DISCUSSIONS AND TO ADDRESS FWQs	BT	JA	ND	RS
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd

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Project: Southampton to London Pipeline Project

Drawing title: **WORKS PLAN SHEET 35 REGULATION 5 (2)(J)**

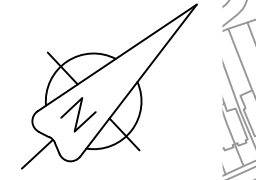
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SHEET 34
SHEET 35
CUT LINE

SHEET 35
SHEET 36
CUT LINE

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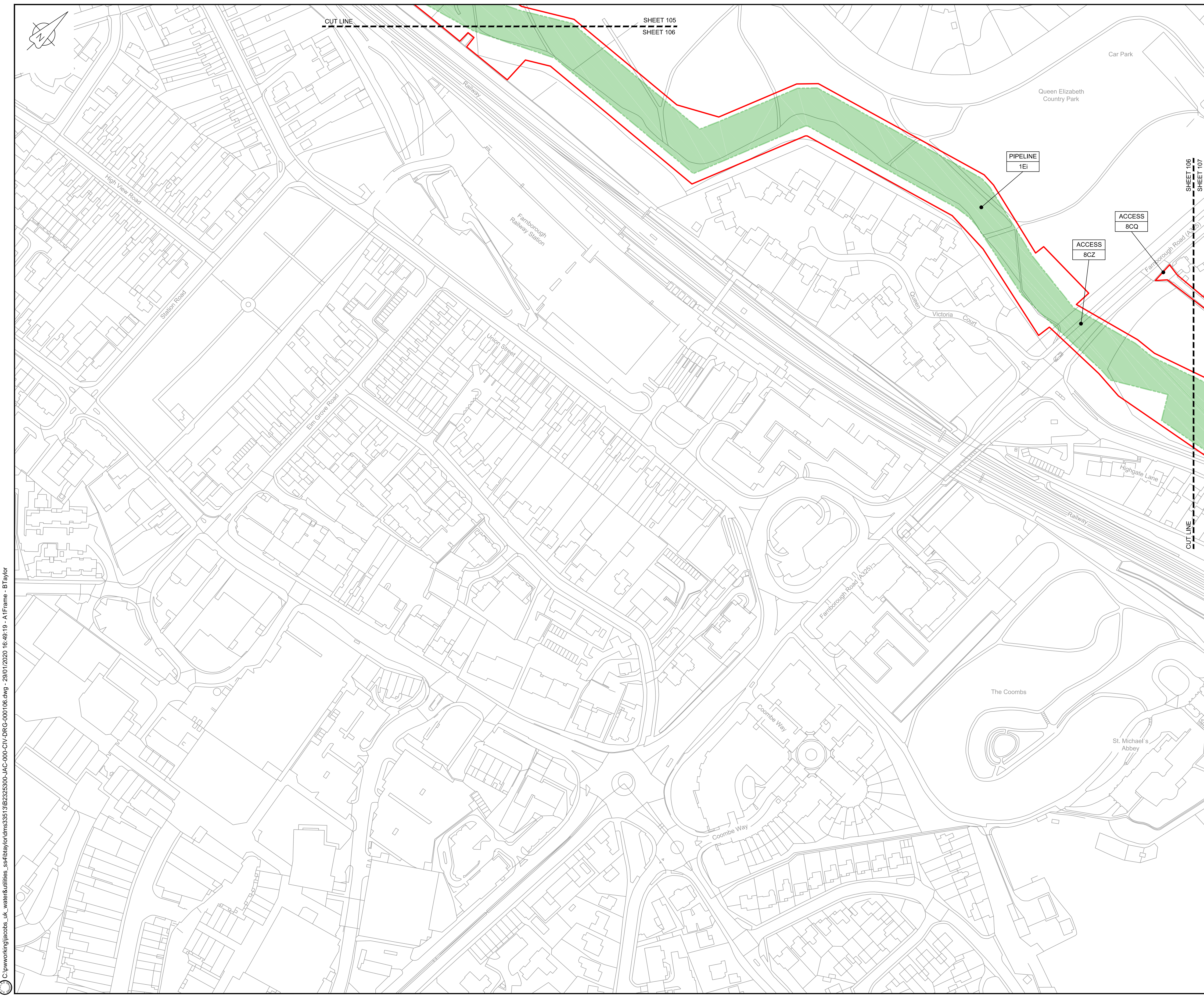
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REFER TO DRG B2325300-JAC-000-CIV-DRG-000106 (SHEET 106)

