

TRAVERSE



Southampton to London Pipeline Project

Design Refinements consultation – summary report of consultations responses



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Executive summary

Between 21 January and 19 February 2019, Esso consulted on design refinements along the preferred replacement pipeline route, an underground aviation fuel pipeline that runs from Fawley Refinery near Southampton to the West London Terminal storage facility in Hounslow, in addition to proposed temporary logistics hubs.

In total, the consultation received 92 responses, although these are not spread equally across the 17 design refinements and six temporary logistics hubs but concentrated in a few areas where stakeholders and residents have specific concerns with the proposals. In particular, residents on or near the design refinements at Ashford Road and Cove Road submitted petitions and almost identical campaign responses opposing the proposals, suggesting alternative routes, mitigation proposals and challenging the rejection of previous route options.

Across the different proposals, the most prominent concern is the potential disruption caused by construction traffic upon commuting, emergency services, travel to and from local schools and the cumulative effects of constructing the pipeline with other planned developments by Bretts Aggregates, Heathrow Airport and Shepperton Studios. Beyond congestion, respondents also express concerns around potential air and noise pollution during the construction process. In terms of more potential permanent impacts of the pipeline, respondents express concerns around local environment, damage to buildings and house price decreases. Respondents often suggest various ways in which Esso could mitigate these potential impacts such as keeping site boundaries away from vegetation and arranging compensatory car parking spaces.

Very few respondents commented on the design refinements at Uncle Bills Lane, Water Lane, Beacon Hill Road, Farnborough Hill School, Blackwater River Valley, Windle Brook crossing, Blind Lane, south of Windlesham and Hardwick Lane and Pannells Farm. There were also very few comments on the temporary logistics hubs at Ropley Dean, Northfield Lane, Hartland Park Village, Deepcut Bridge Road, New Road. There were no comments received on the design refinements at the Great crested newt migration area and at Phillip Southcote School.



1 Introduction

1.1 About the consultation

Between 21 January and 19 February 2019, Esso consulted on design refinements along the preferred replacement pipeline route, an underground aviation fuel pipeline that runs from Fawley Refinery near Southampton to the West London Terminal storage facility in Hounslow.

This followed Esso's second public consultation and meetings with local authorities, parish councils, environmental bodies, third party infrastructure owners and landowners to understand local environmental features and engineering challenges along the route. This engagement helped them to further understand the potential impacts of installing the replacement pipeline and the ways in which they could mitigate them. Esso also completed further technical work to review their proposals and identify ways of improving the ease and efficiency of installing the underground pipeline. This included some refinements that may have different potential impacts to their previous proposals for landowners, the environment and communities – these are called design refinements. For these refinements, Esso sought the views of landowners, statutory consultees and communities to make sure that, on balance, they have selected the most appropriate route for the replacement pipeline in these areas.

1.2 Participation

In total, excluding null responses¹, this consultation received 92 responses. Table 1 shows a breakdown of the types of responses received.

This consultation received two petitions:

- organised by a group representing Laleham and Staines residents in relation to the Section H design refinement at Ashford Road. This petition was signed by 341 residents; and
- organised by Residents of Nash Close in relation to Section E design refinement at Cove Road. This petition was signed by 39 residents.

¹ Null responses comprised: general enquiries; duplicate submissions; blank submissions; or submissions which were not obviously intended as consultation responses, such as requests for consultation documentation



Table 1: Responses by type

Representation type	Count
Email/letter	31
Response form: online	51
Response form: hardcopy	1
Response form: email	9
TOTAL	92

For the purposes of reporting, respondents were classified by stakeholder type in line with the relevant 2008 Planning Act categories. A breakdown is given in Table 2. The types were applied to respondents based on information provided in their response. A list of prescribed consultees who responded to the consultation can be found in Appendix A.

Table 2: Responses by stakeholder type

Sector	Count
Prescribed consultees under Section 42 and Section 43	17
People with interest in land (PIL) under Section 44	27
Member of the public and other organisations under Section 47 and 48	48

1.3 Receipt of responses

There were three official channels through which to submit a response to this consultation:

- **online:** by using the dedicated consultation web form administered by Traverse.
- **email:** by emailing the consultation email address administered by Jacobs. Emails which were considered to be consultation responses were then forwarded to Traverse's dedicated project inbox.
- **freepost:** by sending a hardcopy response to the consultation Freepost address administered by Traverse.



At the outset of data processing, each response was assigned a unique reference number and saved with that number as its file name. Responses, other than those submitted through the online form, were then scanned and transcribed verbatim into an analysis database, using Editor's notes for non-textual data such as photos, videos and maps. Online responses were imported directly into the analysis database.

The consultation period ended at 23:59 on 19 February 2019 and the online form was switched off at this time. To make allowance for postal delivery delays, it was agreed that responses received via the Freepost with a postmark date of up to 25 February would be accepted. No late responses were received to the consultation.

1.4 Approach to analysis

1.4.1 Development of the coding framework

To analyse the open text responses consistently, Traverse developed a coding framework largely following the structure of the consultation questionnaire. Each code represents a specific issue, and these are grouped together according to unifying themes and sentiments. The table below shows an extract that illustrates the approach to developing codes.

Section	Question	Sentiment	Theme	Specific point	Final code	Explanation
Section E (SE)	Q5	Support	Environment	Reduced ecological impact	SE - Q5 - Support - Environment - reduced ecological impact	The Cove Road design refinement (in section E) is supported because it reduces the impact on biodiversity
	Q5	Concern	Installation	Disruption	SE - Concern - Installation - disruption	Concern that the installation of the Cove Road design refinement (in section E) will cause disruption in the local area.

1.4.2 Using the coding framework

The lead analyst on the project began the development of the coding framework based on a review of a sample of early responses to the consultation. After



creating the basic thematic structure of the framework, codes were added in response to new issues being encountered in responses.

The application of a code to part of a response was done by highlighting the relevant text and recording the selection. A single submission could receive multiple codes and codes were applied to all text within responses.

1.5 Approach to reporting

1.5.1 Reading the report

This report aims to provide a summary of the responses to the Southampton to London Pipeline Project Design Refinements public consultation, based on the analysis carried out by Traverse. The summary is accompanied by charts providing an overview of responses to closed questions. Each chart indicates the number of respondents to that question (n=x).

The report presents the analysis of responses by type of respondent and then by route sections, with additional paragraphs covering issues not relating to a particular area.

1.5.2 Structure of the report

Chapters 2 to 19 present a summary of our analysis structured according to the 17 Design Refinements and six temporary logistics hubs. Chapters 20 and 21 relate to general comments and comments about the consultation process.

Appendix A provides a list of all participating prescribed consultees.

Appendix B shows the number of responses per question.

1.5.3 Numbers in the report

Charts included in this report should be interpreted with care as they only present the views of those respondents who answered a given closed question as opposed to all respondents to the consultation. Equally, the qualitative analysis is based only on the free-text responses submitted by respondents and not all participants provided one.

