

Southampton to London Pipeline Project

Deadline 5

Signed SoCG with Hart District Council

Application Document: 8.4.24

Planning Inspectorate Reference Number: EN070005

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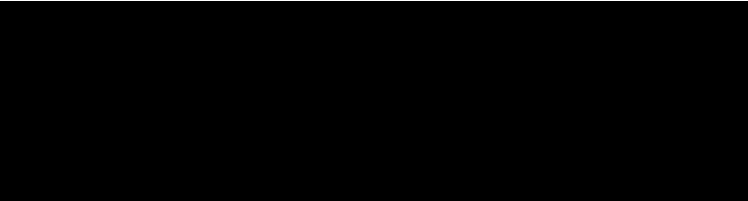
Southampton to London Pipeline Project

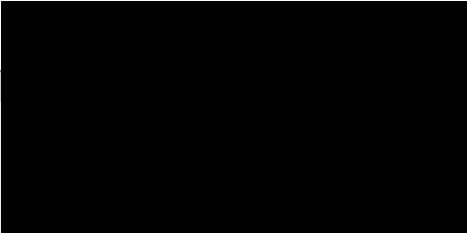
Statement of Common Ground Between: Esso Petroleum Company, Limited and Hart District Council

Date: February 2020

Application Document Reference: B2325300-JAC-000-COE-REP-000274



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Date	11th February 2020



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1. Introduction

1.1 Purpose of Document

- 1.1.1 A Statement of Common Ground (SoCG) is a written statement produced as part of the Application process for a Development Consent Order (DCO) and is prepared jointly between the applicant for a DCO and another party. It sets out matters of agreement between both parties, as well as matters where there is not an agreement. It also details matters that are under discussion.
- 1.1.2 The aim of a SoCG is to help the Examining Authority manage the Examination Phase of a DCO application. Understanding the status of the matters at hand will allow the Examining Authority to focus their questioning and provide greater predictability for all participants in examination. A SoCG may be submitted prior to the start of or during Examination, and then updated as necessary or as requested during the Examination Phase.

1.2 Description of the Project

- 1.2.1 Esso Petroleum Company, Limited (Esso) launched its Southampton to London Pipeline Project in December 2017. The project proposes to replace 90km of its 105km aviation fuel pipeline that runs from the Fawley Refinery near Southampton, to the West London Terminal storage facility in Hounslow. In spring 2018, Esso held a non-statutory consultation which helped it to select the preferred corridor for the replacement pipeline. In autumn 2018, it held a statutory consultation on the preferred route for the replacement pipeline. In early 2019, it held a second phase of statutory consultation on design refinements. The application for Development Consent was submitted to the Planning Inspectorate on 14th May 2019.

1.3 This Statement of Common Ground

- 1.3.1 This SoCG has been prepared jointly by Esso as the applicant and Hart District Council as a prescribed consultee and Local Authority as defined within the Local Government Act 2000. Hart District Council has interests in the SLP Project, as a Local Planning Authority, and as a service provider to its businesses and residents, but not as a landowner.
- 1.3.2 For the purpose of this SoCG, Esso and Hart District Council will jointly be referred to as the "Parties". When referencing Hart District Council alone, they will be referred to as "the Authority".
- 1.3.3 Throughout this SoCG:
- Where a section begins 'matters agreed', this sets out matters that have been agreed between the Parties.



- Where a section begins 'matters not agreed', this sets out matters that are not agreed between the Parties.
- Where a section begins 'matters subject to ongoing discussion', this sets out matters that are subject to further negotiation between the Parties.

1.4 Structure of the Statement of Common Ground

- 1.4.1 This SoCG has been structured to reflect matters and topics of relevance to the Authority in respect of Esso's Southampton to London Pipeline Project.
- Section 2 provides an overview of the engagement to date between the Parties.
 - Section 3 provides a summary of areas that have been agreed.
 - Section 4 provides a record of areas that have not yet been agreed.
 - Section 5 provides a list of ongoing matters (if any) that will be agreed or not agreed by the Parties during examination.
 - Section 6 provides a record of relevant documents and drawings

2. Record of engagement undertaken to date

2.1 Pre-application Engagement and Consultation

2.1.1 The table below sets out the consultation and engagement that has been undertaken between the Parties prior to the submission of the DCO application.

Table 2.1 Schedule of pre-application meetings and correspondence.

