

# Southampton to London Pipeline Project

## Deadline 1

Signed SoCG with Highways England  
Application Document: 8.4.19

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Southampton to London  
Pipeline Project



## Southampton to London Pipeline Project

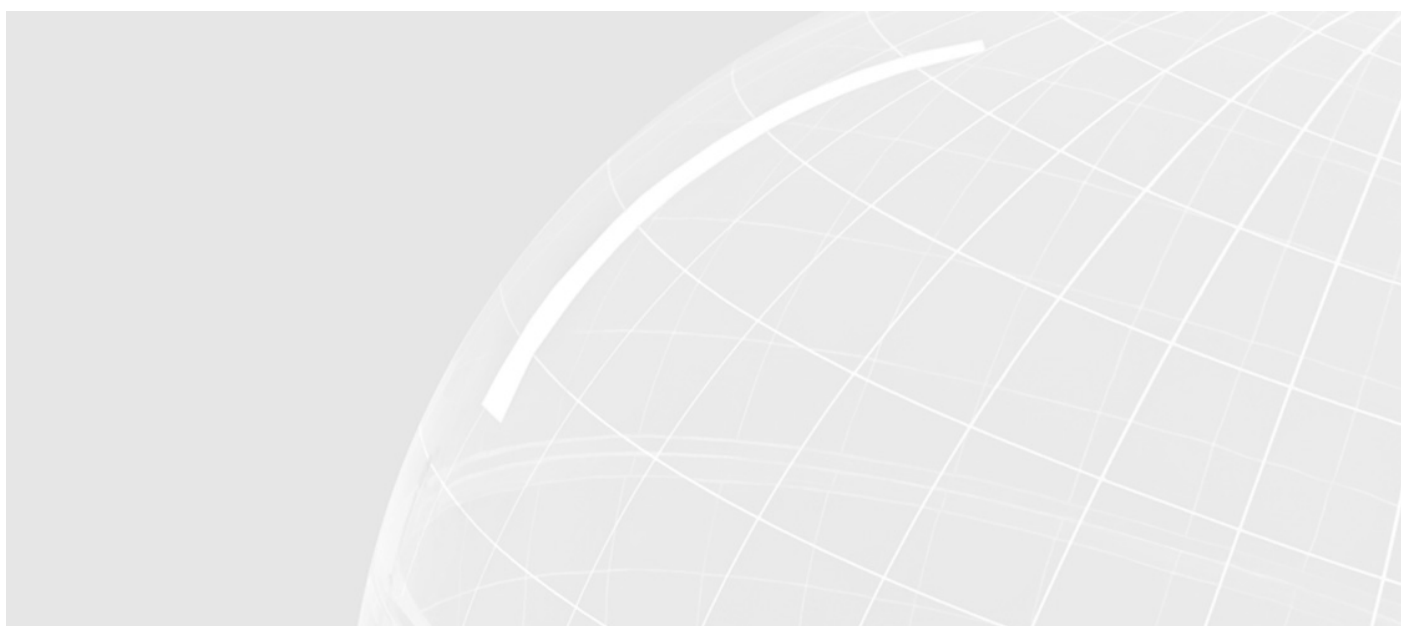
Statement of Common Ground


Between:

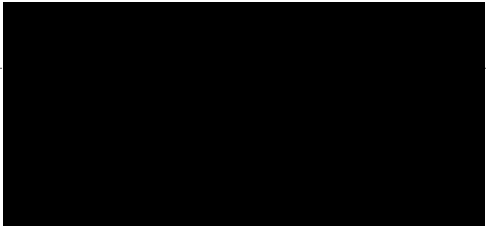
Esso Petroleum Company, Limited  
and  
Highways England

Date: October 2019

Application Document Reference:



<b>Signed</b>	
Printed Name	Tim Sunderland
Position	SLP Project Executive
On behalf of	Esso Petroleum Company, Limited
Date	24.10.19

<b>Signed</b>	
Printed Name	Paul Harwood
Position	Regional Lead Spatial Planning
On behalf of	Highways England
Date	24 October 2019

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## **1. Introduction**

### **1.1 Purpose of Document**

- 1.1.1 A Statement of Common Ground (SoCG) is a written statement produced as part of the Application process for a Development Consent Order (DCO) and is prepared jointly between the applicant for a DCO and another party. It sets out matters of agreement between both parties, as well as matters where there is not an agreement. It also details matters that are under discussion.
- 1.1.2 The aim of a SoCG is to help the Examining Authority manage the Examination Phase of a DCO application. Understanding the status of the matters at hand will allow the Examining Authority to focus their questioning and provide greater predictability for all participants in examination. A SoCG may be submitted prior to the start of or during Examination, and then updated as necessary or as requested during the Examination Phase.

