

Red Road and Turf Hill

Development of the route – Sub-options F1a, F1b and F1c

We have been working on our proposals for the Southampton to London Pipeline, which will replace our existing underground aviation fuel pipeline. Since launching the project in 2017 we have met with Surrey County Council, Surrey Heath District Council, Surrey Highways and Natural England, and have listened to the feedback from three public consultations. These meetings and feedback from the consultations have helped us understand the local area and have informed the final route selection.

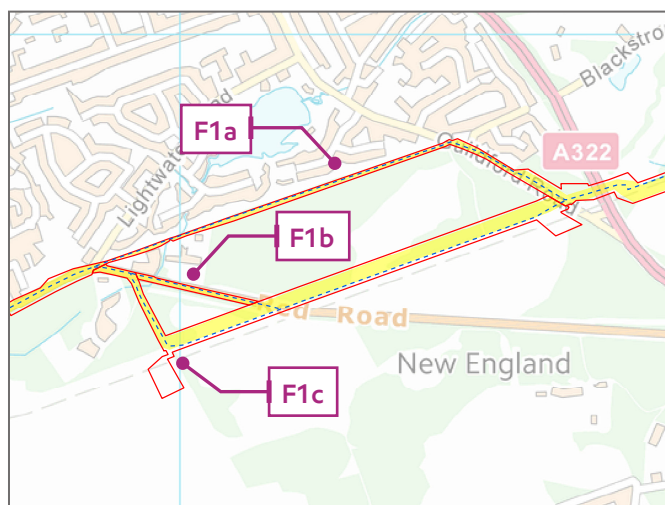
Preferred route consultation

In September/October 2018, we consulted on sub-options F1a, F1b, F1c in this area.

- F1a crossed Red Road (B311) at the junction with Lightwater Road, and followed an existing track to Guildford Road
- F1b followed Red Road and re-joined the existing pipeline route to follow it to Guildford Road
- F1c followed an existing track to re-join the existing pipeline route and follow it to Guildford Road

Consultation responses raised concerns that:

- F1a would lead to the removal of trees
- F1a followed a well-used footpath that, at the westerly end near Red Road, is very narrow
- F1b used Red Road, which is very busy and would likely have significant traffic impacts
- F1c would affect sensitive wet heathland habitats and protected species including reptiles and amphibians
- F1c would go through a Biodiversity Opportunity Area where habitats can be created
- F1c would have less visual impact on local residents and from Red Road
- All options would impact Public Rights of Way in Turf Hill Park



Selecting a route in this area

Selecting a single sub-option in this area was challenging as we had to take into account that Turf Hill Park is part of the Colony Bog and Bagshot Heath Site of Special Scientific Importance, and the internationally protected Thames Basin Heath Special Protection Area. It is protected due to its important wet heathland habitat, which is used by ground nesting birds in summer. We also considered the residential, community and road-related impacts.

We had also continued our environmental impact assessments during the consultation period and found sand lizards along the F1b and F1c sub-options. Sand lizards are a European protected species.

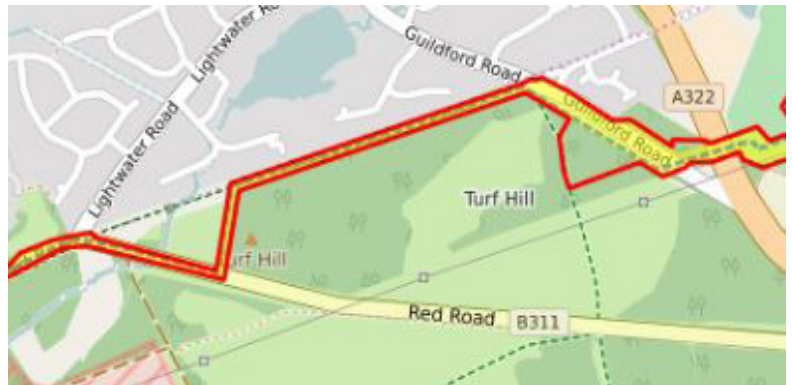
The combination of hibernating sand lizards and ground nesting birds (both protected species) along F1b and F1c were a critical consideration for route selection.



As a result of consultation feedback and this technical information we merged sub-options F1a and F1b. This was to reduce the impact on the most sensitive and protected environmental features and animals that live in Turf Hill Park. This also allowed us to avoid the narrowest part of the public footpath at the western end of sub-option F1a.

Having developed the final route in this area, we were keenly aware that we could not avoid all the established trees and traffic disruption along Red Road. To reduce these impacts, we have:

- Made sure the outer limits for the project are wholly within Turf Hill Park and do not use any land from residential properties bordering the park
- Committed to narrow working in this area and hope to install the pipeline along the existing footpath to reduce the impact on trees
- Where practicable we will reinstate the land to its former state



Announcing the final route in this area

As part of the Design Refinements Consultation in January 2019 we released the outcome of our sub-option selection and wrote to all affected landowners to confirm if they were on a selected or deselected sub-option. The selection was also published in the Design Refinements Consultation Booklet, on our website and in our e-newsletter that people have signed up to on our website.

Once we completed the Design Refinements Consultation and selected our final 97km route, we sent a booklet to all properties within 50m of the outer limits of the project. We also updated our website and sent an e-newsletter to subscribers.

Next steps – submitting our application for development consent

Our team is now working to prepare documents to support our planning application for a special type of planning approval, called a Development Consent Order. This is the type of approval required by projects that are classed as Nationally Significant Infrastructure Projects (such as this), and the final decision is taken by the Secretary of State for Business, Energy and Industrial Strategy. We aim to submit our application 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.

Managing impacts

- We will use narrow working, between 5-10m wide, to reduce the number of trees we need to remove
- We will use established working practices to reduce impacts to tree roots and impacts on neighbouring woodland
- We will agree traffic management plans with Surrey County Council
- We will only have sections of Red Road under traffic light control at any time to maintain traffic flow

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