Date	Format	Topic	Discussion Points
04/12/2017	Correspondence	Project introduction	The project sent a letter to planning team at the Authority regarding: <ul style="list-style-type: none"> Map of current route Project timeline Project introduction
19/01/2018	Hampshire Officers Forum	Project introduction	The Authority's planning contact was not able to attend.
19/01/2018	Hampshire Members Forum	Project introduction	The Authority's elected representative was not able to attend.
07/02/2018	Meeting	Environmental workshop	Authority officers invited but unable to attend.
23/02/2018	Hampshire Officers Forum	Project update	The Authority's planning contact was not able to attend.
23/02/2018	Hampshire Members Forum	Project update	The Authority's elected representative was not able to attend.
01/03/2018	Briefing note	Non-statutory (Corridor) consultation	Briefing note sent to all Local Authority Planning Officers within each corridor option.
02/03/2018	Correspondence	Data request	Liaison with the Authority over GIS and other data requested for the project.
15/03/2018	Correspondence	Commitment to Community Consultation – early view	Email sent to the Authority containing Commitment to Community Consultation (CtCC), and details of councillors that will be notified ahead of launch
19/03/2018	Correspondence	Non-statutory (Corridor) consultation launch	The project sent the Authority two letters: <ol style="list-style-type: none"> Notification of launch letter (as a potential future statutory consultee) Draft CtCC with a separate cover letter No feedback was provided on the CtCC.

Date	Format	Topic	Discussion Points
30/04/2018	Correspondence	Non-Statutory (Corridor) Consultation response	The Authority responded to the non-statutory consultation. A copy of the response is attached at Appendix A to this SoCG, providing comments on the corridor options and the heritage and environmental constraints through which they pass, the relationship with existing and planned developments sites and SANGs.
02/05/2018	Correspondence	Pre-preferred corridor announcement	The project emailed the Authority to explain how the preferred corridor would be selected and then when it would be announced to stakeholders. The Parties also discussed next steps following the preferred corridor announcement re: route development and environmental scoping.
03/05/2018	Workshop	Meeting to explain the project's ecology survey strategy	Meeting attended by the Authority's Ecologist and other Council ecologists to discuss approach to project, including surveys and assessments.
25/05/2018	Hampshire Officers Forum	Update	The Authority's planning contact was not able to attend.
25/05/2018	Hampshire Members Forum	Update	The Authority's elected representative was not able to attend.
30/05/2018	Correspondence	Preferred corridor announcement	The project wrote to the Authority to announce the preferred corridor.
27/06/2018	Correspondence	Initial Working Route	Project update regarding Initial Working Route release
09/07/2018	Consultation	Draft Statement of Community Consultation	The draft Statement of Community Consultation (SoCC) was issued for statutory consultation to the Authority. No response received.
Various dates In August 2018	Workshop	EIA Scoping	<p>Invitation was issued on the 17 July 2018 to the main point of contact at the Authority.</p> <p>Several dates were offered. No officer from the Authority was able to attend.</p> <p>The workshop supported the Planning Inspectorate's scoping consultation. The Authority did not respond to the consultation.</p>
24/08/2018	Hampshire Officers Forum	Update	The Authority's planning contact was not able to attend.



Date	Format	Topic	Discussion Points
24/08/2018	Hampshire Members Forum	Update	The Authority's elected representative was not able to attend.
06/09/2018	Correspondence	Launch of first statutory (Preferred Route) consultation	The project sent the Authority a Notification of launch letter (as a statutory consultee), in line with the Planning Act 2008. The Authority did not respond to the consultation.
04/10/2018	Site Meeting	Site Meeting	Meeting on site with Authority Ecologist and Environmental Manager to discuss Ewshot Meadows SINC/SANG; Tweseldown Racecourse; Crookham Park SANG; Naishes Lane; Wakeford Copse; Crondall SINC; biodiversity and trees.
27/11/2018	Workshop	EIA Scoping	Environmental workshop to discuss EIA Scoping Opinion and approach to environmental statement, attended by Ecology Officer from the Authority.
03/01/2019	Briefing Note	Next steps – Design Refinements Consultation	Sent to planning officers and councillors/members. Provided an overview of the Design Refinements Consultation and its contents ahead of the launch on 21 January 2019. The briefing note was accompanied by the offer of a meeting.
18/01/2019	Correspondence	Launch of second statutory (Design Refinements) consultation	The project sent the Authority a Notification of launch letter (as a statutory consultee), complying with the approach set out the in SoCC. The Authority did not respond to the consultation.
27/03/2019	Correspondence	Final route release	The project issued a letter to planning officers announcing the final route and offering a meeting if required.
02/04/2019	Correspondence	Draft DCO	Project supplied the Authority with a draft of the DCO and asked for comments.
25/04/2019	Correspondence	Next steps	The project contacted the Authority to provide early warning of its submission for development consent.

2.2 Engagement Following Submission of Application

2.2.1 The table below sets out the consultation and engagement that has been undertaken between the Parties since the submission of the DCO application.

Table 2.2 Schedule of post submission meetings and correspondence.