### **1.2 Description of the Project**

- 1.2.1 Esso Petroleum Company, Limited (Esso) launched its Southampton to London Pipeline Project late in 2017. The project proposes to replace 90km of its 105km aviation fuel pipeline that runs from the Fawley Refinery near Southampton, to the West London Terminal storage facility in Hounslow. In spring 2018, Esso held a non-statutory consultation which helped it to select the preferred corridor for the replacement pipeline. In autumn 2018, it held a statutory consultation on the preferred route for the replacement pipeline. In early 2019, it held a second phase of statutory consultation on design refinements.

### **1.3 Statement of Common Ground**

- 1.3.1 This SoCG has been prepared jointly by Esso as the applicant and Highways England ("HE") as a Prescribed Consultation Body. Highways England are a Prescribed Consultation Body responsible for managing the Strategic Road Network including most motorways and the most important 'A' roads. Within the Southampton to London Pipeline Development Consent Order the pipeline alignment will interact with the M3, M25 and A30 (T).
- The crossing under the M3 is between junctions 1 and 2 and to the west of Littleton Lane, Ashford.
  - The crossing under the M25 is between junctions 11 and 12 and just south of the A320.
  - The crossing under the A30 is to the east of Staines reservoir and Long Lane.



- 1.3.2 For the purpose of this SoCG, Esso and Highways England will jointly be referred to as the “Parties”. When referencing Highways England alone, they will be referred to as “the Consultee”.
- 1.3.3 Throughout this SoCG:
- Where a section begins ‘matters agreed’, this sets out matters that have been agreed between the Parties.
  - Where a section begins ‘matters not agreed’, this sets out matters that are not agreed between the Parties.
  - Where a section begins ‘matters subject to ongoing discussion’, this sets out matters that are subject to further negotiation between the Parties.

#### **1.4 Structure of the Statement of Common Ground**

- 1.4.1 This SoCG has been structured to reflect matters and topics of relevance to the Consultee in respect of Esso’s Southampton to London Pipeline Project.
- Section 2 provides an overview of the engagement to date between the Parties.
  - Section 3 provides a summary of areas that have been agreed.
  - Section 4 provides a record of areas that have not yet been agreed.
  - Section 5 provides a list of ongoing matters (if any) that will be agreed or not agreed by the Parties during examination.
  - Section 6 provides a record of relevant documents and drawings

## 2. Record of Engagement Undertaken to Date

### 2.1 Pre-application Engagement and Consultation

2.1.1 The table below sets out the consultation and engagement that has been undertaken between the Parties prior to the submission of the DCO application.

Date	Format	Topic	Discussion Points
11/12/2017	Correspondence	Project introduction	The project sent a letter to the Consultee regarding: <ul style="list-style-type: none"> <li>• Map of current route</li> <li>• Project timeline</li> <li>• Project introduction</li> </ul>
19/03/2018	Correspondence	Launch of non-statutory (Corridor) consultation	The project sent the Council two letters: <ol style="list-style-type: none"> <li>1) Notification of launch letter (as a potential future statutory consultee)</li> <li>2) A notification letter as a landowner, with a Person with an Interest in Land questionnaire and land plans</li> </ol>
26/03/2018	Meeting	Introductory meeting	Initial meeting with the Consultee area 3's Service Delivery Manager, Assistant Spatial Planning Manager) and Area 5 Connect Plus & Highways Manager Presented the project and discussed the various corridors and crossing locations of the Consultee's assets.
01/05/2018	Correspondence	Non-statutory consultation response	A copy of the response received is enclosed as Appendix A.
30/05/2018	Correspondence	Preferred corridor announcement	The Consultee was sent two letters: <ul style="list-style-type: none"> <li>• Letter as a key stakeholder regarding the preferred corridor that was selected</li> <li>• A landowner letter</li> </ul>
27/06/2018	Correspondence	Initial Working Route	Project update regarding Initial Working Route release.
06/09/2018	Correspondence	Launch of first statutory (Preferred Route) consultation	The project sent the Consultee two letters: <ol style="list-style-type: none"> <li>1) Notification of launch letter (as a statutory consultee)</li> <li>2) A notification letter as a landowner, with a Person with an Interest in Land questionnaire and land plans</li> </ol> (Both letters were in line with the Planning Act 2008.)  The Consultee did not respond to consultation at this stage.
20/09/2018	Meeting	Meeting	Presentation to Connect Plus and the Consultee attendees were Area 5 Connect Plus Programme Manager, Structural Manager, Sustainable Delivery Manager, Delivery Manager M25 Area 5, Geotechnical Engineer, Atkins Response Team.



