



SDNPA response to ESSO Replacement Multi-Fuel Pipe



Existing

Route





What is the Southampton to London Pipeline Project?

Esso is replacing 90km of its 105km aviation fuel pipeline that runs from Fawley Refinery near Southampton to its West London Terminal storage facility in Hounslow.

- This is a replacement for the existing aviation fuel pipeline, which has been in place since 1972.
- Pipelines are a safe, secure and low-impact way to transport fuel.
- This replacement pipeline will provide fuel to some of the UK's busiest airports.
- It will continue to keep around 100 road tankers off the road every day 1.
- It will be buried underground and following installation, will go unnoticed by most people.

This first consultation will help us select the preferred pipeline corridor - corridors are typically around 200 metres wide. The second consultation is proposed to be about a route within the selected preferred corridor. A route is typically in the region of 20-30 metres wide for the installation period. Once the pipeline is installed and operational, typically a 6 metre wide strip (known as an easement) is protected.

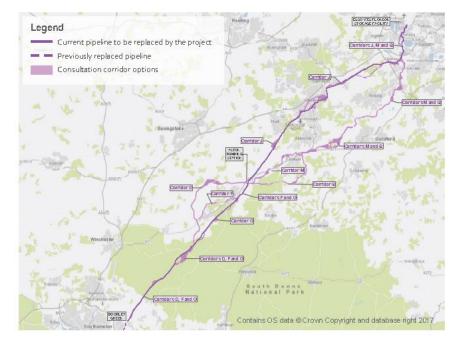
Our current favoured options are Corridor G to the south and Corridor J to the north of Esso's Alton Pumping Station. These make best use of existing infrastructure and relationships with landowners.

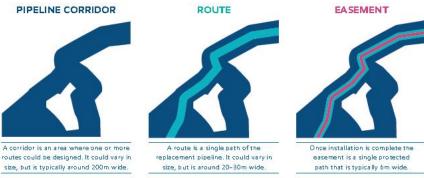
Have your say -

The fastest way to respond is via www.slpproject.co.uk

This consultation closes on

23:45 on Monday 30th April 2018





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¹ Based on Esso's 2015 data for its existing pipeline

Sifted Options







Southern Options

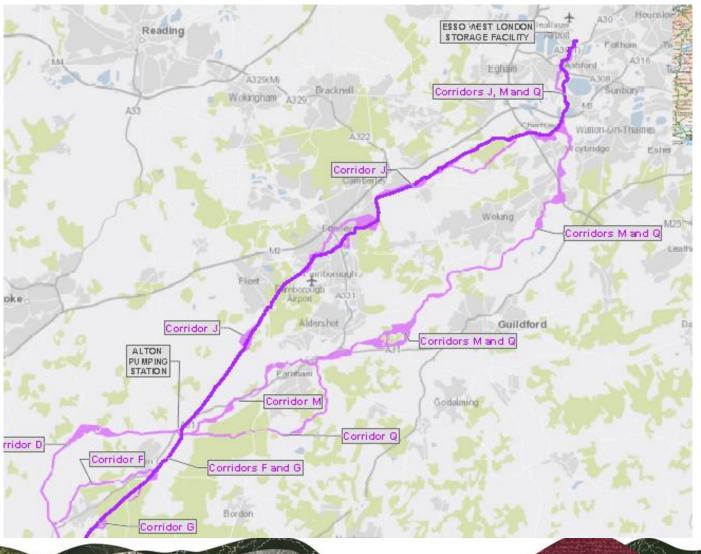






Northern

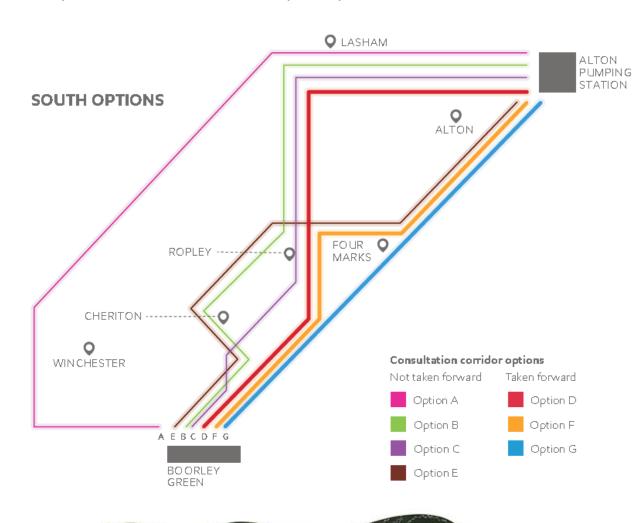
routes





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.

Reasons not to take options forward



Option A

This comidor 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 comidor 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 Cheriton. 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 Cheriton.

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 Cheriton. 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 Cheriton.

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 Cheriton.



What you will see above ground



A limited amount of above-ground equipment is needed, which is described below.

Once installed, the pipeline is typically buried underground. There are a small number of points along the pipeline where we will need to install above-ground equipment or fenced enclosures. A single pipeline corridor is needed before the exact locations can be determined. This is because the equipment needs to be above or near to the pipeline.

Pipeline markers

These are a legal requirement and are found at key points such as road crossings. The marker posts indicate the presence of a pipeline below the ground.