Date	Format	Topic	Discussion Points
16/05/2019	Correspondence	Application submitted	The project confirmed that the application for Development Consent was submitted to the Planning Inspectorate and a USB containing the application was being sent in the post to the Authority's planning team.
06/06/2019	Correspondence	Consulting the project on planning applications	The project requested that the Authority consult it on planning applications where relevant.
10/06/2019	Correspondence	Safe-guarding	The project confirmed with the Authority that it had been granted safeguarding and that it would be required to consult the project.
11/06/2019	Correspondence	Adequacy of Consultation	The Authority responded to PINS on the adequacy of consultation.
23/06/2019	Correspondence	Information request	Email from the Authority's planning policy team enquiring about the proposed logistics hub at Hartland Park and interaction with the residential development of that site. Information provided in response.
05/08/2019	Meeting	Project update	Meeting held at the Authority's request to update on the project, including on the proposed use of part of the Hartland Park site as a temporary logistics hub, the potential impacts of constructions works on highways, flooding and drainage, SANGS and ecological sites.
August 2019 – February 2020	Correspondence	Statement of Common Ground	Communication and discussion of content of Statement of Common Ground and issues raised during the Examination process
14/01/2020	Meeting	Project update	Meeting held to update on the project and to discuss the Applicant's proposed change to the Hartland Park Logistics hub, the CEMP, LEMP and other Outline plans being submitted for Deadline 4, and the content of the draft SoCG in light of the above, and in relation to flooding and drainage, and SANG sites.

3. Matters Agreed

3.1.1 The table below sets out the matters agreed in relation to different topics.

Table 3.1 Schedule of matters agreed

Examining Authority's Suggested Theme	Topic	Matter agreed
Planning Policy	National Policy Statement (s)	Both Parties agree that the relevant NPSs are: <ul style="list-style-type: none"> Overarching NPS for Energy (NPS EN-1) NPS for Gas Supply Infrastructure and Gas and Oil Pipelines (NPS EN-4)
	Development Plan	While the assessment of the application for development consent should be made against the NPSs, it is agreed that the Development Plan for the District comprises: <ul style="list-style-type: none"> Hart District Local Plan (1996-2006) – saved policies Hampshire Minerals and Waste Local Plan Fleet Neighbourhood Plan (Nov 2019) <p>It is agreed that the following documents are emerging policy documents, but not yet part of the Development Plan:</p> <ul style="list-style-type: none"> Hart Local Plan: Strategy and Sites 2016-2032 Crandall Neighbourhood Plan (Current stage – Inspector's Report received 8 Nov 2019)
Need and Principle of Proposed Development and Examination of Alternative Routes	General	The Authority has no objection to proposed Order Limits and Limits of Deviation that define the proposed pipeline route, as proposed in the SLP Project's application for development consent.
	General	The Authority is satisfied with the approach of consulting on corridors and then a route.
	General	The Authority is satisfied with the statutory consultation on the pipeline route – both during the Preferred Route Consultation and the Design Refinements Consultation. The Authority gave its full opinion and comments regarding the pipeline route in its consultation responses.
	General	The project and the Authority have met at appropriate times since the project launch in December 2017. The Authority is satisfied that the consultation and engagement with its officers, members and residents has been robust and meaningful and in accordance with the requirements of the Planning Act 2008.

Biodiversity	Environmental Impact Assessment	<p>The Authority is satisfied that there are no residual effects on biodiversity receptors at:</p> <ul style="list-style-type: none"> • Ewshot Meadows SINC; • Ewshot Wood SINC; • Wakefords Copse, Crondall SINC; • Crookham Park SANG; • Skains Copse/ Combe Wood/ Turners Copse SINC; • Meadow near Soanes Copse SINC; • Pyestock Hill/ Pondtail Heath SINC; • Pyestock (Fairway) SINC; • Pyestock (North Grasslands) SINC • Greendane Copse SINC; and • Bourley and Long Valley SSSI.
	Environmental Impact Assessment	<p>The Authority is satisfied that there are no residual effects on biodiversity receptors, provided that the ecological mitigation measures and commitments identified in Chapter 16 of the Environmental Statement (application document App-056) are implemented. The Authority accepts that the implementation of these measures are secured through the requirements set out in Schedule 2 of the draft DCO (application document APP-032), specifically through the Code of Construction Practice (draft DCO Requirement 5) and that the details of the Construction and Environmental Management Plan (CEMP) and Landscape and Ecological Management Plan (LEMP) will be submitted to and approved by the Authority prior to the implementation of any Stage of the development within Hart District (the CEMP being secured through draft DCO Requirement 6 and the LEMP being secured through draft DCO Requirement 12).</p>
	Thames Basin Heaths SPA and SANG	<p>The Authority is satisfied that the submitted Habitats Regulations Assessment (application documents APP-130 and APP-131) satisfactorily assesses potential impacts on the SPA, and acknowledges that the project has taken into account information provided by the Authority over the routing through the Crookham Park SANG and the details of construction methodologies and mitigation for any impacts.</p>
	Thames Basin Heaths SPA and SANG	<p>The proposed routing of the proposed development through the Crookham Park SANG, coupled with mitigation secured through the DCO including managing of principal access routes, leads the Authority to not raise concerns over potential temporary impacts on users of the Crookham Park SANG during construction, nor as a result of any temporary displacement of users to the SPA should that occur.</p>
	Thames Basin Heaths SPA and SANG	<p>The Authority had sought clarification that access from the Naishes Lane car park to the SANG will be maintained during pipeline construction. The Applicant identified relevant good practice and mitigation measures included in the Code of Construction Practice to the Authority, including commitment OP04 in the Code of Construction Practice, that <i>“Principal pedestrian routes within SANGs crossing the working area would be managed with access only closed</i></p>