Throughout the report we have used quantifiers (e.g. 'a few' and 'some') when describing issues raised by respondents. These are intended to provide a basic sense of scale and proportion, and to help make the report more accessible to



readers. To aid clarity, each chapter opens with a summary of the number of respondents who have discussed that corridor section.

It is important to note that this consultation was an open and qualitative process with a self-selecting pool of respondents. Therefore, no conclusions can be reliably drawn about any population's views beyond those who responded to the consultation. Traverse's intention is to reflect accurately the issues raised, rather than to attribute weight to the number of respondents raising them.

1.5.4 Data protection

The response form included a statement on data protection, explaining how data would be used and for what purpose. Respondents were also given an opportunity to request confidential treatment of their response by ticking a box on the response form. Such responses are not summarised in this report.

In line with standard practice for public consultation reports, points made by organisations who have not requested confidentiality, have been attributed to them where relevant.

1.6 Quality assurance

Traverse has a series of quality assurance (QA) procedures in place at different steps of the data entry and analysis stages to ensure that responses are accurately captured and analysed.

At the data entry stage, a sample of the work is inspected by a member of staff and if a series of errors are found, an increased proportion of the work is reviewed.

At the analysis stage, QA procedures are based on regular team meetings and updates to discuss the process and compare working notes to ensure a consistent and accurate approach is taken by each analyst.



2 Question 1 - Uncle Bills Lane (Section B)

2.1 Overview

Question 1 asks respondents for their views on the proposed design refinement at Uncle Bills Lane in Section B of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, three answered this question with two indicating they had no comments. Other respondents also provided additional open-text comments. In total, **two respondents** discussed the Uncle Bills Lane design refinement.*

2.2 Comments from prescribed consultees (S42 and S43)

South Downs National Park Authority highlights that the additional area of order limits is within the National Park. It does not foresee any issues providing that the following mitigation takes place: hedgerows, trees, verges and other vegetation are protected; and, no wiring or fixtures remain in place following completion of the project.

Winchester City Council states that it does not oppose the design refinement at Uncle Bills Lane.

2.3 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the Uncle Bills Lane design refinement.

2.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Uncle Bills Lane design refinement.



3 Question 2 - Water Lane (Section C)

3.1 Overview

Question 2 asks respondents for their views on the proposed design refinement at Water Lane in Section C of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, four answered this question with three indicating they had no comments. In total, **one respondent** discussed the Water Lane design refinement.*

3.2 Comments from prescribed consultees (S42 and S43)

There were no comments received by prescribed consultees on the Water Lane design refinement.

3.3 Comments from Persons with an Interest in Land (PILs)

One PIL opposes the proposed design refinement on the grounds of the economic impact upon their agricultural business whereas the previous route requested less arable land being taken out of production. They also request compensation for the impact upon a shooting syndicate based on the farm.

3.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Water Lane design refinement.



4 Question 3 - Great crested newt migration area (Section C)

4.1 Overview

Question 3 asks respondents for their views on the proposed design refinement at the great crested newt migration area within Section C of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, three answered this question with all indicating they had no comments. In total, **0 respondent** discussed the great crested newt migration area design refinement.*



5 Question 4 - Beacon Hill Road (Section D)

5.1 Overview

Question 4 asks respondents for their views on the proposed design refinement at Beacon Hill Road in Section D of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, five answered this question with three indicating they had no comments. Other respondents also provided additional open-text comments. In total, **four respondents** discussed the Beacon Hill Road design refinement.*

5.2 Comments from prescribed consultees (S42 and S43)

There were no comments received by prescribed consultees on the Beacon Hill Road design refinement.

5.3 Comments from Persons with an Interest in Land (PILs)

One PIL supports the proposed design refinement on Beacon Hill Road, highlighting the reduced impact on their property from the previous proposal, but with caveats. They express concern that access to their property will be severed during construction, causing economic loss, and suggest that the route is moved further west, and that compensation is agreed.

Similarly, another PIL suggests that more of the route is placed under Beacon Hill Road to avoid potential structural damage, the sites of proposed industrial development and the need for land acquisition

5.4 Comments from members of the public and other organisations

One respondent expresses concern with the project's potential traffic impact upon a business park. They suggest an alternative route joining Beacon Hill Road at the southeast corner of the business park.

North Surrey Green Party argues that "Esso has not explained how they will ensure the safety of the public when carrying out inspection and testing of welding during construction."



6 Question 5 - Cove Road (Section E)

6.1 Overview

Question 5 asks respondents for their views on the proposed design refinement at Cove Road in Section E of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, 13 answered this question with three indicating they had no comments. Other respondents also provided additional open-text comments. In total, **14 respondents** discussed the Cove Road design refinement (including a petition signed by 39 residents).*

6.2 Comments from prescribed consultees (S42 and S43)

Rushmoor Borough Council is supportive of the route's reduced impact upon Cove Brook and the Cove Valley Southern Grasslands Site of Importance for Nature Conservation (SINC), but expresses concern around the increased impact upon Southwood Park Suitable Alternative Natural Greenspace (SANG). They suggest several environmental mitigation measures: assessment and management of hydrology to avoid potential pollution of Cove Brook, restoration with richer biodiversity and a request that all mitigation is planned early in the project.

This council also queries why the pipeline is going down Nash Close rather than following the existing route, given its likely unpopularity with residents.

The Environment Agency also expresses support for this design refinement's reduced impact upon Cove Brook.

6.3 Comments from Persons with an Interest in Land (PILs)

One PIL expresses concerns around the safety and public health impacts of installing a new pipeline, around disruption to local traffic and around potential impacts on property values. They also query why the pipeline is not following the previous route and whether compensation is being arranged.

6.4 Comments from members of the public and other organisations

Some respondents, including the signatories of the petition, explicitly oppose this design refinement at Cove Road. One of the most common concerns raised in this regard is traffic disruption along Nash Close, citing the lack of alternative access and previous issues with roadworks in the area. Respondents also highlight



safety concerns, both in terms of prolonged noise pollution, the high number of elderly residents and difficulty of access for emergency service vehicles.

Some respondents raise concerns around property impacts on Nash Close, physically, in terms of potential foundation damage from the construction period, and also potential impacts on house prices and saleability.

Respondents often discuss these perceived impacts by comparing the proposed route with alternative options (E2a and E2b), arguing that the latter is less disruptive. As a result, some respondents challenge the rationale behind choosing the proposed route. Some respondents suggest that Esso follows the route of the existing pipeline and/or one of the rejected options (E2a and E2b).

Respondents suggest several mitigation measures to address perceived impacts including secure parking near to Nash Close in lieu of vehicular access.

A few respondents make requests for further information: when the installation would take place, maps containing existing utilities and where the proposed route may go near these and traffic modelling to assess potential disruption.

One respondent expresses concern around potential theft of equipment from compounds, due to perceived levels of crime and lack of surveillance in the area, and suggests that Esso finds an alternative site.



