

Route development: Cove Road and Nash Close

In December 2017 we announced our intention to replace 90km of our 105km aviation fuel pipeline that runs from our Fawley Refinery near Southampton to our West London Terminal storage facility in Hounslow.

Last year we completed two public consultations about our proposals to replace the existing aviation fuel pipeline. Earlier this year, we completed a third public consultation where we asked for your views on the design refinements along our preferred route and the locations of six temporary logistics hubs to support the installation of the replacement pipeline.

Since launching the project, we have spoken with Hampshire County Council, Hampshire Highways Authority, Rushmoor Borough Council and local groups, and have listened to the feedback from our consultations. This has helped us select our final route that we will submit for development consent in late spring 2019.

This note provides details on the evolution of our proposals in the Cove area.

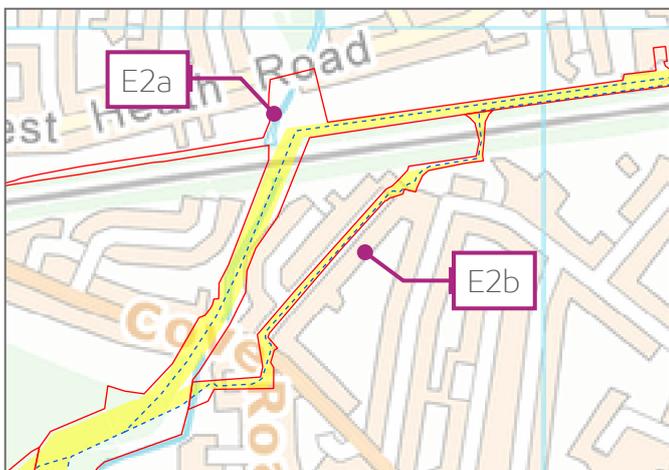
The existing pipeline – Does it affect you?

Our existing pipeline has been in operation since 1972. It was installed using an open-cut trench technique running parallel to Cove Brook to the northern side of the railway line. You can see Esso markers for this pipeline close to the bridge over Cove Brook on Cove Road. Once installed, the replacement pipeline will also be underground and will go unnoticed by most people. We safely operate more than 700km (435 miles) of pipelines in the UK and we value our long-term relationships with people and communities who have our existing pipelines in their areas. In our experience as a pipeline operator, which includes pipelines in urban areas, impact on the sale of a property has not been raised as a concern to us.

Preferred route consultation – September/October 2018

In autumn 2018, we consulted on two sub-options in this area.

Sub-option E2a was a long trenchless crossing under Cove Road, Cove Brook and the South Western Main railway line. This route would have closely followed the route of the existing pipeline.



Map features

The following features will be shown on the maps in this chapter:

Preferred order limits

Red outline

Preferred limits of deviation/preferred route

Yellow shading

Possible pipeline location

Blue dashed line (only shown in close up images)



We had planned to use a trenchless technique to install the pipeline underneath the existing one. A trenchless technique was proposed as there was not enough space between Cove Brook and residential properties for us to safely install the replacement pipeline using open-cut trench techniques and avoid impacting Cove Brook.

However, following consultation and further technical work, this sub-option was deselected because the length and location of the trenchless crossing would not be technically possible to install, primarily due to the ground conditions underneath Cove Brook.

Sub-option E2b followed a route through Highfield Path, using the pedestrian underpass to cross the South Western Main railway line. Following consultation, this sub-option was also deselected because:

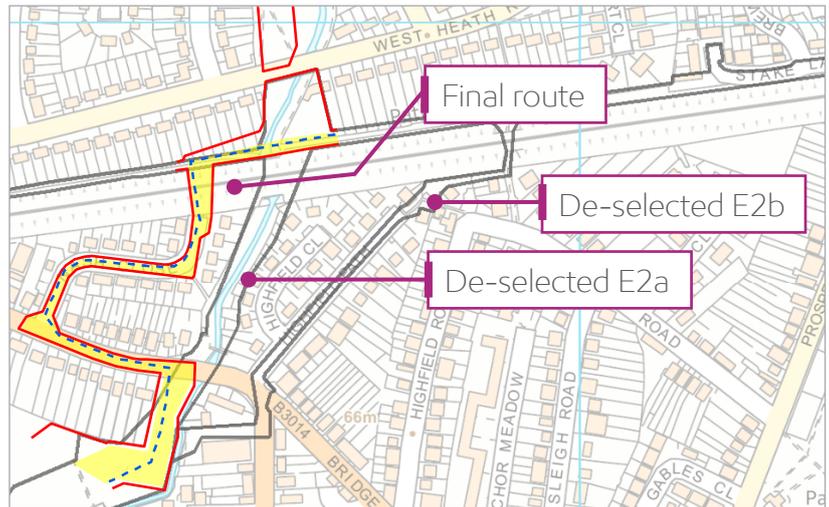
- It required installation along narrow residential roads and would have involved the removal of garages.
- Cranes would have been required to move equipment to the working area between homes and the railway.
- A well-used local footpath and pedestrian railway underpass would have been closed for a long period of time.

