

TRAVERSE



Southampton to London Replacement Pipeline Project

Preferred route consultation – summary report of
consultations responses



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Quality Assurance by	Isabelle Guyot
Main point of contact	Ilina Georgieva
Telephone	0207 239 7800
Email	info@traverse.ltd



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1 Introduction

1.1 About the consultation

Between 19 March – 30 April 2018, Esso carried out a first consultation on plans to replace its underground aviation fuel pipeline that runs from Fawley Refinery near Southampton to the West London Terminal storage facility in Hounslow. This non-statutory consultation asked people for their views on six initial corridor options.

Following a review of the consultation feedback, and further analysis of available technical information, Esso was able to narrow down options and identify a proposed preferred route and sub-options. This information, along with Preliminary Environment Information, was presented as part of a statutory consultation held between 6 September and 19 October 2018. **This report describes the results from this second consultation.**

The statutory consultation involved 11 public exhibitions at locations along the proposed route. Information about the project and the consultation was delivered to homes in the area and was accessible online via the consultation website. Copies of the consultation documents were also available at various public information points across the proposed route.

This consultation was managed by Jacobs on behalf of Esso. Traverse, an independent employee-owned research and consultation organisation, was commissioned to process, analyse and summarise all consultation responses.

Both the non-statutory and statutory consultations are part of a wider engagement programme designed to collect feedback from residents and interested parties as the project progresses.

1.2 Participation

In total, excluding null responses¹, this consultation received 334 responses. Table 1 shows a breakdown of the types of responses received.

This consultation received a petition organised by Celia Crescent Residents' Group in relation to Section H of the proposed route. The petition was signed by

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



74 residents.

Table 1: Responses by type

Representation type	Count
Email/letter	68
Response form: online	200
Response form: hardcopy ²	44
Response form: email	22
TOTAL	334

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 B.

Table 2: Responses by stakeholder type

Sector	Count
Member of the public and other organisations under Section 47 and 48	124
People with interest in land (PIL) under Section 44	177
Prescribed consultees under Section 42 and Section 43	33

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

² Includes a petition organised by Celia Crescent Residents' Group



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 11.45 pm on 19 October 2018 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 24 October would be accepted. Late responses were not included in this analysis. However, these were reviewed by the project team for any new information and a summary of these responses is included in Appendix A.

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	Sentiment	Theme	Specific point	Final code	Explanation
Section A (SA)	Support	Environment	Reduced wildlife impact	SA – Support- Environment – reduced wildlife impact	Section A is supported because it does not affect local wildlife
	Oppose	Installation	Roads impact	SA – Oppose- Installation – roads impact	Section A is opposed because it would go through local roads

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 Preferred Route 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 9 present a summary of our analysis structured according to the eight separate route corridor sections outlined by Esso. Each chapter is then split into themes according to the four main issues on which the corridor sections were assessed: Environment, Community, Installation and Safety. Where respondents have raised issues not pertinent to those four themes, these were summarised under a fifth theme, Other. Chapter 10 and 11 relate to general comments and comments about the consultation process.

Appendix A presents a summary of late responses (these are responses received after the agreed cut-off point).

Appendix B provides a list of all participating prescribed consultees.

Appendix C 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 'most') 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 Feedback received on Section A

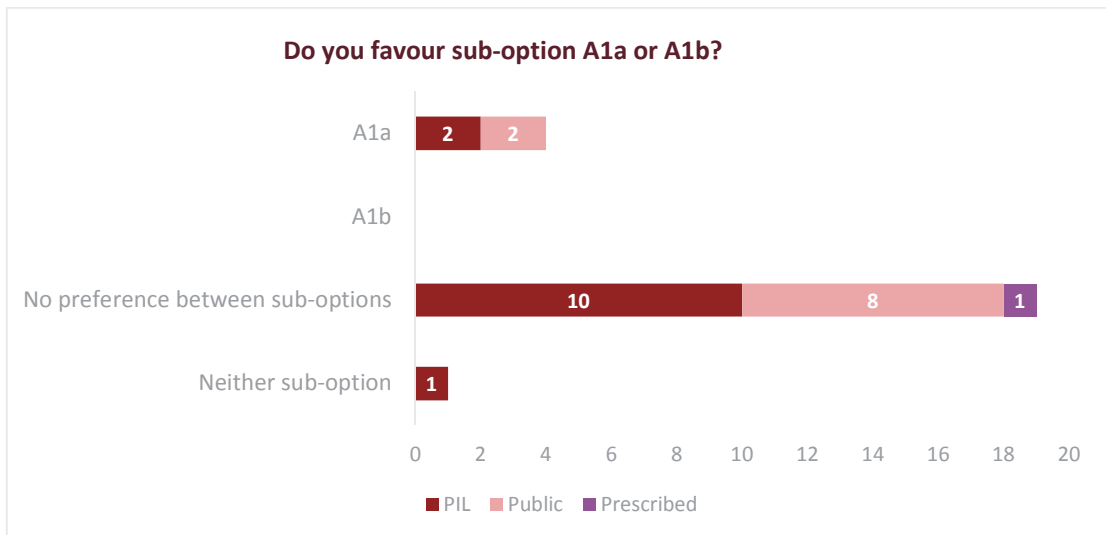
2.1 Overview

Question 1 asks respondents for their views on Section A and its sub-options:

- **Sub-option A1 in Boorley Green:** within this sub-option, the preferred route could either follow the existing pipeline, crossing the Maddoxford Lane development (A1a) or heads east at Maddoxford Lane (A1b).
- **Sub-option A2 around Hinton Ampner:** within this sub-option, the preferred route could either pass through the Hinton Ampner National Trust estate (A2a) or around it (A2b).

The views of those who responded to this question are summarised in Charts 1-2 below³, alongside their respondent category.

Chart 1: Answers to Question 1.1.1 (n=24)

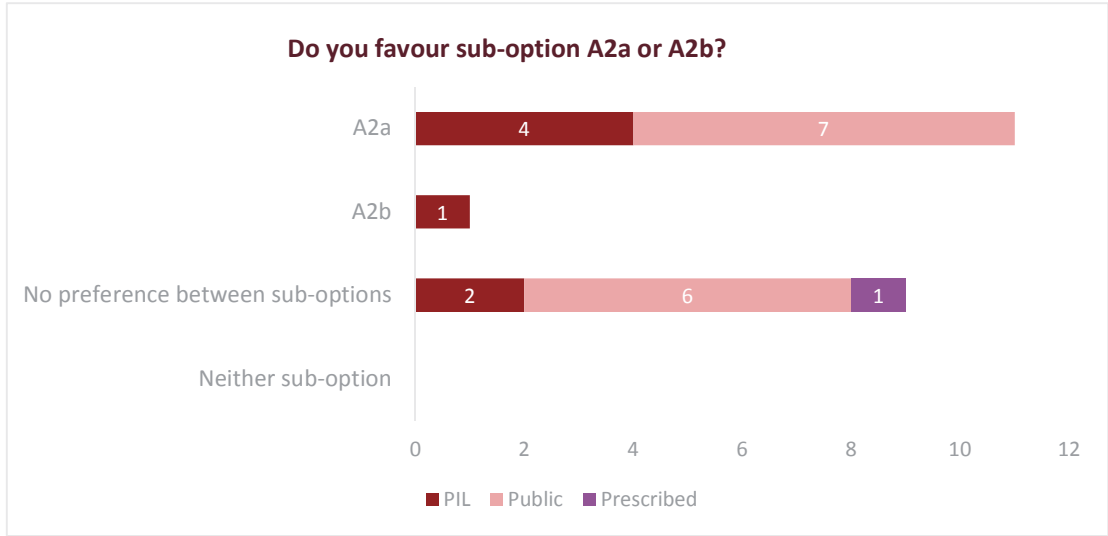


Of the 334 respondents who submitted a response to the consultation, 24 answered this question with 19 indicating they had no preference. Of those who expressed a preference between the two sub-options, all (four out of four) prefer sub-option A1a, while one respondent objects to both sub-options.

³ Respondents who did not respond using the questionnaire were not able to complete this question



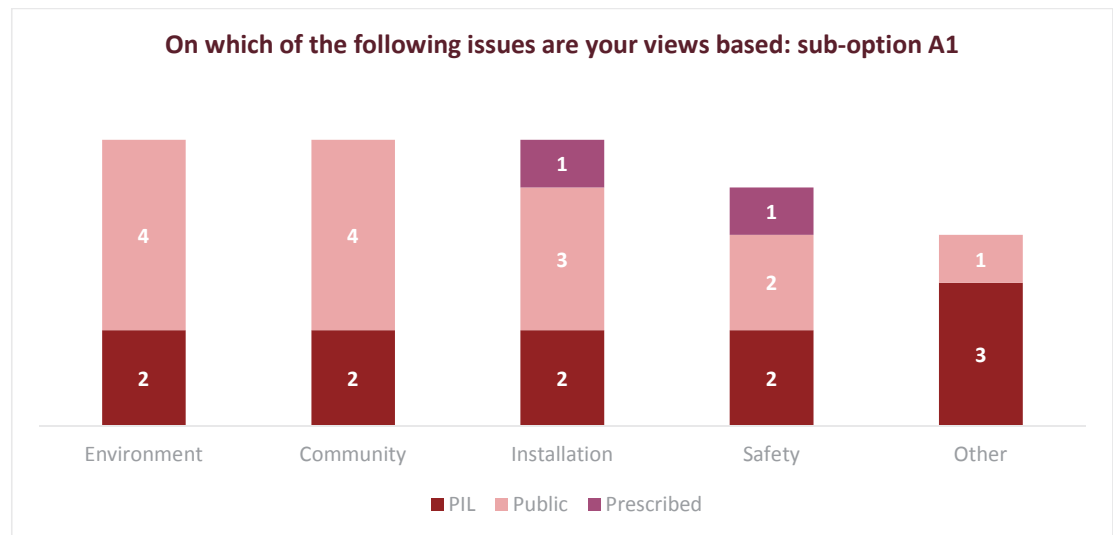
Chart 2: Answers to Question 1.2.1 (n=21)



Of the 334 respondents who submitted a response to the consultation, 21 answered this question with nine indicating they had no preference. Of those who expressed a preference between the two sub-options, 11 out of 12 prefer sub-option A2a.

Respondents could select the reasons that underpin their views (either in relationship to the proposed sub-options or Section A as a whole) and the feedback is summarised in Charts 3-5⁴ below. Respondents could select multiple reasons.

Chart 3: Answers to Question 1.1.2 (n=13)



⁴ Respondents who did not respond using the questionnaire were not able to complete this question



Chart 4: Answers to Question 1.2.2. (n=20)

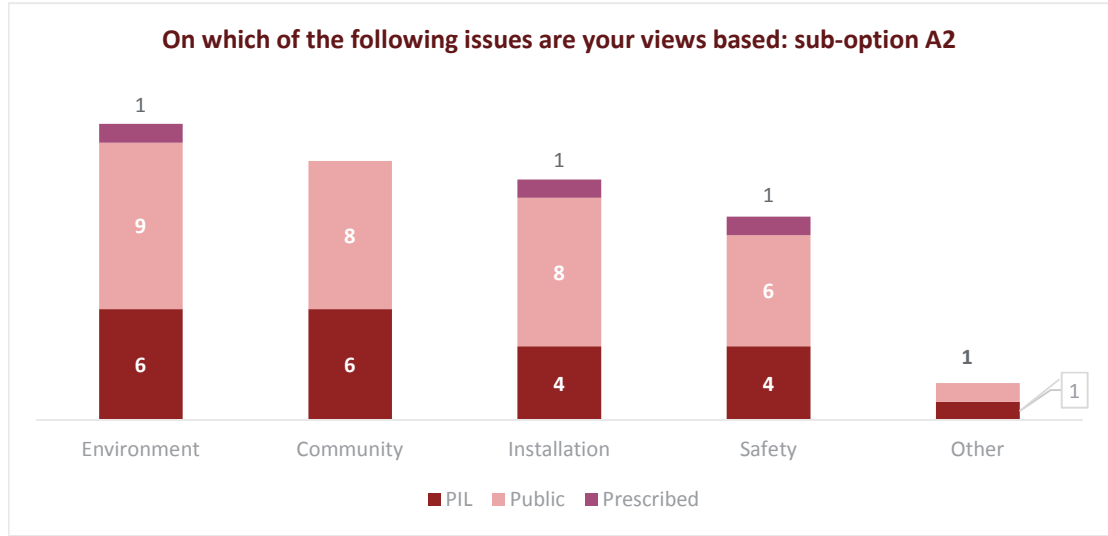
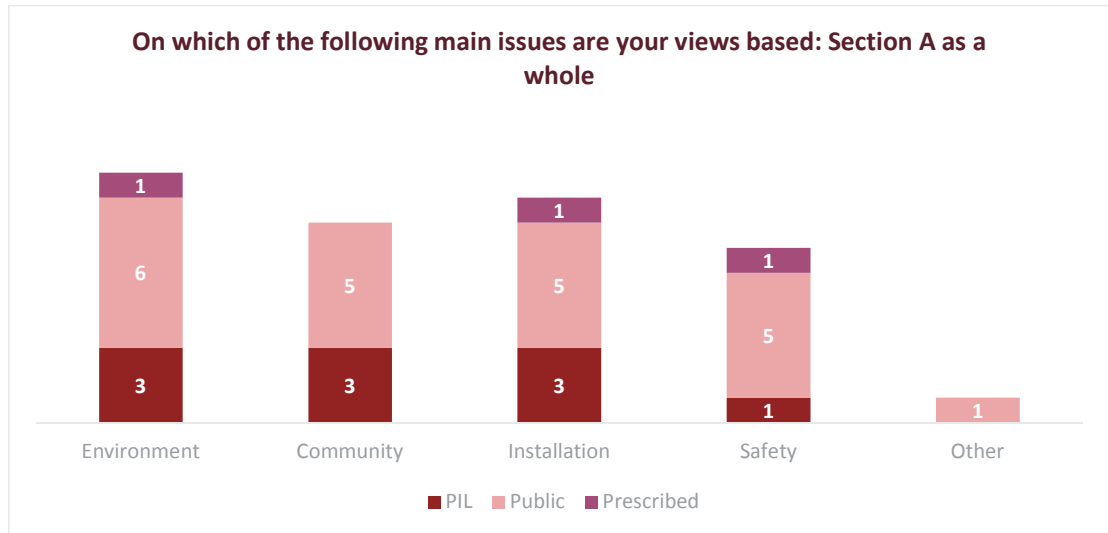


Chart 5: Answers to Question 1.3.1 (n=14)



Some of the respondents also provided additional open-text comments. In total, 27 respondents discussed Section A and its sub-options as part of their qualitative feedback which is summarised in this chapter.

2.2 Environment

2.2.1 Comments from prescribed consultees (S42 and S43)

Sub-option A1: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option A1.

Sub-option A2: The South Downs National Park Authority comments that sub-option A2b would impact on the tranquillity of Brockwood Park and expresses



concerns that the potential cumulative impact of sub-option A2b and the construction compound location would affect the character of the Krishnamurti Centre.

Section A as a whole: The South Downs National Park Authority says that the proposed pipeline in Section A as a whole would be unlikely to have a significant visual impact and that residual impacts could be neutral provided hedgerows and other landscape features are replaced and allowed to re-establish. However, they raise concerns about the potential impact of the construction phase on noise pollution, tranquillity, soil profiles and the vista of Stephen Castle Down and Brockwood Park.

Similarly, Winchester City Council comments that every effort has been made to avoid priority habitats, ancient woodland and other important environmental assets in Section A, and that landscape and visual impacts are considered to be negligible.

Portsmouth Water highlights that Section A would pass through Source Protection Zone 2 for its Northbrook Public Water Supply which is particularly vulnerable to pollution and contamination and requests that this is taken into consideration. They add that the investigation of ground conditions as part of the Environmental Impact Assessment (EIA) is critical to informing the design in areas of high risk.

The Environment Agency welcomes the use of a trenchless crossing at Ford Lake Stream but requires further information about any temporary structures which would be within 8m of this area. They recommend that Esso engage with themselves regarding temporary bridge design in order to ensure an Environmental Permit can be granted.

Eastleigh Borough Council comments that there is no indication where the pigging station will be located or how its visual impact would be mitigated, which would be an important consideration for the council.

Several prescribed consultees make suggestions about how the potential environmental impact can be mitigated. The South Downs National Park Authority recommends that Defra's '*Code of Practice for the sustainable use of soils on construction sites*' be used as a basis for a detailed Soils Management Plan, which should also be informed by a detailed soils survey. Winchester City Council



suggests Esso should carry out noise assessment, consult Natural England and relevant ecological officers and ensure that drilling fluids are captured and disposed of and do not enter water courses. The Council also would like to see more ambitious landscaping measures which go beyond just replanting affected areas and instead seek to increase the biodiversity and landscape character.

2.2.2 Comments from PILs

Sub-option A1: One Person with an Interest in Land (PIL) supports **sub-option A1a** on environmental grounds saying that as it follows the existing pipeline, it would be bored under existing Esso easement and would not introduce new environmental impacts.

Sub-option A2: The National Trust expresses disappointment that a suggestion they had put forward about a hybrid between sub-options A2a and A2b has not been taken forward and expresses their support for **sub-option A2b** as it would avoid their Hinton Ampner Estate. In addition, the National Trust stresses the importance of protecting bat commuting routes and archaeological features and requests that Esso should use the opportunities for ecological enhancement.

In contrast, a land agent who represents three PILs states their support for **sub-option A2a** highlighting a number of environmental concerns with relation to **sub-option A2b**. These include its proximity to a reptile survey area, crossing through an Entry Level Stewardship (ELS) land and priority habitats and perceived impact on mature highway hedges and woodland areas.

The land agent raises strong concerns with reference to the Brockwood Park, which is a habitat of rare flora and wildlife, including Great Crested newts, barn owl and bats and has rare clay cap soil which is a considered geological phenomenon. They add that within **sub-option A2b**, the proposed route would pass through Brockwood Copse and Road Strips which is a Site of Interest for Nature Conservation (SINC).

Section A as a whole: There are no comments on environmental issues from PILs in relation to Section A as a whole.

2.2.3 Comments from members of the public and other organisations

Overall, a few members of the public comment on Section A and its sub-options.



Sub-option A1: There are no comments on environmental issues from members of the public or other organisations specifically in relation to sub-option A1.

Sub-option A2: One respondent says that **sub-option A2a** would have less of an impact on the South Downs National Park (SDNP), without elaborating further. Related to this, a few respondents are concerned that **sub-option A2b** would disrupt woodland areas and habitats, affecting the local wildlife.

Section A as a whole: One respondent asks how many rivers would be crossed in Section A and another says that the proposed pipeline should meet the guiding principles of the SDNP.

2.3 Community

2.3.1 Comments from prescribed consultees (S42 and S43)

Sub-option A1: There are no comments on community issues from prescribed consultees specifically in relation to sub-option A1.

Sub-option A2: There are no comments on community issues from prescribed consultees specifically in relation to sub-option A2.

Section A as a whole: Winchester City Council comments that Section A would avoid designated archaeological sites and would have no permanent impact on the setting of any Scheduled Monuments but would affect buried archaeological remains and calls for this to be mitigated.

The South Downs National Park Authority are concerned that Section A would affect historic parklands and medieval hunting parks. They also object to the removal of any historic plantings in the area such as the hedgerow described in Jane Austen's 'Persuasion' and copper beech trees which line the A272 and formed the boundary of the Brockenwood Estate.

2.3.2 PILs

Sub-option A1: One PIL objects to sub-option A1b because of perceived impact on grazing and paddocks as well as concerns over diminished property value.

Sub-option A2: A land agent who represents three PILs states their support for **sub-option A2a** as sub-option A2b would affect two public rights of way and disrupt the Riversdown Road which is used by visitors to Brockwood Park. Moreover, the



land agent expresses concern over the potential impact on the Krishnamurti Centre stating that it is sensitive to noise and light pollution and add that **sub-option A2b** would affect the Grade II listed Brockwood Park House and the historic Tumuli.

Section A as a whole: There are concerns over the potential impact on property values, access and farming or other business activities. With reference to the latter, respondents mention the private shoot on Lower Preshaw Farm as well as the presence of pasture land used for intensive livestock production.

2.3.3 Comments from members of the public and other organisations

Sub-option A1: There are no comments on community issues from members of the public or other organisations specifically in relation to sub-option A1.

Sub-option A2: In support of their preference for sub-option A2a, one respondent says that it would be less visible from Hinton Ampner House, and that A2b would disrupt farmland.

Section A as a whole: One respondent raises concerns about the potential impact of Section A on farming, game keeping, barrows, and other, non-specified, heritage assets.

2.4 Installation

2.4.1 Comments from prescribed consultees (S42 and S43)

Sub-option A1: Thames Water says that sub-option A1 would not impact any of their assets.

Sub-option A2: Thames Water says that sub-option A2 would not impact any of their assets.

Section A as a whole: Both Winchester City Council and South Downs National Park Authority discuss the potential impact Section A might have on rural roads, with the Park Authority expressing concern that the tranquillity and character of the roads would be affected during the construction stage of the project.

2.4.2 Comments from PILs

Sub-option A1: One PIL support **sub-option A1a** as they believe it would be less disruptive than **sub-option A1b** as works will be carried on the northern site of



Maddoxford Lane. Another PIL who expresses a similar sentiment stating that the land is a former landfill and the installation process may impact the soil structure. Several PILs make suggestions for alternative rerouting within Section A.

Some rerouting suggestions within **sub-option A1a** include:

- placing the proposed pipeline under the existing pipeline,
- laying it adjacent to the already affected area of the SSE wayleave,
- siting it within the green corridor of the Boorley Green Development, or
- tweaking the proposed route so it minimises the amount of land that will have to be sterilised.

Sub-option A2: Several PILs, including some represented by the same land agent, object to **sub-option A2b**, saying that it would affect greater area of land and involve double the number of road crossings than **sub-option A2a**. Discussing **sub-option A2**, the National Trust suggests that if **sub-option A2a** is rerouted, so it continues across Joan's Acre Lane before meeting with **sub-option A2b** to the south west of The Firs, this would potentially overcome their concerns associated with sub-option A2a. One land agent who represents three PILs, would like the preferred route within sub-option A2 to be amended so it avoids their clients' properties.

Section A as a whole: Discussing Section A as a whole, a property owner requests that the access track which they use to access their Commercial Horticultural Nursery Property is left unaffected. The same respondent also asks for the new pipeline to be laid diagonally beneath the Crossroads. Another PIL suggests that a site with good access to Winchester Road is used as a compound site and that the preferred limit of deviation is moved to the west to make the severed area smaller.

One land agent who represents several properties calls for the preferred route within Section A to be tweaked by making it straighter.

There are some concerns that utility services present in the area might be affected so respondents call for these to be safeguarded.

2.4.3 Comments from members of the public and other organisations

Sub-option A1: There are no comments on installation issues from members of the public and other organisations specifically in relation to sub-option A1.



Sub-option A2: A few respondents express support for **sub-option A2a** because they state it is shorter than **sub-option A2b** and follows more closely the existing alignment, thereby minimising disruption.

Section A as a whole: One respondent comments that Section A should take the most direct route possible to minimise disruption in the area.

2.5 Safety

2.5.1 Comments from prescribed consultees (S42 and S43)

There are no comments on safety issues from prescribed consultees in relation to Section A and its sub-options.

2.5.2 Comments from PILs

There are no comments on safety issues from PILs in relation to Section A and its sub-options.

2.5.3 Comments from members of the public and other organisations

There are no comments on safety issues from members of the public and other organisations in relation to Section A and its sub-options.

2.6 Other

2.6.1 Comments from prescribed consultees (S42 and S43)

Eastleigh Borough Council notes that **sub-option A1b** has been developed to avoid conflicting with a development underway north of Maddoxford Lane, which makes it preferable to **sub-option A1a**. The Council would like to be involved in future discussions about the exact alignment of the proposed route within this section, specifically near Crows Nest Lane.

Winchester City Council says that the proposed corridor within **Section A** runs close to the western edge of a site known as the Tollgate Sawmill Employment Allocation. This has been allocated for employment in the district's Local Plan and the Council would object to the routing of this pipeline section if it prejudiced the ability to develop this site. The Council also requests that all best practice documents are as detailed as possible, including details of how the construction workforce would be informed of and 'signed up' to a low impact approach and how engagement with the local community would be carried out.



Thames Water comments that it would hold Esso and any relevant contractors liable for any losses incurred if damage was caused to their assets as a result of construction works or subsequent use.

2.6.2 Comments from PILs

Several PILs highlight the development potential of their land and stress that if affected, they would expect compensation. One adds that they would like to work with Esso to find a space within their land that would be suitable for both parties.

2.6.3 Comments from members of the public and other organisations

One respondent says they have development plans for land potentially affected by the proposed route within Section A, so would like to see detailed plans of the exact alignment of the proposed pipeline.

3 Feedback received on Section B

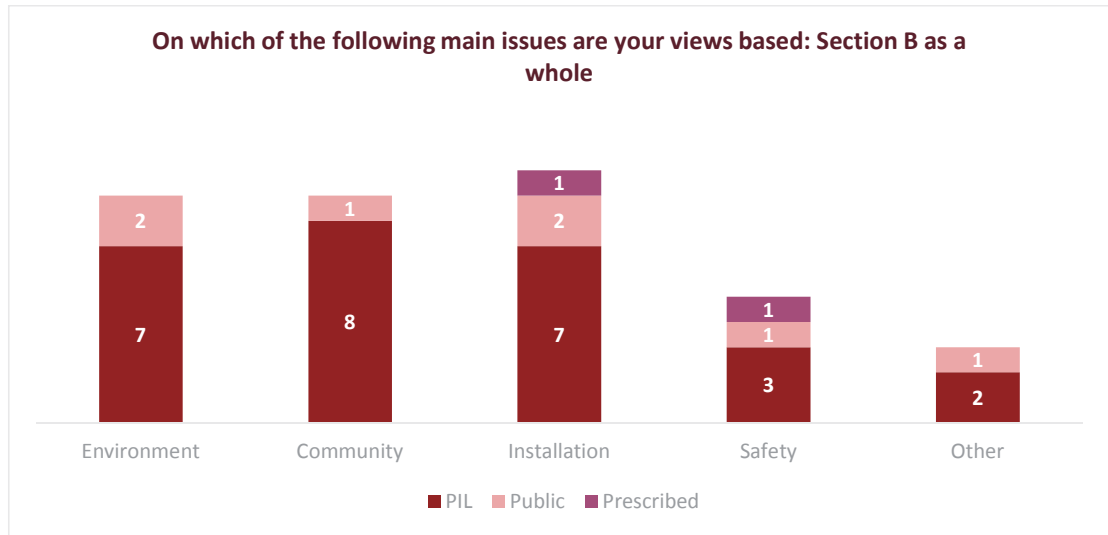
3.1 Overview

Question 2 asks respondents for their views on Section B.

Respondents could select the reasons that underpin their views and the feedback is summarised in Chart 6⁵ below, alongside their respondent category.

Respondents could select multiple reasons.

Chart 6: Answers to Question 2.1.1 (n=13)



Some of the respondents also provided additional open-text comments. In total, 14 respondents discussed Section B as part of their qualitative feedback which is summarised in this chapter.

3.2 Environment

3.2.1 Comments from prescribed consultees (S42 and S43)

The South Downs National Park Authority's combined comments on the sections that cross the park have already been reported in 2.2.1. In addition, the Park Authority raises concerns about the potential impacts on the Froxfield Clay Plateau's landscape features and ancient woodlands.

3.2.2 Comments from PILs

Several PILs raise environmental concerns about Section B citing the possible removal of hedges and trees along the A272 which in turn could increase noise

⁵ Respondents who did not respond using the questionnaire were not able to complete this question



pollution and affect wildlife. Related to this, one PIL calls for the supplies to be undergrounded so there is no visual impact on the historic deer park.

One PIL is worried that possible soil contamination might affect their only water supply. They are also concerned about their drain access.

3.2.3 Comments from members of the public and other organisations

One respondent feels that the pipeline should meet the guiding principles of the South Downs National Park Authority.

3.3 Community

3.3.1 Comments from prescribed consultees (S42 and S43)

The South Downs National Park Authority's combined comments on the sections that cross the park have already been reported in 2.3.1. The Park Authority also highlights the presence of historic landscapes such as Downland Mosaic and Greensand Terrace.