Valves

We would typically expect to install at least ten valves along the total length of the pipeline to control the flow of aviation fuel. These valves are mostly installed in secure buried chambers surrounded by a fence and are typically 5m x 3m. They will be remotely operated from our control room.

Pigging stations

Pigging stations allow the entry and exit points for pipeline inspection gauges or 'PIGs' from time to time | typically once or twice a year). These are part of the maintenance system that ensures the line is safe.

We will install only one new pigging station outside of Esso's existing property. This will be where the new

pipeline meets the previously replaced section at Boorley Green. We will also modify the existing pigging station at the West London Terminal storage facility.

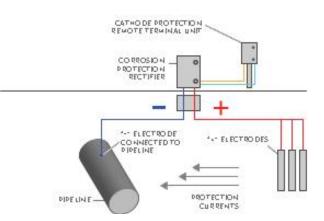
The new pigging station at Boorley Green will be located within a fenced area of around 55m x 35m.

Corrosion Protection Cabinets

Corrosion protection cabinets will be located adjacent to the pipeline. Visually you would only see a cabinet above the ground, as all other elements are below ground. The cabinets would be approximately 60cm x 30cm and can be sited a short distance away from the pipeline. About six cabinets would be needed.

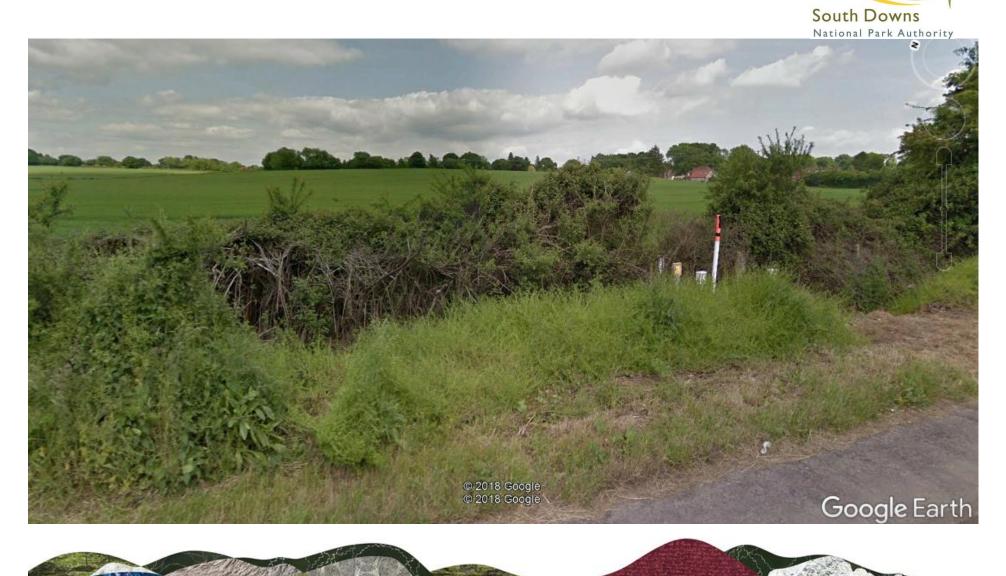








B2177 South of Lower Upham, looking towards the north

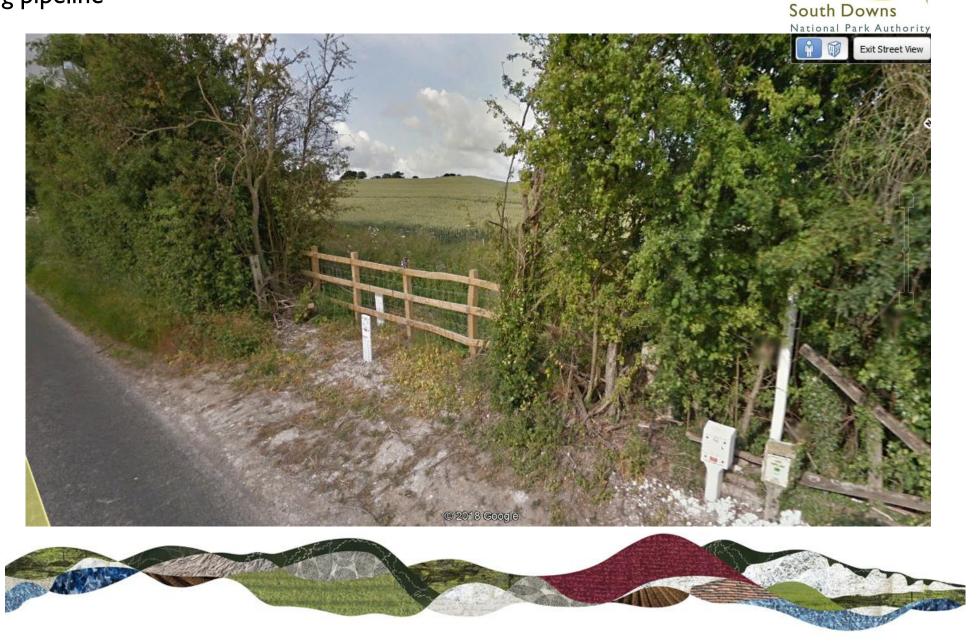


Wheely Down Hill looking north





Stephens Castle Down, looking north through the gap in the hedge over the existing pipeline



Stakes Hill, Corhampton Lane, looking towards the east







Timeline for Process

Project development