7 Question 6 - Farnborough Hill School (Section E)

7.1 Overview

Question 6 asks respondents for their views on the proposed design refinement at Farnborough Hill School in Section E of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, four answered this question with three indicating they had no comments. Other respondents also provided additional open-text comments. In total, **three respondents** discussed the Farnborough Hill School design refinement.*

7.2 Comments from prescribed consultees (S42 and S43)

Rushmoor Borough Council requests confirmation that the route now avoids the trees in this area, stresses the importance of protecting the grasslands at Ship Lane Cemetery SINC during the construction period and requests further discussion regarding mitigation proposals for Highgate and Farnborough Gate football grounds.

Historic England expresses concern with setting impacts on the conservation zone and listed buildings during the construction period, in addition to potential ground disturbance affecting archaeological remains.

7.3 Comments from Persons with an Interest in Land (PILs)

One PIL expresses concern around the impact of the access route and construction compound upon Farnborough Hill School, affecting both term-time and holiday activities, though they are confident that this could be appropriately mitigated with good construction management.

7.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Farnborough Hill School design refinement.



8 Question 7 - Blackwater River Valley (Section E)

8.1 Overview

Question 7 asks respondents for their views on the proposed design refinement in the Blackwater River Valley within Section E of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, five answered this question with two indicating they had no comments. Other respondents also provided additional open-text comments. In total, **four respondents** discussed the Blackwater River Valley design refinement.*

8.2 Comments from prescribed consultees (S42 and S43)

Rushmoor Borough Council and the Environment Agency express concern with the proposed open-cut technique at areas within the Blackwater Valley, highlighting the potential risks of pollution from landfill and flash flooding.

8.3 Comments from Persons with an Interest in Land (PILs)

Surrey Wildlife Trust expresses support for the adoption of sub-option E4a without qualification.

The Blackwater Valley Countryside Trust expresses concern around the potential impact on the flora and fauna of the reed beds, a priority habitat. They suggest that the 'eastern access route' is adopted instead as it follows the existing Blackwater Valley path and would therefore be less damaging. However, they add that "an open cut trench would have a major effect on the area East of the A331" and request careful design to avoid loss of the habitat.

8.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Blackwater River Valley design refinement.



9 Question 8 Balmoral Drive (Section E)

9.1 Overview

Question 8 asks respondents for their views on the proposed design refinement at Balmoral Drive in Section E of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, 13 answered this question with three indicating they had no comments. Other respondents also provided additional open-text comments. In total, **12 respondents** discussed the Balmoral Drive design refinement.*

9.2 Comments from prescribed consultees (S42 and S43)

There were no comments received by prescribed consultees on the Balmoral Drive design refinement.

9.3 Comments from Persons with an Interest in Land (PILs)

Surrey Wildlife Trust expresses support for the adoption of sub-options E5a, F1a and F1b combined without qualification.

9.4 Comments from members of the public and other organisations

A few respondents explicitly oppose the design refinement at Balmoral Drive and some suggest that the route is amended to follow the existing pipeline to avoid perceived impacts, including:

- installation disruption, including air pollution, noise and limited access to properties;
- safety, including potential damage to properties and potential vibration damage to the pipeline due to HGV driving on a road bump side beside the proposed route;
- decrease in property values due to proximity to the proposed route;

A few respondents request compensation for any damage or subsidence caused by the construction of the proposed route.

One respondent stresses the importance of maintaining emergency vehicle access to Balmoral Drive, in addition to pedestrian access.



10 Question 9 - Windle Brook crossing (Section F)

10.1 Overview

Question 9 asks respondents for their views on the proposed design refinement at Windle Brook crossing in Section F of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, three answered this question with three indicating they had no comments. Other respondents also provided additional open-text comments. In total, **one respondent** discussed the Windle Brook crossing design refinement.*

10.2 Comments from prescribed consultees (S42 and S43)

National Grid expresses concern that the route in this section runs in close proximity to one of their overhead lines and requests updates on any further changes at this location.

10.3 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the Windle Brook crossing design refinement.

10.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Windle Brook crossing design refinement.



11 Question 10 - Blind Lane (Section F)

11.1 Overview

Question 10 asks respondents for their views on the proposed design refinement at Blind Lane in Section F of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, three answered this question with all indicating they had no comments. Other respondents also provided additional open-text comments. In total, **two respondents** discussed the Blind Lane design refinement.*

11.2 Comments from prescribed consultees (S42 and S43)

National Grid expresses concern that the route in this section runs in close proximity to one of their overhead lines and requests updates on any further changes at this location.

11.3 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the Blind Lane design refinement.

11.4 Comments from members of the public and other organisations

The Woodland Trust highlights a benefit of this design refinement, that it avoids Round Copse, but also expresses concern that it now affects Halebourne Copse. They object to the scheme "unless appropriate buffering can be provided to the ancient woodlands alongside the proposed pipeline route during construction".



12 Question 11 - South of Windlesham (Section F)

12.1 Overview

Question 11 asks respondents for their views on the proposed design refinement south of Windlesham within Section F of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, three answered this question with all indicating they had no comments. Other respondents also provided additional open-text comments. In total, **two respondents** discussed the design refinement south of Windlesham.*

12.2 Comments from prescribed consultees (S42 and S43)

There were no comments received by prescribed consultees on the design refinement south of Windlesham.

12.3 Comments from Persons with an Interest in Land (PILs)

Both PILs who commented on this section are broadly supportive of the proposed design refinement, but express some remaining concerns and make additional suggestions. These remaining concerns regard residential land impacts and commercial property access impacts. While one suggests slight route amendments to avoid their properties and mature trees on their land, the other suggests a second gateway to maintain commercial access.

12.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the design refinement south of Windlesham.



13 Question 12 - Hardwick Lane to Pannells Farm (Sections F/G)

13.1 Overview

Question 12 asks respondents for their views on the proposed design refinement between Hardwick Lane and Pannells Farm spanning Sections F and G of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, six answered this question with three indicating they had no comments. Other also provided additional open-text comments. In total, **five respondents** discussed the Hardwick Lane to Pannells Farm design refinement.*

13.2 Comments from prescribed consultees (S42 and S43)

Runnymede Borough Council highlights the benefit of the route no longer crossing Homewood Park SANG. They also express several concerns around potential impacts and, in some cases, suggest how these should be mitigated:

- proposed developments at St Peter's Hospital and Hanworth Lane;
- archaeological remains at Hardwick Court Farm, Hardwick Lane and Green Lane (from Mesolithic to medieval);
- Sandgates open space (suggested mitigation: alternative access route); and
- motor traffic in the local area (suggested mitigation: coordination with council officers).

13.3 Comments from Persons with an Interest in Land (PILs)

A couple of PILs express concern that this section of the route may impact on their agricultural and recreational businesses, due to proximity to animals and access constraints. While one expresses a preference for the original route, arguing that it would impact a smaller area of land, the other notes that the maps need amending and requests further discussion about alternative routes.

Surrey Wildlife Trust highlights the benefits of the design refinement now avoiding Hardwick Court Farm Fields and Pannells Farm Sites of Nature Conservation Importance (SNCI).

Another PIL expresses concern around the potential noise impacts of construction and requests further information on how they may be affected.



13.4 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Hardwick Lane to Pannells Farm design refinement.