3.3.2 Comments from PILs

There are several community focussed concerns raised by PILs including possible impact on driveways, sterilisation of land and property values.

The perceived impact on local businesses have also been highlighted with a specific reference to a local golf club, dairy farm and shoot days held within a local estate. Similarly, one PIL express concerns that their training centre at Riversdown Estate would be affected either because of noise pollution or interruption to their water supply during construction. The same respondent adds that their centre houses a Grade II listed building.

3.3.3 Comments from members of the public and other organisations

There are no comments on community issues from members of the public or other organisations in relation to Section B.

3.4 Installation

3.4.1 Comments from prescribed consultees (S42 and S43)

Thames Water believes that excavation works are proposed to take place within exclusion zones of Thames Water assets, adding that sewers on Hawthorn Road and the A32 eastern verge would require safeguarding.



The South Downs National Park Authority's comments on the installation issues relate to both Sections A and B and have already been reported in 2.4.1.

3.4.2 Comments from PILs

With regards to the installation process of the proposed pipeline within Section B, several PILs flag potential terrain constraints such as the presence of drains and septic tanks and the lack of access to the preferred order area by Woodcote cottages. To minimise any potential disruption, one PIL makes a suggestion for an alternative southern deviation within Section B.

One PIL says that they expect contractors to be fully aware of all legal ownership/boundaries.

Several PILs call for all utility services to be fully mapped and noted so none are inadvertently affected.

3.4.3 Comments from members of the public and other organisations

One respondent questions the suitability of the location of the proposed construction site on Petersfield Road, highlighting that the road section is narrow and twisty which could be a hazard. The same respondent expresses concern about any potential impact to the fibre optic broadband cables on Stapley Lane.

3.5 Safety

3.5.1 Comments from prescribed consultees (S42 and S43)

There are no comments on safety issues from prescribed consultees in relation to Section B.

3.5.2 Comments from PILs

There are no comments on safety issues from PILs in relation to Section B.

3.5.3 Comments from members of the public and other organisations

One respondent says that Stapley Lane would not be suitable for lorries from its junction with Peterfield Road as it becomes very narrow. Instead, they suggest that it would be safer for the construction traffic to go through West Tisted from the A32.

3.6 Other



A few PILs are concerned that the proposed pipeline would affect their development plans and call for this to be taken into consideration.

4 Feedback received on Section C

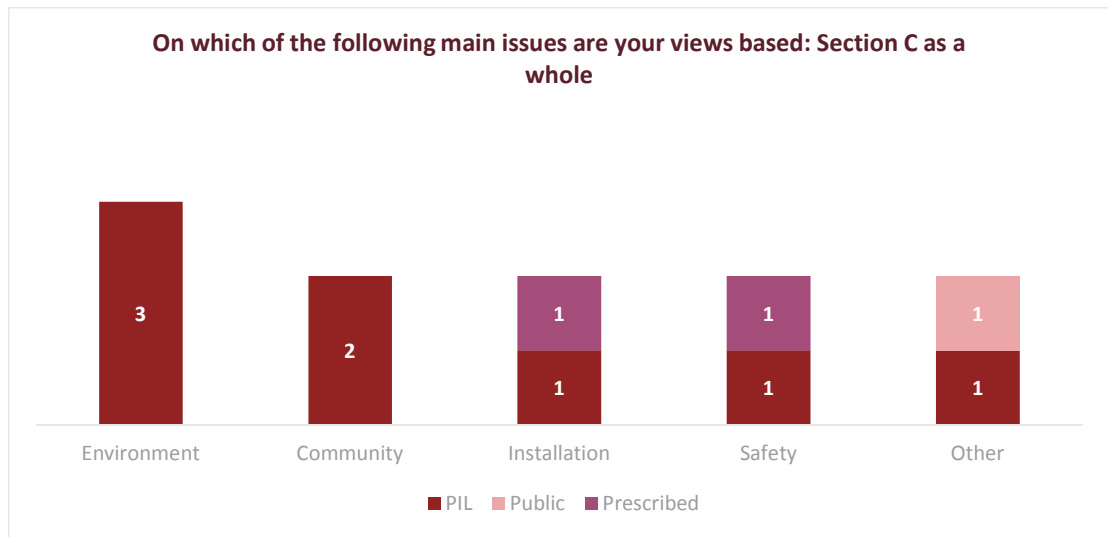
4.1 Overview

Question 3 asks respondents for their views on Section C.

Respondents could select the reasons that underpin their views and the feedback is summarised in Chart 7⁶ below, alongside their respondent category.

Respondents could select multiple reasons.

Chart 7: Answers to Question 3.1.1 (n=5)



Some of the respondents also provided additional open-text comments. In total, four respondents discussed Section C as part of their qualitative feedback which is summarised in this chapter.

4.2 Environment

4.2.1 Comments from prescribed consultees (S42 and S43)

The Environment Agency highlights that River Wey is a sensitive habitat to a range of species and supports the trenchless crossing proposed by Esso.

4.2.2 Comments from PILs

One PIL objects to Section C on environmental grounds, citing the adverse impact this could have on water courses, livestock, bee hives and several endangered species.

⁶ Respondents who did not respond using the questionnaire were not able to complete this question



4.2.3 Comments from members of the public and other organisations

There are no comments on environmental issues from members of the public or other organisations in relation to Section C.

4.3 Community

4.3.1 Comments from prescribed consultees (S42 and S43)

There are no comments on community issues from prescribed consultees in relation to Section C.

4.3.2 Comments from PILs

One PIL raises concerns about the economic viability of small holdings in the area, adding that the procedures associated with such development (e.g. obtaining Esso's consent every time they need to make new enclosures) would cause too much hassle to farmers. The respondent is also concerned about the security of their livestock.

4.3.3 Comments from members of the public and other organisations

There are no comments on community issues from members of the public or other organisations in relation to Section C.

4.4 Installation

4.4.1 Comments from prescribed consultees (S42 and S43)

Thames Water believes that excavation works are proposed to take place within exclusion zones of Thames Water assets, adding that a main and a sewage pumping station on Grid Lane, a manhole cover in a field and a sewer on Froyle Road would require safeguarding.

4.4.2 Comments from PILs

One PIL is worried that the installation process would affect some of their fields, adding that the presence of electric lines could pose risk to workers as well as potentially disrupt electricity supply.

One PIL calls for the replacement pipeline to follow the existing route to minimise disruption. In contrast, another PIL is pleased with the proposed route without elaborating further.



4.4.3 Comments from members of the public and other organisations

There are no comments on installation issues from members of the public or other organisations in relation to Section C.

4.5 Safety

4.5.1 Comments from prescribed consultees (S42 and S43)

There are no comments on safety issues from prescribed consultees in relation to Section C.

4.5.2 Comments from PILs

There are no comments on safety issues from PILs in relation to Section C.

4.5.3 Comments from members of the public and other organisations

There are no comments on safety issues from members of the public or other organisations in relation to Section C.



5 Feedback received on Section D

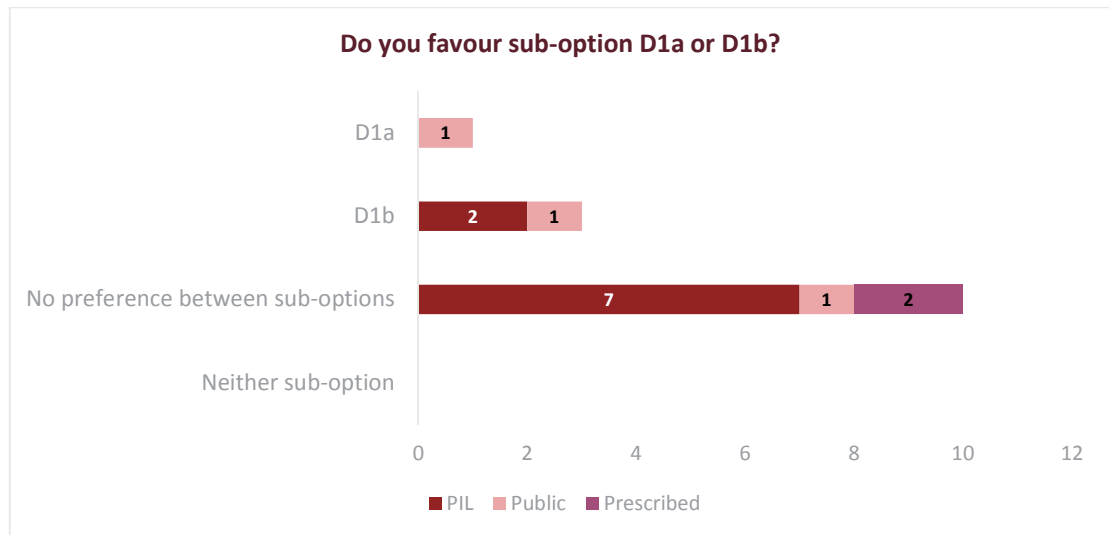
5.1 Overview

Question 4 asks respondents for their views on Section D and its sub-options:

- **Sub-option D1 at Oak Park Golf Course:** within this sub-option, the preferred route could either run further away (D1a) or closer (D1b) to an ancient woodland, impacting respectively more or less the golf course.
- **Sub-option D2 at Fleet Business Park:** within this sub-option, the preferred route could either pass through roads with traffic calming measures (D2a) or through significantly more designated land (D2b).
- **Sub-option D3 at Beacon Hill Road:** within this sub-option, the preferred route could travel either north (D3a) or east (D3b).
- **Sub-option D4 at Norris Hill:** within this sub-option, the preferred route could either follow the existing pipeline (D4a) or an established track (D4b).

The views of those who responded to this question are summarised in Charts 8-10 below⁷, alongside their respondent category.

Chart 8: Answers to Question 4.1.1 (n=14)

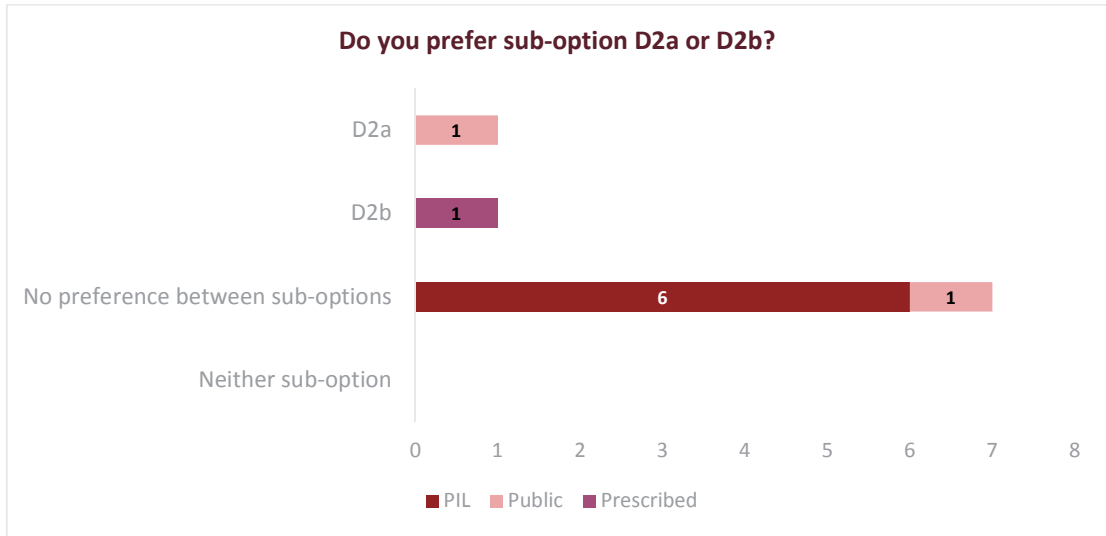


Of the 334 respondents who submitted a response to the consultation, 14 answered this question with 10 indicating they had no preference. Of those who expressed a preference between the two sub-options, three out of four respondents prefer sub-option D1b.

⁷ Respondents who did not respond using the questionnaire were not able to complete this question

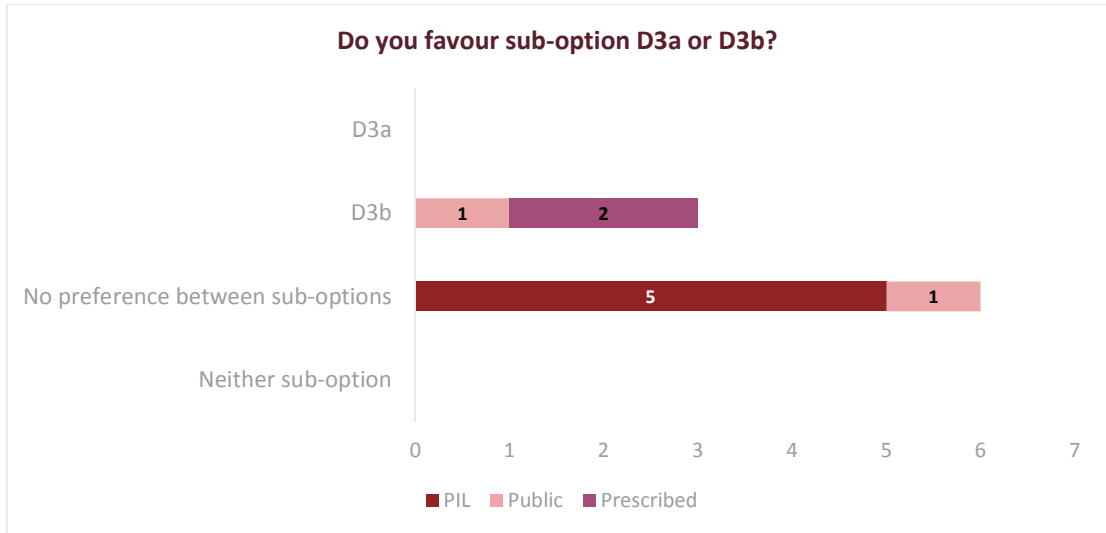


Chart 9: Answers to Question 4.2.1 (n=9)



Of the 334 respondents who submitted a response to the consultation, nine answered this question with seven indicating they had no preference. Of those who expressed a preference between the two sub-options, views are split (one and one).

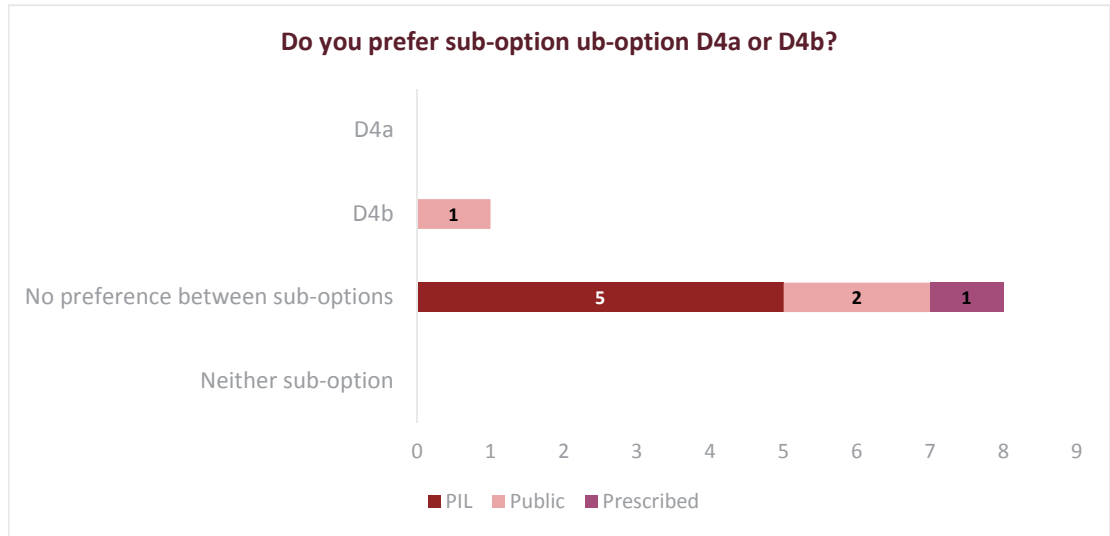
Chart 10: Answers to Question 4.3.1 (n=9)



Of the 334 respondents who submitted a response to the consultation, nine answered this question with six indicating they had no preference. Of those who expressed a preference between the two sub-options, three prefer sub-option D3b and none sub-option D3a.



Chart 11: Answers to Question 4.4.1 (n=9)



Of the 334 respondents who submitted a response to the consultation, nine answered this question with eight indicating they had no preference. The only respondent who expressed a preference between the two sub-options, prefers sub-option D4b.

Respondents could select the reasons that underpin their views (either in relationship to the proposed sub-options or Section D as a whole) and the feedback is summarised in Charts 12-16⁸ below, alongside their respondent category. Respondents could select multiple reasons.

⁸ Respondents who did not respond using the questionnaire were not able to complete this question



Chart 12: Answers to Question 4.1.2 (n=7)

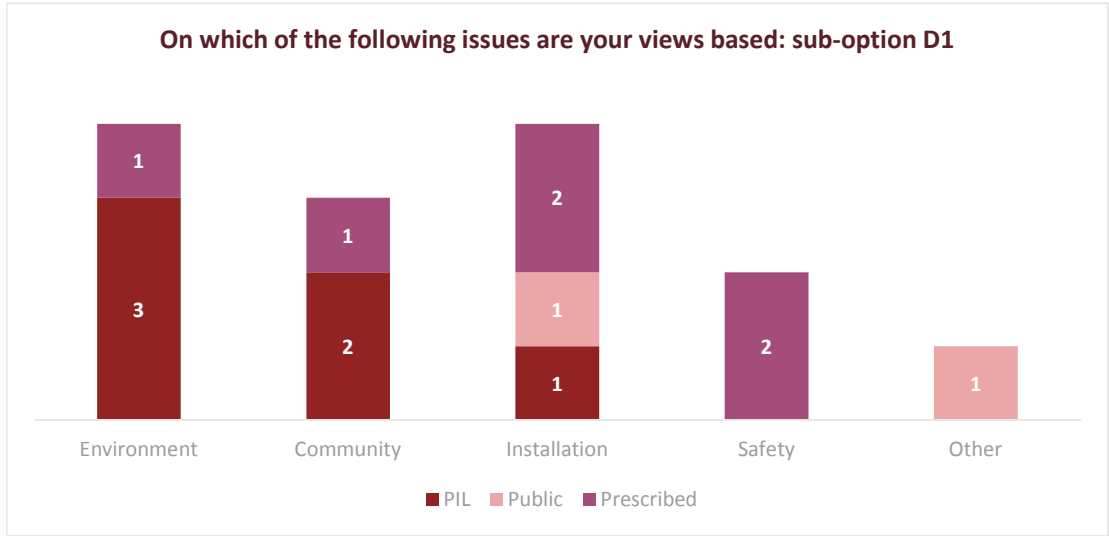


Chart 13: Answers to Question 4.2.2 (n=4)

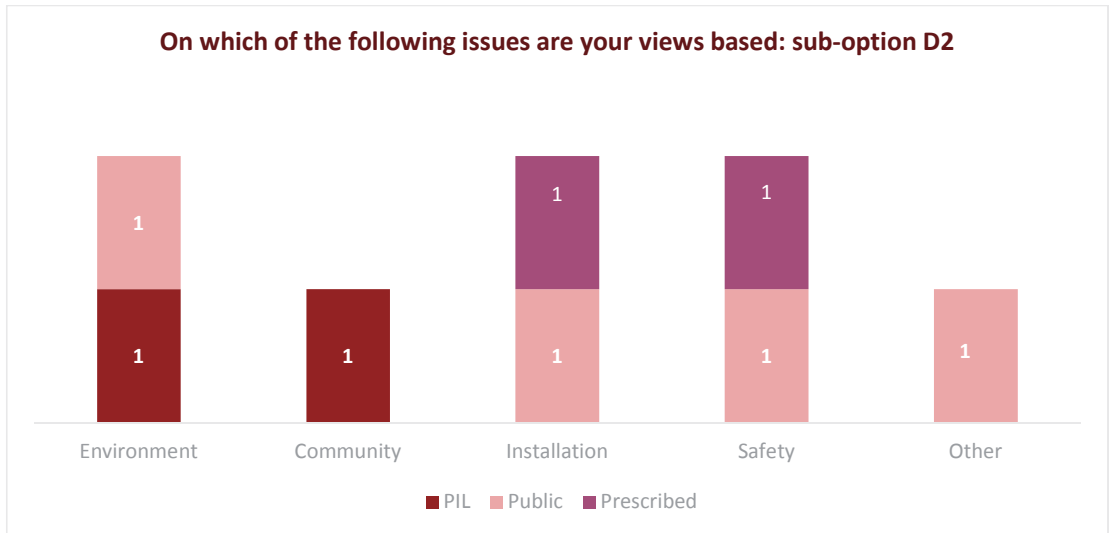




Chart 14: Answers to Question 4.3.2 (n=6)

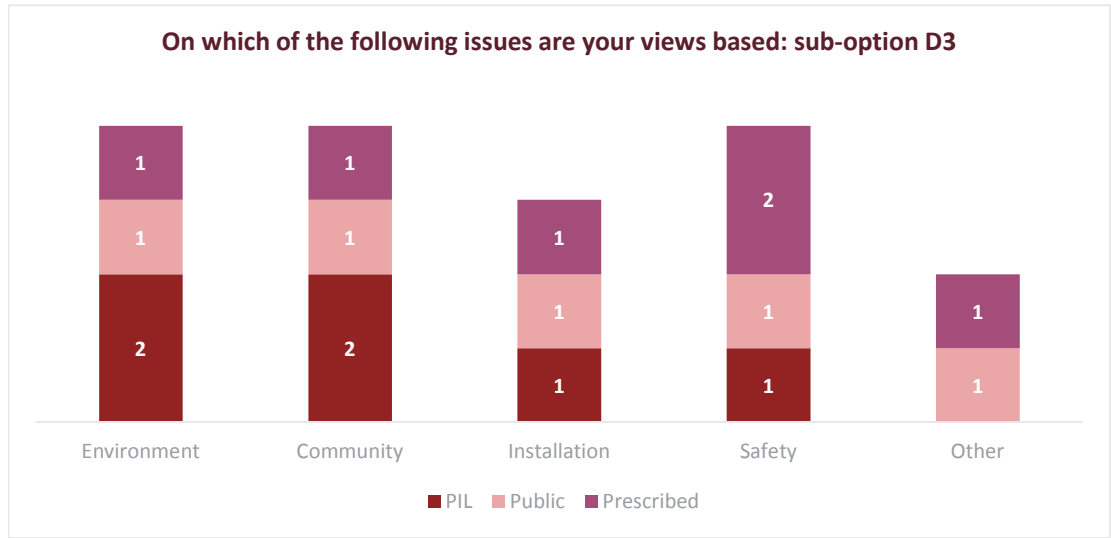


Chart 15: Answers to Question 4.4.2 (n=5)

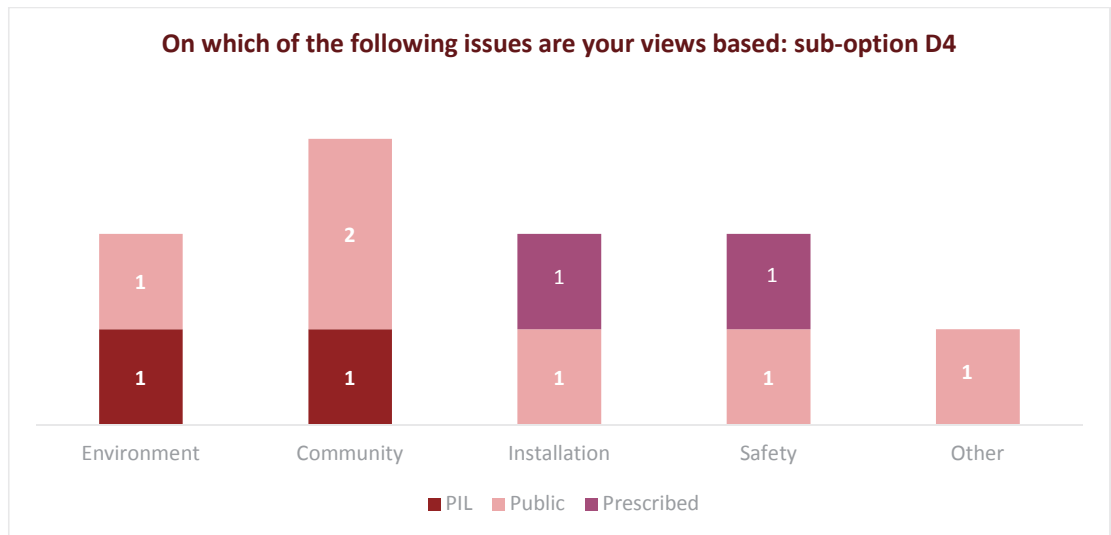
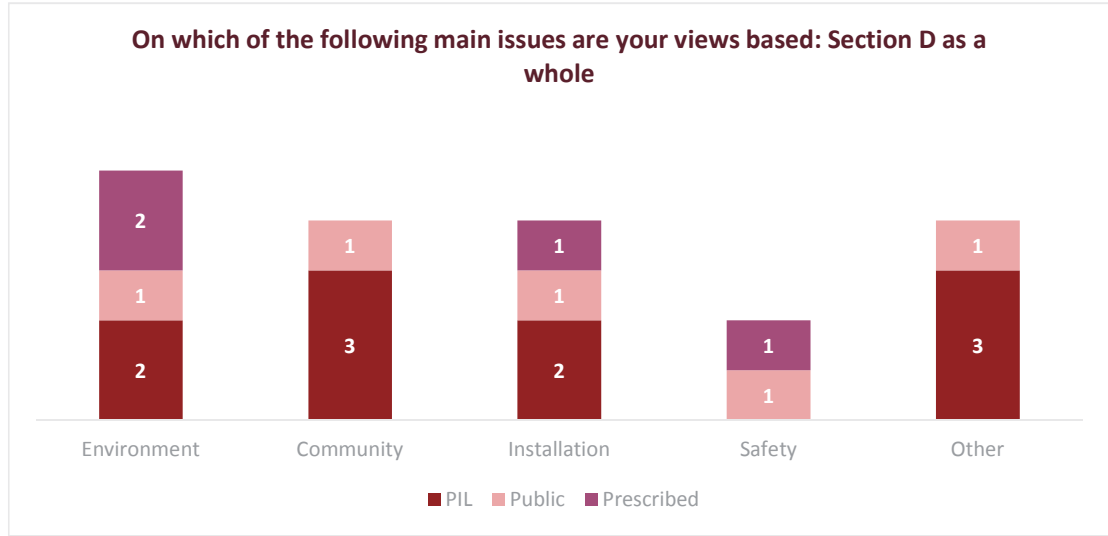


Chart 16: Answers to Question 4.5.1 (n=10)



Some of the respondents also provided additional open-text comments. In total, 28 respondents discussed Section D and its-sub options as part of their qualitative feedback which is summarised in this chapter.

5.2 Environment

5.2.1 Comments from prescribed consultees (S42 and S43)

Sub-option D1: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option D1.

Sub-option D2: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option D2.

Sub-option D3: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option D3.

Sub-option D4: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option D4.

Section D as a whole: Rushmoor Borough Council raises concerns about potential impacts from Section D on Eelmoor Marshes Site of Scientific Interest (SSSI), Ball Hill Site of Interest for Nature Conservation (SINC) and the trees which border the Ively Road Cycle Track. They add that, in the SINC survey, land around the Ball Hill SINC was found to contain similar habitat to the SINC, so its quality should be assessed through a phase 2 botanical survey prior to any works. The Council also requests that any application should detail how direct or indirect losses to both Eelmoor



Marshes SSSI and Ball Hill SINIC would be avoided and provide a detailed methodology for the directional drilling under the Basingstoke Canal to avoid damage to or pollution of the water course.

The Environment Agency raises concerns about sensitive habitats and species within the Basingstoke Canal SSSI, adding that the Canal itself would be impractical to cross with a trench.

Hart District Council identifies improvement opportunities in the area that the proposed pipeline installation could contribute to such as reducing the scrub encroachment in the Queen Elizabeth Barracks (Crookham Park) Suitable Alternative Natural Greenspace (SANG), reinstating a degraded pond and improving the pedestrian entrance to the site. The Council would favour natural regeneration from the seed bank in grassland areas and where hedgerows have been severed they expect these to be replaced in line with the species composition of the remainder of the hedgerow.

