

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

www.slpproject.co.uk

It's easy to contribute to this consultation, and we do hope you will. The fastest way to respond is online at the above address. You can save and edit your response before sending it in.

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

Post **FREEPOST SLP PROJECT**

Email info@slpproject.co.uk

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

www.slpproject.co.uk

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

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

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

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

Contact us

info@slpproject.co.uk

07925 068 905

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

If undelivered, please return to: SLP Project, 1180 Eskdale Road, Winerish, Wokingham, RG41 5TU



Southampton to London
Pipeline Project



Design Refinements: Replacement Pipeline Route Consultation

Securing aviation fuel supplies in South East England



Southampton to London
Pipeline Project

What is the Southampton to London Pipeline Project?

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

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

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

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

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

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

Design Refinement

Cove Road

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

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

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

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

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



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