14 Question 13 - Philip Southcote School (Section G)

14.1 Overview

Question 13 asks respondents for their views on the proposed design refinement at Philip Southcote School in Section G of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, three answered this question with all indicating they had no comments. No other respondents provided additional open-text comments. In total, **no respondent** discussed the Philip Southcote School design refinement.*



15 Question 14 - Chertsey Meads (Section G)

15.1 Overview

Question 14 asks respondents for their views on the proposed design refinement at Chertsey Meads in Section G of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, six answered this question with one indicating they had no comments. Other respondents also provided additional open-text comments. In total, **seven respondents** discussed the Chertsey Meads design refinement.*

15.2 Comments from prescribed consultees (S42 and S43)

Runnymede Borough Council highlights the benefit of the design refinement (choosing sub-option G2a) allowing them to return part of the Chertsey Meads site to a SSSI. Nevertheless, they suggest that the least damaging route would be to closely follow the line of the existing pipeline. They also express several concerns around potential impacts of the proposed route:

- flood plain habitat, including rare plants;
- hay-making capacity of the grasslands;
- public access to car parking;
- feasibility of hosting the Agricultural Show;
- access for dog-walking;

Runnymede Borough Council suggests general remediation for areas of landscape importance, local sites of nature conservation importance, Queenwood Golf Course SNCI and several specific mitigation measures to protect Chertsey Meads:

- construction work outside of bird nesting season;
- avoid seeded soil from outside of the local habitat;
- minimise footprint of construction zone;
- minimise width of trenches;

The Environment Agency suggests that it continues liaison with Esso and Brett's Aggregates to ensure its proposed flood protection scheme and the proposed route can continue without adversely impacting each other.

Spelthorne Borough Council requests that any impacts from the proposed route on Dumsey Meadow Site of Specific Scientific Interest (SSSI) are identified and mitigated appropriately.



15.3 Comments from Persons with an Interest in Land (PILs)

Surrey Wildlife Trust expresses concern with this section of route's impact on the Chertsey Meads SNCI/Local Nature Reserves (LNR's) and requests that the impact on this receptor is reduced.

15.4 Comments from members of the public and other organisations

One member of the public highlights that the area is important for conservation, without qualification. Another member of the public reiterates the comments of Runnymede Borough Council (see 15.2 above).



16 Question 15 - Ashford Road (Section H)

16.1 Overview

Question 15 asks respondents for their views on the proposed design refinement at Ashford Road in Section H of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, 28 answered this question with three indicating they had no comments. Other respondents also provided additional open-text comments. In total, **33 respondents** discussed the Ashford Road design refinement, including a petition signed by 341 residents.*

16.2 Comments from prescribed consultees (S42 and S43)

Spelthorne Borough Council expresses concern around potential traffic impacts upon their refuse collection/street cleaning depot on Ashford Road and requests appropriate mitigation to avoid disrupting its operation. This council also expresses concern around potential impacts upon trees and vegetation, which act as an important green shield for the aggregates processing facility. Again, they request appropriate mitigation for this potential impact.

National Grid expresses concern that the route in this section runs in close proximity to one of their overhead lines and requests updates on any further changes at this location.

Similarly, the Environment Agency expresses concern that this section of the route passes through landfills and other regulated facilities (not specified). They outline that Esso will require a permit from the Environment Agency prior to construction and that, as the waste disposal sites on this part of the route are closed, construction waste must be deposited elsewhere.

16.3 Comments from Persons with an Interest in Land (PILs)

This section received several almost identical responses with participants raising identical issues, focusing on Ashford Road itself, but with amended phrasing. Some of the PILs who used the structure of the campaign requested confidentiality. Because of this semi-campaign, it was not possible to remove their comments. As the majority of these semi-campaign responses were sent by members of the public, these comments are reported below at 16.4.

Outside of the semi-campaign responses, a few PILs suggest that environmental



mitigation to ensure protected flora and fauna are not damaged. Surrey Wildlife Trust specifically suggests that the Queen Mary Reservoir SNCI is protected. Bretts Group requests that, as the route crosses a former landfill site, soil covers the route after the construction period to ensure the landfill site remains appropriately covered.

16.4 Comments from members of the public and other organisations

Celia Crescent and Fordbridge Park

A few respondents support the design refinement and/or highlight its benefits. This includes reduced access impact for some residents, particularly Celia Crescent, less impact on nearby schools, using an arguably less-used road (Ashford Road) and potentially reduced project costs. In contrast, other respondents note that an operational depot may be installed within Fordbridge Park, using Celia Crescent as an access route, which they believe would be inappropriate for a quiet residential area. An operational depot was not in the design refinements consultation.

Ashford Road

As stated above, this section received several semi-campaign responses, focusing on Ashford Road itself, with participants raising the same issues as Laleham and Staines Residents Association (LSRA), which contains a petition signed by 341 residents, and Laleham Residents Association (LRA). These respondents took the original campaign response and either copied it exactly, removed sections or made their own amendments. Some of these respondents requested confidentiality, however because of the similarity of these semi-campaign responses these individuals' comments are not identifiable and it therefore was not necessary to remove their comments from this report. As stated above at 16.3, due to the similarity of these responses, this section also includes respondents which are persons with an interest in land.

These semi-campaign responses explicitly oppose the design refinement at Ashford Road and suggest that the route is amended. The Laleham and Staines Residents Association (LSRA) group and those who adapted this semi-campaign response suggest an alternative route alongside the M3 and then across to the east side of the Queen Mary Reservoir. Laleham Residents Association (LRA) makes a similar, though less specific, suggestion that the route should try and



avoid Laleham altogether. Other semi-campaign responses make general requests for an amended route, without providing a specific alternative.

Many of the semi-campaign responses also challenge why sub-options H1a and H1b were rejected on the grounds of engineering feasibility, arguing that other schemes have successfully negotiated these types of difficulty. Another argument made is that this is an attempt at saving project costs.

These respondents also express concerns around the assessment process, alleging that engineers have used Google maps and failed to be transparent around 'secret' high-pressured gas pipelines which, they believe, residents should be informed about.

Semi-campaign responses raise several other concerns:

- property damage through construction vibration (included in LSRA response);
- decreased property prices (included in LSRA response);
- increased house insurance prices (included in LSRA response);
- safety for pedestrians, particularly children walking to school, in the presence of heavy goods vehicles (included in LRA and LSRA responses);
- traffic disruption affecting access, including for emergency services, due to the presence of the temporary storage compound (included in LRA and LSRA responses);
- air and noise pollution during the construction period, exacerbated by proposed length of working hours (included in LRA and LSRA responses);
- impacts on existing water, gas and electricity utilities (included in LSRA response);
- flood risk, with Ashford Road residing in a 3a flood zone (included in LSRA response);
- ecological impacts upon protected flora and fauna (included in LSRA response).

These respondents using the semi-campaign also express concern around the cumulative disruption impact of the proposed route on Ashford Road, in addition to traffic to and from the Littleton Lane temporary logistics hub (see 19.7 below), planned works by Bretts Aggregates in addition to the expansion of Heathrow Airport and Shepperton Studios.