5.2.2 Comments from PILs

Sub-option D1: One PIL supports **sub-option D1b** as it would not affect their fields.

Sub-option D2: There are no comments on environmental issues from PILs specifically in relation to sub-option D2.

Sub-option D3: There are no comments on environmental issues from PILs specifically in relation to sub-option D3.

Sub-option D4: There are no comments on environmental issues from PILs specifically in relation to sub-option D4.

Section D as a whole: Discussing Section D as a whole, several PILs express concerns about the potential impact on mature oak trees in the area which are a habitat for bats.

In contrast, some PILs welcome the proposed alignment of Section D as it would avoid Coombe Wood.

5.2.3 Comments from members of the public and other organisations

Sub-option D1: One respondent who favours **sub-option D1b** acknowledges that it would be closer to ancient woodland than **sub-option D1a** but adds that it would



nonetheless avoid it. The same respondent would like the installation period to fall outside spring and summer to avoid impacting nesting birds.

Sub-option D2: One respondent expresses a preference for **sub-option D2a** as it would avoid impacting the Site of Importance for Nature Conservation (SINC) south of the Fleet Business Park and a watercourse along Beacon Hill Road.

Sub-option D3: There are no comments on environmental issues from members of the public or other organisations specifically in relation to sub-option D3.

Sub-option D4: One respondent supports **sub-option D4b** as it would avoid impacting the Velmead Common Special Protection Area (SPA).

Section D as a whole: One respondent asks that consideration is given to avoiding Ewshot Marsh SINC within the Crookham Park SANG, adding that work has been done to restore the biodiversity value of this marshland and that it would be better to divert along Naishes Lane. Another respondent says that if installation is carried out at the right time of the year then impacts on SSSIs, nature reserves and ground birds would be avoided, and that plants would regenerate if topsoil is carefully replaced.

5.3 Community

5.3.1 Prescribed consultees (S42 and S43)

Sub-option D1: There are no comments on community issues from prescribed consultees specifically in relation to sub-option D1.

Sub-option D2: There are no comments on community issues from prescribed consultees specifically in relation to sub-option D2.

Sub-option D3: Church Crookham Parish Council supports **sub-option D3b** as it would avoid most of the Peter Driver sports ground's football pitches and athletics club. They say that **sub-option D3a** could deprive residents of these facilities and lead to a potential loss of income for the Council from the pitches. The Council adds that restrictions on the timings of works would need to be agreed to minimise disruption to the football and athletics seasons.

Sub-option D4: There are no comments on community issues from prescribed consultees specifically in relation to sub-option D4.



Section D as a whole: Rushmoor Borough Council expresses concern that the proposed route in Section D could prevent people from walking or cycling to the Southwood Woodland and Southwood Golf Course SANGs by impacting upon the Ively Road Cycle Track.

Waverley Borough Council says that as the preferred route now falls outside of the borough, there will be no impact on its residents.

5.3.2 Comments from PILs

Sub-option D1: There are no public⁹ comments on community issues from PILs specifically in relation to sub-option D1.

Sub-option D2: One PIL is concerned that **sub-option D2a** would disrupt their access to their property and on that basis, they express a preference for **sub-option D2b**.

Sub-option D3 There are no public¹⁰ comments on community issues from PILs specifically in relation to sub-option D3.

Sub-option D4: There are no comments on community issues from PILs specifically in relation to sub-option D4.

Section D as a whole: Some PILs worry about the potential loss of hay and silage as well as diminishing property values.

Several PILs make mitigation suggestions such as having further inspection after two years or that the hedgerow is reinstated with double fencing.

5.3.3 Comments from members of the public and other organisations

Sub-option D1: One respondent favours **sub-option D1b** as this would reduce the potential impact on Oak Park golf course, adding that they would like the installation process to take place outside of spring and summer.

Sub-option D2: There are no comments on community issues from members of the public or other organisations specifically in relation to sub-option D2.

Sub-option D3: One respondent expresses concern about the potential impact of

⁹ Comments by respondents who have requested confidentiality are not included in this report

¹⁰ Comments by respondents who have requested confidentiality are not included in this report



the **D3 sub-options** on the Peter Driver recreation area, adding that works should take into account the booking schedule of the football pitches.

Sub-option D4: There are no public¹¹ comments on community issues from members of the public or other organisations specifically in relation to sub-option D4.

Section D as a whole: There are no comments on community issues from members of the public or other organisations specifically in relation to Section D as a whole.

5.4 Installation

5.4.1 Comments from prescribed consultees (S42 and S43)

Sub-option D1: Thames Water says that none of their assets would be impacted by the D1 sub-options.

Sub-option D2: Thames Water prefers **sub-option D2b** to **D2a** as the latter would impact a sewer and a manhole on Sandy Lane.

Sub-option D3: Thames Water prefers **sub-option D3b** to **D3a** as the latter would impact sewers located in the Tweseldown Racecourse.

Sub-option D4: Thames Water says that none of their assets would be impacted by the D4 sub-options.

Section D as a whole: Commenting on Section D outside the outlined sub-options, Thames Water says that the proposed excavation works would impact a sewer on Ewshot Lane.

Crondall Parish Council expresses concern about construction traffic passing through the village, flagging the 7.5 tonne weight restriction in place from the north along Heath Lane and the narrow roads in the area. They add that lorries approaching along Pankridge Street would have practical difficulties with access.

5.4.2 Comments from PILs

Sub-option D1: There are no comments on installation issues from PILs specifically in relation to sub-option D1.

Sub-option D2: There are no comments on installation issues from PILs specifically

¹¹ Comments by respondents who have requested confidentiality are not included in this report



in relation to sub-option D2.

Sub-option D3: There are no comments on installation issues from PILs specifically in relation to sub-option D3.

Sub-option D4: There are no comments on installation issues from PILs specifically in relation to sub-option D4.

Section D as a whole: Referring to their property, one PIL flags the presence of a Second World War ordnance buried beneath the fields and adds that a ditch on their fields is part of the local water catchment area and it should be properly reinstated.

Some PILs request slight changes to the installation in order to avoid or minimise the potential impact on their properties. One of those says that they would be happy for their land to be used for the joining of the straight sections of the pipeline but that they object to the trenching of the actual pipeline.

Related to this, several PILs make suggestions for alternative rerouting of the proposed pipeline within Section D. In addition to specific requests relevant to individual properties, other suggestions include placing the proposed pipeline in the adjacent highway, Beacon Hill Road or in the location of the existing pipeline.

5.4.3 Comments from members of the public and other organisations

Sub-option D1: One respondent suggests that Esso should consider putting the proposed pipeline on the edge of concrete grounds.

Sub-option D2: One respondent says that **sub-option D2a** should be the easiest route for installation and maintenance, provided installation can be organised to minimise impact on vehicle and pedestrian road users.

Sub-option D3: To minimise any potential impact, one respondent recommends rerouting the proposed route along the southern boundary of the former Vertu site.

Sub-option D4: Stating their preference for **sub-option D4b**, one respondent says that following an established track makes sense for installation and future maintenance work.

Section D as a whole: One respondent expresses concerns about the possible



impact of installation work on users of Naishes Lane, which they say is the main access route for Quetta Park and the Crookham Park development.

5.5 Safety

5.5.1 Comments from prescribed consultees (S42 and S43)

There are no comments on safety issues from prescribed consultees in relation to Section D and its sub-options.

5.5.2 Comments from PILs

Sub-option D1: One PIL welcomes **sub-option D1b** on safety grounds without elaborating further.

Sub-option D2: There are no comments on safety issues from PILs specifically in relation to sub-option D2.

Sub-option D3: There are no public¹² comments on safety issues from PILs specifically in relation to sub-option D3.

Sub-option D4: There are no comments on safety issues from PILs specifically in relation to sub-option D4.

Section D as a whole: There are no public¹³ comments on safety issues from PILs in relation to Section D as a whole.

5.5.3 Comments from members of the public and other organisations

Sub-option D1: There are no comments on safety issues from members of the public or other organisations specifically in relation to the D1 sub-options.

Sub-option D2: Expressing a preference for **sub-option D2a**, one respondent says that it would be the safest route for installation and maintenance, without providing further detail.

Sub-option D3: There are no comments on safety issues from members of the public or other organisations specifically in relation to the D3 sub-options.

Sub-option D4: One respondent favours **sub-option D4b** as they believe that

¹² Comments by respondents who have requested confidentiality are not included in this report

¹³ Comments by respondents who have requested confidentiality are not included in this report



following an established track would have safety benefits.

Section D as a whole: There are no comments on safety issues from members of the public or other organisations specifically in relation to Section D as a whole.

5.6 Other

5.6.1 Comments from prescribed consultees (S42 and S43)

There are no further comments from prescribed consultees in relation to Section D and its sub-options.

5.6.2 Comments from PILs

Several PILs, stress that they have development plans for their land and are concerned that these may be affected. Some highlight that there are also small housing developments proposed on land that could be affected by the proposed route.

5.6.3 Comments from members of the public and other organisations

There are no further comments from members of the public and other organisations in relation to Section D and its sub-options.



6 Feedback received on Section E

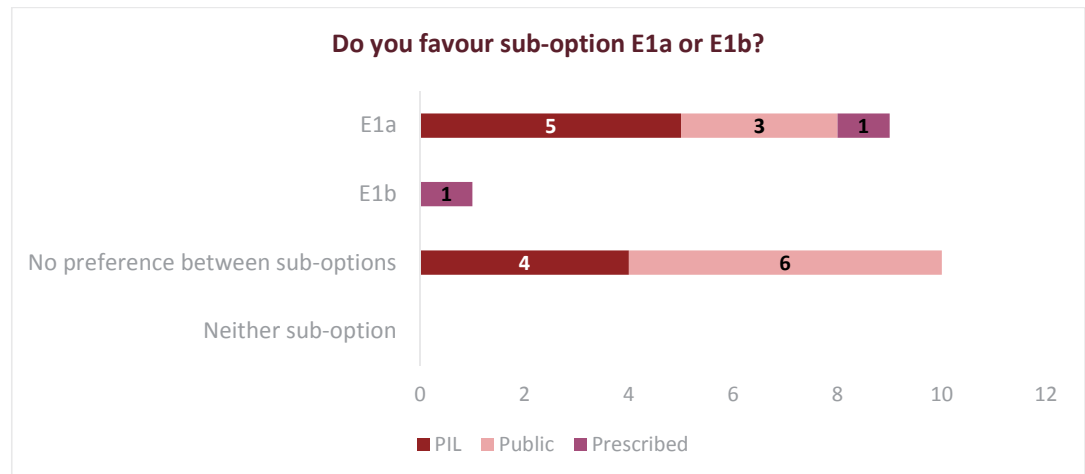
6.1 Overview

Question 5 asks respondents for their views on Section E and its sub-options:

- **Sub-option E1 at Cove Brook Park:** within this sub-option, the preferred route could either travel through the recreation area to the west (E1a) or run to the east getting closer to the brook (E1b).
- **Sub-option E2 at Cove Road:** within this sub-option, the preferred route could either cross under Cove Road, Cove Brook and the South-Western Main (E2a) or go through Highfield Path (E2b).
- **Sub-option E3 at Cabrol Road:** within this sub-option, the preferred route could follow closely the existing pipeline route (E3a), divert to avoid landowners in Stakes Lane (E3b) or divert via Cabrol Roads (E3c).
- **Sub-option E4 at Farnborough North:** within this sub-option, the preferred route could either follow Ship Lane/Ringwood avoiding the Henry Tyndale School (E4a) or run close to Farnborough North Station (E4b).
- **Sub-option E5 at Pine Ridge Golf Course:** within this sub-option, the preferred route could either follow the existing pipeline, thereby affecting the local golf course (E5a) or follow an established track along Deepcut Bridge Road potentially impacting protecting trees (E5b).

The views of those who responded to this question are summarised in Charts 17-21 below¹⁴, alongside their respondent category.

Chart 17: Answers to Question 5.1.1 (n=20)

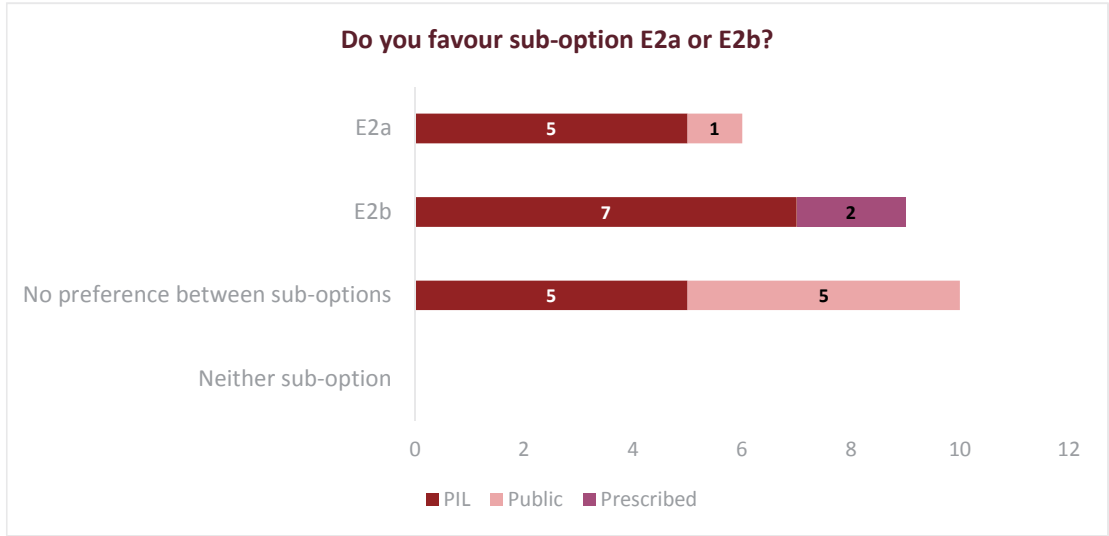


Of the 334 respondents who submitted a response to the consultation, 20 answered this question with 10 indicating they had no preference. Of those who expressed a preference between the two sub-options, nine out of ten respondents prefer sub-option E1a.

¹⁴ Respondents who did not respond using the questionnaire were not able to complete this question

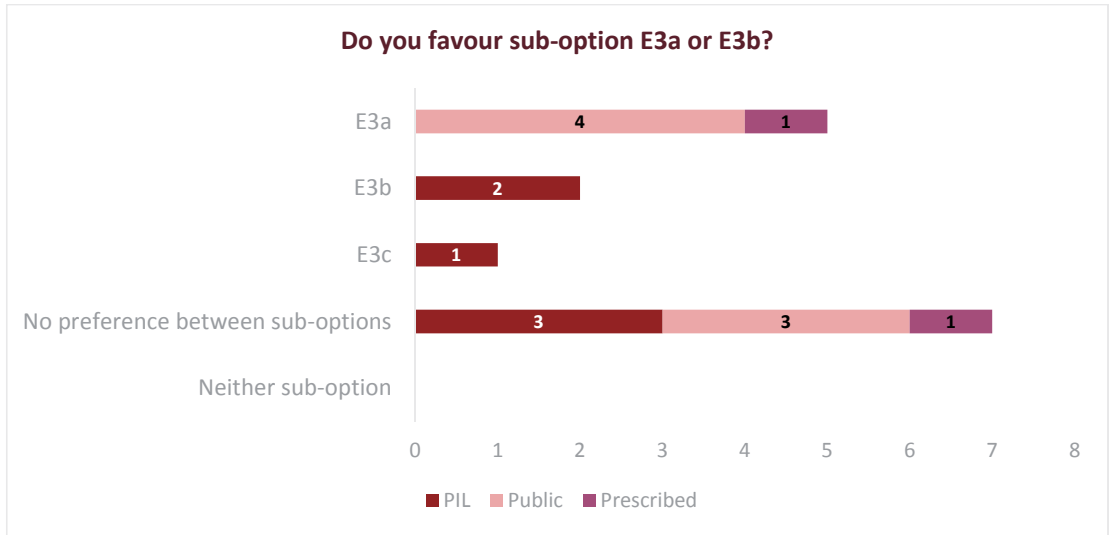


Chart 18: Answer to Question 5.2.1 (n=25)



Of the 334 respondents who submitted a response to the consultation, 25 answered this question with ten indicating they had no preference. Of those who expressed a preference between the two sub-options, nine out of 15 prefer sub-option E2b.

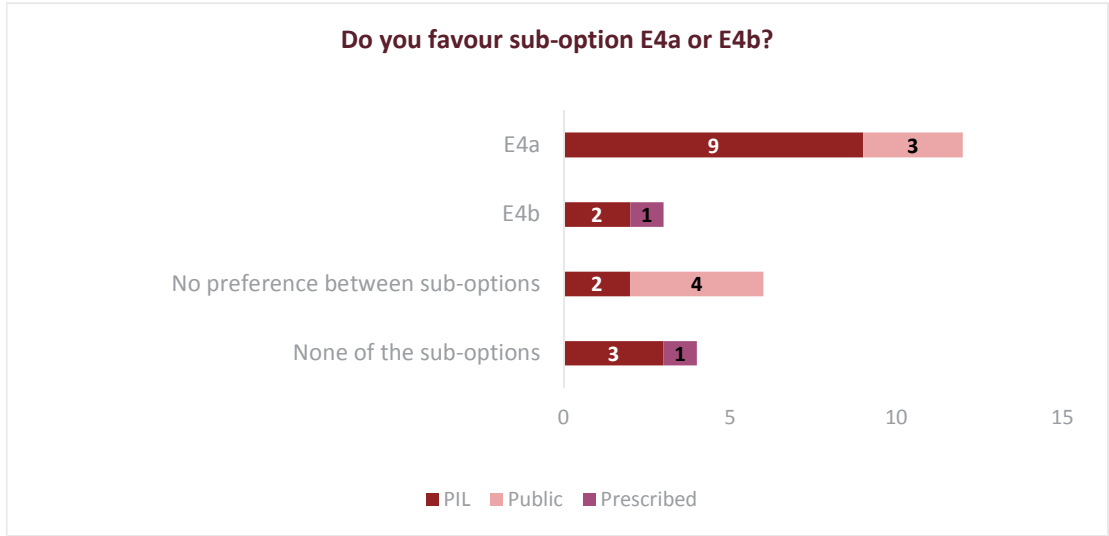
Chart 19: Answers to Question 5.3.1 (n=15)



Of the 334 respondents who submitted a response to the consultation, 15 answered this question with seven indicating they had no preference. Of those who expressed a preference between the three sub-options, five out of eight prefer sub-option E3a.

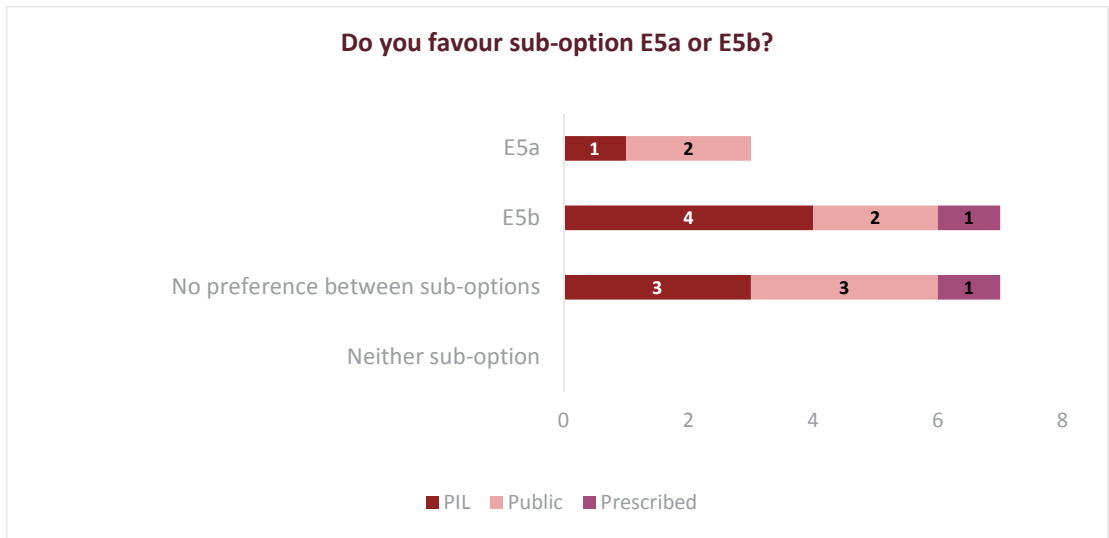


Chart 20: Answer to Question 5.4.1 (n=25)



Of the 334 respondents who submitted a response to the consultation, 25 answered this question with six indicating they had no preference. Of those who expressed a preference between the two sub-options, 12 out of 15 prefer sub-option E4a, while four object to both sub-options.

Chart 21: Answers to Question 5.5.1 (n=17)



Of the 334 respondents who submitted a response to the consultation, 17 answered this question with seven indicating they had no preference. Of those who expressed a preference between the two sub-options, seven out of ten prefer sub-option E5b.

Respondents could select the reasons that underpin their views (either in relationship to the proposed sub-options or Section E as a whole) and the



feedback is summarised in Charts 22-27¹⁵ below, alongside their respondent category. Respondents could select multiple reasons.

Chart 22: Answers to Question 5.1.2 (n=15)

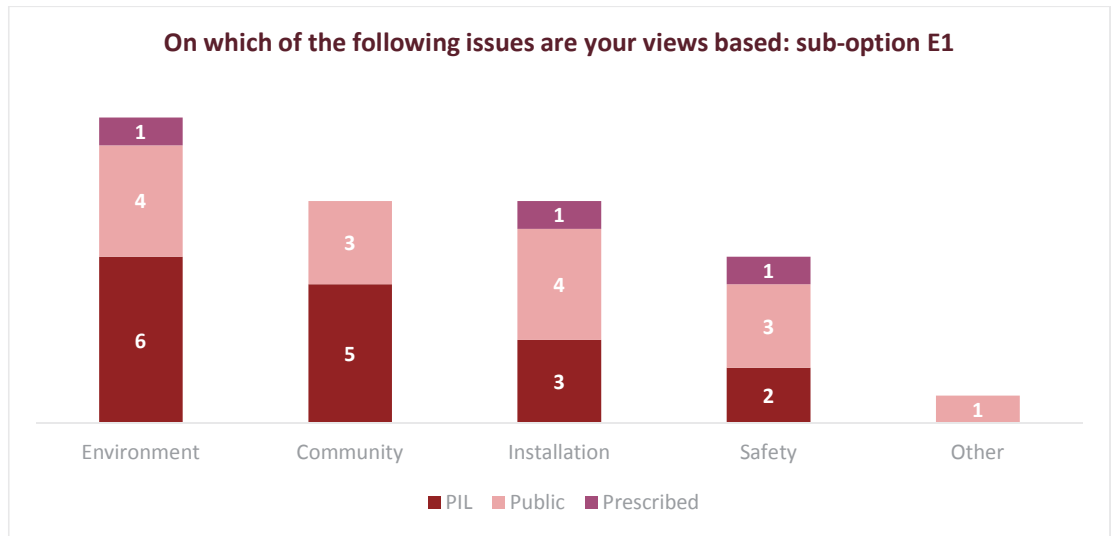
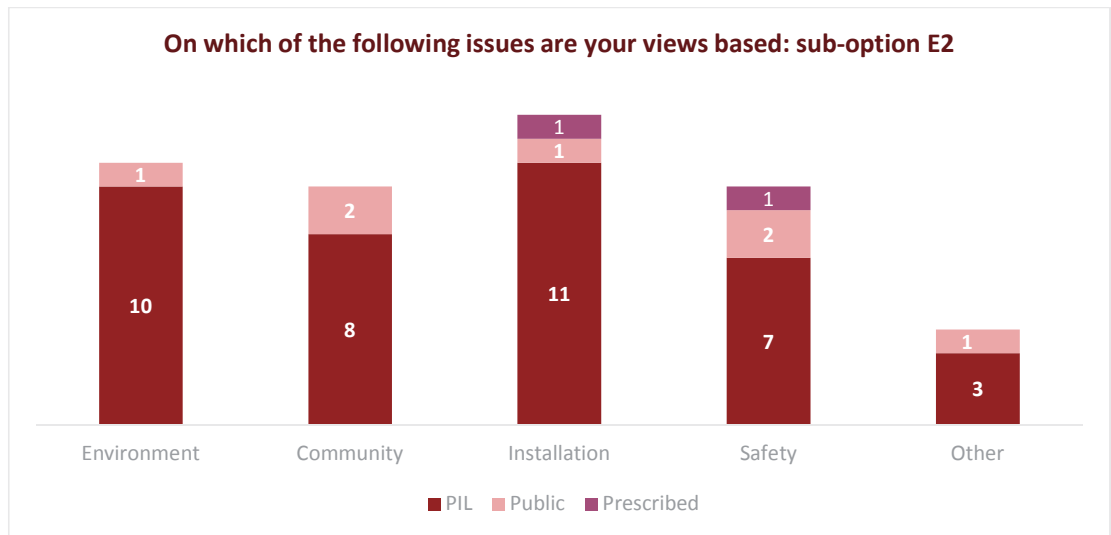


Chart 23: Answers to Question 5.2.2 (n=19)



¹⁵ Respondents who did not respond using the questionnaire were not able to complete this question



Chart 24: Answers to Question 5.3.2 (n=12)

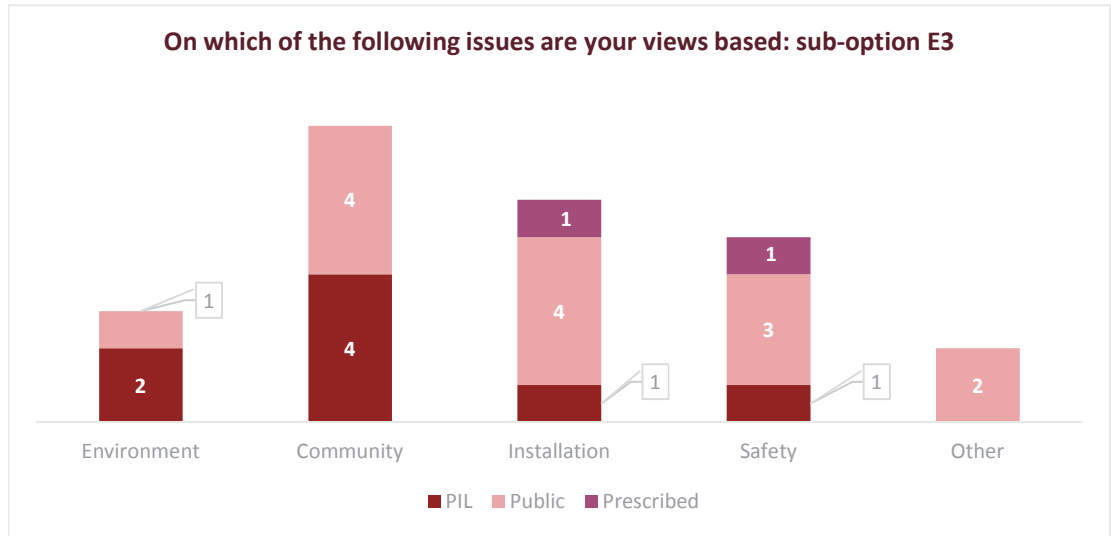


Chart 25: Answers to Question 5.4.2 (n=24)