Design refinements consultation – January/February 2019

Following the preferred route consultation, the project looked for an alternative route in this area.

Crossing the railway is very challenging, as it is important not to affect the area underneath the railway tracks during installation. Further technical work identified the best place to cross the railway was from the end of Nash Close. The project then considered how best to reach the end of Nash Close from Southwood Meadows.

We considered an option through the car park of a local doctor's surgery; however, this would have disrupted access to the surgery so was not taken forward. The most appropriate route passes through Cove Brook Park before turning left along Cove Road and then turning right into Nash Close, as shown in the map. We consulted on this alternative route in January/February 2019 and, having listened to the feedback from our consultations, have selected this route. This now forms part of our final route for the replacement pipeline.



To reduce further disruption to the area, we would use the temporary logistics hub at Hartland Park Village for installation teams to park their cars away from the route. We would also use a small fenced compound, off West Heath Road for parking and equipment storage to reduce further traffic disruption in this area.

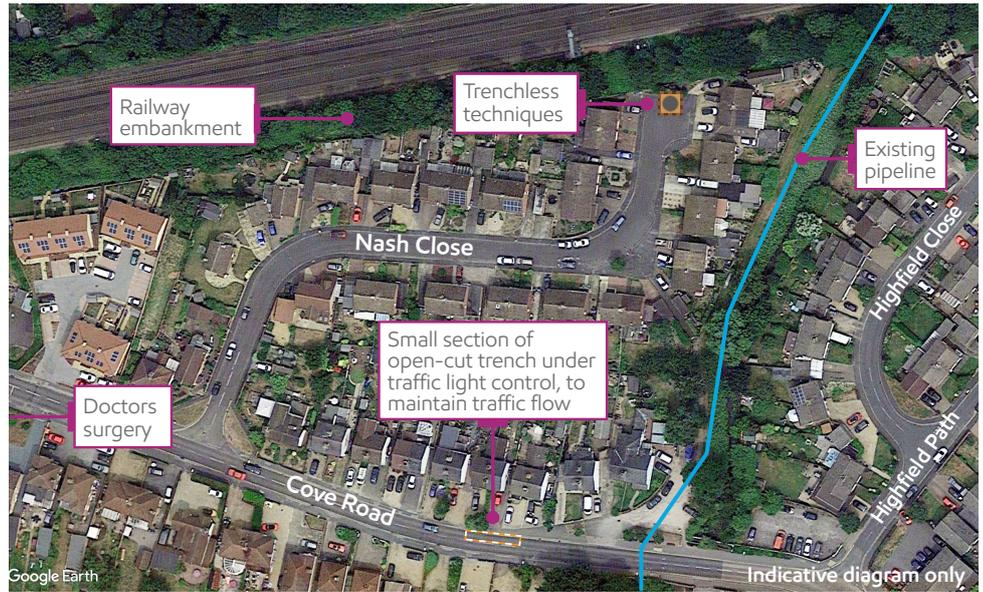
If you have any further questions on the next phases of the project, please do not hesitate to contact us.

What does this mean for you?

We understand it will impact local road users and residents in Cove Road and Nash Close, although this would only be for a short period during installation. We will use open-cut trenches along Cove Road and Nash Close.

We expect to install along Nash Close in around six weeks, which would be similar to the amount of time as we would take on Cove Road.

- **Traffic** – As Cove Road is well-used, we would use traffic management to close one lane of traffic (not the whole road). However, this would be subject to the existing services within the road and Hampshire Highways Authority’s approval. We are working closely with Hampshire Highways to agree the best strategy to reduce the impacts on traffic.



- **Access** - Where we would be crossing property access points we would work with residents to maintain pedestrian and emergency vehicle access during installation, providing safe crossing points as necessary. However, there may be times when vehicular access is temporarily disrupted.
- **Road layout** - We intend to use a rolling form of street works where we work our way along in small sections (roughly 25m at a time), reinstating the road surface behind us so the trench would not be open along the entire length of the road. This means we would only cross an access for a short space of time.

We will then use a trenchless technique at the end of Nash Close to cross underneath the railway line.

We would launch the drill from the northern side of the railway towards Nash Close. The area at the end of Nash Close would be used as the reception pit. This would limit disturbance to residents on Nash Close for the trenchless crossing. However, we will be working at the end of the Close for several months to safely complete installation under the railway.

Trenchless Technique

The most common types of vehicle you will see would be grab lorries and transit vans. These would appear daily for the delivery and removal of materials, staying for a couple of hours at a time. We would fence off the reception pit in Nash Close to ensure that the area is safe.

We may install under the railway at a different time to the open cut along Nash Close. This is because different machinery and teams with different skills are required. This means you may see a break in activity, as installation takes place at different times.

Our project team is on hand to talk to you, now and in the future

IF YOU'RE INTERESTED IN THE PROJECT

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