Other comments

Respondents also suggest a few specific mitigation measures:

- construction outside of bird nesting season;



- alternative temporary storage compound locations (not specified where);
- hand-dug trenches to avoid damaging existing infrastructure.



17 Question 16 - Woodthorpe Road (Section H)

17.1 Overview

Question 16 asks respondents for their views on the proposed design refinement at Woodthorpe Road in Section H of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, 12 answered this question with four indicating they had no comments. Other respondents also provided additional open-text comments. In total, **10 respondents** discussed the Woodthorpe Road design refinement.*

17.2 Comments from prescribed consultees (S42 and S43)

Spelthorne Borough Council expresses concern around the potential access restrictions or removal of equipment in open spaces, particularly the Fordbridge Park playground on Woodthorpe Road, and the park itself.

17.3 Comments from Persons with an Interest in Land (PILs)

One PIL expresses concern around construction impacts upon parking and bus service access as well as vibration damage to properties. They suggest an alternative route, running by the prison and across the railway track and query whether compensation will be provided in recompense if the current route is chosen.

17.4 Comments from members of the public and other organisations

A few respondents express concern around traffic and access disruption for local residents during the construction period.

A couple of respondents request that Fordbridge Park is protected, with one suggesting that it is routed through a lesser-used, section of the park.

One respondent highlights the benefits of the design refinement, arguing that going through Fordbridge Park will cause less disruption for residents compared to the previous route. In contrast, another respondent explicitly opposes the route but does not provide further qualification.

North Surrey Green Party argues that construction safety mitigation has not been well explained enough. Specifically, they request that trenches are hand-dug to avoid damaging existing utilities in place.



Other mitigation suggestions include compensatory parking for residents, well-monitored traffic lights and thorough remedial work post-construction.



18 Question 17 - Ashford Station Approach (Section F)

18.1 Overview

Question 17 asks respondents for their views on the proposed design refinement at Ashford Station Approach in Section F of the preferred route.

*Of the 92 respondents who submitted a response to the consultation, 10 answered this question with four indicating they had no comments. Other respondents also provided additional open-text comments. In total, **seven respondents** discussed the Ashford Station Approach design refinement.*

18.2 Comments from prescribed consultees (S42 and S43)

Spelthorne Borough Council requests that consideration is given to access and parking arrangements for local residents and businesses.

18.3 Comments from Persons with an Interest in Land (PILs)

One PIL explicitly opposes this design refinement. They believe that it will cause undue disruption, risk public safety (due to the proximity of a pipeline to residential properties) and has unfairly been chosen because Woodthorpe Road is less populated than other nearby roads. They suggest that a different route is chosen, without specifying a location.

18.4 Comments from members of the public and other organisations

One respondent highlights the benefit of the design refinement, arguing that it will be less disruptive for residents in terms of access, including for emergency vehicles. In contrast, one respondent explicitly opposes the design refinement, without further qualification.

North Surrey Green Party argues that construction safety mitigation has not been well explained enough. Specifically, they request that trenches are hand-dug to avoid damaging existing utilities in place.

19 Question 18 - Temporary logistics hubs

19.1 Overview

Question 18 asks respondents for their views on the six proposed temporary logistics hubs in the following locations:

- A31, Ropley Dean
- A31/A32 Junction, Northfield Lane, Alton
- Hartland Park Village, Farnborough
- MoD land: Deepcut Bridge Road, Frimley Green
- M3 Junction 3: New Road, Windlesham
- Brett Aggregates, Littleton Lane, Shepperton

*Of the 92 respondents who submitted a response to the consultation, 24 answered this question with five indicating they had no comments. Other respondents also provided additional open-text comments. In total, **23 respondents** discussed the Temporary Logistics Hubs, including a **petition signed by 341 residents**. Respondents were asked to indicate which of the six temporary logistics hubs their comments refer to, to assist with analysis.*

19.2 A31, Ropley Dean

*Of the 23 respondents who discussed temporary logistics hubs, **two** commented specifically on the Ropley Dean temporary logistics hub.*

19.2.1 Comments from prescribed consultees (S42 and S43)

Winchester City Council states that there are no likely significant ecological or historical impacts resulting from the Ropley Dean hub. Nevertheless, they do suggest several mitigation measures:

- protect trees by avoiding soil compaction on access tracks;
- reinforce boundary hedgerows to minimise visual impacts of the hub;
- place boundary fencing away from existing hedges and trees;
- ensure soil storage is self-contained to avoid run off or weed formation;
- parking located or mitigated to avoid pollution groundwater;
- clear restoration plans for returning the site to agricultural use;
- ensure it does not disrupt local residents through clear indication of hours and a noise report; and
- archaeological investigation and recording of a potential Roman road.

South Downs National Park expresses concern around the proposed hub damaging the setting of the undeveloped landscape which includes several public rights of way.



19.2.2 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the Ropley Dean temporary logistics hub.

19.2.3 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Ropley Dean temporary logistics hub.

19.3 A31/A32 Junction, Northfield Lane, Alton

*Of the 23 respondents who discussed temporary logistics hubs, **one** commented specifically on the Northfield Lane temporary logistics hub.*

19.3.1 Comments from prescribed consultees (S42 and S43)

South Downs National Park Authority expresses concern that the simultaneous use of this site by Esso and a proposed employment development may damage the setting of the National Park. They suggest that the 'SA24' development site is used instead of additional greenfield land.

19.3.2 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the Northfield Lane temporary logistics hub.

19.3.3 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Northfield Lane temporary logistics hub.

19.4 Hartland Park Village, Farnborough

Of the 23 respondents who discussed temporary logistics hubs, one indicated that they were commenting on the Hartland Park Village temporary logistics hub.

19.4.1 Comments from prescribed consultees (S42 and S43)

The Environment Agency believes that the nearest ecological site to the proposed hub is Pysestock (North Grasslands) SINC rather than Pysetock Hill / Pondtail Heath SINC as stated in Esso's documentation.

19.4.2 Comments from PILs

There were no comments received by PILs on the Hartland Park Village temporary



logistics hub.

19.4.3 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the Hartland Park Village temporary logistics hub.

19.5 MoD land: Deepcut Bridge Road, Frimley Green

*Of the 23 respondents who discussed temporary logistics hubs, **two** commented specifically on the Deepcut Bridge Road temporary logistics hub.*

19.5.1 Comments from prescribed consultees (S42 and S43)

There were no comments received by prescribed consultees on the Deepcut Bridge Road temporary logistics hub.

19.5.2 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the Deepcut Bridge Road temporary logistics hub.

19.5.3 Comments from members of the public and other organisations

Heatherside Ward Residents Association expresses concern that the hub may cause traffic disruption in an area with limited access roads, particularly affecting local schools. They suggest that construction traffic does not use Old Bisley Road to avoid adverse impact on local school access. Another respondent suggests that road users are not adversely affected, without further qualification.