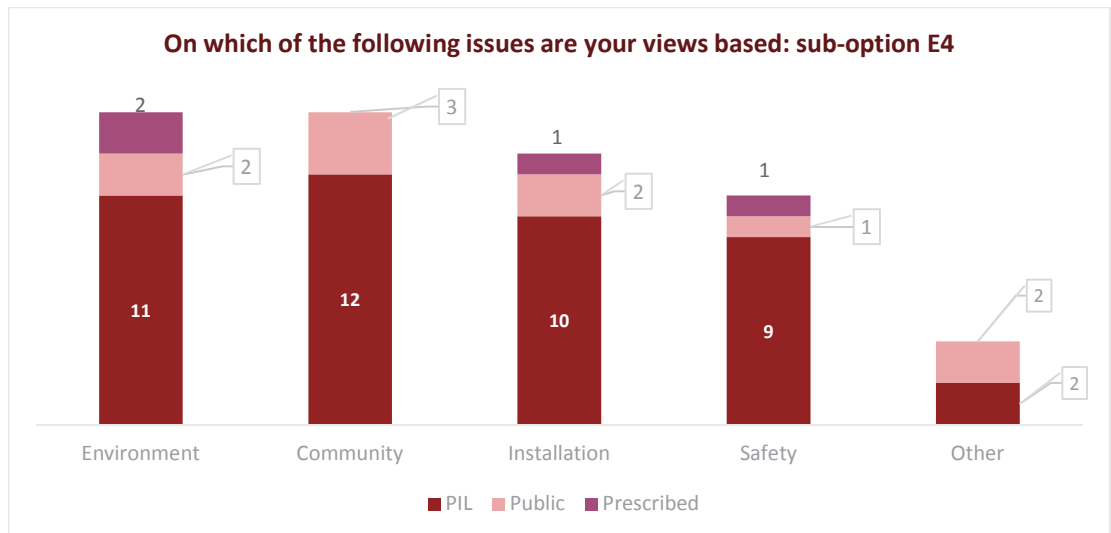


Chart 26: Answers to Question 5.5.2 (n=15)

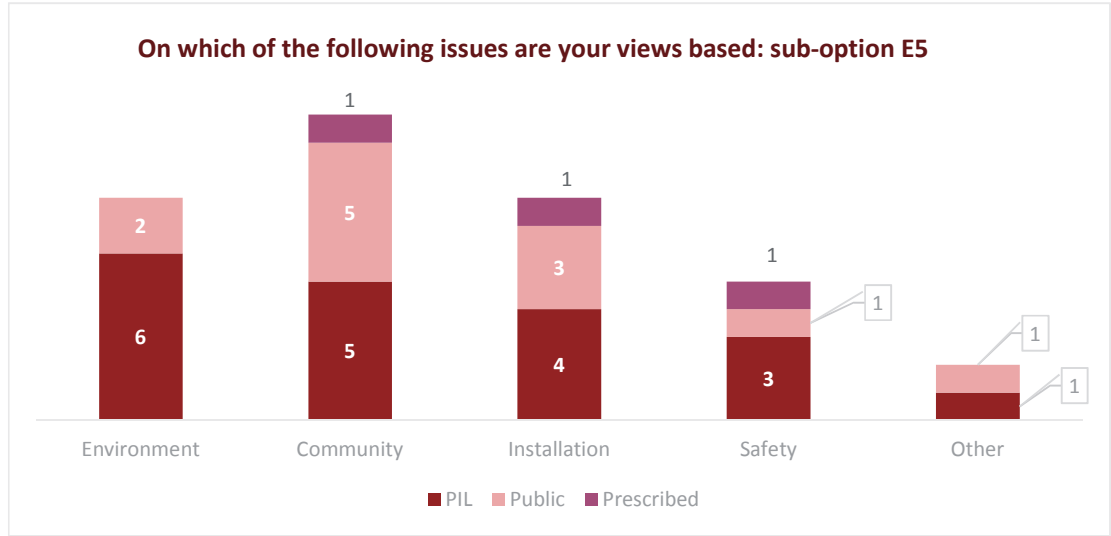
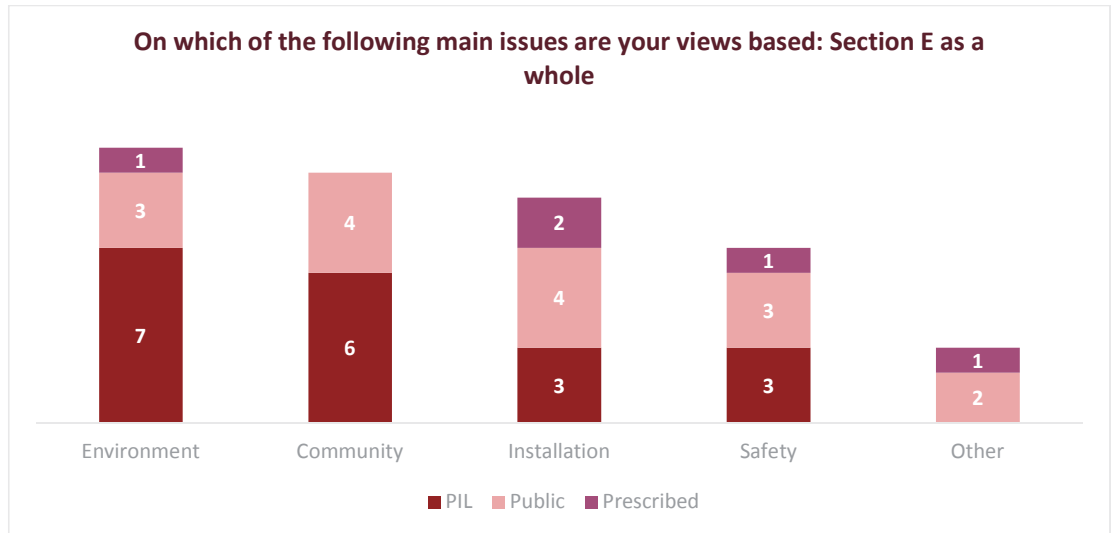


Chart 27: Answers to Question 5.6.1 (n=18)



Some of the respondents also provided additional open-text comments. In total, 58 respondents discussed Section E and its-sub options as part of their qualitative feedback which is summarised in this chapter.

6.2 Environment

6.2.1 Comments from prescribed consultees (S42 and S43)

Sub-option E1: Rushmoor Borough Council raises concerns about the trenches required for either of the E1 sub-options. Notwithstanding those concerns, they express a preference for **sub-option E1a** as it would have less impact on local Sites of Importance for Nature Conservation (SINCs). They, however, add that the Cove Brook Southern Grasslands SINC is larger than the area where directional



drilling would take place and request that directional drilling is undertaken across the whole of the SINIC.

Sub-option E2: Rushmoor Borough Council expresses a preference for **sub-option E2b** as they believe it would have less impact on local ecological features than **sub-option E2a**.

Sub-option E3: There are no comments on environmental issues from prescribed consultees specifically in relation to the E3 sub-options.

Sub-option E4: Rushmoor Borough Council says that **sub-option E4a** would be preferable from an ecological perspective but that open space officers would support **sub-option E4b**. The Council is pleased that directional drilling is set to extend to the boundaries of the Blackwater Valley Frimley Bridge SINIC and through the landfill on the eastern side of the river. The Council says that it is important to ensure that no contamination enters the Ship Lane Cemetery during construction. In relation to **sub-option E4b**, the Council suggests that directional drilling should be extended to cover all of the wetland on the eastern side of the river within Surrey Heath.

Sub-option E5: Surrey Heath Borough Council supports **sub-option E5b** as it would ensure that protected trees in the area of Deepcut Bridge Road are not adversely impacted.

Section E as a whole: The Environment Agency supports the use of trenchless crossings of the River Blackwater and Cove Brook due to the presence of sensitive habitats, species and a large watercourse.

Rushmoor Borough Council raises concerns about the impact of Section E on tree cover at Queen Elizabeth Park and on a project to naturalise Cove Brook. The Council also says that the land along the boundaries of Farnborough Hill School and Farnborough Green is priority habitat lowland mixed deciduous woodland and would like to discuss if trees can be avoided with the proposed pipeline running through adjacent grassland. The Council requests that mitigation should be provided for habitats which are lost or disrupted and that the proposed pipeline should show a biodiversity gain in line with the National Planning Policy Strategy. They also call for community compensation in the form of habitat surveys, management plans and other measures to improve Queen Elizabeth



Park.

6.2.2 Comments from PILs

Sub-option E1: One PIL objects to **sub-option E1b** because of its proximity to the Brook, which they describe as environmentally sensitive and home to wetland habitats.

Sub-option E2: The PILs who discuss sub-options E2 from environmental perspective, oppose **sub-option E2A**, citing air and noise pollution concerns and the proximity of this sub-option to the Brook.

Sub-option E3: There are no comments on environmental issues from PILs specifically in relation to sub-option E3.

Sub-option E4: Several respondents, including Surrey Wildlife Trust, express a preference for **sub-option E4a** as they believe it would have less impact on Frimley Hatches Site of Nature Conservation Importance (SNCI) and would avoid two large trees in Woodstock which have preservation order. While Blackwater Valley Countryside Trust does not explicitly reject **sub-option E4a**, they express concern that any drilling in the area might affect the reedbed at Frimley Hatches which is used for studying wild bird populations for the British Trust for Ornithology CES scheme. Some PILs also express noise pollution concerns in relation to both sub-options and one is concerned about possible tree removal.

Sub-option E5: Frimley Fuel Allotments Charity supports **sub-option E5b** for environmental reasons without providing further detail, whereas Surrey Wildlife Trust states their preference for **sub-option E5a** because of perceived lower impact on Firth Hill SNCI and higher potential for biodiversity opportunities on the Pine Hill Golf Course.

Section E as a whole: Discussing Section E as a whole, Surrey Wildlife Trust highlights that the preferred route would cross two Biodiversity Opportunity Areas where there could be opportunities for habitat creation and restoration. Another PIL is concerned that a pond in the Queen Elizabeth Park, which is a wildlife habitat, has not been mentioned in the documentation.

6.2.3 Comments from members of the public and other organisations

Sub-option E1: Some respondents express a preference for **sub-option E1a** on



environmental grounds. Both Cove Brook Greenway Group and Blackwater Valley Friends of the Earth say that **sub-option E1a** would have less impact on Cove Brook, particularly if trenchless installation is used. However, Cove Brook Greenway Group is still concerned that **sub-option E1a** would pass through an area of botanical and wildlife interest as well as wet grassland habitat which would form part of a new Suitable Alternative Natural Greenspace (SANG). In the context of those concerns, they call for ecological surveys, reinstatement of a 'causeway path', and a contribution to their organisation to mitigate against the potential impacts. Meanwhile, one respondent says they are pleased that installation would be no closer than 15m to the Brook and that trees between the Brook and the pipeline installation would be maintained.

Sub-option E2: There are no comments on environmental issues from members of the public or other organisation specifically in relation to sub-option E2.

Sub-option E3: One respondent opposes **sub-option E3c** due to flooding concerns highlighting that Cabrol Road has had problems in the past.

Sub-option E4: One respondent is concerned that the removal of trees in both E4 sub-options would disturb wildlife and increase noise pollution. Another respondent specifically opposes the **E4a sub-option** due to possible noise and air quality impacts.

Sub-option E5: Some respondents prefer **sub-option E5b** on environmental grounds without giving further detail.

Section E as a whole: A couple of respondents raise concerns about potential loss of vegetation during the installation of Section E in terms of wider environmental impact and changes to the view to and from their properties.

6.3 Community

6.3.1 Comments from prescribed consultees (S42 and S43)

Sub-option E1: There are no comments on community issues from prescribed consultees specifically in relation to sub-option E1.

Sub-option E2: There are no comments on community issues from prescribed consultees specifically in relation to sub-option E2.

Sub-option E3: There are no comments on community issues from prescribed



consultees specifically in relation to sub-option E3.

Sub-option E4: Surrey Heath Borough Council prefers **sub-option E4a** as this would avoid Henry Tyndale School and cause less disruption to the fisheries in the area.

Sub-option E5: There are no comments on community issues from prescribed consultees specifically in relation to sub-option E5.

Section E as a whole: Rushmoor Borough Council raises concerns about the possible impact of Section E on Highgate Football Ground, including the restoration and future management of the ground. However, Surrey Heath Borough Council welcomes the removal of the sub-option which passed by Frimley Park Hospital and which was included in the previous consultation.

6.3.2 Comments from PILs

Sub-option E1: One PIL expresses support for **sub-option E1a** as the alternative would take the preferred route in close proximity to the Brook which, they say, is of much importance to the residents of Farnborough and is frequently visited by local school pupils.

Sub-option E2: PILs express mixed views in relation to sub-option E2. Some object to **sub-option E2b** as it could disrupt residents' daily life, commute and property access as well as disturb the frequently used footpath to the north of the railway embankment. Related to the last point, however, some of those who support **sub-option E2b** comment that there is a suitable alternative to the railway underpass and that using an existing route along Highfield Path would be less disruptive than creating new ones along the Brook.

Concerns over decreasing property values are raised in relation to both sub-options.

Sub-option E3: There are no public¹⁶ comments on community issues from PILs specifically in relation to sub-option E3.

Sub-option E4: Several PILs express a preference for **sub-option E4a** (and respectively reject **sub-option E4b**) as it would avoid Henry Tyndale School, minimise disruption to the Farnborough North station and avoid specific

¹⁶ Comments by respondents who have requested confidentiality are not included in this report



properties. In contrast, others object to it or raise concerns because it would affect local businesses cross narrow and busy roads (Ship Lane and Ringwood Road) and disrupt properties, schools and a cemetery.

Several respondents make suggestions for potential mitigation measures. These include the preservation of a line of 15 ornament trees and ensuring that access to the depot proposed within the grounds of Farnborough Hill School is from the existing school entrances on Farnborough Road, rather than from Ship Lane as the latter is unsuitable for lorry traffic.

Sub-option E5: Frimley Fuel Allotments Charity supports **sub-option E5b** as it would not impact the local golf course.

Section E as a whole: There are no public¹⁷ comments on community issues from PILs in relation to Section E as a whole.

6.3.3 Comments from members of the public and other organisations

Sub-option E1: One respondent is concerned that **sub-option E1b** could affect the value and saleability of their property.

Sub-option E2: Cove Brook Greenway Group supports **sub-option E2a**, adding that trenchless installation is preferable to installation works which would sever footpaths.

Sub-option E3: Discussing **sub-option E3c**, Cove Brook Greenway Group says it would be unfair on allotment holders to “destroy their allotments”, although another respondent says that this is preferable to carrying out installation works along roads. One respondent says there is a need to minimise disruption to driveways as there are problems with parking in the area (**E3c**), whilst another says that it would be important to maintain pedestrian access to and under the railway bridge (**E3a**).

Sub-option E4: One respondent feels that **sub-option E4b** would cause difficulties with parking and create stress for local residents. They also comment that removal of trees across the E4 sub-options would worsen local problems with damp related to high water levels which in turn would impact residents' health.

¹⁷ Comments by respondents who have requested confidentiality are not included in this report



Sub-option E5: Some respondents support **sub-option E5b** as this would avoid disruption to Pine Ridge Golf Course, which they say creates income for a local charity.

Section E as a whole: There are no public¹⁸ comments on community issues from members of the public in relation to Section E as a whole.

6.4 Installation

6.4.1 Comments from prescribed consultees (S42 and S43)

Sub-option E1: Even though Thames Water notes that **sub-option E1b** would have less impact on their assets than **sub-option E1a**, they highlight some infrastructure within Cove Brook Park grounds that would require safeguarding should **sub-option E1b** is selected.

Sub-option E2: Similarly, even though Thames Water notes that **sub-option E2b** would have less impact on their assets than **sub-option E2a**, they highlight some infrastructure within Cove Brook Park grounds and on Cove Road that would require safeguarding should **sub-option E2b** is selected.

Sub-option E3: Similarly, even though Thames Water notes that **sub-option E3a** would have less impact on their assets than the other E3 sub-options, they highlight a sewer on Stake Lane, a manhole cover at the junction of Stake Lane and Prospect Road, a sewer on Holly Road and a sewer between Allotment Gardens and Queen Elizabeth Park which would require safeguarding should **sub-option E3a** is selected.

Sub-option E4: Surrey Heath Borough Council feels that **sub-option E4b** would affect access to Farnborough North station, with the likely closure of a public right of way between The Hatches and the station during construction.

However, Thames Water would prefer **sub-option E4b** as this would impact fewer of their assets. Notwithstanding their preference, they highlight some infrastructure (a main and two sewers in Ship Lane, a sewer within the Henry Tyndale School grounds, a manhole and a sewer at Farnborough North, and five other sewers and three other manholes within the natural environment) which would require safeguarding should **sub-option E4b** is selected.

¹⁸ Comments by respondents who have requested confidentiality are not included in this report



Sub-option E5: Surrey Heath Borough Council says that if **sub-option E5b** is selected, efforts should be made to ensure minimal disruption to Deepcut Bridge Road and nearby cycle lanes.

Thames Water says that neither sub-option would impact their assets.

Section E as a whole: There are no public¹⁹ comments on installation issues from prescribed consultees in relation to Section E as a whole.

6.4.2 Comments from PILs

Sub-option E1: One PIL supports **sub-option E1a** due to less property impact.

Sub-option E2: Most PILs who comment on that sub-option from an installation perspective, object to **sub-option E2a** citing perceived property impact, disruption to Cove Road and the unsuitability of the terrain which is in a flood zone. These concerns sometimes translate into an explicit support for **sub-option E2b** which, respondents comment has the advantage of following closely the existing line. In contrast, some PILs object to **sub-option E2b** because it could impact on their properties or cause disruption locally.

Sub-option E3: From an installation perspective, the PILs who comment on sub-option E3 do not find either of the outlined sub-options suitable, referring to possible impact on roads or existing utilities infrastructure (E3c).

Sub-option E4: Some PILs support **sub-option E4a** as it would avoid their properties and the Farnborough North station. One PIL adds that because of the built-up character of the area, there would be no enough space to meet the requirement for a 20-30 metre working width if **sub-option E4b** is selected. The same PIL also welcomes the temporary closure of Ship Lane as it is often used as a rat run. In contrast, a few PILs oppose **sub-option E4a** as it would affect their properties.

Sub-option E5: Referring to **sub-option E5a**, Frimley Fuel Allotments Charity CIO offers suggestion about how the preferred route can be tweaked so it has less impact on the local area. They suggest that the proposed pipeline alongside Deepcut Bridge Road could be accommodated on the combined footpath and cycle track, which would reduce disruption to traffic on Deepcut Bridge Road. The pipeline route could then be moved slightly into the Fuel Allotments. The

¹⁹ Comments by respondents who have requested confidentiality are not included in this report



Charity acknowledges that this would involve the loss of some trees but comments that they could be replaced.

Section E as a whole: Discussing Section E as a whole, several PILs raise concerns about structural damage or more general impact to their properties. In the context of those concerns, some make suggestions about how the preferred route could be altered so it avoids specific properties. For example, by taking it through the unused land of Johnson's Wax or following closely the existing pipeline.

6.4.3 Comments from members of the public and other organisations

Sub-option E1: Cove Brook Greenway Group warns that the E1 sub-options pass through a very wet area which is unsuitable for a compound. One respondent supports **sub-option E1a** because they feel it would have less impact on their property.

Sub-option E2: Cove Brook Greenway Group says that the proposed area for the launch pit in **sub-option E2a** is unsuitable and suggest this is built on the old golf course where the land is drier and higher.

Sub-option E3: A few respondents support **sub-option E3a** as it follows the existing pipeline route and they say it would have the least impact on local roads. One of these respondents says that their second choice would be **sub-option E3b** as it is close to the existing pipeline route, would have a reduced impact on roads and would be easier to excavate. In the context of their support for those two sub-options, some respondents say they are opposed to **sub-option E3c** because of the impact it would have on Prospect Road and Cabrol Road, with one suggesting that access to Cabrol Road would be difficult.

Sub-option E4: One respondent opposes **sub-option E4b** because of its potential impact on congestion and access to Farnborough North Railway Station, adding that it may not be possible to avoid installing the proposed pipeline under buildings in this area.

Sub-option E5: Some respondents support **sub-option E5a** because they feel this would avoid disruption to road users, with a specific reference to the Maultway and Deepcut Bridge Road.



Section E as a whole: Several respondents discuss the possible impact on vegetation in this section of the preferred route with one respondent, expressing concerns, that trees would be removed from behind their garden.

6.5 Safety

6.5.1 Comments from Prescribed consultees (S42 and S43)

There are no comments on safety issues from prescribed consultees in relation to Section E and its sub-options.

6.5.2 Comments from PILs

Sub-option E1: There are no comments on safety issues from PILs specifically in relation to sub-option E1.

Sub-option E2: With regards to **sub-option E2a**, some PILs express safety concerns about living in close proximity to a fuel pipeline, with one being most concerned about the installation process and how this may affect their children and pets.

Sub-option E3: There are no comments on safety issues from PILs specifically in relation to sub-option E3.

Sub-option E4: There are no comments on safety issues from PILs specifically in relation to sub-option E4.

Sub-option E5: There are no public²⁰ comments on safety issues from PILs specifically in relation to sub-option E5.

Section E as a whole: There are no comments on safety issues from PILs in relation to Section E as a whole.

6.5.3 Comments from members of the public and other organisations

Sub-option E1: There are no comments on safety issues from members of the public and other organisations specifically in relation to sub-option E1.

Sub-option E2: There are no comments on safety issues from members of the public and other organisations specifically in relation to sub-option E2.

Sub-option E3: In relation to the E3 sub-options, one respondent says that Stake

²⁰ Comments by respondents who have requested confidentiality are not included in this report



Lane must be accessible for emergency service vehicles at all times as this is the only access route for Brewers Close.

Sub-option E4: Highlighting the poor visibility at the junction of Ship Alley and Ship Lane, one respondent is concerned that the risk to pedestrians would be exacerbated by roadworks and extra vehicles.

Sub-option E5: There are no comments on safety issues from members of the public and other organisations specifically in relation to sub-option E5.

Section E as a whole: There are no comments on safety issues from members of the public and other organisations in relation to Section E as a whole.

6.6 Other

6.6.1 Comments from prescribed consultees (S42 and S43)

There are no further comments from prescribed consultees in relation to Section E and its sub-options.

6.6.2 Comments from PILs

With regards to **sub-option E2a**, one PIL is concerned that the proposed pipeline may impact future development plans.

Another PIL refers to the planned upgrades to the train station in sub-option E4 and calls for **sub-option E4a** to be adopted to avoid cumulative impact.

6.6.3 Comments from members of the public and other organisations

There are no further comments from members of the public and other organisations in relation to Section E and its sub-options.



7 Feedback received on Section F

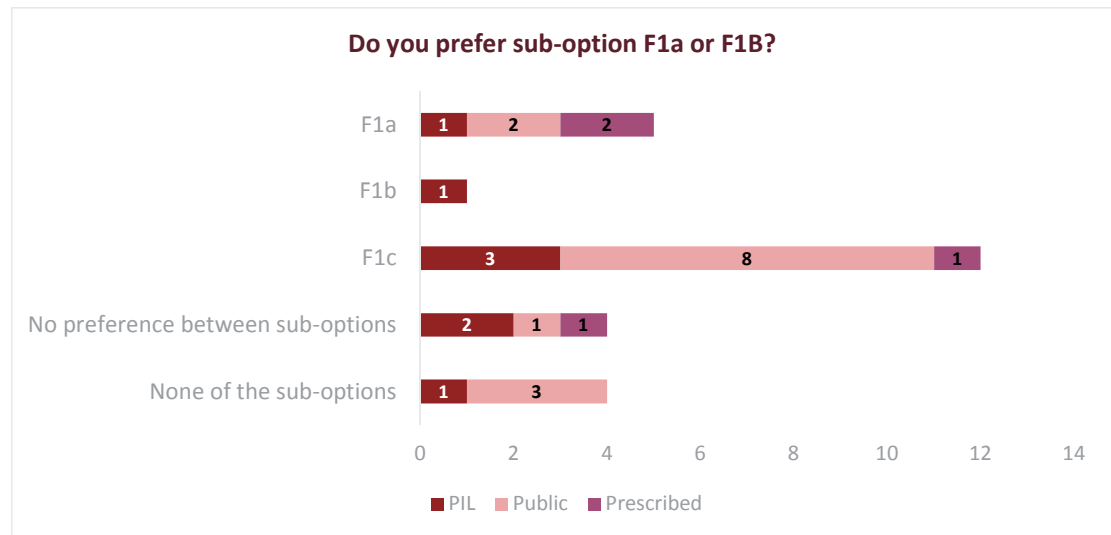
7.1 Overview

Question 6 asks respondents for their views on Section F and its sub-options:

- **Sub-option F1 at Red Road:** within this sub-option, the preferred route could cross the Red Road at the junction with Lightwater Road (F1a), follow the Red Road to re-join the existing pipeline route (F1b) or follow the existing MOD track to re-join the existing pipeline (F1c).
- **Sub-option F2 at Chobham Common:** within this sub-option, the preferred route could either follow the existing pipeline across Chobham Common Site of Special Scientific Interest (SSSI) (F2a) or avoid the Common by turning south (F2b).
- **Sub-option F3 at Silverlands:** within this sub-option, the preferred route could either go through the woods to avoid local businesses (F3a) or cut through local business' land (F3b).
- **Sub-option F4 at Guildford Road and M25:** within this sub-option, the preferred route could either cross the Guildford Road at a more northerly point to avoid the Salesian School (F4a) or cross the road further south (F4b).

The views of those who responded to this question are summarised in Charts 28-31 below²¹, alongside their respondent category.

Chart 28: Answers to Question 6.1.1 (n=26)

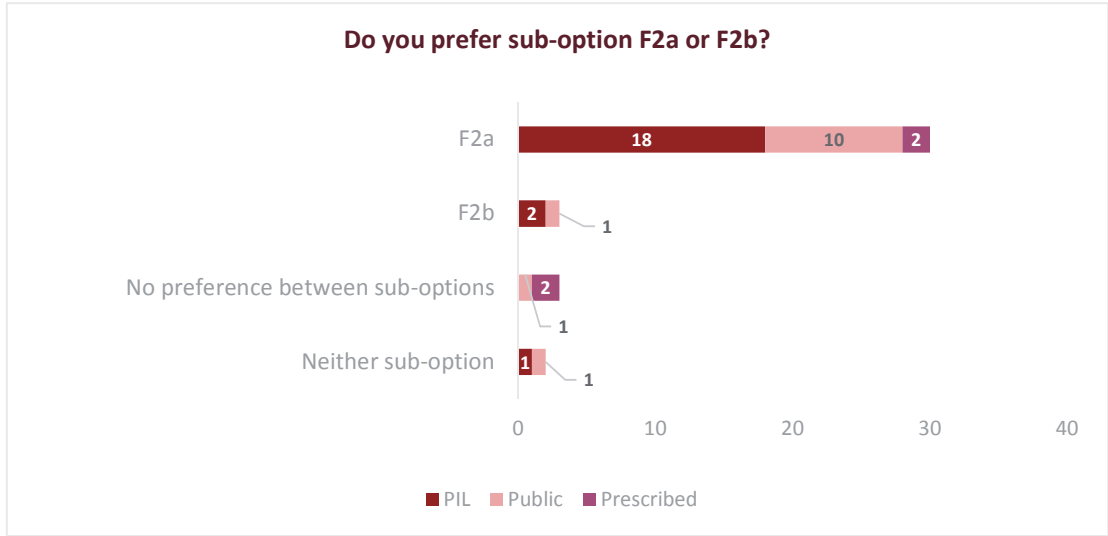


Of the 334 respondents who submitted a response to the consultation, 26 answered this question with four indicating they had no preference. Of those who expressed a preference between the three sub-options, 12 out of 18 prefer sub-option F1c while four respondents object to both sub-options.

²¹ Respondents who did not respond using the questionnaire were not able to complete this question

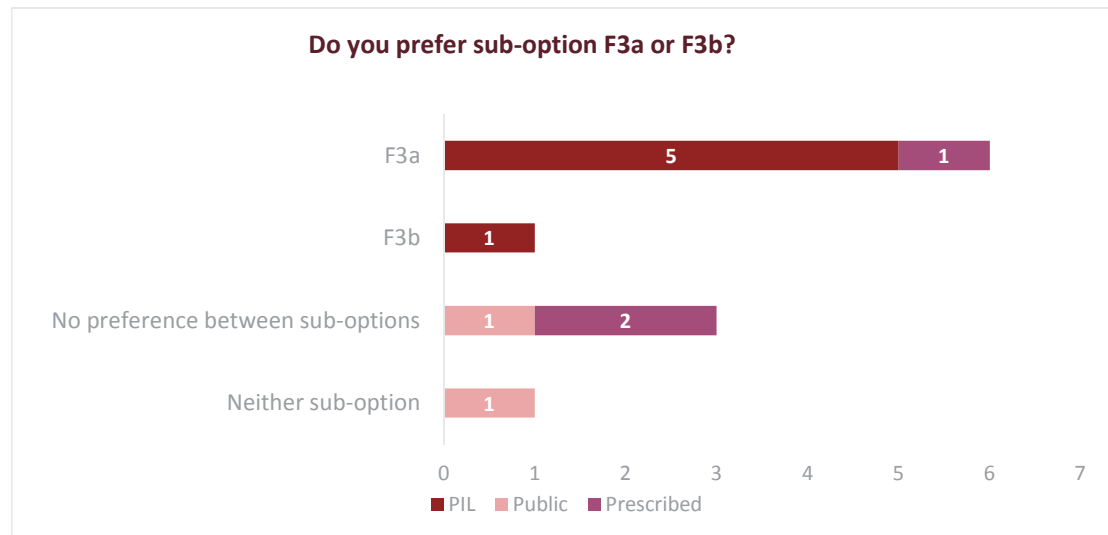


Chart 29: Answers to Question 6.2.1 (n=38)



Of the 334 respondents who submitted a response to the consultation, 38 answered this question with three indicating they had no preference. Of those who expressed a preference between the two sub-options, 30 out of 33 prefer sub-option F1a, while two object to both sub-options.

