

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

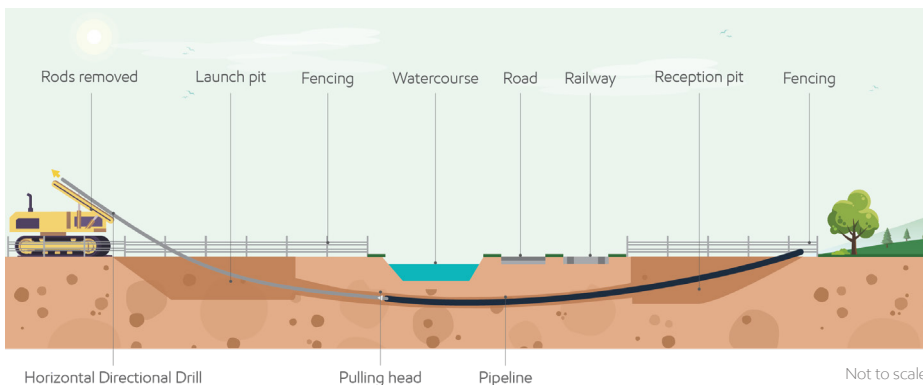
We will work closely with residents to reduce possible disruption. As our project develops we will be able to provide more information on how long we are likely to be working in your area, and during installation our teams will work with you to understand any particular access issues to your property.

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.



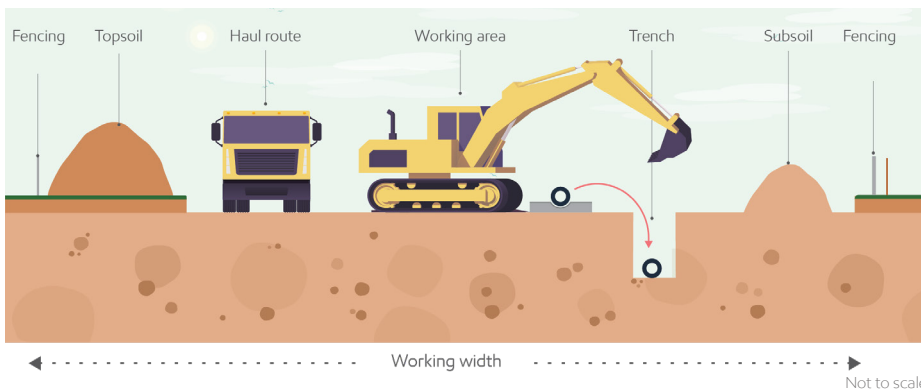
Pipelines are a safe, secure and low impact method of transporting fuel to some of the UK's busiest airports.

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
Pipeline Project

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