19.6 M3 Junction 3: New Road, Windlesham

*Of the 23 respondents who discussed temporary logistics hubs, **one** commented specifically on the New Road temporary logistics hub.*

19.6.1 Comments from prescribed consultees (S42 and S43)

The Environment Agency expresses concern around flood risk at the site of the proposed hub at New Road, Windlesham. They suggest that works are moved back from existing watercourses, that a full flood risk assessment is carried out and that foul drainage is connected to the nearest sewer or removed by tanker. Additionally, Surrey Heath Borough Council suggests that the site is reinstated as green belt following the construction period.



19.6.2 Comments from Persons with an Interest in Land (PILs)

There were no comments received by PILs on the New Road temporary logistics hub.

19.6.3 Comments from members of the public and other organisations

There were no comments received by members of the public and other organisations on the New Road temporary logistics hub.

19.7 Brett Aggregates, Littleton Lane, Shepperton

Of the 23 respondents who discussed temporary logistics hubs, 15 commented specifically on the Littleton Lane temporary logistics hub, including a petition signed by 341 residents.

19.7.1 Comments from prescribed consultees (S42 and S43)

Spelthorne Borough Council, Surrey County Council and the Environment Agency request that the hub does not interfere with the restoration and decommissioning of the aggregate works.

The Environment Agency states that they are liaising with Bretts and Esso to minimise conflicts of interest, and ensure a satisfactory outcome; in particular, they would like to formally record their request for the DCO to include 'Protected Provisions' for the Environment Agency's proposals concerning the River Thames Scheme. Spelthorne Borough Council suggests that the site avoids the lagoon to the east of the hub due to its previous status as an experiment in biodegradable waste.

As the site falls within a flood risk zone, the Environment Agency requests that Esso follows their advice on how to mitigate this risk.

19.7.2 Comments from Persons with an Interest in Land (PILs)

A few PILs express concerns with the Littleton Lane temporary logistics hub, specifically the cumulative impact of traffic disruption, noise and pollution resulting from the proposed scheme and ongoing mineral extraction by Bretts. Bretts themselves state that their preferred site would be for the land south of the industrial estate to be used for the Hub, to avoid or mitigate these potential impacts.



19.7.3 Comments from members of the public and other organisations

Some respondents, including North Surrey Green Party, highlight that the hub site is intended for conversion to green belt land, and request that this proposal does not delay or avoid this plan. A few respondents suggest that, in the context of public opposition due to its future green belt status, the site should be relocated. While a couple of these respondents do not specify where, one suggest suitable land to the north of the A308.

Some respondents express concerns around the cumulative impact of traffic disruption, noise and pollution resulting from the proposed scheme and ongoing mineral extraction by Bretts.

19.8 General comments on the Temporary Logistics Hubs

*Of the 23 respondents who discussed temporary logistics hubs, **three** made general comments about these sites.*

19.8.1 Comments from prescribed consultees (S42 and S43)

Spelthorne Borough Council expresses concern that it is not clear enough in the consultation documentation that these hubs are in addition to the nine smaller construction compounds in Section H of the route.

19.8.2 Comments from Persons with an Interest in Land (PILs)

There were no general comments received by PILs on the temporary logistics hubs.

19.8.3 Comments from members of the public and other organisations

One respondent queries how sanitation and restoration of the sites will be managed.



20 General comments

20.1 Overview

Some respondents comment on the need case of the project or discuss the issues in a broader sense and not in reference to specific route sections. Their feedback is summarised in this chapter.

20.2 Comments from prescribed consultees (S42 and S43)

The Health and Safety Executive states that they would not advise against the project.

Historic England expresses concern that heritage assets have not been taken into account regarding the design refinements or hub locations and requests that these are considered in future.

National Grid does not identify any impacts upon their gas infrastructure. However, regarding electricity infrastructure, they suggest that any landscaping uses only slow and low growing species of trees and shrubs planted beneath and adjacent to their overhead lines.

Royal Mail does not identify any impacts on their 15 properties near the preferred route. Nevertheless, they do express concerns around the traffic impacts of the construction period upon their operations and request appropriate mitigation to ensure this is not adverse.

Runnymede Borough Council supports the principle of the project but highlights other concerns. The majority of these are described in the previous chapters, though they also express general concerns around ecological, landscape and visual impacts, in addition to potential impacts upon planned development sites, and suggest that these impacts are mitigated appropriately.

Rushmoor Borough Council expresses general concerns around potential community and ecological impacts in sections D and E of the preferred route and suggests that these impacts are mitigated appropriately.

Surrey Heath Borough Council expresses support for the adoption of sub-option E4a due to its reduced impact upon Henry Tyndale School and Farnborough North Station. They also support the sub-option selection at Chobham Common,



but request that any works consider the protected areas of the Chobham Common Special Area of Conservation (SAC) and the Thames Basin Heaths Special Protection Area (SPA). Similarly, they support the reduced installation time at Red Road but express concern that there is still likely to be significant disruption there.

Transport for London states that they will need to ensure there are no adverse impacts upon their road and rail infrastructure and requests that any mitigation proposals are discussed with them.

Waverley Borough Council states that, as the design refinements are outside of their boundaries and relatively small, they do not oppose them.

20.3 Comments from Persons with an Interest in Land (PILs)

A couple of PILs oppose the overall need case of the project, arguing that its purported benefits do not outweigh local impacts.

20.4 Comments from members of the public and other organisations

A few respondents express support for the overall aims of the project, but with caveats regarding specific local impacts (covered in the previous chapters).

The Woodland Trust expresses concern around the impact of the proposed route upon ancient woodlands and suggests that 'buffer zones' are created between the route and these ecological sites.

The British Horse Society stresses the importance of maintaining bridleways and other access for equestrians through the route.

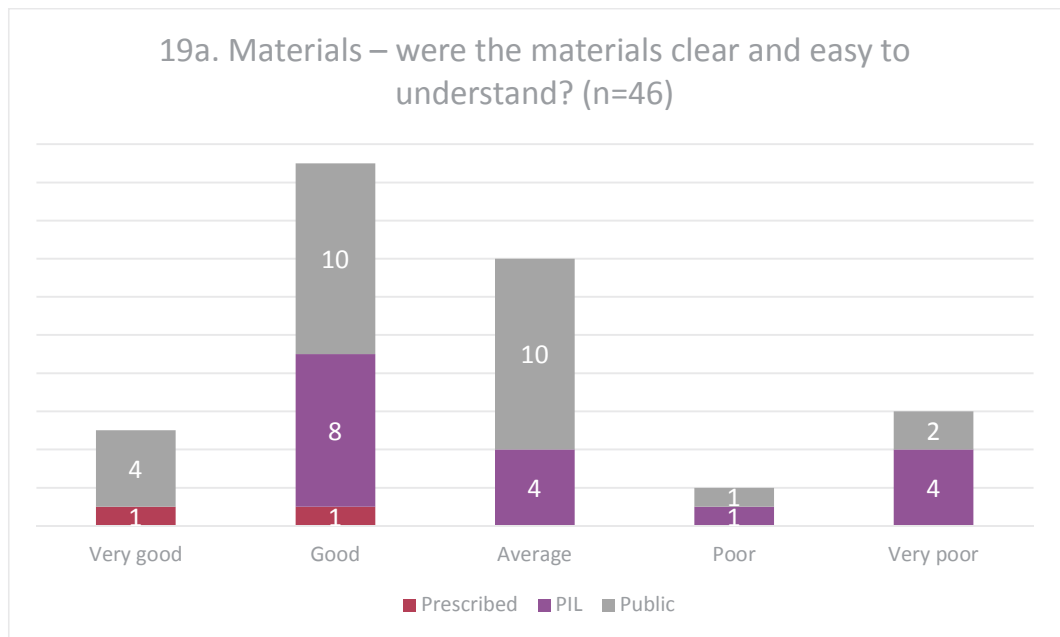
North Surrey Green party expresses concern that there are no plans to remove and recycle the existing pipeline along with wider concerns around the pipeline's impact on the UK's climate change targets.