		<p><i>for short periods while construction activities occur. Additional signage for diversions on to alternative existing paths will be utilised as appropriate.</i>" The Applicant also confirmed that principal pedestrian routes within SANGs would be treated the same as rights of way in terms of crossings, with any temporary diversions around and during live construction works across the pedestrian route being made within the vicinity of the works. Advance notification to the local community of works affecting users of the SANG is secured through a site-specific Community Engagement Plan, as committed to within the Outline Community Engagement Plan.</p> <p>On this basis, the Authority confirmed that its concerns are overcome.</p>
	Thames Basin Heaths SPA and SANG	<p>The Authority had sought confirmation from the Applicant that the location of the proposed Logistics Hub at Hartland Park (as proposed to be changed), and use of Bramshot Lane (private road) to access that site, would not adversely affect agreed pedestrian routes through the Hartland Park development to the land East of Bramshot Lane which is a SANG (Kennel Lane SANG). The Applicant confirmed to the Authority that the location of the proposed Logistics Hub was agreed with the landowner/developer and did not affect the pedestrian routes to the SANG from the initial phases of residential development. The pedestrian routes, and pedestrian crossing of Bramshot Lane lie to the south of the proposed logistics hub and so are not affected by the proposed logistics hub nor traffic accessing it from the north along Bramshot Lane.</p> <p>On this basis, the Authority confirmed that its concerns are overcome.</p>
Construction effects on People and Communities	Development Land	The Authority is satisfied that the route of the proposed pipeline does not impact adversely on any strategic allocation identified in emerging or adopted local plans in the District.
	Development Land	<p>The Authority was concerned to ensure that the proposed Logistics Hub at Hartland Park as originally applied for (Works Item 6C in Schedule 1 of the draft DCO (Application Document APP-026)) was planned and implemented so as to avoid any impact on the phasing and rate of housing delivery at that site.</p> <p>Esso has submitted a proposed reduction to the size and location of the proposed Logistics Hub at Hartland Park, reflecting ongoing negotiations with the landowner and developer, and has a signed land agreement with the landowner on that basis.</p> <p>The agreed proposed location and size of the Logistics Hub, as proposed to be changed, is such that it will not delay or potentially prejudice housing development on that site by the temporary use of land as a logistics hub site prior to its use for residential development.</p> <p>On this basis, the Authority confirmed that its concerns are overcome.</p>
	Development Land	The Authority is satisfied that Esso has and continues to take account of development sites within the District, and is working with the respective landowners and developers to avoid or mitigate potential impacts.

	Development Land	The Authority is satisfied that through the determination of current and future planning applications for development Esso will engage with prospective developers through the development management process to identify phasing or other mechanisms so as to avoid or minimise potential impacts on housing delivery.
	Open Space	The Authority is satisfied that the project is appropriately managing the impacts, including the temporary installation and post construction impacts, on Open Spaces crossed by the Order Limits. These are: <ul style="list-style-type: none"> • Crookham Park SANG • Quetta Park • Peter Driver Sports Ground
The Draft Development Consent Order	Discharge of Requirements	The Authority is satisfied that, as currently drafted, Schedule 2 of the draft DCO (application document APP-032) secures that the Authority will receive applications to discharge Requirements prior to the commencement of any stage of development within Hart District, including the Construction Environmental Management Plan (CEMP) and the Landscape and Ecological Management Plan (LEMP).
	Property	There is no Authority owned property within the Order Limits affected by the DCO proposals.
Historic Environment		The Authority has no comments on this topic, provided that the relevant commitments set out in the Register of Environmental Actions and Commitments are secured by draft DCO Requirements.
Landscape and visual impacts		The Authority has no comments on this topic, provided that the relevant commitments set out in the Register of Environmental Actions and Commitments are secured by draft DCO Requirements.
Security and Safety		The Authority has no comments on this topic, provided that the relevant commitments set out in the Code of Construction Practice are secured through draft DCO Requirements.
Highways and transport	Highways	The Authority is satisfied with the project's approach to highway crossings and street works in its borough.
Flooding and Water	Watercourse crossings and flood risk	<p>The Authority sought clarification of a number of flood risk matters and the Applicant identified the relevant flood risk good practice and mitigation measures included in the Code of Construction Practice to the Authority. The Applicant also confirmed that discussions with the Environment Agency and the Lead Local Flood Authority over the need for subsequent consents has taken place and that the draft DCO will ensure that appropriate approvals must be secured before works affecting watercourses are undertaken.</p> <p>In addition the Authority requested whether the Applicant could take reasonable steps to consider opportunities for betterment in terms of reducing flood risk in the areas along which the pipeline will run. The Applicant confirmed that there is no requirement for additional mitigation or betterment based on the Flood Risk Assessment it had undertaken. However, it would continue to engage with the Authority regarding opportunities for potential projects as part of its Environmental Investment Programme.</p> <p>On this basis, the Authority confirmed that its request was met.</p>