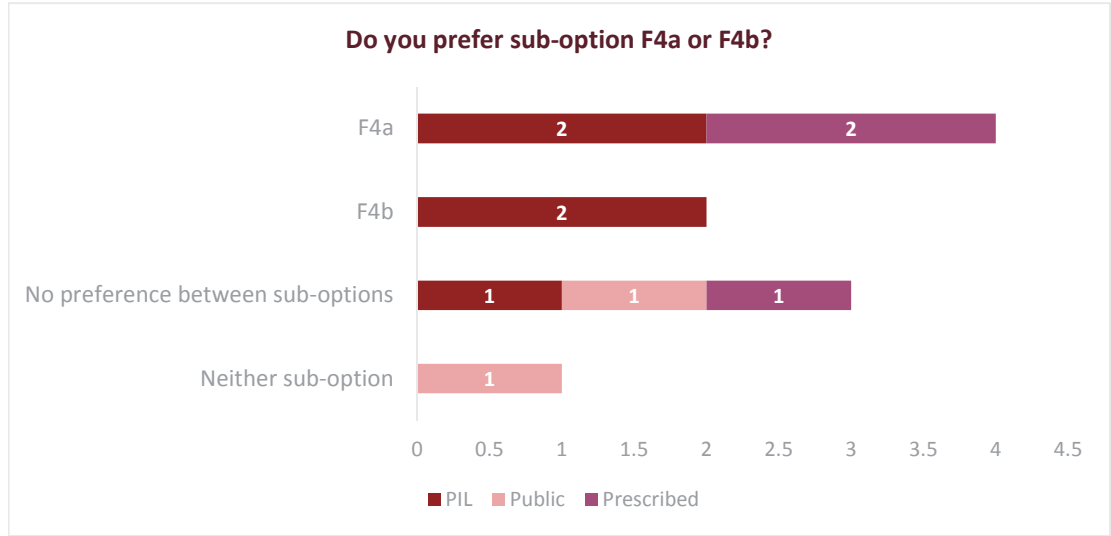
Chart 30: Answers to Question 6.3.1 (n=11)



Of the 334 respondents who submitted a response to the consultation, 11 answered this question with 3 indicating they had no preference. Of those who expressed a preference between the two sub-options, six out of seven prefer sub-option F3a, while one objects to both sub-options.



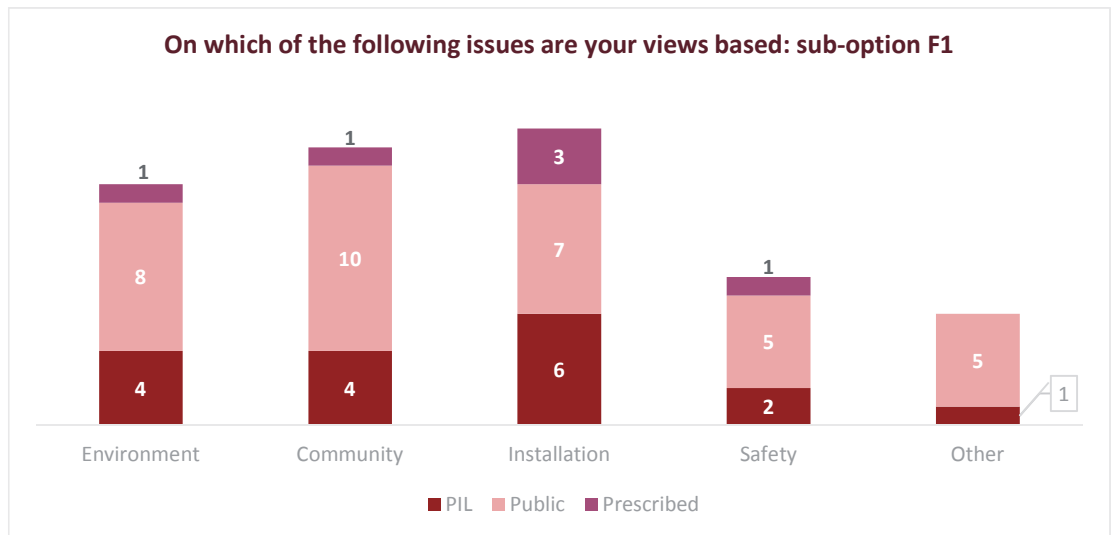
Chart 31: Answers to Question 6.4.1 (n=10)



Of the 334 respondents who submitted a response to the consultation, 10 answered this question with three indicating they had no preference. Of those who expressed a preference between the two sub-options, four out of six prefer sub-option F4a, while one objects to both sub-options.

Respondents could select the reasons that underpin their views (either in relationship to the proposed sub-options or Section F as a whole) and the feedback is summarised in Charts 32-36²² below, alongside their respondent category. Respondents could select multiple reasons.

Chart 32: Answers to Question 6.1.2 (n=23)



²² Respondents who did not respond using the questionnaire were not able to complete this question



Chart 33: Answers to Question 6.2.2 (n=40)

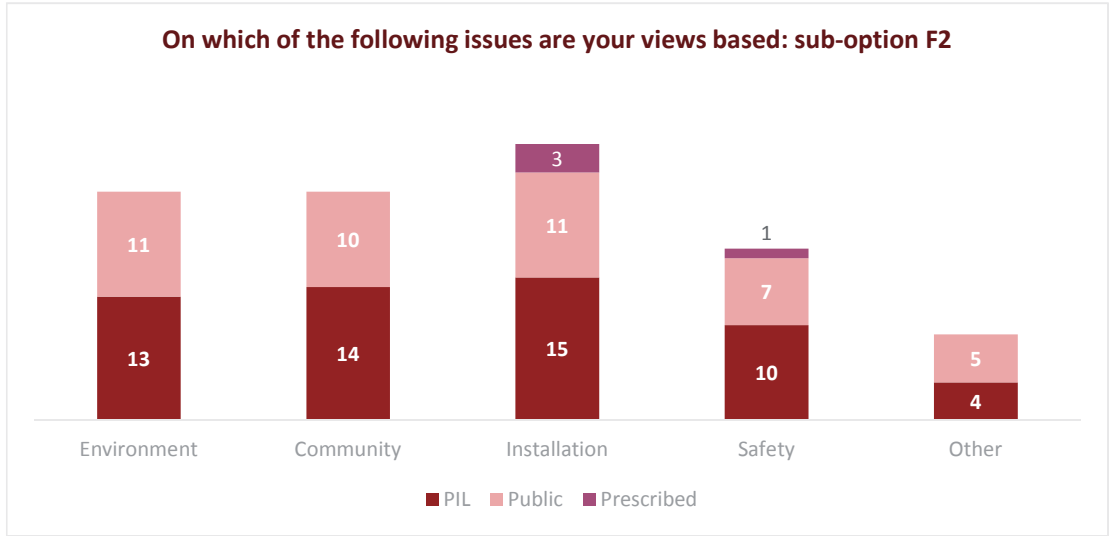


Chart 34: Answers to Question 6.3.2 (n=12)

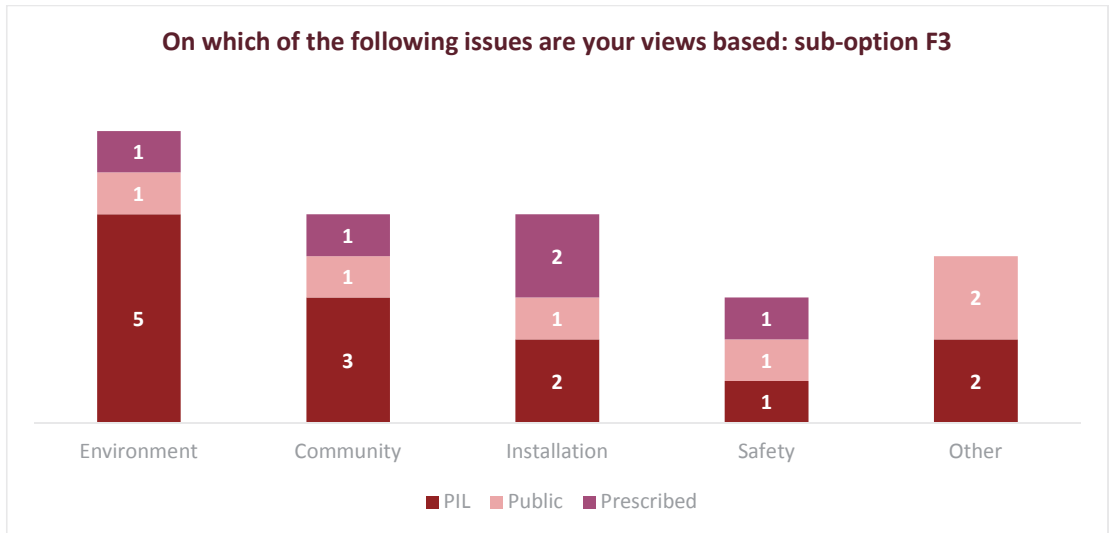




Chart 35: Answers to Question 6.4.2 (n=10)

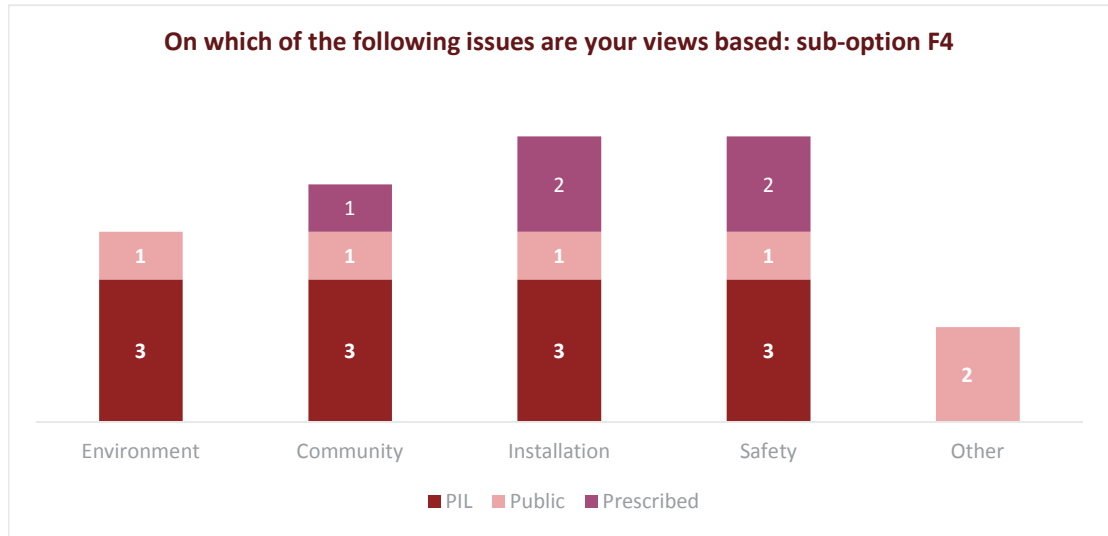
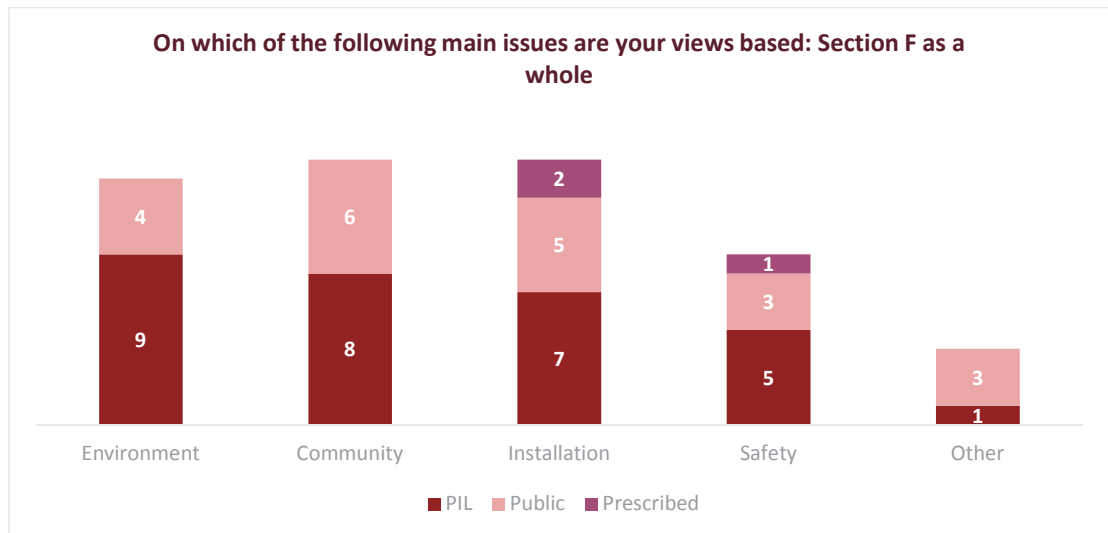


Chart 36: Answers to Question 6.5.1 (n=19)



Some of the respondents also provided additional open-text comments. In total, 73 respondents discussed Section F and its-sub options as part of their qualitative feedback which is summarised in this chapter.

7.2 Environment

7.2.1 Comments from prescribed consultees (S42 and S43)

Sub-option F1: Thames Water prefers **sub-option F1a** as this would have less impact on surrounding woodland than F1b.

Sub-option F2: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option F2.



Sub-option F3: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option F3.

Sub-option F4: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option F4.

Section F as a whole: Surrey Heath Borough Council says that the works required for Section F could impact on traffic flows which in turn could impact on the Thames Basin Heath Special Protection Area (SPA). They add that the SPA is susceptible to the effects of nitrogen deposition and road-generated pollutants and that works on Red Road could affect the Maultway and the A322 which both adjoin the SPA.

The Environment Agency supports the trenchless crossing of the River Halebourne due to the presence of sensitive habitats, species and a large watercourse.

7.2.2 Comments from PILs

Sub-option F1: Surrey Wildlife Trust says that **sub-options F1a and F1b** would have the least impact on the Brentmoor Heath area, whereas **sub-option F1c** would affect sensitive wet heathland habitats and species including reptiles and amphibians. They also encourage Esso to make use of the fact that the preferred route would go through Biodiversity Opportunity Area where habitats can be created.

Sub-option F2: One PIL supports **sub-option F2a** as it follows the existing line and does not affect new areas. In contrast, Surrey Wildlife Trust believes that **sub-option F2b** is better from an environmental perspective.

Sub-option F3: The two PILs who discuss this sub-option from environmental stance have contrasting views. Surrey Wildlife Trust supports **sub-option F3b** as it would avoid mature trees, whereas Silverland Stone Ltd objects to it as it would go through an ancient woodland.

Sub-option F4: There are no comments on environmental issues from PILs specifically in relation to sub-option F4.

Section F as a whole: Discussing Section F outside the outlined sub-options, several PILs raise concerns about tree loss which, they say, have not only aesthetic purpose but also provide screening and help mitigate the flood risk present in the



area. In contrast, Surrey Wildlife Trust is pleased that the preferred route would avoid Burnt Pollard Lane Site of Nature Conservation Interest (SNCI) and Chobham Place SNCI.

In the context of their concerns, several PILs make mitigation suggestions. These include putting in place sustainable drainage system, not felling ancient trees and ensuring that there would be no net loss of trees in general. Noting that the preferred route would pass through Hardwick Court Farm Fields SNCI, Surrey Wildlife Trust calls for careful consideration of the ecological sensitivity.

7.2.3 Comments from members of the public and other organisations

Sub-option F1: Some respondents oppose **sub-option F1a** as they feel it could lead to the removal of trees with preservation orders, damage to fox dens or nesting birds' habitats, or possible flood risk as a result of obstruction to a stream. In contrast, one respondent supports **sub-option F1a** as they say it appears to be further from the designated areas of Colony Bog and Brentmoor Heath. Meanwhile, a couple of respondents support **sub-option F1c** because they feel it would have less noise or visual impact for those on Red Road and cuts through heathland which can be reinstated. In relation to the F1 sub-options as a whole, a few respondents express general concerns about increased noise or air pollution. North Surrey Green Party says that Esso has not justified installing a pipeline through a Site of Special Scientific Interest (SSSI), although one respondent says they are glad to see the route has been moved to avoid Folly Bog.

Sub-option F2: The majority of respondents who express a preference between the F2 sub-options on environmental grounds support **sub-option F2a**. They comment that if the pipeline corridor crosses Chobham Common then this would help scrub and tree clearance which is required for maintenance of the Common, and that the Common would recover over time, both in terms of wildlife and vegetation. A few respondents also say that **sub-option F2b** would necessitate the removal of trees, including a stand of Scots Pine which hide the Shenton Gate development from the Common. The Chobham Society says that **sub-option F2b** would also increase the risk of flooding at the junction of bridleway 90 and footpath 95.

However, a few respondents raise concerns about the impact of **sub-option F2a** on the Common's ecology and wildlife, including North Surrey Green Party which



says that the pipeline route must stay away from Chobham Common due to the risk of leaks or spillage in a National Nature Reserve.

Sub-option F3: North Surrey Green Party opposes the removal of trees in the F3 sub-options, adding that these trees help reduce atmospheric carbon levels.

Sub-option F4: There are no comments on environmental issues from members of the public or other organisations specifically in relation to sub-option F4.

Section F as a whole: Commenting on Section F as a whole, North Surrey Green Party says that a number of large trees would be destroyed along the route.

7.3 Community

7.3.1 Comments from prescribed consultees (S42 and S43)

There are no comments on community issues from prescribed consultees in relation to Section F and its sub-options.

7.3.2 Comments from PILs

Sub-option F1: Surrey Wildlife Trust objects to **sub-option F1c** arguing that there are multiple rights of way in the area which would be adversely affected.

Sub-option F2: Sub-option F2b is unanimously opposed by those PILs who comment on it from a community perspective. The reasons cited focus on potential traffic delays at Stonehill Roads, impact on residential properties, businesses and listed buildings as well as concerns about decreasing property values. In the context of their objections, some PILs state their support for **sub-option F2a** as it follows the existing line. Surrey Wildlife Trust adds that **sub-option F2a** could provide an opportunity to enhance vehicular access.

Home Farm comments that access to their farm is required from May until mid-September as the farm is used for hospitality purposes.

Sub-option F3: Those PILs who provide community focused comments on sub-option F3, reject **sub-option F3b** because of concerns that it would affect property values and disturb local residents. Silverland Stone Ltd adds that this sub-option would be detrimental to their business.

Sub-option F4: There are no comments on community issues from PILs specifically in relation to sub-option F4.



Section F as a whole: Several PILs raise concerns about Section F outside the outlined sub-options, highlighting that the project would affect access to their properties and impact on their wellbeing by introducing significant changes to their surroundings. Some also highlight the presence of two Grade II listed barns which are susceptible to wind damage and are currently protected by a line of trees which could be removed during the installation process. One PIL stresses that Chobham's rural character should be maintained.

7.3.3 Comments from members of the public and other organisations

Sub-option F1: A few respondents oppose **sub-option F1a** because of its perceived impact on a footpath used by dog walkers and residents, whilst another expresses similar concern with regards to sub-option F1c.

In relation to the area of the F1 sub-options as a whole, one respondent says that the project is affecting property values and residents' ability to sell their homes.

Sub-option F2: Most comments on sub-option F2 discuss the area as a whole. There are some concerns around the perceived impact on local businesses., Chobham Society says that footpath 95 would need to be reinstated following installation.

One respondent opposes **sub-option F2b** as they feel that this would be disruptive to village life.

Sub-option F3: There are no comments on community issues from members of the public or other organisations specifically in relation to sub-option F3.

Sub-option F4: There are no comments on community issues from members of the public or other organisations specifically in relation to sub-option F4.

Section F as a whole: There are no comments on community issues from members of the public or other organisations specifically in relation Section F as a whole.

7.4 Installation

7.4.1 Comments from prescribed consultees (S42 and S43)

Sub-option F1: Surrey Heath Borough Council expresses concern about disruption to Red Road which they say could lead to significant congestion in the area and express a preference for the sub-option which would have the least impact on it.



Meanwhile, Thames Water prefers **sub-option F1a** as it would have the least impact on their assets.

Sub-option F2: Thames Water says that neither sub-option would impact their assets.

Sub-option F3: Thames Water says that neither option would impact their assets.

Sub-option F4: Thames Water says that neither sub-option would impact their assets.

Section F as a whole: Thames Water believes that excavation works for Section F are proposed to take place within exclusion zones of Thames Water assets in addition to those raised in relation to the various sub-options. These include a sewer and a manhole on Windlesham Road and two sewers and a manhole in land west of Guildford Road.

7.4.2 Comments from PILs

Sub-option F1: Some PILs object to **sub-option F1c** citing terrain constraints such as the presence of gas main and overhead power lines in the area. Surrey Wildlife Trust adds that the associated construction compound appears to be located within the Pirbright Range Danger Area. In contrast, one PIL supports **sub-option F1c** as they believe it would cause minimum supports disruption to Red Road and Lightwater road.

Sub-option F2: Those PILs who provide installation comments on sub-option F2, reject **sub-option F2b** because of concerns it would affect existing infrastructure (water pipes, cesspit), lead to road closure and disruption at Stonehill Road. Some also highlight the wet nature of the local soil. In contrast, positive comments in support of **sub-option F2a** refer to it following the existing line and being a more direct and straight route in general. Similarly, Home Farm expresses a preference for **sub-option F2a** as this would keep all the service pipes running through the farm in one place.

Sub-option F3: One PIL prefers **sub-option F3a** as they believe it would be less disruptive without elaborating further. Another PIL who discusses sub-option F3 in general is concerned that the potential impact on their property would be larger than originally anticipated.



Sub-option F4: The only installation comment from a PIL on this sub-option rejects **sub-option F4a** as it would bring the proposed pipeline too close to the junction of the A320 Guildford Road and the M25 and it would affect traffic flow.

Section F as a whole: Discussing Section F outside the outlined sub-options, several PILs raise a range of concerns focussing on how the installation process would affect their properties, surroundings and local roads. One PIL is worried that trees they have planted as a memorial would be removed. In the context of those concerns, some suggest changes to the preferred route in order to avoid specific properties.

7.4.3 Comments from members of the public and other organisations

Sub-option F1: A few respondents say they support **sub-option F1c** because it would have less impact on roads and traffic, as well as residents and their properties, whilst a small number of respondents say that **sub-option F1a** would be technically difficult as it would have to negotiate a stream and a steep slope. In relation to the F1 sub-options as a whole, a few respondents express concern about the impact on the Red Road and on traffic in this area, whilst North Surrey Green Party says the route would pass close to people's homes.

Sub-option F2: Most respondents who comment on the F2 sub-options support **sub-option F2a** because it follows the route of the existing pipeline, thereby not disrupting currently unaffected areas. In the context of the support for **sub-option F2a**, several respondents say that **sub-option F2b** would impact local properties and gardens and disrupt traffic on nearby roads such as Stonehill Road. One respondent also says that this route could affect the provision of utilities to Stonehill.

Sub-option F3: There are no comments on installation issues from members of the public or other organisations specifically in relation to sub-option F3.

Sub-option F4: There are no comments on installation issues from members of the public or other organisations specifically in relation to sub-option F4.

Section F as a whole: There are no comments on installation issues from members of the public or other organisations in relation to Section F as a whole.

7.5 Safety



7.5.1 Comments from prescribed consultees (S42 and S43)

Sub-option F1: There are no comments on safety issues from prescribed consultees specifically in relation to sub-option F1.

Sub-option F2: There are no comments on safety issues from prescribed consultees specifically in relation to sub-option F2.

Sub-option F3: There are no comments on safety issues from prescribed consultees specifically in relation to sub-option F3.

Sub-option F4: There are no public²³ comments on safety issues from prescribed consultees specifically in relation to sub-option F4.

Section F as a whole: There are no comments on safety issues from prescribed consultees in relation to Section F as a whole

7.5.2 Comments from PILs

Sub-option F1: There are no comments on safety issues from PILs specifically in relation to sub-option F1.

Sub-option F2: One PIL supports **sub-option F2a** on safety grounds saying that **sub-option F2b** would involve excavation in a residential area which could pose risks.

Sub-option F3: There are no comments on safety issues from PILs specifically in relation to sub-option F3.

Sub-option F4: There are no comments on safety issues from PILs specifically in relation to sub-option F4.

Section F as a whole: There are no comments on safety issues from PILs in relation to Section F as a whole.

7.5.3 Comments from members of the public and other organisations

Sub-option F1: One respondent says that works on Red Road would cause safety problems in Lightwater, without elaborating further.

Sub-option F2: One respondent opposes **sub-option F2b** as they feel that this would disrupt access for emergency services, whilst another says it would create

²³ Comments by respondents who have requested confidentiality are not included in this report



safety issues for traffic and pedestrians along Stonehill Road during construction and maintenance.

Sub-option F3: There are no comments on safety issues from members of the public or other organisations specifically in relation to sub-option F3.

Sub-option F4: There are no comments on safety issues from members of the public or other organisations specifically in relation to sub-option F4.

Section F as a whole: There are no comments on safety issues from members of the public or other organisations in relation to Section F as a whole.

7.6 Other

7.6.1 Comments from prescribed consultees (S42 and S43)

There are no further comments from prescribed consultees in relation to Section F and its sub-options.

7.6.2 Comments from PILs

Several PILs are concerned that the proposed pipeline would affect the future potential development of their land. Specific references include plans for a retirement development in **sub-option F2a** and non-specified developments in **sub-options 3b and 2b**.

On a similar note, Home Farm says that **sub-option F2a** would have less impact on the future development potential of the farm.

Some PILs also request compensation for any disruption caused by the project.

7.6.3 Comments from members of the public and other organisations

One respondent flags that there are several major planning developments in the area which when combined with **sub-option F2b** would place additional pressure on local roads.

One respondent opposes **sub-option F2b** on grounds of cost, saying it would be more expensive to install.



8 Feedback received on Section G

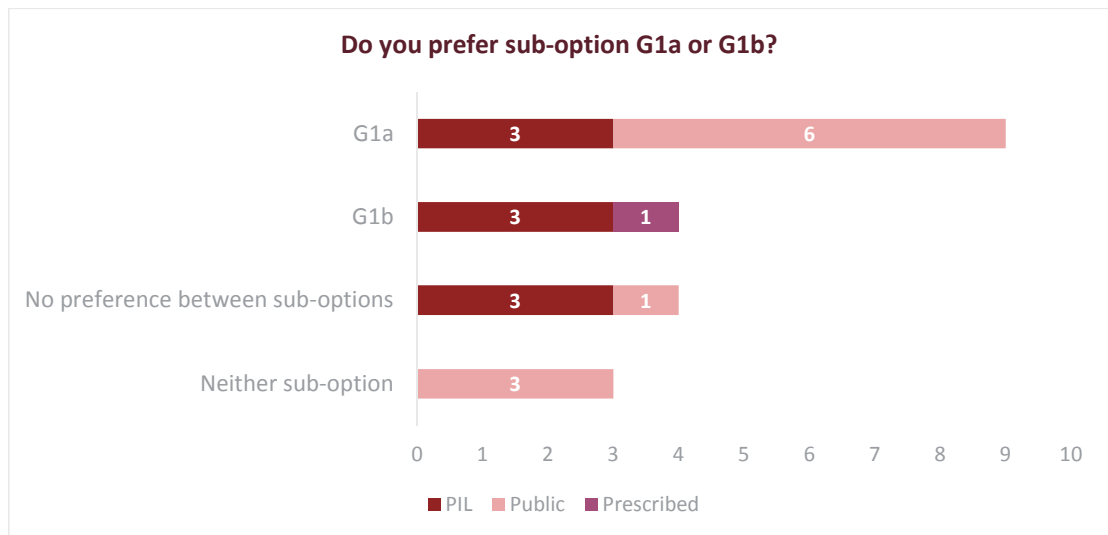
8.1 Overview

Question 7 asks respondents for their views on Section G and its sub-options:

- **Sub-option G1 at Chertsey railway:** within this sub-option, the preferred route could either travel along Roakes Avenue (G1a) or along Canford Gardens (G1b).
- **Sub-option G2 at River Thames:** within this sub-option, there are two trenchless sub-options (G2a and G2b) for the crossing of the River Thames.