21 Feedback received on the consultation process

21.1 Overview

In addition to comments on the design refinements and temporary logistics hubs, respondents were also asked to share their views on the consultation process and the results are summarised in the charts 1-4² below.

Chart 1: Answers to Question 19a



² Respondents who did not respond using the questionnaire were not able to complete this question



Chart 2: Answers to Question 19b

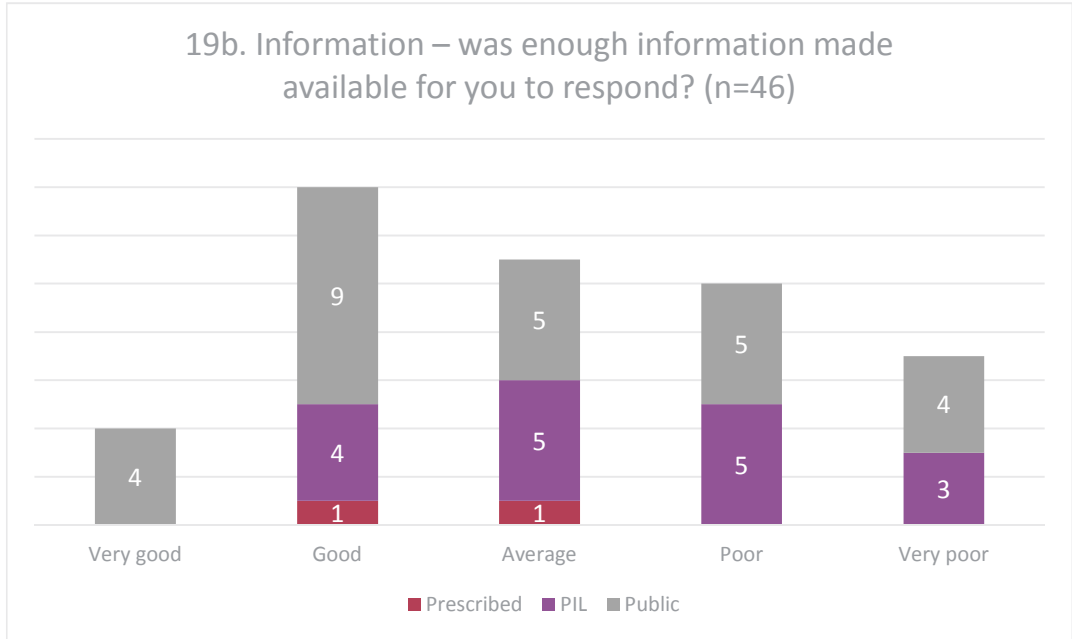


Chart 31: Answers to Question 19c

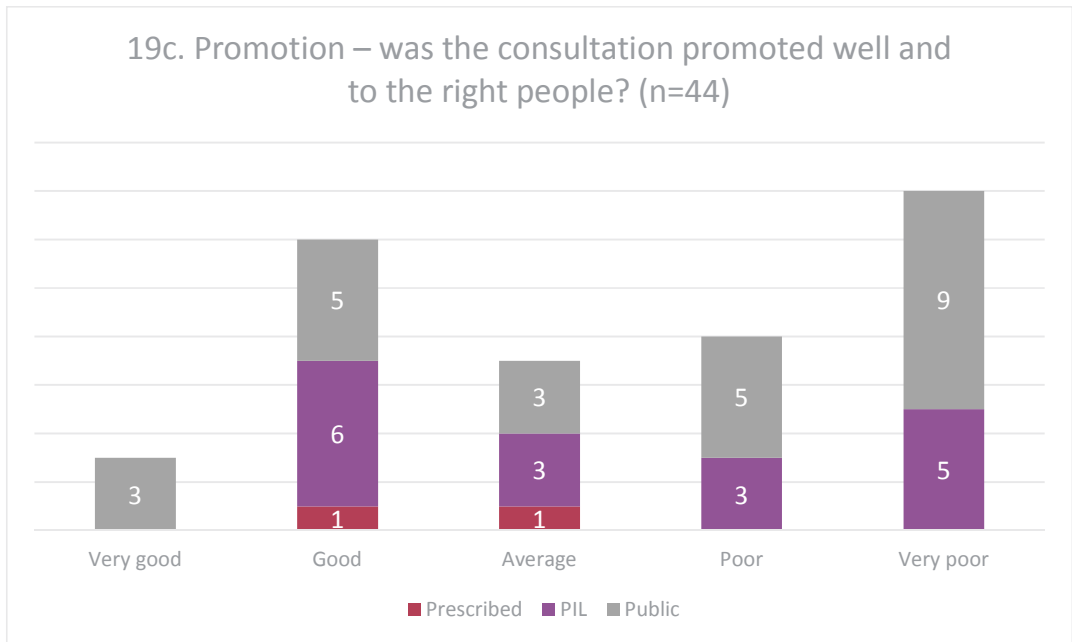
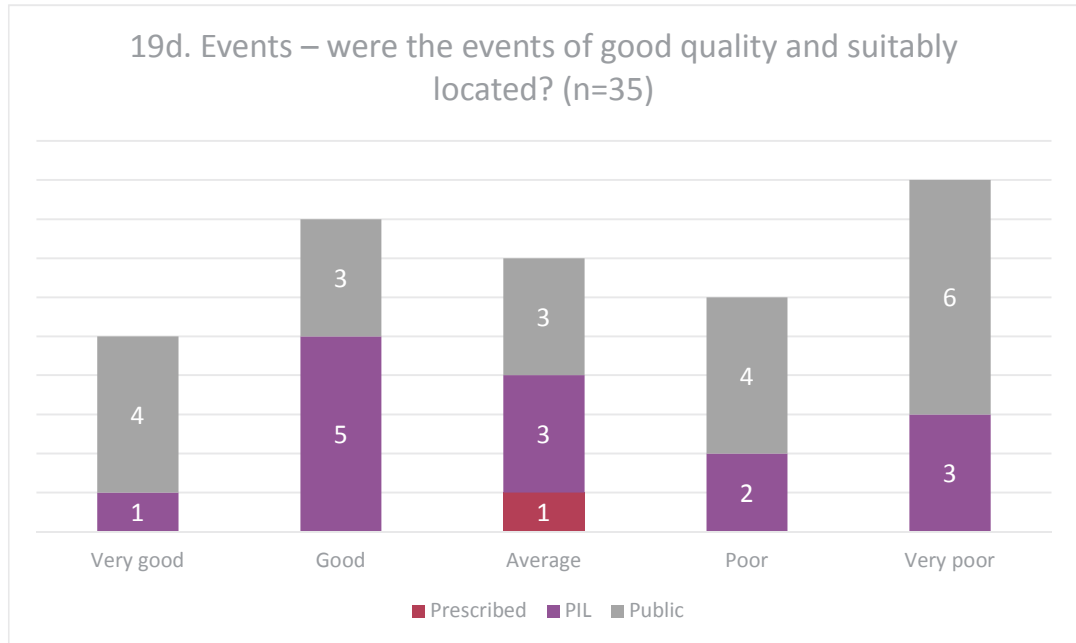