REFER TO DRG B2325300-JAC-000-CIV-DRG-000110 (SHEET 110)

SHEET 111 - NO LONGER NEEDED



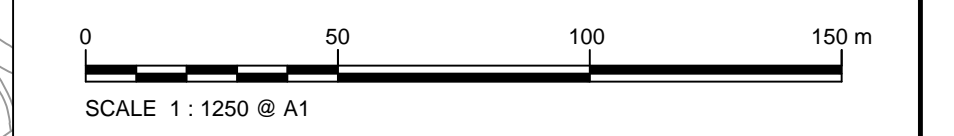
LOCATION PLAN
SCALE 1:500,000

NOTES
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Project: Southampton to London Pipeline Project

Drawing title: **WORKS PLAN
SHEET 106
REGULATION 5 (2)(J)**

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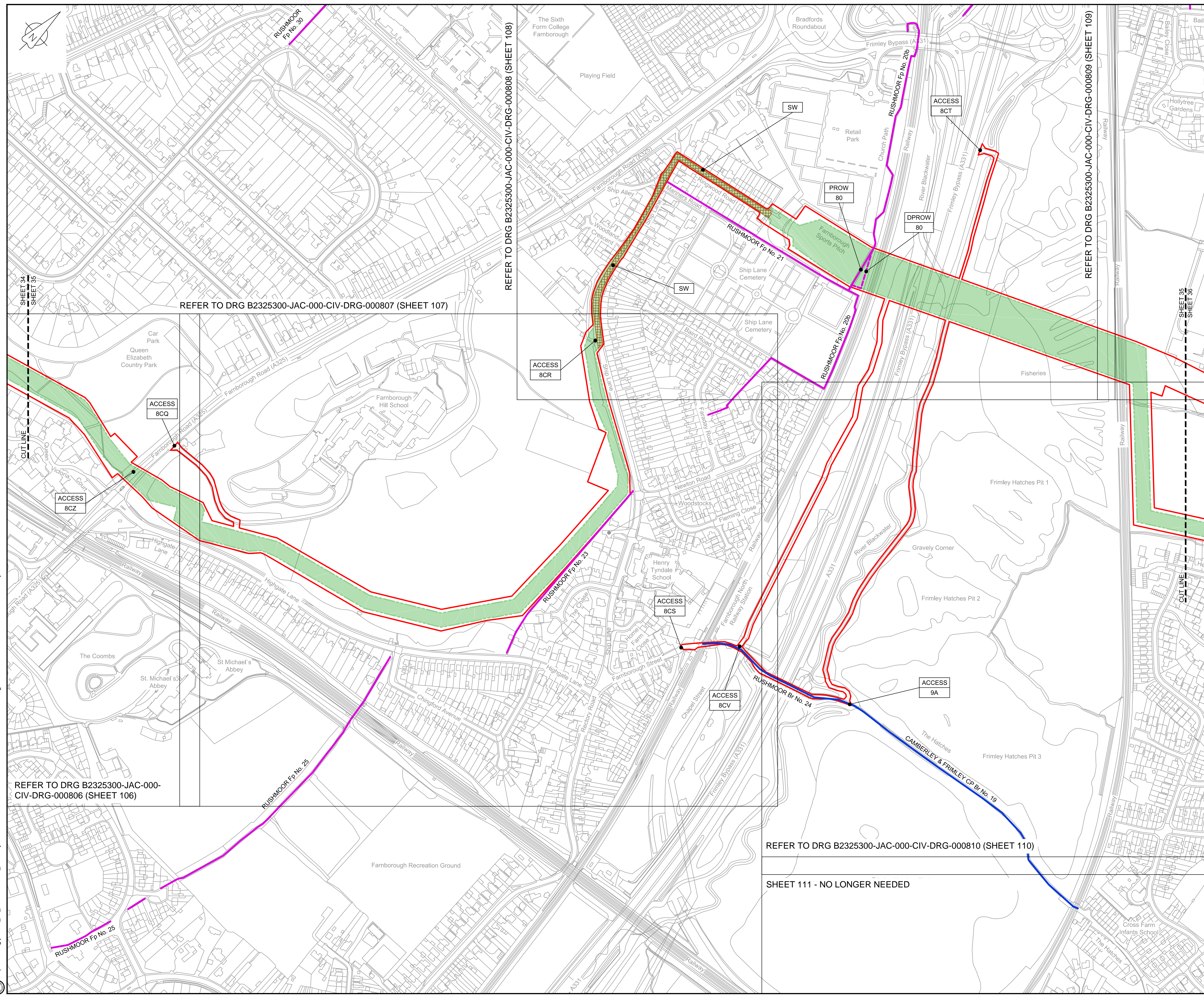
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Appendix QE.2.7.2: Access and Right of Way - Addition of Queen Elizabeth Park Access (Sheet 35 & 106)