	Watercourse within Peter Driver Sports Ground, Church Crookham	<p>The Authority identified that a culverted watercourse exists below the sports pitch at Peter Driver Sports Ground, that was not explicitly identified within the application documents, and that the necessary approvals from the Lead Local Flood Authority would be required prior to any works affecting this watercourse. The Applicant confirmed it was aware of the culvert and watercourse and that the necessary approvals would be secured, as is the case for all watercourse crossings.</p> <p>On this basis, the Authority confirmed that its concerns are overcome.</p>
Noise, air quality and disturbance during construction		<p>The Authority has no comments on this topic, provided that the relevant commitments set out in the Code of Construction Practice are secured by draft DCO Requirements.</p>
Construction Environmental Management Plan (CEMP) / Code of Construction Practice (CoCP) / Register of Environmental Actions and Commitments (REAC)		<p>The Authority is satisfied that, as currently drafted, the draft DCO secures that the project must be implemented in accordance with the Code of Construction Practice (CoCP).</p> <p>The Authority is also satisfied that it will receive applications to discharge Requirements prior to the commencement of any stage of development within Hart District, including the Construction Environmental Management Plan (CEMP) and the Landscape and Ecological Management Plan (LEMP).</p> <p>The Authority is satisfied that the measures in the Register of Environmental Actions and Commitments (REAC) will be secured through the DCO, including through implementation of the CoCP (secured by Requirement 5), the approval of the CEMP (Requirement 6) and LEMP (Requirement 12), and that the Authority will receive application(s) to approve the details of the CEMP and LEMP prior to the commencement of any stage of development within Hart District.</p>
Methodology for EIA including assessment of cumulative effects	Environmental Impact Assessment	<p>The Authority is satisfied that the Environmental Impact Assessment is proportionate to the scale and likely impacts of the project in the District.</p> <ul style="list-style-type: none"> • The scope and methods of the ecological surveys are appropriate • The mitigation is appropriate • The identification and assessment of effects on biodiversity assets is appropriate
	Environmental Impact Assessment	<p>The Authority agrees that the list of developments and allocations within its District, considered in the cumulative effects assessment and reported in Chapter 15 of the Environmental Statement (and enclosed at Appendix B), is satisfactory.</p>



4. Matters not agreed

4.1.1 The table below sets out the matters not agreed in relation to different topics.

Table 4.1: Matters subject to on-going discussion

Topic	Matter not agreed



5. Matters subject to on-going discussion

5.1.1 The table below sets out the matters subject to ongoing discussion.

Table 5.1: Matters subject to on-going discussion

Topic	Matter subject to ongoing discussion

6. Relevant documents and drawings

6.1 List of relevant documents and drawings

6.1.1 The following is a list of documents and drawings upon which this SoCG is based.

Table 6.1: Schedule of relevant documents

Application Reference	Title	Content	Date
EN070005 Document 6.1	Environmental Statement Non-Technical Summary	Overview of the Environmental Statement	14 May 2019
EN070005 Document 6.2	Environmental Statement	Report of the Environmental Impact Assessment	14 May 2019
EN070005 Document 6.3	Environmental Statement Figures	Illustrative material to support the Environmental Statement	14 May 2019
EN070005 Document 6.4	Environmental Statement Appendices	Additional data and evidence to support the Environmental Statement	14 May 2019
EN070005 Document 7.1	Planning Statement	Assessment of the application against National Policy Statements EN-1 Energy and EN-4 Oil and Gas Pipelines	14 May 2019



7. Appendix A

7.1 Response to Corridor Consultation

I write in relation to the non-statutory consultation over the proposed replacement pipeline corridor. Having reviewed the proposed options, I will make comments only on the northern part of the route and only on those aspects that clearly affect Hart. Clearly, options M and Q would be preferable for the residents of Hart and for our Members given that those potential routes do not affect Hart District. However I am mindful that the preferred route is Corridor J and that this roughly corresponds with the existing pipeline. This potential route passes through the south-eastern corner of the District and there are a number of constraints and factors that need to be taken into account when you assess which option to progress further.