The views of those who responded to this question are summarised in Charts 37-38 below, alongside their respondent category.

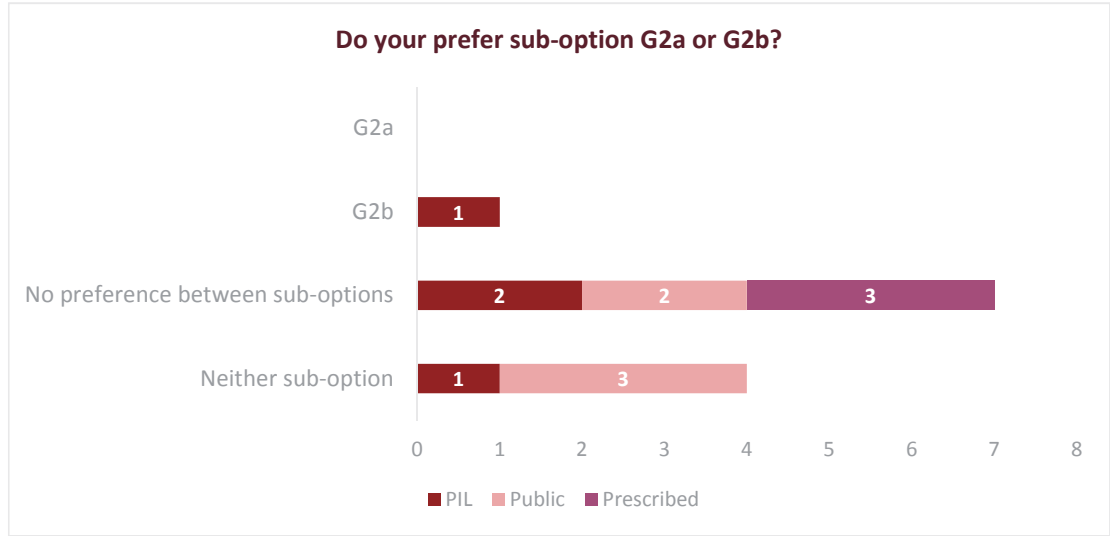
Chart 37: Answers to Question 7.1.1 (n=20)



Of the 334 respondents who submitted a response to the consultation, 20 answered this question with four indicating they had no preference. Of those who expressed a preference between the two sub-options, nine out of 13 prefer sub-option G1a, while three object to both sub-options.



Chart 38: Answers to Question 7.2.1 (n=12)



Of the 334 respondents who submitted a response to the consultation, 12 answered this question with seven indicating they had no preference, one expressing support for sub-option G2b and four objecting to both sub-options.

Respondents could select the reasons that underpin their views (either in relationship to the proposed sub-options or Section G as a whole) and the feedback is summarised in Charts 39-41 below, alongside their respondent category. Respondents could select multiple reasons.

Chart 39: Answers to Question 7.1.2 (n=20)

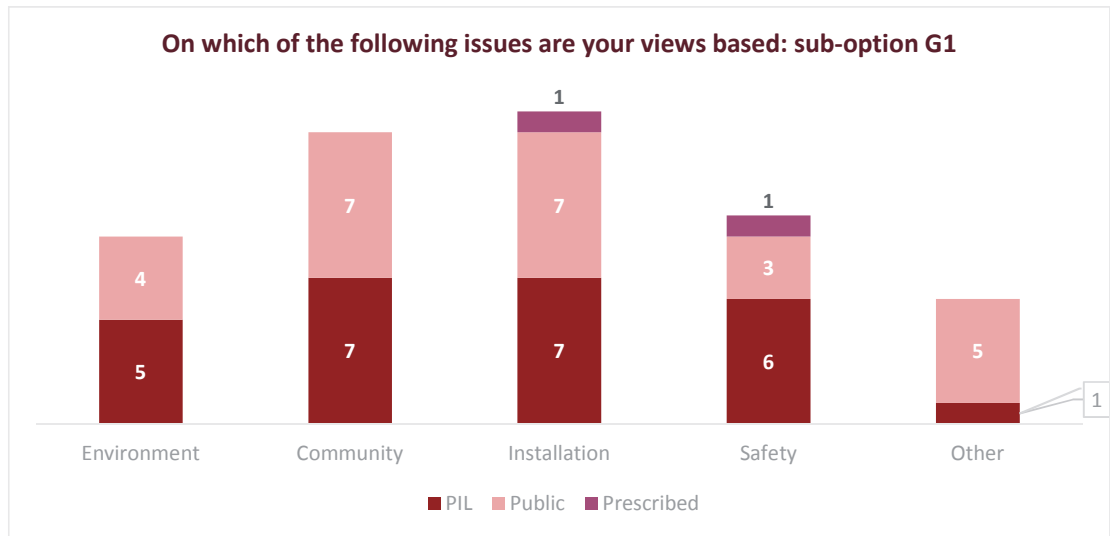




Chart 40: Answers to Question 7.2.2 (n=10)

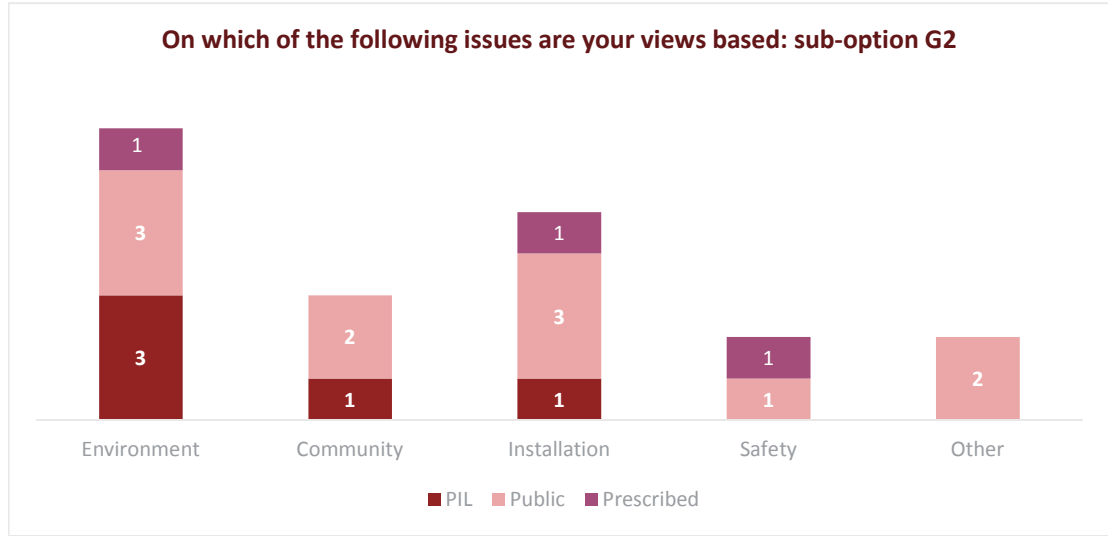
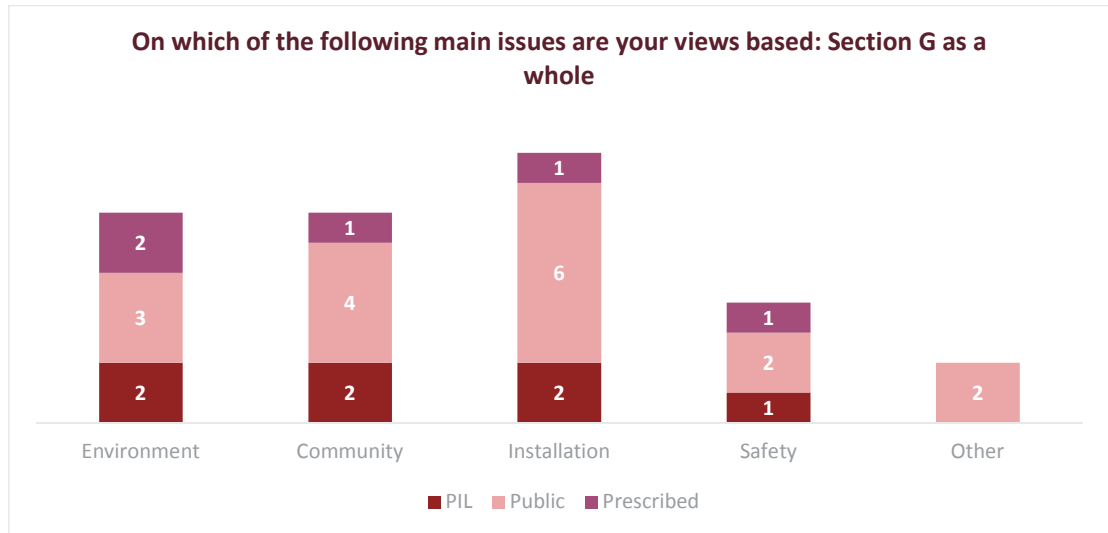


Chart 41: Answers to Question 7.3.1 (n=14)



Some of the respondents also provided additional open-text comments. In total, 26 respondents discussed Section G and its-sub options as part of their qualitative feedback which is summarised in this chapter.

8.2 Environment

8.2.1 Comments from prescribed consultees (S42 and S43)

Sub-option G1: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option G1.

Sub-option G2: Spelthorne Borough Council says that both G2 sub-options would go through historic landfill and says that the land west of **sub-option G2a** was



severely affected by flooding in 2014. The Council also expresses concern about potential impacts on Dumsey Meadow and Chertsey Meads, although they recognise that both sub-options would pass outside the Dumsey Meadow Site of Special Scientific Interest (SSSI) designation.

Section G as a whole: The Environment Agency welcomes the decision to use directional drilling for the crossing of the Thames but says that Chertsey Bourne has not been included in the list of watercourses for directional drilling. They point that this watercourse contains a large volume of water and holds an important fish course population and is therefore unsuitable for crossing with a trench.

8.2.2 Comments from PILs

Sub-option G1: With regards to **sub-option G1b**, there are some concerns about perceived noise pollution and adverse impact on oak trees along Canford Drive.

Sub-option G2: Surrey Wildlife Trust says that both sub-options would impact some of the most biodiverse habitats at Chertsey Meads.

Section G as a whole: Discussing Section G as a whole, Surrey Wildlife Trust highlights the Pannells Farm Site of Nature Conservation Interest (SNCI), a relict floodplain which would require careful restoration.

8.2.3 Comments from Members of the public and other organisations

Sub-option G1: A few respondents oppose **sub-option G1b** because of the noise and vibration they worry it would create. For one respondent this concern applies equally to **sub-option G1a**. Discussing the G1 sub-options as a whole, one respondent raises concerns about the potential impact on wildlife in nearby fields and railway embankments.

Sub-option G2: There are no comments on environmental issues from members of the public or other organisations specifically in relation to the G2 sub-options.

Section G as a whole: Some respondents raise concerns about the potential impact of the proposed pipeline on Chertsey Meads. One says that the eastern side of this site is a local nature reserve and SINIC as well as a Queen Elizabeth II Field and expresses concern that passing through the site would be ecologically damaging. They comment that any installation must take place outside of the bird nesting season, that the affected area should be minimised, and that soil-



backfilling should take place but not re-seeding.

Meanwhile, another respondent says that Section G would pass through flood plain, so it would be best for works to take place in summer. North Surrey Green Party believes that no plans or procedures have been published on how potential leaks or spillages affecting water courses would be cleaned up.

8.3 Community

8.3.1 Comments from prescribed consultees (S42 and S43)

Sub-option G1: There are no comments on community issues from prescribed consultees specifically in relation to sub-option G1.

Sub-option G2: There are no comments on community issues from prescribed consultees specifically in relation to sub-option G2.

Section G as a whole: There are no public²⁴ comments on community issues from prescribed consultees in relation to Section G as a whole.

8.3.2 Comments from PILs

Sub-option G1: All PILs who comment on sub-option G1, object to **sub-option G1b** citing concerns over the potential impact on traffic, property access and businesses including Abbeymoor Golf course and a local child-minding service.

Sub-option G2: Chertsey and Shepperton Regatta Association Ltd objects to **sub-option G2a** because of property concerns.

Section G as a whole: Raising concerns about possible access restrictions impose on their business tenants, one PIL requests that the proposed pipeline in Section avoids their property.

8.3.3 Comments from members of the public and other organisations

Sub-option G1: Several respondents oppose **sub-option G1b** because they feel it would impact pedestrian and vehicular access to and from Canford Drive, create problems with parking and affect property values. One respondent also says that refuse collection services could be affected.

However, one respondent objects to both sub-options as they feel they could

²⁴ Comments by respondents who have requested confidentiality are not included in this report



create problems in terms of access, parking and refuse collection.

Sub-option G2: There are no comments on community issues from members of the public or other organisations specifically in relation to sub-option G2.

Section G as a whole: One respondent expresses concern about the impact Section G could have on access to their property whilst another says installation would affect the local community. One respondent adds that Chertsey Agricultural Show takes place on Chertsey Meads in August and that they would not want any works to take place during set up time or the show itself.

8.4 Installation

8.4.1 Comments from prescribed consultees (S42 and S43)

Sub-option G1: Even though Thames Water expresses a preference for **sub-option G1b** as it would affect fewer of their assets than **sub-option G1a**, they still highlight some infrastructure that needs to be safeguarded should **sub-option G1b** be selected: two manholes and two sewers in Canford Drive, a manhole in Roakes Avenue, a sewer at the junction of Canford Drive and Roakes Avenue, a sewer in Chertsey Road and a sewer east of Chertsey Branch Railway.

Sub-option G2: UK Power Networks prefers **sub-option G2b** as **sub-option G2a** would impact their equipment. Thames Water says that neither sub-option would impact their assets.

Section G as a whole: Thames Water believes that excavation works for Section G are proposed to take place within exclusion zones of Thames Water assets and calls for those to be safeguarded.

8.4.2 Comments from PILs

Sub-option G1: Views on this sub-option are mixed with some feeling that **sub-option G1a** would have lower impact on the local area and others disagreeing referring to current congestion levels at Roakes Avenue, which they say would get worse once the nearby secondary school is fully functioning. One PIL asks why trenchless techniques would not be used in this sub-option and another says that are overall satisfied with the identified sub-options as they follow the existing pipeline but are concerned about potential disruption during the installation process.



Sub-option G2: Chertsey and Shepperton Regatta Association Ltd objects to **sub-option G2a** as it would go through their field which has multiple uses including a car park and a dog training ground.

Section G as a whole: Discussing Section G as a whole, one PIL is concerned about the potential impact on local roads particularly in relation to school traffic. Some PILs, including Surrey Wildlife Trust, request alternative routing is explored in order to minimise the potential adverse effects on the area.

8.4.3 Comments from members of the public and other organisations

Sub-option G1: Some respondents support **sub-option G1a** because they feel it represents a more direct route which would take less time to install and cause less disruption.

In contrast one respondent supports **sub-option G1b** as it would take traffic onto Canford Drive and remove pressure from commuter traffic. In contrast, another opposes **sub-option G1a** as they feel this would impact local roads, whilst one respondent expresses concern about its proximity to utility provisions.

One respondent opposes both sub-options referring to the narrow roads and built-up character of the area.

Sub-option G2: There are no comments on installation issues from members of the public and other organisations specifically in relation to sub-option G2.

Section G as a whole: One respondent expresses concern about Section G causing damage to roads and underground natural water supplies, which they say, some properties rely on. They add that if work is carried out on Chertsey Meads then there are services such as overhead lines which could be moved overground or fibre optic broadband cables which could be installed in combination with other services as part of a 'one-off dig'.

8.5 Safety

8.5.1 Comments from prescribed consultees (S42 and S43)

There are no comments on safety issues from prescribed consultees in relation to Section G and its sub-options.



8.5.2 Comments from PILs

Sub-option G1: Views on this sub-option are split with some suggesting that because the area crossed by **sub-option G1b** is quieter, installing the pipeline there would involve fewer risks and others highlighting the perceived impact on emergency services and children's safety.

Sub-option G2: There are no comments on safety issues from PILs specifically in relation to sub-option G2.

Section G as a whole: There are no comments on safety issues from PILs in relation to Section G as a whole.

8.5.3 Comments from members of the public and other organisations

Sub-option G1: One respondent expresses concerns about emergency service access for both of the G1 sub-options. Another says that the safety of children in Canford Drive must be a priority.

Sub-option G2: There are no comments on safety issues from members of the public and organisations specifically in relation to sub-option G2.

Section G as a whole: There are no comments on safety issues from members of the public and organisations in relation to Section G as a whole.

8.6 Other

8.6.1 Comments from prescribed consultees (S42 and S43)

There are no further comments from members of the public and other organisations in relation to Section G and its sub-options.

8.6.2 Comments from PILs

Chertsey and Shepperton Regatta Association Ltd is concerned that if sub-option G2a is chosen it would affect their development plans.

8.6.3 Comments from members of the public and other organisations

One respondent feels compensation should be given for noise pollution leading to loss of earnings for those who work night shifts or work from home for both the G1 sub-options. Another respondent is pleased that Section G has been kept as short as possible which would minimise cost.



9 Feedback received on Section H

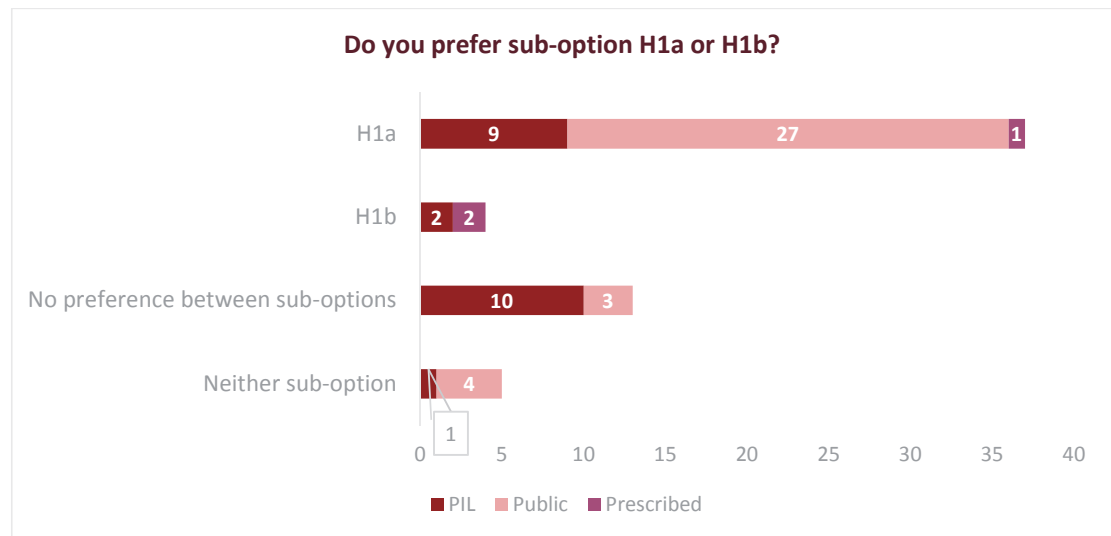
9.1 Overview

Question 8 asks respondents for their views on Section H and its sub-options:

- **Sub-option H1 at Queen Mary Reservoir** within this sub-option, the preferred route could follow the existing pipeline crossing the reservoir intel channel (H1a) or diverts away from the western edge of the reservoir (H1b).
- **Sub-option H2 at Ashford Station:** within this sub-option, the preferred route could either involve long trenchless crossing from West Close (H2a) or from railway station car park (H2b) or two trenchless crossing at Station Road and St James school (H2c).
- **Sub-option H3 at Thomas Knyvett College:** within this sub-option, the preferred corridor could either go to the west of Thomas Knyvett College (H3a) or the east (H3b).

The views of those who responded to this question are summarised in Charts 42-44 below²⁵, alongside their respondent category.

Chart 42: Answers to Question 8.1.1 (n=59)

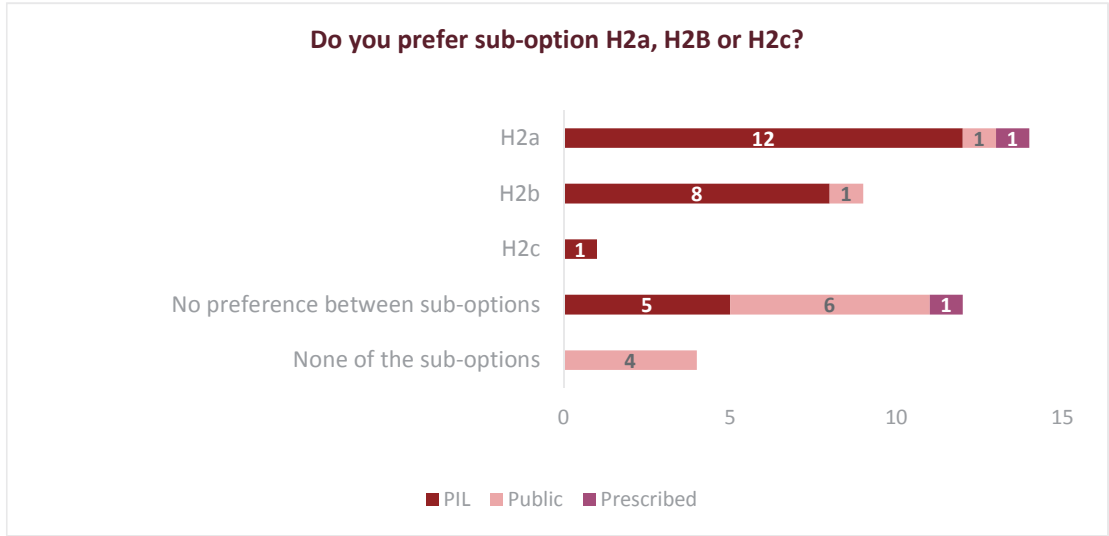


Of the 334 respondents who submitted a response to the consultation, 59 answered this question with 13 indicating they had no preference. Of those who expressed a preference between the two sub-options, 37 out of 41 prefer sub-option H1a, while five object to both sub-options.

²⁵ Respondents who did not respond using the questionnaire were not able to complete this question

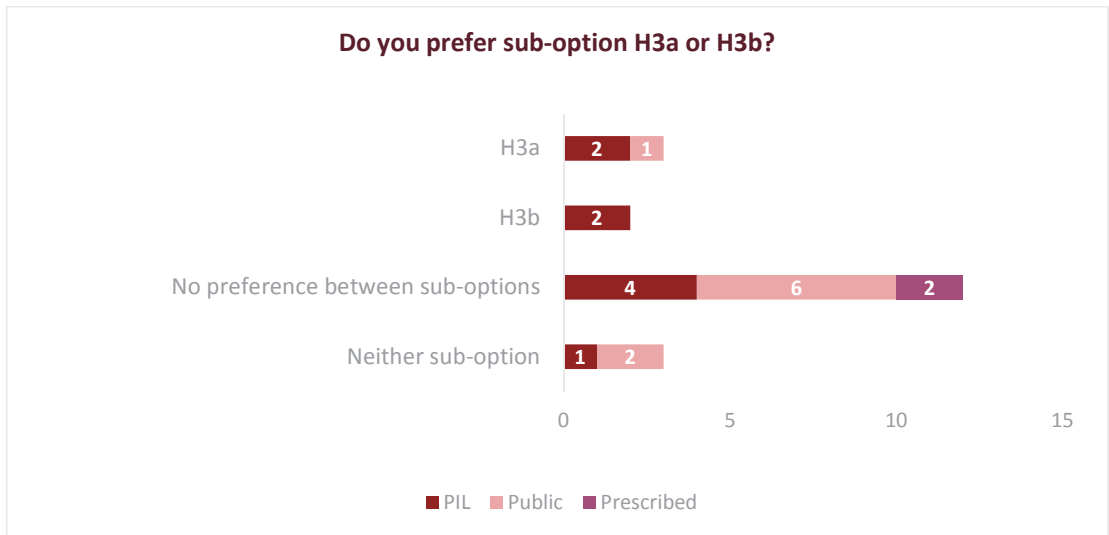


Chart 43: Answers to Question 8.2.1 (n=40)



Of the 334 respondents who submitted a response to the consultation, 40 answered this question with 12 indicating they had no preference. Of those who expressed a preference between the two sub-options, 14 out of 24 prefer sub-option H2a, while four object to all three sub-options.

Chart 44: Answers to Question 8.3.1 (n=20)



Of the 334 respondents who submitted a response to the consultation, 20 answered this question with 12 indicating they had no preference. Of those who expressed a preference between the two sub-options, three out of five prefer sub-option H3a, while three object to both sub-options.



Respondents could select the reasons that underpin their views (either in relationship to the proposed sub-options or Section H as a whole) and the feedback is summarised in Charts 45-48²⁶ below, alongside their respondent category. Respondents could select multiple reasons.