Chart 42: Answers to Question 19d



Some of the respondents also provided additional open-text comments. These open-text comments tend to be more negative than the answers submitted to the closed questions, which are overall positive.

21.2 Comments from prescribed consultees (S42 and S43)

Runnymede Borough Council, Surrey Heath Borough Council, the Strategic Planning and Engagement (Thames) Environment Agency thank Esso for the consultation.

Runnymede Borough Council is additionally grateful for the on-site visit, but emphasises that they consider it very important that the agreements discussed in the visit are upheld. Rushmoor Borough Council also requests a meeting to go over more detail, and Royal Mail would like Esso to respond to requests as soon as possible, to help reduce the likelihood of further representations on this scheme.

Winchester City Council suggests that the level of detail is currently broad, and would like more detail around the practicalities of hub operation.

Some offer information or advice, such as Royal Mail who offer information on road usage. Runnymede Borough Council states that they are keen to cooperate with discussions to mitigate potential impacts. They also offer to act as liaison with the Local Ward Members, gathering their views to share.



In terms of other paperwork and procedure, Runnymede Borough Council shares a copy of Local Resident Groups, and recommends consulting the Community Planning Panel (who replaced the Planning Liaison Group). They state that they will prepare a Local Impact Report, and consider whether to submit a joint report with Spelthorne or Surrey Heath, and/or whether a Planning Performance Agreement would be helpful. They point out that they will be making a Housing Infrastructure Fund bid around capacity issues on the A320, and for more information on this or any other general queries Esso is welcome to get in contact.

21.3 Comments from Persons with an Interest in Land (PILs)

Some positive comments were made by PILs who appreciate the information and look forward to working further with Esso. One other PIL is also grateful for the level of support and information they have received throughout the process.

Others however feel that the consultation was not widely communicated or accessible, with an example given that Ashford Road consultations were advertised out of borough, in Richmond and Twickenham; or, that not enough events were available. One PIL comments that they were not informed of the consultations soon enough after they moved to the area.

Remaining feedback centred around how PILs feel about their experiences of the consultation itself, and how much they were listened to. One PIL feels that route changes made after their initial consultation and conversations had not been communicated to them ahead of the Route Consultation document, and others suggest that their questions weren't well answered, such as around practicalities of impact. Overall, a few suggest that the consultation process feels more like the pipe is being presented as a definite and fixed event, and therefore that the consultation was more about addressing how to mitigate impact than consult whether it should happen, or provide more detailed answers to questions.

21.4 Comments from members of the public and other organisations

A few members of the public and other organisations have positive feelings and experiences of being consulted on this project; the British Horse Society specifically indicates that they would be happy to work together further in implementing the scheme.

Others feel similarly to the views of PILs above: some suggest that the



consultations were not well advertised enough, that some people do not use the internet, and that the venues are difficult to get to; overall, some suggest that many more people would have gone to these consultations if they had been more widely communicated and available.

One person suggests that the event consultations were of good quality, but the location poor. Some others however feel that the consultation sessions, or other means of communication, did not provide enough information or give consistently similar answers to questions. In particular, several suggest that written information around timelines and maps of affected areas have not been received, were received late, or are incomplete. A few indicate that the process has caused unnecessary stress and anxiety to themselves and their families.

The North Surrey Green Party feels that Esso has failed to provide proper justification for the need for a new pipeline. Some other respondents suggest that they do not feel consulted, but rather that the decision has already been made. Some further specify that Esso's decision seems to have been made more with their own priorities in mind than the locals', and that logistical difficulties should be Esso's responsibility rather than locals' hardship.

Laleham Residents Association mentions their awareness of local push-back against the planning, and suggests that making communication with locals a priority – in conjunction with them – will be helpful. Heatherside Ward Residents Association suggests integrating their submitted feedback while Esso coordinates with Surrey County Council.

A couple of respondents state that they request reports and findings from engineering and environmental works, to be shared with them and other neighbouring residents to see before finalisation of the pipeline route.



Appendix A: List of prescribed consultees who responded to the consultation³

- Environment Agency
- Health and Safety Executive
- Historic England
- National Grid Electricity Transmission PLC (NGET) and National Grid Gas PLC (NGG)
- Royal Mail
- Runnymede Borough Council
- Rushmoor Borough Council
- South Downs National Park Authority
- Spelthorne Borough Council
- Surrey County Council
- Surrey Heath Borough Council
- Transport for London
- Waverley Borough Council
- Winchester City Council

³ Some organisations submitted multiple responses, however their name has been included only once.



Appendix B: Number of responses per question

Question	Prescribed consultee	PIL	Public	Total
1. Uncle Bills Lane	2	0	1	3
2. Water Lane	2	1	1	4
3. Great crested newt mitigation area	2	0	1	3
4. Beacon Hill Road	2	0	3	5
5. Cove Road	3	1	9	13
6. Farnborough Hill School	2	1	1	4
7. Blackwater River Valley	2	2	1	5
8. Balmoral Drive	2	1	10	13
9. Windle Brook crossing	2	0	1	3
10. Blind Lane	2	0	1	3
11. South of Windlesham	2	0	1	3
12. Hardwick Lane to Pannells Farm (spans sections F and G)	2	3	1	6
13. Philip Southcote School	2	0	1	3
14. Chertsey Meads	3	1	2	6



Question	Prescribed consultee	PIL	Public	Total
15. Ashford Road	3	12	13	28
16. Woodthorpe Road	2	2	8	12
17. Ashford Station Approach	2	1	7	10
18. Please provide any comments you have about the proposed temporary logistics hubs and indicate which of the following hub(s) your comments relate to.	6	7	11	24
19a. Materials – were the materials clear and easy to understand?	2	17	27	46
19b. Information – was enough information made available for you to respond?	2	17	27	46
19c. Promotion – was the consultation promoted well and to the right people?	2	17	25	44
19d. Events – were the events of good quality and suitably located?	1	14	20	35
19e. Please provide any further comments about the consultation here.	3	6	13	22
Non-fitting (email and letter responses that do not fit the consultation structure)	14	6	17	37

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