8. Appendix B

8.1 Long List of DCO/Other Development considered in the Cumulative Effects Assessment

Table 8.1 Long list of DCO/Other Developments considered in the Cumulative Effects Assessment

ID_1	Name of Development	Description	Status	Long List	Tier	Distance from the Project	Temporal Scope / Overlap with Project Timescales	Scale and Nature of Development	Reason for Scoping In / Out	Short listed ?
A1	Heathrow Expansion	Adding a northwest runway at Heathrow to increase air-traffic movement, in addition to supporting airfield, terminal and transport infrastructure, works to the M25, local roads and rivers.	Scoping Opinion received in June 2018	Yes	2	<1km to the north	Yes (Application for development consent due in 2019/2020; Construction starts from 2021).	Schedule 1 EIA development	Potential to have cumulative effects. Scoped into shortlist.	Yes
A2	Western Rail Link to Heathrow	Rail link from Reading Station to Heathrow Terminal 5 by building a new rail tunnel to link the Great Western Mainline to Heathrow Airport.	Scoping Opinion received in June 2015. Application to be submitted in Summer 2019.	Yes	2	3km	Possible (Planned construction 2020–2027)	Schedule 1 EIA development	Potential to have cumulative effects not anticipated due to the intervening distance between this scheme and the project	No
A3	Southern Rail Link to Heathrow	Southern rail connection between Chertsey,	UK Government is expected to announce	Yes	3	>500m	No published timetable. However, if operation is due	Schedule 1 EIA development	Potential to have cumulative effects.	Yes



ID_1	Name of Development	Description	Status	Long List	Tier	Distance from the Project	Temporal Scope / Overlap with Project Timescales	Scale and Nature of Development	Reason for Scoping In / Out	Short listed ?
		Virginia Water and Staines with Heathrow Terminal 5.	the next stage of the process for securing a private sector developer in early 2019. Expected to become operational between 2025-2027.				to commence in 2025, construction could overlap with the project construction timescale.		Scoped into shortlist.	
A4	Windsor Rail Link	Phase 1 connects the Great Western Rail Line from Slough and Windsor with the Windsor Waterloo line. Phase 2 connects Heathrow to western and southern parts.	Proposals for both phases of the project were submitted to the government on 31 July 2018. It was rejected by the government in December 2018.	Yes	3	This is 1.9 km at its closest point to the project.	No (Proposal rejected December 2018)	Schedule 1 EIA development	Rejected. Scoped out of shortlist	No
A5	Water infrastructure projects in Hampshire	This consists of a number of sewer improvements, flood protection schemes, upgrades to treatment works and projects to improve the quality of	Otterbourne Water Supply Works: To submit planning	Yes	1	Nearest is Portswood WTW at 7km	Yes, Otterbourne WSW and South Hampshire and Portsmouth WTW could have overlapping	Schedule 1 EIA development	No direct receptor source pathway identified due to	No



ID_1	Name of Development	Description	Status	Long List	Tier	Distance from the Project	Temporal Scope / Overlap with Project Timescales	Scale and Nature of Development	Reason for Scoping In / Out	Short listed ?
		treated wastewater to meet European legislation.	<p>application in March 2019. Expected to start construction in winter 2019 and end in spring 2020.</p> <p>Portsmouth Flood Alleviation: Complete.</p> <p>Woolston Wastewater Treatment Works: In construction and due for completion in summer 2019.</p> <p>South Hampshire (The Itchen, Candover and Testwood Water Abstraction) : Public Inquiry has now concluded</p>				construction timescales with the project.		distance from the project. Scoped out of shortlist	



ID_1	Name of Development	Description	Status	Long List	Tier	Distance from the Project	Temporal Scope / Overlap with Project Timescales	Scale and Nature of Development	Reason for Scoping In / Out	Short listed ?
			and further plans are being drawn up. Portswood Wastewater Treatment Works: Construction activities are currently underway and due for completion in March 2025.							
A6	River Thames Scheme	Flood relief channel from Datchet to Teddington Lock	A pre-planning application process was completed in August 2018. Subject to funding, a full planning application may be submitted October 2019.	Yes	2	The scheme intersects the project near Chertsey	Yes (Planned construction 2020–2021)	Schedule 2 development	Potential to have cumulative effects. Scoped into shortlist.	Yes
A7	Heathrow Western Hub	Expansion of Heathrow Airport including new and reconfigured hub terminal facilities; supporting airfield and transport	A Scoping Report has been submitted to the Planning	Yes	2	The scheme is located 2.6 km to the northwest from the northern extent of SLP project	Yes (Assuming that grant of DCO is obtained in late 2021, the scheme is	Schedule 1 development	No direct receptor source pathway identified	No