Chart 45: Answers to Question 8.1.2 (n=51)

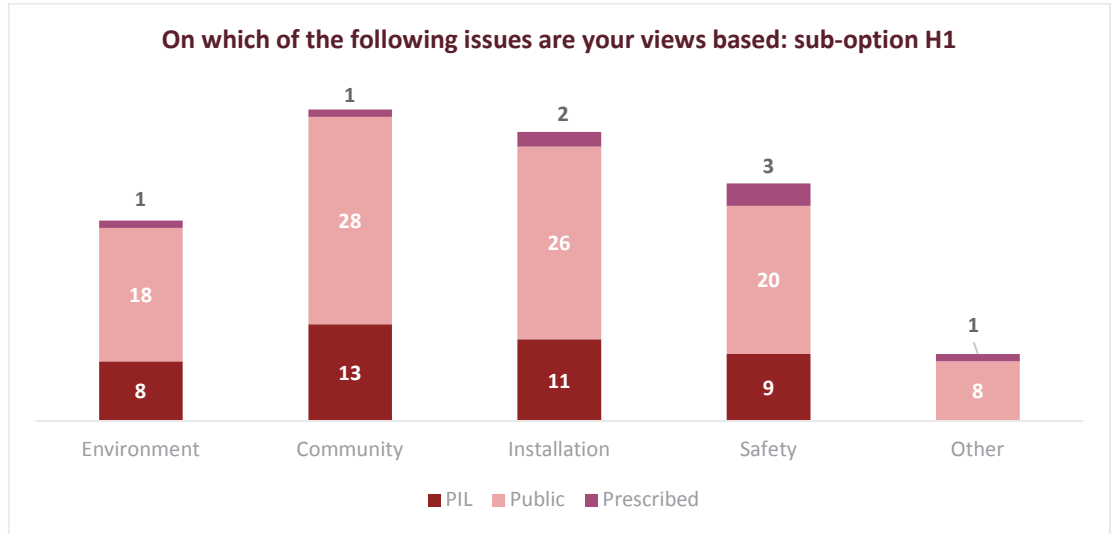
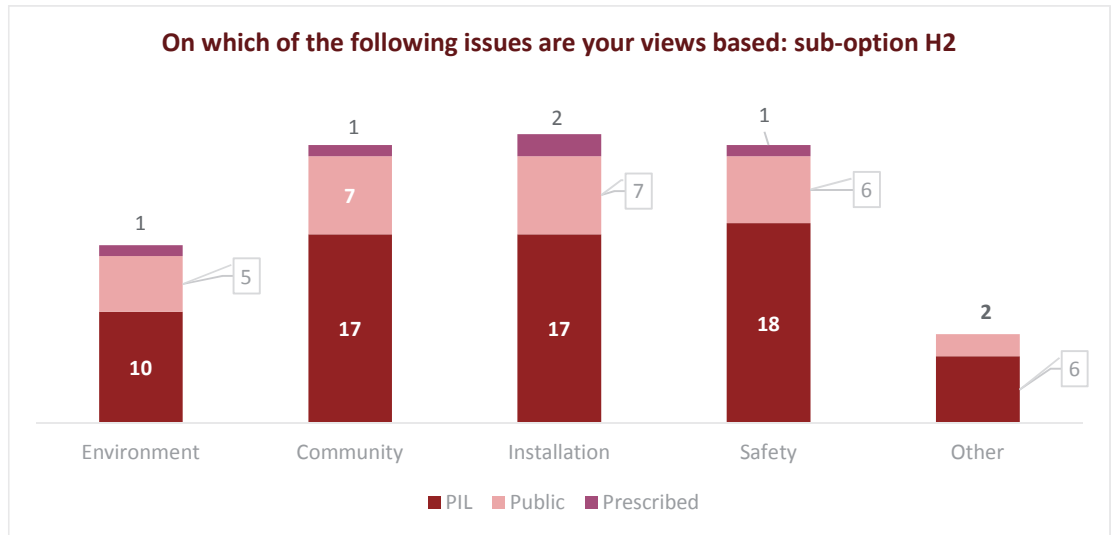


Chart 46: Answers to Question 8.2.2 (n=33)



²⁶ Respondents who did not respond using the questionnaire were not able to complete this question



Chart 47: Answers to Question 8.3.2 (n=12)

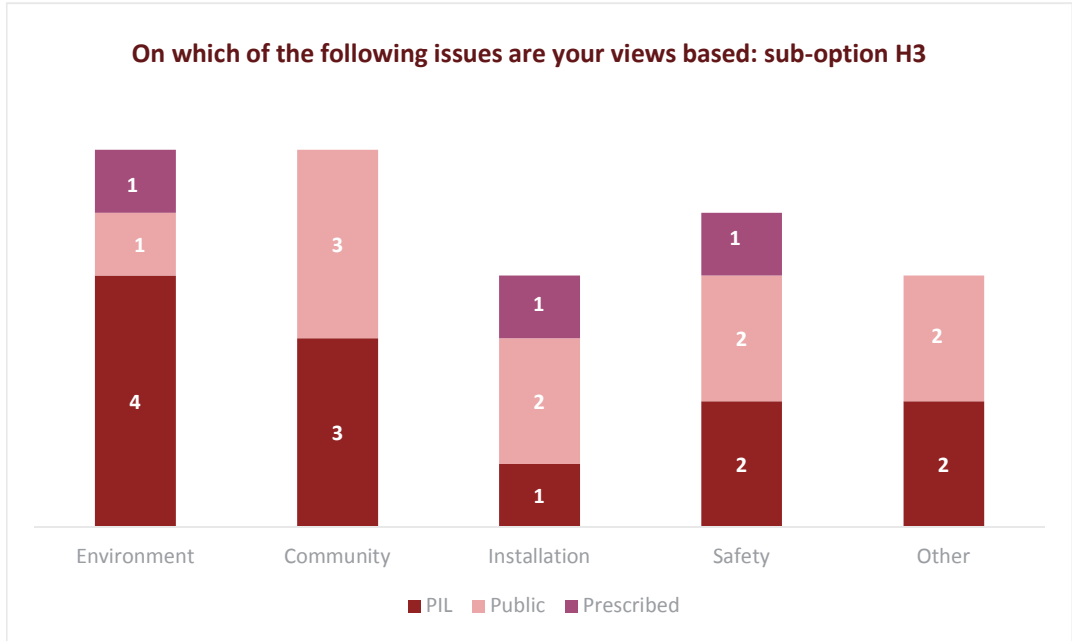
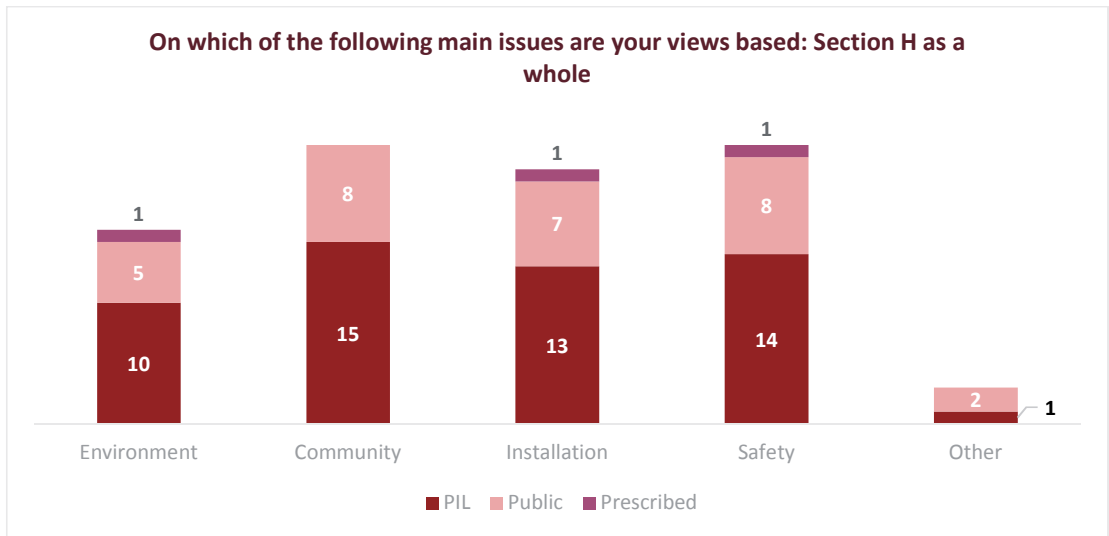


Chart 48: Answers to Question 8.4.1 (n=31)



Some of the respondents also provided additional open-text comments. In total, 87 respondents discussed Section H and its-sub options as part of their qualitative feedback which is summarised in this chapter.



9.2 Environment

9.2.1 Comments from prescribed consultees (S42 and S43)

Sub-option H1: Spelthorne Borough Council opposes **sub-option H1b** as it runs across mineral reserves at Manor Farm. In relation to **sub-option H1a**, the Council requests that mature tree avenues within Fordbridge Park are protected or reinstated after construction works. Meanwhile, the Environment Agency supports the trenchless crossing of the Queen Mary Canal and the Staines Reservoir Aqueduct within the H1 sub-options.

Sub-option H2: There are no comments on environmental issues from prescribed consultees specifically in relation to sub-option H2.

Sub-option H3: Spelthorne Borough Council says that the historic landfill north of St James School extends to the A30, west of Edward Way, and both H3 sub-options route around the edge of this filled area. The Council says that it is likely little margin was left at the site boundaries, so both routes may be impacted by fill materials.

Section H as a whole: The Environment Agency says that they expect consideration to be given through the Environmental Permit application to noise levels and disturbance of wildfowl at West of Queen Mary Reservoir Site of Nature Conservation Interest (SNCI) and Queen Mary Reservoir SNCI. They also point that the proposed trenching at the River Ash is not ideal but recognise there are constraints at this site.

9.2.2 Comments from PILs

Sub-option H1: A few respondents, including Spelthorne Civic Pride Volunteers, raise concerns about potential flood risk in relation to the H1 sub-options referring to the high water table in the area. Spelthorne Civic Pride Volunteers also expresses concern about the possible effect of **sub-option H1b** on grass snakes, moles, nesting birds, wildfowl, great crested newts and a 138-year-old oak tree, and says it would impact Laleham Pond, a local nature reserve. However, Surrey Wildlife Trust says that this option would avoid impacting the West of Queen Mary Reservoir SNCI.



Sub-option H2: Several respondents express concerns about a possible increase in noise from **sub-option H2a**, largely due to the removal of trees which act as a barrier against road noise. Similarly, some respondents say that this would remove their tree cover and affect the visual aspect of their property. Another respondent raises concerns about the noise which could result from installing these options.

Sub-option H3: Surrey Wildlife Trust prefers **sub-option H3a** as this is furthest away from the Princes Lake SNCI.

Section H as a whole: Surrey Wildlife Trust welcomes the avoidance of Shepperton Quarry SNCI within Section H. Ashford Sports Limited says that some of their landscaping is recovering from previous repair work to a pipeline, and expresses concern that these trees would need to be removed again.

9.2.3 Comments from members of the public and other organisations

Sub-option H1: One respondent raises concerns about flooding in relation to both H1 sub-options, whilst a few respondents oppose the **H1b sub-option**, saying that they have concerns about potential noise impacts or that Greenfield End is a flood risk area. Some respondents, including Celia Crescent Residents' Group which has submitted a petition signed by 74 residents, also raise concerns specifically in relation to the pipeline section within **sub-option H1b** which would pass through Celia Crescent. They say that the Crescent is prone to flooding and express concerns about noise, dust and fumes.

Sub-option H2: Discussing the area of the H2 sub-options as a whole, one respondent highlights that it is a floodplain and has a high-water table.

Sub-option H3: There are no comments on environmental issues from members of the public or other organisations specifically in relation to the H3 sub-options.

Section H as a whole: North Surrey Green Party says that Esso has not offered any plan or procedures for protection of the River Ash.

9.3 Community

9.3.1 Comments from prescribed consultees (S42 and S43)

Sub-option H1: Discussing the area of the H1 sub-options as whole, Spelthorne Borough Council says that there are a tennis club and coffee house in the south of Fordbridge Park which could be impacted by any partial or complete closure



of the park.

Sub-option H2: There are no comments on community issues from prescribed consultees specifically in relation to sub-option H2.

Sub-option H3: Discussing the area of the H3 sub-options as whole, Spelthorne Borough Council says that a play area designated in its Local Plan would be impacted by the proposed alignments for crossing the A30.

Section H as a whole: There are no comments on community issues from prescribed consultees in relation to Section H as a whole.

9.3.2 Comments from PILs

Sub-option H1: Brett Group says that they have planning permission to extract 1.5m tonnes of sand and gravel starting in 2019 and object to any route which would impact on their operations. Some respondents raise concerns in relation to **sub-option H1b**, including potential impacts on the health of nearby residents, whilst Laleham Methodist Church feels that the H1 section as a whole could restrict their activities and affect the value of the church.

Sub-option H2: Several respondents oppose **sub-option H2a** on the basis that they feel it would reduce the value of their properties. Some also feel it would disrupt their access, limit parking space or impact residents' health and wellbeing. A few respondents also oppose **sub-options H2b and H2c** because they feel it would impact local businesses such as Hitchcock and King.

Sub-option H3: There are no public²⁷ comments on community issues from PILs specifically in relation to sub-option H3.

Section H as a whole: Ashford Sports Limited says that Section H would pass through playing areas and their car park and could affect access, whilst Brett Group expresses concerns about possible impacts on the Littleton Lane Industrial Estate and suggest the pipeline could pass to the west to avoid this. 4th Ashford Scout Group also raises concerns about lorries passing their entrance and whether this could restrict their activities.

²⁷ Comments by respondents who have requested confidentiality are not included in this report



9.3.3 Comments from members of the public and other organisations

Sub-option H1: Most of the respondents who comment on the H1 sub-options, including Celia Crescent Residents' Group which has submitted a petition signed by 74 residents, discuss the pipeline section within **sub-option H1b** which passes through Celia Crescent. Many of these respondents raise concerns about access to and from their properties, highlighting the narrowness of the roads and the number of disabled or elderly residents who would require constant access. Respondents from Celia Crescent also comment that the proposed pipeline could impact parking, reduce property values and affect local schools. Meanwhile, several respondents oppose the **H1b sub-option** because they feel it would affect their ability to access their homes or impact local amenities such as Laleham Methodist Church or the Matthew Arnold Sports Field. In the context of their opposition to **sub-option H1b**, some respondents state their support for **sub-option H1a** as they feel it would have less impact on local schools and the Brett Group's development for gravel extraction.

Sub-option H2: Some respondents object to **sub-option H2a** either because of concerns that it could affect the value of their property or block the entrance to the stairs to Stanwell Road, creating a 600m detour for pedestrians. Another respondent expresses concern about the potential effect of the H2 sub-options as a whole on their ability to sell their property.

Sub-option H3: There are no public²⁸ comments on community issues from members of the public specifically in relation to sub-option H3.

Section H as a whole: There are no comments on community issues from members of the public or other organisations in relation to Section H as a whole.

9.4 Installation

9.4.1 Comments from prescribed consultees (S42 and S43)

Sub-option H1: Spelthorne Borough Council prefers **sub-option H1a** as it follows the existing pipeline route and unlike sub-option H1b would not affect dense residential areas. Notwithstanding their support for **sub-option H1a**, the Council raises traffic concerns in relation to both sub-options with specific reference to Kingston Road at Fordbridge Roundabout (**H1a**) and B375 at Manor Farm and

²⁸ Comments by respondents who have requested confidentiality are not included in this re



Kingston Road at Woodthorpe Road (**H1b**).

In contrast, UK Power Networks prefers **sub-option H1b** as **sub-option H1a** runs close to the Laleham Grid Substation. Thames Water would also prefer **sub-option H1b** as this would impact fewer of their assets than **sub-option H1a**, though some infrastructure would still require safeguarding.

Thames Water adds that there would be significant technical challenges in constructing the **H1a sub-option** and that the presence of a pipeline in this area might affect their ability to deal with emergency situations with the reservoir. Instead, Thames Water suggests that Esso should consider an alternative location within the Thames Water Gravel working site on a line to the east of the Ashford Road. In a separate response, Thames Water requests that should Esso select **sub-option H1b**, that the route of the main is taken through the back of properties facing Edinburgh Drive.

Sub-option H2: Spelthorne Borough Council expresses concerns about potential disruption to the Stanwell Road at St James School from **sub-option H2b** and to Church Road at Clarendon Park School from **sub-option H2c**. The Council adds that while **sub-option H2a** would be the least disruptive option for Ashford Station and the Woodthorpe Road area, it is unclear how long the trenchless section would take to construct and what the consequent impact on residents would be, particularly those adjacent to the boring ends of the trenchless sections. Meanwhile, Thames Water would prefer **sub-option H2a** as this would have less impact on their assets than **H2b** and **H2c**, though some infrastructure (sewer and a manhole on Church Road) would still require safeguarding.

Sub-option H3: Thames Water says that neither sub-option would impact their assets, but that two sewers and a manhole on London Road would require safeguarding within the H3 sub-options.

Section H as a whole: Spelthorne Borough Council expresses concern about potential disruption to Woodthorpe Road and Shepperton Road at Home Farm and would like further information about traffic management arrangements to mitigate any impacts. Meanwhile, Transport for London (TfL) wants to ensure the minimisation of any impacts on their services.

Thames Water says they would have no objections if the route was located along



the western side of the River Ash. They add they would have no significant objections to the pipeline crossing of the Laleham Intake channel and the Staines Aqueduct as long as design and construction methods do not detrimentally impact the structures and settlements are kept to an agreed minimum.

9.4.2 Comments from PILs

Sub-option H1: A few respondents support **sub-option H1a** because it follows the existing pipeline route more closely and they feel it would have a reduced impact on roads, properties, utilities and local residents. In contrast, The Brett Group is concerned that sub-option H1a might impact on existing and planned infrastructure so they recommend investigating the feasibility of a route following Ashford Road.

Sub-option H2: Views amongst PILs on **sub-option H2a** are mixed. Those who oppose this option typically feel that it would impact on their property or garden, with the London Diocesan Fund suggesting that it could impact on St Hilda's Church in Woodthorpe Road. In contrast, reasons in favour focus on perceived minimised impact on residential and commercial properties and Woodthorpe Road. In relation to **sub-option H2b**, a few respondents, including Hitchcock and King, raise a new development of flats which they say would be affected by this sub-option, although a few respondents say this option would be less disruptive and have less of an impact on local properties and roads. Meanwhile, a few respondents oppose **sub-option H2c** because of the impact they feel it could have on local properties, roads and utilities.

Sub-option H3: There are no comments on installation issues from PILs specifically in relation to sub-option H3.

Section H as a whole: Ashford Sports Limited says the preferred limit of deviation covers a wide area, and questions how the pipeline would be positioned under a 3 to 4-metre-high mound. Another respondent, who lives in Woodthorpe Road, says they live in a 19th century property which has had problems with cracking and which they feel would be affected by pipeline installation.

One respondent suggests an alternative route within this section which would cut across from the A308 across Shortwood Common (avoiding the SSSI designated section) before joining the A30 and running along this until Short Lane.



9.4.3 Comments from members of the public and other organisations

Sub-option H1: Several respondents support the **H1a sub-option** because it follows the existing pipeline route and would cause less disruption during installation. Related to this, many respondents, including Celia Crescent Residents' Group which has submitted a petition signed by 74 residents, raise concerns in relation to the pipeline section which passes through Celia Crescent (**sub-option H1b**), highlighting the potential disruption and impact on properties. Several also suggest that the road would be too narrow for installation, and that it would not be possible to achieve the required working widths or easements.

Sub-option H2: A few respondents express concerns about **sub-option H2a**, arguing that it could impact properties or roads in the area, or suggesting that the width of West Close and the presence of water and gas supplies could hamper installation.

In contrast, some respondents say that **sub-options H2b** and **H2c** would cause disruption to local residents, including potential impacts to Woodthorpe Road and bus services to the railway station.

Sub-option H3: There are no comments on installation issues from members of the public or other organisations specifically in relation to sub-option H3.

Section H as a whole: One respondent raises concerns about the impact which installation of Section H as a whole could have on the roads in the area and Ashford Station. North Surrey Green Party is worried about the possible effect of works on Littleton Lane for traffic in the area, the routing of a pipeline through a busy residential area, and the impact of pipeline installation on existing utilities and services.

One respondent feels that the new pipeline in Section H should follow the route of the existing pipeline as choosing a new route creates new difficulties and would cost more.

9.5 Safety

9.5.1 Comments from prescribed consultees (S42 and S43)

Sub-option H1: Thames Water raises concerns about the proposal to place the **H1a sub-option** between the reservoir embankment and the River Ash, saying that



it could have implications for the safety of the reservoir structure. They also believe that this could impede their response to maintenance or emergency issues with the reservoir, adding that any delay could be enormous and would not be acceptable to them.

Sub-option H2: There are no comments on safety from prescribed consultees specifically in relation to sub-option H2.

Sub-option H3: There are no comments on safety from prescribed consultees specifically in relation to sub-option H3.

Section H as a whole: There are no comments on safety from prescribed consultees in relation to Section H as a whole.

9.5.2 Comments from PILs

Sub-option H1: There are no comments on safety issues from PILs specifically in relation to sub-option H1.

Sub-option H2: A few respondents raise concerns about the proposed pipeline in **sub-option H2a** leaking or passing under an electricity substation. In contrast, Hitchcock and King disagrees with such concerns as this sub-option would be on unused land, whilst **sub-option H2b** could impact the safety of its operations.

Sub-option H3: One respondent raises concerns about the safety of the pipeline passing under their garden.

Section H as a whole: 4th Ashford Scout Group raises concerns about the volume of lorries which would pass by its building during construction and the safety implications of this for children.

9.5.3 Comments from members of the public and other organisations

Sub-option H1: A few respondents oppose **sub-option H1b** on grounds of safety, arguing that flooding, gravel extraction sites and dense residential areas make this route unsafe to cross with a pipeline. A few also raise concerns specifically in relation to the pipeline section within **sub-option H1b** which passes through Celia Crescent, suggesting that installation might inhibit emergency service vehicle's access to the road. Celia Crescent Residents' Group, which has submitted a petition signed by 74 residents, also says that it would be difficult to ensure the safety of pedestrians because of the narrow working area on the road.



Sub-option H2: A small number of respondents raise concerns about the potential impact of **sub-option H2a** on emergency service access to West Close, with one suggesting the pipeline should go on Woodthorpe Road instead.

Sub-option H3: There are no comments on safety issues from members of the public or other organisations specifically in relation to sub-option H3.

Section H as a whole: There are no comments on safety from members of the public or other organisations in relation to Section H as a whole.

9.6 Other

9.6.1 Comments from prescribed consultees (S42 and S43)

There are no further comments from prescribed consultees on Section H and its sub-options.

9.6.2 Comments from PILs

Several PILs raise concerns about the potential impact of the project on their own development plans.

Laleham Methodist Church says that installation of the **H1 sub-options** would limit future plans for the development of the church.

A few respondents oppose **sub-option H2a** as they say they have future plans to build extensions or new developments in their gardens which would be disrupted by the selection of this route.

9.6.3 Comments from members of the public and other organisations

Some respondents raise concerns about the cumulative impacts of **sub-option H1b** and some other developments in the area. Related to this, one respondent supports **sub-option H1a** on the basis that it would not clash with the Brett Group's development.

One respondent says they would seek compensation for devaluation of their property located within **sub-option H1b**.



10 General comments

10.1 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.

10.2 General comments relating to the need case of the project

10.2.1 Comments from prescribed consultees (S42 and S43)

There are no comments on the general need case for the project from prescribed consultees.

10.2.2 Comments from PILs

The majority of PILs who comment on the project case agree with it, recognising the need for the pipeline replacement. In contrast, a few object to the pipeline without providing further detail or because they believe that as a society we should be investing in alternative fuels.

10.2.3 Comments from members of the public and other organisations

North Surrey Green Party objects to the project as they believe it would facilitate the Heathrow expansion, which in turn would lead to increased air pollution and carbon emissions. North Surrey Green Party also expresses concern that the decommissioning of the existing pipeline is not part of the current project.

10.3 General comments relating to environment, including comments on the Preliminary Environment Information

10.3.1 Comments from prescribed consultees (S42 and S43)

The Environment Agency says that on the whole, there are 'no major issues or concerns' because there are few wetland features on the proposed route. However, they comment that until more information is available they could not support the statement that "there will be no likely effects on flood risk during construction". They suggest several flood risk assessments which they feel need to be undertaken, examining:

- all main rivers (including Low and Very Low value receptors);
- any location where the pipeline or associated works will be near or within any existing flood defence or flood storage area;



- the potential impacts of stockpiling of material close to rivers or within floodplains where this is unavoidable;
- the siting and design of temporary road hauls or compounds within floodplains and temporary access routes crossing rivers;
- permanent above ground structures or altering of land levels; and
- making enquiries with Lead Local Flood Authorities as to whether there are any potential future flood alleviation schemes that would be within relevant distance of the proposed route.

They also raise concerns about the impact of construction noise, vibration and light on fish, water vole and otter and say that more information is required on methodologies, techniques and mitigation measures. Other suggestions the Environment Agency makes for assessment or mitigation include:

- trenchless techniques for crossing all main rivers where ground conditions allow and there is space for launch and receptor pits;
- a biodiversity net gain for the project, including enhancement of the river corridor and floodplain habitat;
- relevant ecological surveys and impact mitigation measures, including account for invasive non-native species; and
- compliance with Environmental Permits and installation of infrastructure in line with Construction Quality Assurance Procedures and relevant guidance.

The South Downs National Park Authority says that they do not consider the proposals are fully in accordance with National Significant Infrastructure Projects (NSIP) policy framework and the statutory purposes of the National Park. The Park Authority expresses concern about potential loss of woodland, hedgerow, pasture and soil profiles, and changes to topography, landscape characters types and the visual landscape. They also add that there would be temporary noise, visual, landscape and habitat impacts from construction processes and activity.

However, the Park Authority would welcome further discussions on mitigation and, as a last resort, compensation in the event of a formal application. They propose some assessments or mitigation measures to be undertaken, which include:

- a landscape and visual impact assessment, which takes into account the 'special qualities' of the National Park;
- further assessment of a zone of theoretical visibility (ZTV) which accounts for the temporary impact of construction compounds; and
- realignment of the route or directional drilling to avoid watercourses and ponds, and sunken or hedged lanes, ancient tracks and verges.

Hampshire County Council says that the ecological survey work, including the range of species and habitats scoped, is appropriate and that the proposed



methodologies and mitigation measures are suitable and in line with best practice. They caveat this view, adding that there may be cases where impacts are more significant for certain species, such as dormice, and that they would anticipate mitigation measures such as tree planting to ensure no permanent visual impact. The Council says that it would expect topics such as air quality, noise, vibration and traffic to have been considered as standalone, specific issues.

In relation to biodiversity, Spelthorne Borough Council says that the pipeline would pass through a National Nature Reserve, Local Nature Reserves and impact on Sites of Special Scientific Interests (SSSIs), but that effort has been made to avoid Dumsey Meadow SSSI. They say that local areas of ecological importance which are not officially designated should be taken into consideration and that care should be taken to minimise construction impacts on veteran trees.

In relation to soils and geology, the Council says that 'contaminated land' has a specific legal meaning and that care should be taken in using this term to avoid confusion. They are concerned that there is not any detailed information provided on individual brownfield sites, the assessment criteria being used to determine impact, extent of fuel losses from the previous pipeline or how historic and permitted landfill would be restored. In the context of those concerns, they say that the Environmental Statement (ES) should include detailed information on the condition of land through which the pipeline would pass.

Surrey Heath Borough Council would like air quality impacts associated with potential increases in traffic congestion to be recognised in the biodiversity section of the Preliminary Environment Information Report (PEIR).

10.3.2 Comments from PILs

Surrey Wildlife Trust highlights what they believe to be inaccuracies in the PEIR, saying that designated sites and wildlife species have been omitted or inaccurately categorised.

In contrast, several PILs, including the London Diocesan Fund, are satisfied with the proposed approach.

A few PILs make suggestions about how the potential environmental impacts could be mitigated. For example, Surrey Wildlife Trust says that there could be



locations where reversing the soil profile when back-filling may be more beneficial, so it should be considered during the installation process. Another urges Esso to follow the standard environmental guidelines on noise when digging up trenches.

Majority of the PILs who comment on the PEIR, however, say that they were unaware of it and had not had a chance to read it.

Notcutts Limited stresses the importance of mitigating any adverse environmental impacts. These calls are echoed by Surrey Wildlife Trust which highlights that as the preferred route would pass through several of the Surrey Biodiversity Opportunity Areas, the project could contribute to achieving a biodiversity net gain and act as a wildlife corridor.

10.3.3 Comments from members of the public and other organisations

The Woodland Trust objects to the preferred pipeline route because they feel it would have a detrimental impact on several ancient woodlands, which are irreplaceable. The Trust says that mitigation measures would depend on the development but could include screening barriers to protect woodlands from dust or pollution, noise reduction measures, and buffer zones of semi-natural habitat between the development and the ancient woodland.

North Surrey Green Party comments that pipeline expansion would lead to an increase in carbon emissions by facilitating expansion of Heathrow Airport. They are also concerned by the lack of information on how soil and water courses would be cleared in case of contamination.

A few respondents, including North Surrey Green Party, say that the mitigation measures contained within the PEIR are inadequate, vague or lacking clear commitment and detail. Other concerns relate to the perceived impact on wildlife, Green Belt, designated areas and vegetation.

In contrast, some respondents find the PEIR useful and comprehensive.

10.4 General comments relating to community

10.4.1 Comments from prescribed consultees (S42 and S43)

Historic England welcomes the range of designated heritage sites included in the PEIR and at the Environmental Impact Assessment (EIA) stage. Going forward,



Historic England says their key issues would be assessing potential impacts to designated heritage assets (particularly from tree loss) and physical impact to buried archaeological remains, both identified or currently unidentified.

South Downs National Park Authority raises concerns about the potential impact of the pipeline project on historic environment assets such as listed buildings, scheduled ancient monuments, conservation areas and registered park scapes. They also express concern about undesignated heritage assets such as prehistoric crop marks, burial mounds, Roman roads, ancient tracks or lanes, historic parklands and medieval hunting parks.

Surrey Heath Borough Councils suggests that traffic management is included in the PEIR as part of the outlined mitigation measures for people and communities.

10.4.2 Comments from PILs

There are no general comments on community issues from PILs.

10.4.3 Comments from members of the public and other organisations

North Surrey Green Party says that no offers or commitments have been made to compensate local residents for disruption to the community. Similarly, one respondent feels that more consideration should be given to how communities and residential areas could be avoided.

10.5 General comments relating to installation

10.5.1 Comments from prescribed consultees (S42 and S43)

National Grid, UK Power Networks, ES Pipeline Ltd, Cadent, Affinity Water and Thames Water express concerns about the potential impact of the installation process on their respective assets and services. National Grid and Cadent both add that their assets are protected by a Deed or Easement or Wayleave Agreement.