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SCALE 1:500,000

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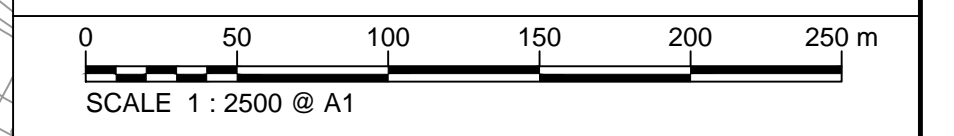
LEGEND

[Red line]	ORDER LIMITS
[Green shaded area]	LIMITS OF DEVIATION
[Hatched area]	STREET WORKS (SW)
[Blue hatched area]	ROAD/PROW TO BE STOPPED UP
[Blue line]	PROW BYWAY
[Blue dashed line]	PROW BYWAY - TEMPORARY DIVERSION
[Yellow line]	PROW RESTRICTED BYWAY
[Purple line]	PROW FOOTPATH
[Purple dashed line]	PROW FOOTPATH - TEMPORARY DIVERSION
[Blue dashed line]	PROW BRIDLEWAY
[Blue dashed line]	PROW BRIDLEWAY - TEMPORARY DIVERSION
[Black dashed line]	TEMPORARY ROAD DIVERSION

[Symbol]	DESCRIPTION
[Symbol]	ID or WORK NUMBER (if applicable)
[Symbol]	PUBLIC RIGHT OF WAY
[Symbol]	DPROW DIVERSION OF PUBLIC RIGHT OF WAY
[Symbol]	DROAD DIVERSION OF ROAD
[Symbol]	ACCESS TEMPORARY CONSTRUCTION ACCESS
[Symbol]	P-ACCESS PERMANENT ACCESS
[Symbol]	ROAD/PROW STOPPING UP POINT

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C03	29/11/20	UPDATED FOLLOWING LAND OWNER DISCUSSIONS AND TO ADDRESS FWG2s	BT	JA	ND	RS
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Project: Southampton to London Pipeline Project