ID_1	Name of Development	Description	Status	Long List	Tier	Distance from the Project	Temporal Scope / Overlap with Project Timescales	Scale and Nature of Development	Reason for Scoping In / Out	Short listed ?
		infrastructure; works to roads and rivers; temporary construction works; mitigation works and other associated and ancillary development.	Inspectorate on February 2019				expected to be fully completed by 2030)		due to distance from the project. Scoped out of shortlist.	

Table 7.2 Major Planning Applications

ID	Name of Development	Description (based on information from the planning portal)	Status	Long List	Tier	Distance from the Project	Temporal Scope / Overlap with Project Timescales	Scale and Nature of Development	Reason for Scoping In / Out	Shortlisted?
Hampshire County Council										
B15	15/00188/HCC	Construction of a single-storey standalone extension to allow the school to expand to a two-form entry primary school. A number of internal alterations to the existing school will be carried out to facilitate the expansion. Additional parking spaces will also be provided to accommodate the increased staff numbers.	Approved	Yes	1	0 - 500m	No, already constructed.	N/A	Scoped out as it is already constructed.	No
B16	CS/17/81226	Construction of a bypass for Botley, providing a connection from Station Hill (A334/A3051 junction) to Woodhouse Lane together with associated	Approved	Yes	1	0 - 500m	Likely	Schedule 1 EIA development	Potential to have cumulative effects.	Yes



		improvements/enabling works to Woodhouse Lane							Scoped into shortlist.	
B17	CS/18/82664	Development of the site for a new two-form entry primary school, consisting of a two-storey building with single-storey kitchen/plantroom attached, inclusion of a grass sports pitch and hard courts as well as staff car parking	Approved	Yes	1	0 - 500m	Likely	Schedule 2 not EIA development	Potential to have cumulative effects. Scoped into shortlist.	Yes
Hart District Council										
B18	08/02616/MAJOR	Erection of a 60-bed nursing home.	Approved	Yes	1	0 - 500m	No, already constructed.	N/A	Scoped out of cumulative assessment as it is already constructed.	No
B19	10/02653/MAJOR	Works to highway comprising the construction of a new roundabout at the junction of Beacon Hill Road/Leipzig Road, together with widening works to Leipzig Road and the installation of traffic calming measures on Naishes Lane and Leipzig Road.	Approved	Yes	1	0 - 500m	No, already constructed.	N/A	Scoped out of cumulative assessment as it is already constructed.	No
B20	11/00001/MAJOR	Hybrid planning application with full details for phase 1 and details of means of access only for the remaining phases for the demolition and redevelopment of the site to <ul style="list-style-type: none"> ▪ provide 872 residential units (316 in phase 1); ▪ 1.5ha site for a new primary school as part of phase 1; 	Approved	Yes	1	0 - 500m	No, already constructed.	N/A	Scoped out of cumulative assessment as it is already constructed.	No



		<ul style="list-style-type: none"> ▪ Local centre with 788.2m² for floorspace for A1, A2, A3, A5 or D1 uses with a 112.8m² energy centre all part of phase 1; ▪ Retention of the existing 0.6ha employment use on Naishes Lane (known as the (Auxiliary Stores Unit site) as part of phase 1; ▪ 40 allotments with storage facility (within phase 1); ▪ Private eight space car park off Sandy Lane (within phase 1); ▪ 40-space public car park to the south of the site off of Naishes Lane (within phase 1); ▪ Access improvements works (to include new footways and gates) to open space in the area to the south and east of Naishes Lane and the woodland areas adjoining the site at Naishes Lane and Sandy Lane (within phase 1); ▪ 0.2ha site for a new community building as part of phase 2; ▪ Provision of 7.6ha of formal open space consisting of a multi-use games area, a new running track with football pitch (within phase 2); 								
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		<ul style="list-style-type: none"> Up to 7,500m² of new employment floorspace for business purposes on 2ha land as part of phase 3; Associated children's play space facilities (across all phases); Improvement works to the remaining areas of formal and informal open space within the development (across all phases). All with associated highway works, parking and landscaping. 								
B21	13/00531/MAJOR	<p>Hybrid planning application comprising:</p> <ul style="list-style-type: none"> Application for full planning permission for the development of two data centres and a gatehouse with associated highway works, vehicle access, infrastructure, plant, car and cycle parking and landscaping; and Application for full planning permission to make minor external alterations to Building A50 and associated works to the access, car parking and landscaping; and 3) application for outline planning permission (with all matters reserved) for business, industrial, storage and distribution and data centre use. 	Approved	Yes	1	0 - 500m	No, already constructed.	N/A	Scoped out of cumulative assessment as it is already constructed.	No



