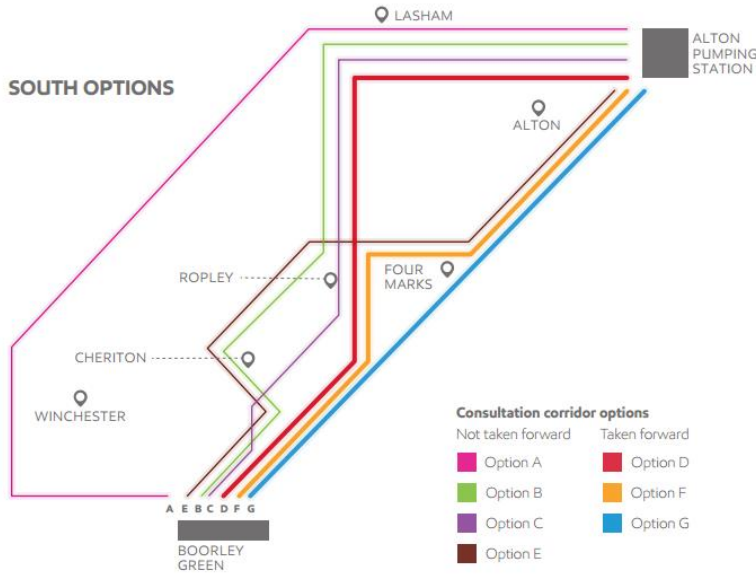


All Routes considered

CHAPTER 8

Pipeline corridor proposals not taken forward



In the south (Boorley Green to Alton), our favoured pipeline corridor is Option G.

In the north (Alton to the West London Terminal storage facility) our favoured pipeline corridor is Option J.

However, we continue to gather information on all of the potential corridors, including via this consultation, and we will keep an open mind in assessing which corridor is ultimately chosen as the preferred pipeline corridor.

South – Boorley Green in Hampshire to Alton Pumping Station

Seven corridors were identified for the southern section. Four were not taken forward, and these are discussed in this section.

These proposals connect to the previously replaced section of pipeline in the Boorley Green area in Hampshire, and end approximately 42 km (26 miles) northeast at our Alton Pumping Station.

The seven proposed corridor options were titled: A, B, C, D, E, F and G. Options A, B, C and E were not taken forward and are discussed in this chapter. Options D, F and G were taken forward and are set out in Chapter 9.



Southampton to London Pipeline Project

Routes not taken forward

Option A

This corridor was developed to avoid the South Downs National Park. It skirts the west of the National Park and Winchester. After Winchester, it heads northeast towards East Stratton, where it then goes east towards the Alton Pumping Station. This is the longest corridor in the southern section.

The corridor was created as an option to completely avoid the South Downs National Park by passing to the west of Winchester. This made it the longest of the southern corridors. The corridor also had to pass through environmentally sensitive areas between Otterbourne and Colden Common, including the River Itchen Site of Special Scientific Interest and Special Area of Conservation, and an important Groundwater Source Protection Area Zone 1. This meant that the corridor was unlikely to have better environmental outcomes than others. The significant cultural heritage features around the northeast of Winchester, as well as emerging housing allocations, were also considered significant challenges for this route.

Option B

This corridor follows the existing pipeline alignment as far as possible until it diverges at Preshaw Wood to approach the west of Cherton. It heads northeast across the A31 and goes towards Heath Green and Bentworth. It then tracks east across the A339 before reaching the Alton Pumping Station.

Similar to Option C, this corridor was developed as a way to reduce the length of new pipeline in the South Downs National Park (but not to avoid it completely). Our assessment indicated that it was unlikely to have better environmental outcomes than other corridors, as it crossed the River Itchen Site of Special Scientific Interest and partially encroached on the historic battlefield at Cherton.

Option C

This corridor follows the existing pipeline alignment as far as possible until it diverges northwest towards Lower Upham. It crosses the A31 north of Cherton. Near Bentworth it goes east across the A339 before reaching Alton Pumping Station.

This corridor was developed as a way to reduce the length of new pipeline in the South Downs National Park. It was not taken forward because our assessment indicated that it was unlikely to have better environmental outcomes than other corridors as it crossed the River Itchen Site of Special Scientific Interest and partially encroached on the historic battlefield at Cherton.

Option E

This corridor largely follows the Option B corridor until its northern section where it diverges as it approaches Alton, passing between Chawton Park Wood and Bushy Leaze Wood, reaching the Alton Pumping Station from the southeast.

Similar to Option C, this corridor was developed as a way to reduce the length of new pipeline in the South Downs National Park. Our assessment indicated that it was unlikely to have better environmental outcomes than other corridors, as it crossed the River Itchen Site of Special Scientific Interest and partially encroached on the historic battlefield at Cherton.