Drawing title
**ACCESS & RIGHTS OF WAY PLAN
SHEET 35
REGULATION 5 (2)(K)**

Drawing status: **Fit for Stage Approval**

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SHEET 34
SHEET 35

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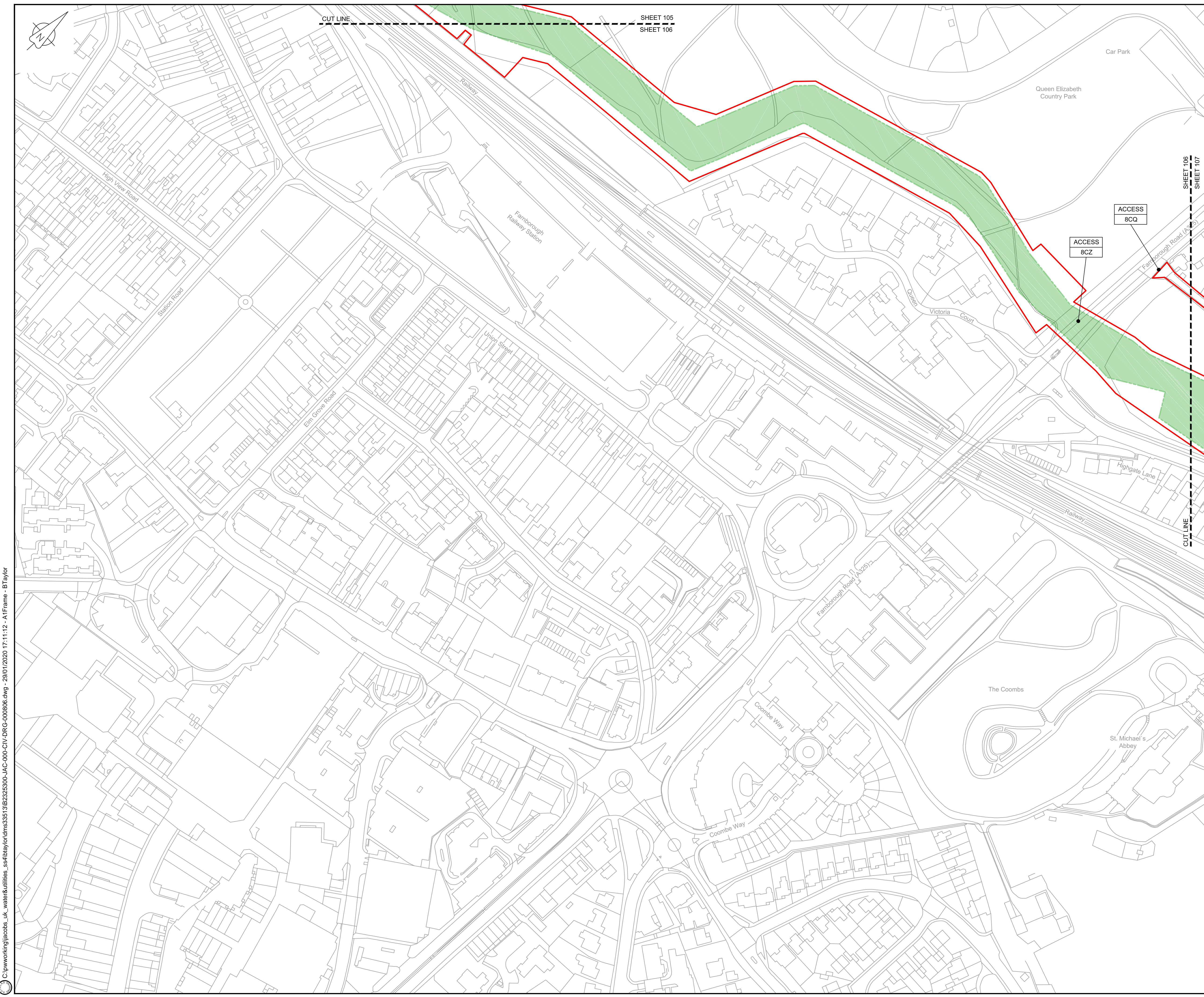
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SHEET 111 - NO LONGER NEEDED

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LOCATION PLAN
SCALE 1:500,000

NOTES
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LEGEND

	ORDER LIMITS
	LIMITS OF DEVIATION
	STREET WORKS (SW)
	ROAD/PROW TO BE STOPPED UP
	PROW BYWAY
	PROW BYWAY - TEMPORARY DIVERSION
	PROW RESTRICTED BYWAY
	PROW FOOTPATH
	PROW FOOTPATH - TEMPORARY DIVERSION
	PROW BRIDLEWAY
	PROW BRIDLEWAY - TEMPORARY DIVERSION
	TEMPORARY ROAD DIVERSION
	DESCRIPTION
	ID or WORK NUMBER (if applicable)
	PROW PUBLIC RIGHT OF WAY
	DPROW DIVERSION OF PUBLIC RIGHT OF WAY
	DROAD DIVERSION OF ROAD
	ACCESS TEMPORARY CONSTRUCTION ACCESS
	P-ACCESS PERMANENT ACCESS
	ROAD/PROW STOPPING UP POINT

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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd
C02	09/09/19	SHEETS 10, 11 AND 54 REVISED TO WITHDRAWN A29 SUB-OPTION	BT	JA	ND	NJ
C03	29/11/20	UPDATED FOLLOWING LAND OWNER DISCUSSIONS AND TO ADDRESS FWG2s	BT	JA	ND	RS

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Esso Southampton to London Pipeline Project

Drawing title
**ACCESS & RIGHTS OF WAY PLAN
SHEET 106
REGULATION 5 (2)(K)**

Drawing status: **Fit for Stage Approval**

Scale	1:1250	DO NOT SCALE
Jacobs No.	B2325300	Rev
Client no.		C03

Drawing number
B2325300-JAC-000-CIV-DRG-000806

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