These organisations suggest a number of considerations for installation or ways in which impacts on their assets or operations could be mitigated, which include:

- continued access for maintenance and repairs of assets;
- a minimum distance of 50m between substations and pipelines or a detailed earthing study by an earthing specialist;
- adherence to statutory electrical safety clearances at all times, including in the event of changes in ground levels;



- avoidance of drilling or excavation works which could disturb the foundations of electrical pylons;
- adherence to guidance from the Health and Safety Executive;
- avoidance of construction of permanent or temporary structures within existing easements;
- confirmation of the actual depth and position of existing pipelines; and
- protection of existing pipelines using matting or cladding if required.

Affinity Water expresses concerns that the pipeline route could increase the risk of water contamination and would like to know more about the installation process and proposed mitigation measures.

Furthermore, Royal Mail says that disruption to the highway network can directly impact their operations, affecting their ability to meet their Universal Service Obligation and comply with postal service regulations laid down by Ofcom. They also identify 15 operational properties within five miles of the propose corridor and says that the locations of post boxes will need to be identified at the land referencing stage.

In contrast, NATS does not anticipate any impact on their infrastructure from the development. The Environment Agency also says that the 1.2m depth of pipeline installation stated in the PEIR would meet their general guidance.

While Hampshire County Council does not expect the preferred route to impact any existing mineral or waste sites within its vicinity, they express concerns about the potential sterilisation of mineral resources particularly around Alton, Fleet and Farnborough, Boorley Green and Bishops Waltham. The Council adds that there is some historic landfill in sites near Alton which would need to be taken into account. Meanwhile, Spelthorne Borough Council expresses concern about hours of operation and the possibility of night time construction.

The Greater London Authority expresses an interest in exploring potential synergies between this project and others in West London to identify opportunities for collaboration.

10.5.2 Comments from PILs

Vodafone confirms that they have apparatus in the area (section D, F and H) and calls for it to be safeguarded and for any incurred costs to be reimbursed.

Several PILs call for the disruption to be kept to a minimum and one suggests that



the best way to achieve this is by following the existing line.

10.5.3 Comments from members of the public and other organisations

Several public respondents call for the preferred route to follow as closely as possible the existing pipeline as this would minimise disruption. However, this sentiment is not universally shared with one respondent arguing that this is not a sufficient base for support.

North Surrey Green Party is concerned that there are no plans in place for preserving existing utilities when the proposed pipeline passes through urban areas.

Suggested mitigation measures for installation include taking the shortest route possible and working at night. One respondent asks whether it would be possible to build a spur to Farnborough Airport to remove tankers from local roads.

10.6 General comments relating to safety

10.6.1 Comments from prescribed consultees (S42 and S43)

Public Health England says that the PEIR does not include enough information on the likely risks to public health associated with radiation, poisons or chemical hazards. They echo the Planning Inspectorate's assessment that the scoping out of a number of aspects is not justified and recommends that full consideration is given to these elements in the ES.

In particular, they say that it was not appropriate to scope out human toxicity from aviation fuel from the PEIR and recommends that any risk assessment related to the toxicity of aviation fuels should refer to appropriate peer reviewed information. They also suggest an evidence based review of potential impacts and suitable mitigation measures, including emissions from pipeline installation work through nearby landfills and contaminated land.

Additionally, Public Health England voices concerns that the proposed pipeline passes within 500m of a number of sensitive receptors such as nurseries, care homes, schools and colleges.

The Health and Safety Executive notes that there are no licensed explosive sites in the vicinity of the pipeline but flags the presence of three major accident hazard sites and three major accident hazard pipelines. Related to this, they suggest



there may be a requirement to gain Hazardous Substances Consent and that Esso would be expected to recognise the general requirement of the Pipelines Safety Regulations 1996.

10.6.2 Comments from PILs

There are no general comments on safety from PILs.

10.6.3 Comments from members of the public and other organisations

One respondent says that there is not any information given on the safety risks to the public of pipeline operation or the relative risks associated with different routes.

Some respondents, including North Surrey Green Party, raise safety concerns saying that there is not sufficient information on the potential risks and that no assurances have been offered open radioactive sources would not be used near homes.

10.7 Other comments

Basingstoke and Deane Borough Council and Natural England responded to the consultation to confirm that they do not have any comments at this stage.

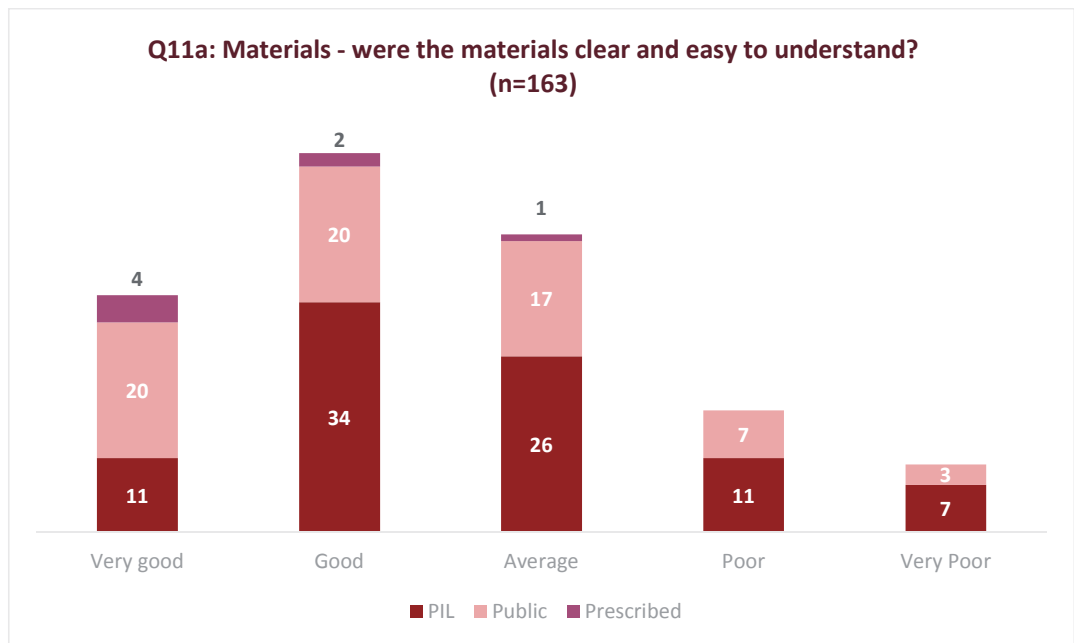


11 Feedback received on the consultation process

11.1 Overview

In addition to comments on the six corridor options, respondents were also asked to share their views on the consultation process and the results are summarised in the charts 49-51²⁹ below.

Chart 49: Answers to Question 11a



²⁹ Respondents who did not respond using the questionnaire were not able to complete this question



Chart 50: Answers to Question 11b

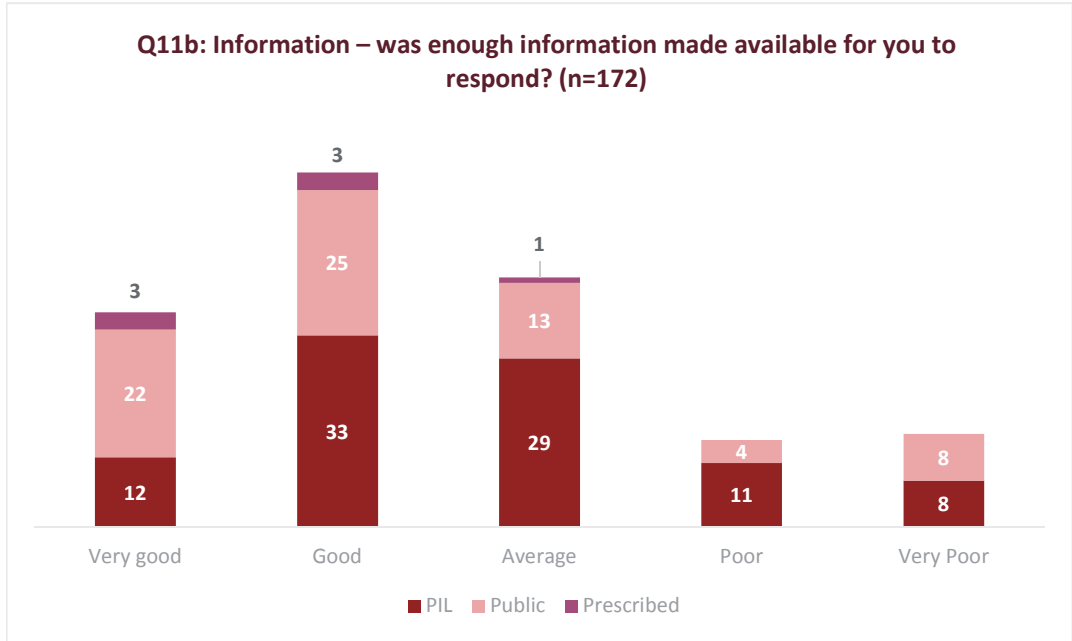


Chart 51: Answers to Question 11c

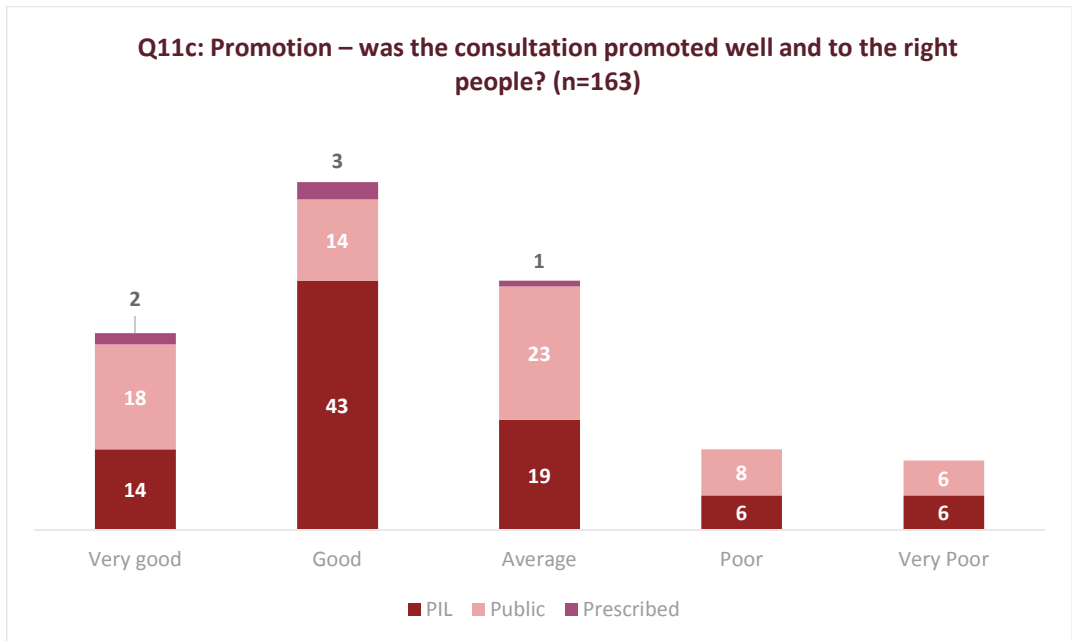
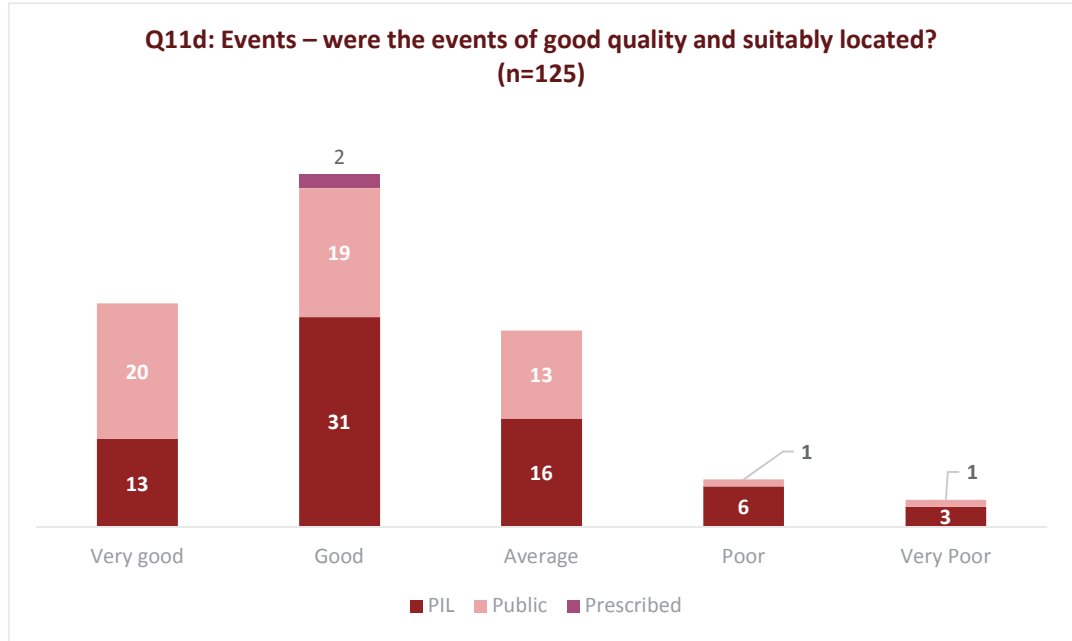


Chart 52: Answers to Question 11d



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.

11.2 Open-text comments on the consultation process overall

11.2.1 Comments from prescribed consultees (S42 and S43)

South Downs National Parks Authority is the only prescribed consultee which comments on the consultation process overall. The Park Authority comments that the process has been undermined by the insufficient information provided which does not respond to the scope required by the Planning Inspectorate. The Park Authority says that further consultation would be required to address their concerns.

11.2.2 Comments from PILs

Some respondents comment positively on the consultation process, saying they appreciate the opportunity to speak to representatives or that the process has been thorough.

Others raise concerns about the way in which the consultation process was conducted, suggesting that the extended timeframe for the project is impacting residents by keeping them in limbo.,



Some respondents comment on the previous consultation, suggesting that they were not aware of this consultation or that feedback was not received on the views expressed during this consultation.

11.2.3 Comments from members of the public and other organisations

Of those who discuss the consultation process, several respondents express their support for it and welcome the opportunity to give their views.

In contrast, those who criticise the process in their open-text comments say that the duration was too short and did not allow them to study the proposals in sufficient detail. Related to this, some respondents complain that the last event was held six days before the end of the consultation, so attendees did not have time to process the information before submitting their feedback.

Celia Crescent Residents' Group, which has submitted a petition signed by 74 residents, also expresses concern that some residents without access to the internet would not be able to register their views.

A few respondents, including North Surrey Green Party, suggest that a decision on the pipeline route has already been made or that views given as part of the consultation process would not influence the proposals.

11.3 Comments on the consultation materials and maps

11.3.1 Comments from prescribed consultees (S42 and S43)

There are no specific comments on the consultation materials or maps from prescribed consultees.

11.3.2 Comments from PILs

Those PILs who discuss the consultation materials and maps say that the maps are unclear or difficult to use. Some add that the maps are inaccurate, with one respondent suggesting that they are not to scale, whilst another suggests Combe Wood has been mislabelled.

11.3.3 Comments from members of the public and other organisations

Those members of the public who discuss the consultation materials, criticise the maps for being unclear, difficult to use and not detailed enough with some adding that it was impossible to determine the exact route of the proposed



pipeline.

11.4 Open-text comments on the consultation information

11.4.1 Comments from prescribed consultees (S42 and S43)

Winchester City Council raises concerns that the typeface used on the website is difficult to read, which could deter some people from responding to the consultation. They are also concerned that an archaeological desk-based assessment has been conducted but not made available for review. Spelthorne Borough Council would like further information on how the residents of West Close might be affected.

11.4.2 Comments from PILs

Most respondents who discuss the consultation information as part their feedback, describe it as insufficient, inadequate or difficult to understand. Some respondents also say that the website is difficult to navigate, or that they had difficulties completing the form online.

In contrast, other respondents say the provision of information has been good or that the information itself is comprehensive.

Some respondents request more information on some issues, including:

- compensation schemes;
- the installation process; and
- the specific routes of different sub-options.

11.4.3 Comments from members of the public and other organisations

Of those who discuss the consultation information, several respondents describe it as insufficient. One respondent requests more information on working widths and another respondent would like to have more detail on the exact pipeline route.

In contrast, other respondents say they are pleased with the information and level of detail provided.

11.5 Open-text comments on the consultation promotion

11.5.1 Comments from prescribed consultees (S42 and S43)

There are no specific comments on the promotion of the consultation from prescribed consultees.



11.5.2 Comments from PILs

Those respondents who discuss the consultation promotion, say that communications about the consultation have been insufficient, often adding that they had not received postal communications.

11.5.3 Comments from members of the public and other organisations

Those respondents who discuss the consultation promotion say it has been insufficient, adding that they only found out about the consultation from friends and neighbours. Some respondents request more information on some issues, including:

- project costs
- the installation process; and
- the specific routes of different sub-options.

11.6 Open-text comments on the consultation events

11.6.1 Comments from prescribed consultees (S42 and S43)

There are no specific comments on the consultation events from prescribed consultees.

11.6.2 Comments from PILs

Those PILs who comment on the consultation events tend to raise concerns about the way in which they were run, often suggesting that representatives were unable to answer questions or did not have the right information. A small number of these respondents comment specifically on the Ashford event, suggesting that it was poorly signposted, that the presence of security guards was off-putting, or that the event should have been earlier to give more time to respond to the consultation.

In contrast, a small number of respondents say it was good to have to opportunity to speak to representatives and that they were knowledgeable or helpful.

11.6.3 Comments from members of the public and other organisations

Those respondents who comment positively on the events, say that they were useful or informative and that the staff they spoke to were knowledgeable.

In contrast, those who are critical in their feedback, complain that some venues were difficult to access or poorly signposted, that the opening hours did not



accommodate working people and that staff were not unable to answer some questions.

North Surrey Green Party says the Ashford event should have been the first and not the last.



Appendix A: Summary of late responses

Seven responses were received after the cut-off point for receipt of consultation responses. These are summarised below.

Comments from Prescribed Consultees

Network Rail comments that insufficient detail has been provided to fully assess the impact of the scheme on the railway and that further information will be required in order to establish likely impacts. They say they will seek protection from compulsory purchase of their land, suggest that power lines proximate to the railway would require asset protection measures and say that a number of legal and commercial agreements would need to be entered into with Network Rail. They suggest that consideration should be given to ensuring that construction and maintenance does not impact the safety of, or encroach upon, Network Rail's land.

Comments from members of the public and other organisations

The Royal Society for the Protection of Birds (RSPB) is opposed to the pipeline running along the edge of the Thames Basin Heaths SPA as they believe it would cause habitat destruction, fragmentation or loss of connectivity and short-term disturbance during works. They say that the previous pipeline left a 'bare scar' where vegetation did not recover, and that the scar is now used as a path which increases the likelihood of damage to the SPA. They comment that an appropriate assessment under the Habitats Regulations would be necessary and express concern that replacement of this pipeline would be necessary in the future. The RSPB indicates a preference for **sub-options F1a and F2b** as they feel they would minimise or reduce impacts on the SPA, whilst emphasising that they would prefer the route did not pass near the SPA. Discussing **sub-options D4**, RSPB says that both sub-options would pass through wooded land but acknowledges that the environmental assessments are ongoing.

One respondent would prefer whichever of the **D1 sub-options** that has the least environmental impact. They express a preference for sub-option D2a as they feel that there are alternative road options for residents to use whilst work is completed. They also support **sub-options D3a and D4a** as they believe they are simpler routes which follow the path of the existing pipeline.



One respondent believes that installation in the area of the **G1 sub-options** would cause problems with access and egress between Roakes Avenue and Chertsey Road, and that further maintenance will be required to repair the road surface if the backfilled trench settles. They would like to know if consideration has been given to a route which passes further through Abbey Moor Golf Course and re-joins the proposed route on the other side of the Addlestone Moor Roundabout, avoiding the need for road repairs.

Other late responses raise similar concerns to those already summarised for:

- Section D (Chapter 5)
- Section F (Chapter 7)
- Section H (Chapter 9)
- The Consultation Process (Chapter 11)



Appendix B: List of prescribed consultees who responded to the consultation³⁰

- Affinity Water
- Basingstoke and Deane Borough Council
- Cadent
- Church Crookham Parish Council
- Crondall Parish Council
- Eastleigh Borough Council
- Environment Agency
- ES Pipelines Ltd
- Greater London Authority
- Hampshire County Council
- Hart District Council
- Health and Safety Executive
- Historic England
- National Grid Electricity Transmission PLC and National Grid Gas PLC
- NATS
- Natural England
- Portsmouth Water
- Public Health England
- Royal Mail
- Runnymede Borough Council
- Rushmoor Borough Council
- South Downs National Park Authority
- Spelthorne Borough Council
- Surrey Country Council Highways & Transport Department
- Surrey Heath Borough Council
- Thames Water Utilities Limited
- Transport for London (TfL)
- UK Power Networks
- Waverley Borough Council
- Winchester City Council
- Windlesham Parish Council

³⁰ Some organisations submitted multiple responses, however their name has been included only once.



Appendix C: Number of responses per question

Question	PIL	Prescribed Consultee	Public	Total
1.1.1 Do you favour sub-option A1a or A1b?	13	1	10	24
1.1.2. Prefer A1a or A1b - based on?	5	1	7	13
1.1.3 Please give any further details about your response on sub-option A1, in particular information about specific locations.	3	1	3	7
1.2.1 Do you favour sub-option A2a or A2b?	7	1	13	21
1.2.2. Prefer A2a or A2b - based on?	7	2	11	20
1.2.3 Please give any further details about your response on sub-option A2, in particular information about specific locations.	5	1	6	12
1.3 Please give your comments about section A as a whole or outside the sub-options, in particular information about specific locations.	1	3	4	8
1.3.1. Comments on A as a whole - based on?	4	2	8	14
2.1 Please give your comments about section B, in particular information about specific locations.	9	1	3	13
2.1.1. Comments on B as a whole - based on?	9	1	3	13



3.1 Please give your comments about section C, in particular information about specific locations.	3	1	1	5
3.1.1. Comments on C as a whole - based on?	3	1	1	5
4.1.1 Do you favour sub-option D1a or D1b?	9	2	3	14
4.1.2. Prefer D1a or D1b - based on?	3	2	2	7
4.1.3 Please give any further details about your response on sub-option D1, in particular information about specific locations.	3	3	4	10
4.2.1 Do you favour sub-option D2a or D2b?	6	1	2	9
4.2.2. Prefer D2a or D2b - based on?	1	1	2	4
4.2.3 Please give any further details about your response on sub-option D2, in particular information about specific locations.		2	2	4
4.3.1. Do you favour sub-option D3a or D3b?	5	2	2	9
4.3.2. Prefer D3a or D3b - based on?	2	2	2	6
4.3.3 Please give any further details about your response on sub-option D3, in particular information about specific locations.		3	2	5
4.4.1 Do you favour sub-option D4a or D4b?	5	1	3	9
4.4.2. Prefer D4a or D4b - based on?	1	1	3	5



4.4.3 Please give any further details about your response on sub-option D4, in particular information about specific locations.		2	3	5
4.5 Please give your comments about section D as a whole or outside the sub-options, in particular information about specific locations.	6	2	2	10
4.5.1. Comments on D as a whole - based on?	5	3	2	10
5.1.1 Do you favour sub-option E1a or E1b?	10	2	9	21
5.1.2. Prefer E1a or E1b - based on?	8	2	5	15
5.1.3 Please give any further details about your response on sub-option E1, in particular information about specific locations.	3	2	4	9
5.2.1 Do you favour sub-option E2a or E2b?	18	2	6	26
5.2.2. Prefer E2a or E2b - based on?	15	1	3	19
5.2.3 Please give any further details about your response on sub-option E2, in particular information about specific locations.	12	2	1	15
5.3.1 Do you favour sub-option E3a, E3b or E3c?	7	2	7	16
5.3.2. Prefer E3a or E3b - based on?	5	1	6	12
5.3.3 Please give any further details about your response on sub-option E3, in particular information about specific locations.	2	1	4	7
5.4.1 Do you favour sub-option E4a or E4b?	18	2	7	27



5.4.2. Prefer E4a or E4b - based on?	17	2	5	24
5.4.3 Please give any further details about your response on sub-option E4, in particular information about specific locations.	15	2	4	21
5.5.1 Do you favour sub-option E5a or E5b?	9	2	7	18
5.5.2. Prefer E5a or E5b - based on?	7	2	6	15
5.5.3 Please give any further details about your response on sub-option E5, in particular information about specific locations.	4	2	4	10
5.6 Please give your comments about section E as a whole or outside the sub-options, in particular information about specific locations	7	3	4	14
5.6. Comments on E as a whole - based on?	8	3	7	18
6.1. Prefer F1a or F1b or F1c - based on?	7	3	13	23
6.1.1 Do you favour sub-option F1a, F1b or F1c?	8	4	14	26
6.1.3 Please give any further details about your response on sub-option F1, in particular information about specific locations.	3	3	11	17
6.2.1 Do you favour sub-option F2a or F2b?	21	4	13	38
6.2.2. Prefer F2a or F2b - based on?	22	3	15	40
6.2.3 Please give any further details about your response on sub-option F2, in particular information about specific locations.	18	3	14	35



6.3.1 Do you favour sub-option F3a or F3b?	6	3	2	11
6.3.2. Prefer F3a or F3b - based on?	7	3	2	12
6.3.3 Please give any further details about your response on sub-option F3, in particular information about specific locations.	5	2	1	8
6.4.1 Do you favour sub-option F4a or F4b?	5	3	2	10
6.4.2. Prefer F4a or F4b - based on?	5	3	2	10
6.4.3 Please give any further details about your response on sub-option F4, in particular information about specific locations.	2	2	1	5
6.5 Please give your comments about section F as a whole or outside the sub-options, in particular information about specific locations.	8	2	4	14
6.5.1. Comments on F as a whole - based on?	10	2	7	19
7.1.1 Do you favour sub-option G1a or G1b?	10	1	9	20
7.1.2. Prefer G1a or G1b - based on?	10	1	9	20
7.1.3 Please give any further details about your response on sub-option G1, in particular information about specific locations.	7	1	8	16
7.2.1 Do you favour sub-option G2a or G2b?	4	3	5	12
7.2.2. Prefer G2a or G2b - based on?	4	2	4	10



7.2.3 Please give any further details about your response on sub-option G2, in particular information about specific locations.	2	2	3	7
7.3 Please give your comments about section G as a whole or outside the sub-options, in particular information about specific locations.	3	3	5	11
7.3.1. Comments on G as a whole - based on?	4	3	7	14
8.1.1 Do you favour sub-option H1a or H1b?	22	3	34	59
8.1.2. Prefer H1a or H1b - based on?	17	3	31	51
8.1.3 Please give any further details about your response on sub-option H1, in particular information about specific locations.	14	3	29	46
8.2.1 Do you favour sub-option H2a, H2b or H2c?	26	2	12	40
8.2.2. Prefer H2a or H2b or H2c - based on?	23	2	8	33
8.2.3 Please give any further details about your response on sub-option H2, in particular information about specific locations.	22	2	5	29
8.3.1 Do you favour sub-option H3a or H3b?	9	2	9	20
8.3.2. Prefer H3a or H3b - based on?	6	2	4	12
8.3.3 Please give any further details about your response on sub-option H3, in particular information about specific locations.	8	2	4	14
8.4 Please give your comments about section H as a whole or outside the sub-	19	3	8	30



options, in particular information about specific locations.				
8.4.1. Comments on H as a whole - based on?	19	2	10	31
9 Do you have any other comments?	68	24	55	147
10 Do you have any comments on the Preliminary Environmental Information?	20	4	18	42
11a. Materials – were the materials clear and easy to understand?	91	8	68	167
11b. Information – was enough information made available for you to respond?	95	8	72	175
11c. Promotion – was the consultation promoted well and to the right people?	92	7	70	169
11d. Events – were the events of good quality and suitably located?	73	3	56	132
12 Do you have any other comments?	40	4	35	79

TRAVERSE