B22	13/00795/MAJOR	Redevelopment (to include any associated demolition and site clearance) of site to deliver 100 new residential units with associated parking, access and landscaping (to replace Phase 3 of hybrid planning permission 11/00001/MAJOR, i.e. 7,500 square metres of office development).	Approved	Yes	1	0 - 500m	No, already constructed.	N/A	Scoped out of cumulative assessment as it is already constructed.	No
B23	13/01214/MAJOR	Application for approval of the reserved matters within phase 2 (7.6ha of formal open space and 28 allotments, informal open spaces, layout of community building).	Approved	Yes	1	0 - 500m	No, already constructed.	N/A	Scoped out of cumulative assessment as it is already constructed.	No
B24	14/01489/MAJOR	Full planning permission for two new data centres with associated substation, highway works, vehicle access, infrastructure, plant, car and cycle parking and landscaping and the partial demolition of, and external alterations to Building A50.	Approved	Yes	1	0 - 500m	Likely	Schedule 2 not EIA development	Not expected to generate cumulative effects due to the scale of the proposed scheme	No
B25	15/00828/FUL	Redevelopment of the site to provide 16 dwellings with associated car and cycle parking, landscaping and access.	Approved	Yes	1	0 - 500m	No, already constructed.	N/A	Scoped out of cumulative assessment as it is already constructed.	No
B26	16/00564/OUT	Outline application for commercial B1, B2, B8 development comprising 10 industrial units.	Approved	Yes	1	0 - 500m	Likely	Schedule 2 not EIA development	Potential to have cumulative effects.	Yes



									Scoped into shortlist.	
B27	17/00064/FUL	Land at Bramshot Lane – Change of use of land to public open space with associated works including access and parking, landscaping, walkways and bunding and boundary works to facilitate a Suitable Alternative Natural Greenspace (SANG).	Approved	Yes	1	500m -1km	Likely	Schedule 2 not EIA development	Scoped out due to nature of the development and the intervening distance between the scheme and SLP.	No
B28	17/00471/OUT	The proposed development would comprise the following: <ul style="list-style-type: none"> Up to 1,500 residential dwellings (189 for the detailed component and up to 1,311 for the outline component); Up to 1,460 m2 GEA commercial space (0 m2 Detailed, up to 1,460 m2 Outline); Up to 1,194 m2 GEA community space (0 m2 Detailed, up to 1,194 m2 Outline); A two-form entry (FE) primary school of up to 2,620 m2 GEA; Integrated open space and greenways to link the development with surrounding woodland; and Highways improvements. 	Approved	Yes	1	0 - 500m	Likely	Schedule 2 EIA development	Potential to have cumulative effects. Scoped into shortlist.	Yes
B29	17/01506/FUL	Full planning application including change of use to a	Approved	Yes	1	500m - 1km	Likely	Schedule 2 not EIA development	Scoped out due to	No



		SANG on 27.9ha of land at Kennels Lane including: access; car parking; fencing; pathways; landscaping; earthworks; and all other ancillary and enabling works.							nature of the development and the intervening distance between the scheme and SLP.	
B30	18/00694/OUT	Outline application for redevelopment of the site to provide a mixed-use retail and industrial park, comprising up to 4,246m ² of business floorspace (Class B1/B2/B8 and/or Trade Counter (Sui Generis)), up to 3,782m ² of retail floorspace (Class A1) and up to 186m ² of Class A1, A3 and/or A5 floorspace, including car parking and hard and soft landscaping.	Awaiting Decision	Yes	1	0 - 500m	Likely	Schedule 2 not EIA development	Potential to have cumulative effects. Scoped into shortlist	Yes
B31	18/02415/EIA	Buildings A50 and A57, land to the south of Ively Road (Cody Park).	Screening Opinion Received	Yes	3	0 - 500m	Not known	Schedule 2 not EIA development	Insufficient information.	No
B32	18/02554/FUL	Demolition of the existing stable building, arena, floodlights and hardstanding and erection of 30 residential dwellings with associated access, landscaping and car parking arrangements (10 x two-bed, 12 x three-bed and 4 x four-bed houses and 4 x two-bed flats / maisonettes)	Awaiting Decision	Yes	1	500m - 1km	Likely	Not Schedule 1 or 2 development.	Scoped out due to scale and nature of the development	No
Hampshire County Council / Hart District Council										
B33	12/00777/HCCRG 3	Construction of a single-storey three-form entry infant school	Approved	Yes	1	0 - 500m	No, already constructed.	N/A	Scoped out of	No



		with associated parking and external works								cumulative assessment as it is already constructed.	
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