

# Southampton to London Pipeline: Final route announcement



Southampton to London  
Pipeline Project

For more information please visit  
[www.slpproject.co.uk](http://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 pipeline<sup>1</sup>.**

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](http://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.



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.

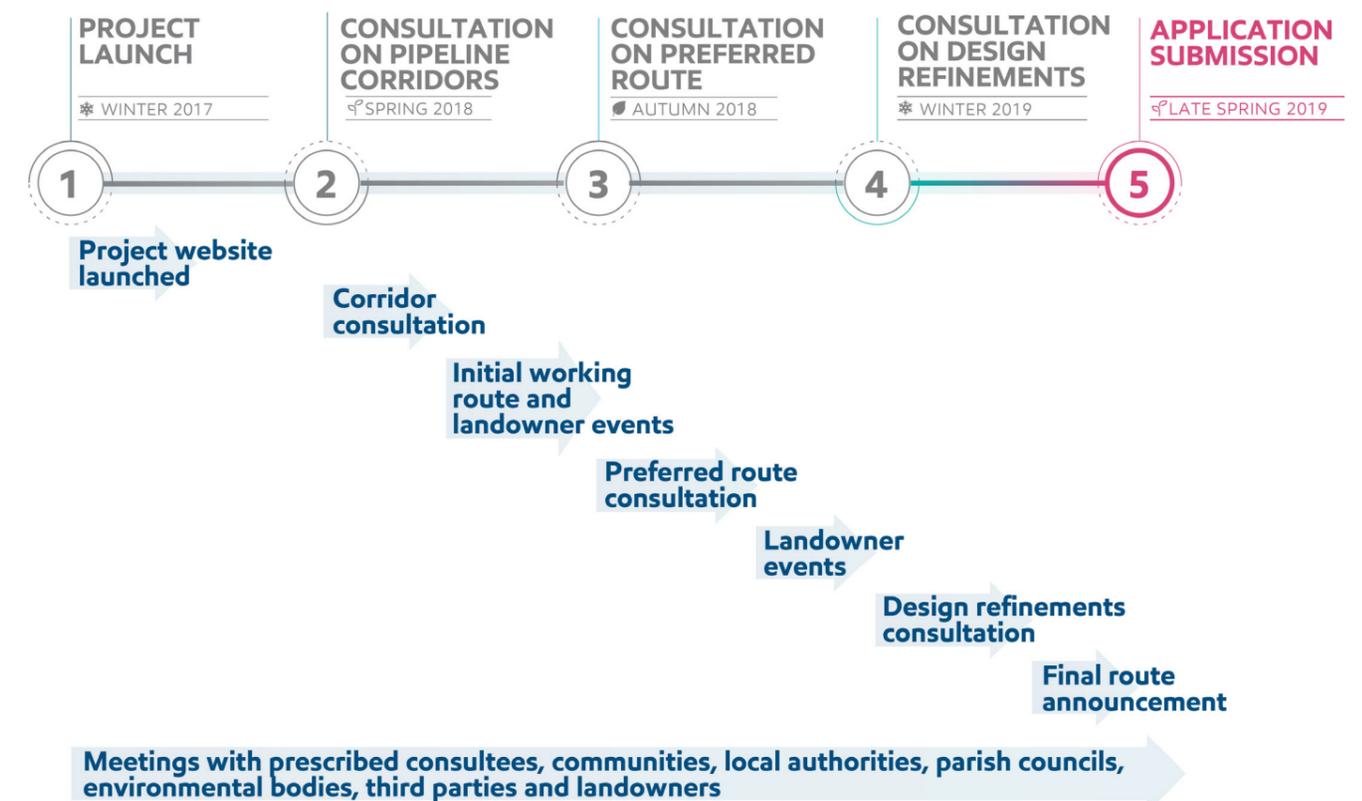
Our development of the replacement underground pipeline project took place in three stages:

- 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.**



<sup>1</sup> 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](http://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](http://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 <b>traffic management</b>	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 <b>property access</b>	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 <b>Public Rights of Way (PROW)</b> 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 <b>impacts on local businesses</b>	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 <b>trees</b>	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

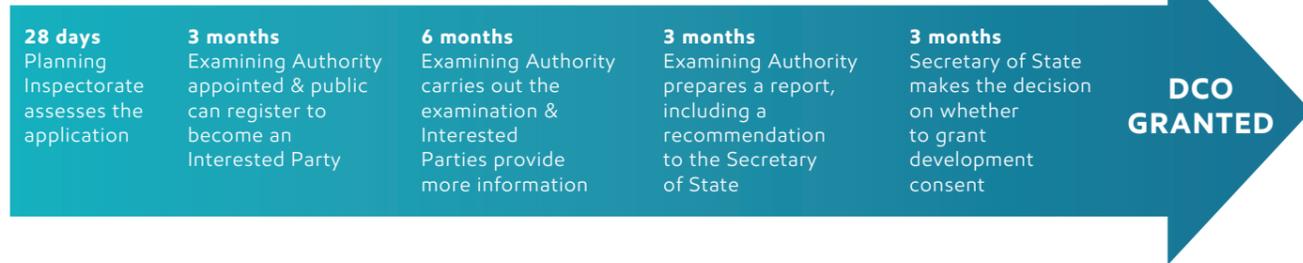
Our team is now working to prepare documents to support our application for development consent. This includes an Environmental Statement, which assesses the potential environmental impact of the project and details measures that will be taken to reduce those impacts. We aim to submit our application 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](http://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.



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# 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](http://www.slpproject.co.uk)

Email [info@slpproject.co.uk](mailto:info@slpproject.co.uk)

Call **07925 068 905**

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