Date	Format	Topic	Discussion Points
			Provided an update on proposed corridor alignment and explained the DCO process.
18/01/2019	Correspondence	Launch of second statutory (Design Refinements) consultation	<p>The project sent the Consultee two letters:</p> <p>1) Notification of launch letter (as a statutory consultee)</p> <p>2) A notification letter as a landowner</p> <p>(Both letters complied with the approach set out in the SoCC).</p> <p>The Consultee did not respond to consultation at this stage.</p>
22/03/2019	Correspondence	SoCG	Sent draft SoCG to Highways Manager DBFO M25 Area 5 and Highways Engineer.
27/03/2019	Correspondence	Final route release	The project issued a letter announcing the final route and offering a meeting if required.
04/04/2019	Correspondence	DCO	The project shared the draft DCO and schedules 1, 2, 9 and 11 to Assistant Spatial Planning Manager following a call on 03/04/2019.

## 2.2 Engagement Following Submission of Application

2.2.1 The table below sets out the consultation and engagement that has been undertaken between the Parties since the submission of the DCO application.

Date	Format	Topic	Discussion Points
08/07/2019	Meeting	Meeting	<p>Presentation to Highways England on the Southampton to London Pipeline project, walked through the development consent order documents and discussed Statements of Common Ground and Protective Provision requirement.</p> <p>Attendees:</p> <p>Highway England assistant Spatial Planning Manager</p> <p>Highways England Legal Advisor</p> <p>Highways England Spatial Planning Manager</p> <p>WSP Principal Transport Planner</p> <p>Overview of Transport Assessment and Appendix 13.1 Traffic and Transport Technical Note provided.</p>





Date	Format	Topic	Discussion Points
25/09/2019	Meeting	Traffic impacts and SoCG	<p>Discussion with the Consultee and Connect Plus Services on the Southampton to London Pipeline project, described the project, discussed each of the 3 SRN trenchless crossing points, the Statements of Common Ground and Protective Provisions.</p> <p>Traffic management and construction methods at locations where the pipeline interacts with the SRN.</p> <p>Attendees:            Highway England assistant Spatial Planning Manager            Highways England Legal Advisor            Highways England Spatial Planning Lead            WSP Principal Transport Planner            Regional Lead Economic Development officer            Connect Plus Services</p>
04/10/2019	Correspondence	SoCG	Highways England sent comments on Statement of Common Ground.
14/10/2019	Correspondence	SoCG	Revised Statement of Common Ground issued to Highways England.



### 3. Matters Agreed

3.1.1 The table below sets out the matters agreed in relation to different topics.

Topic	Matter agreed	Reference
General	<p>It is agreed that the Consultee has no objection to the proposed pipeline route.</p> <p>It is agreed that the crossing of the M25 does not affect the Consultee's planned M25 junction 10 upgrade work or the potential smart motorway scheme between M25 junctions 10 – 16.</p> <p>The applicant will provide Pipeline markers in safe positions either side of the SRN Crossing points.</p>	Agreed in meeting on 25 September 2019.
Design	The Consultee has no objection to the crossing locations of its assets (A30, M3 and M25), but has raised concerns about the proximity of HP Gas Pipelines.	<p>Set out in scheme design taken through to application.</p> <p>Agreed in meeting on 25 September 2019.</p>
Construction	<p>It is agreed with the Consultee that all crossings of trunk roads, motorways and railways will be trenchless crossings.</p> <p>It is agreed with the Consultee that the crossings of the A30, M3 and M25 will be designed in reference to CD 622 Managing geotechnical risk.</p>	<p>Setout in Scheme design taken through to application.</p> <p>Agreed in meeting on 25 September 2019.</p>
Construction Traffic	It is agreed with the Consultee that the construction traffic as stated in the Transport Assessment (APP-135) will not impact on the safe operation of the SRN	Agreed in meeting on 25 September 2019.



Operational Traffic	It is agreed with the Consultee that the operational traffic as stated in the Transport Assessment (APP-135) will not impact on the safe operation of the SRN	Agreed in meeting on 25 September 2019.
COMAH Site	It is agreed with the Consultee that as the pipeline carries aviation fuel it is not a COMAH site.	Agreed in meeting on 25 September 2019.
Traffic and Transport	Highways England agree that the Transport Assessment (APP-135) and the Environmental Statement Appendix 13.1 Traffic and Transport Technical Note (APP-119) are satisfactory and acceptable.	Agreed in meeting on 25 September 2019



## 4. Matters Not Agreed

4.1.1 The table below sets out the matters **not** agreed in relation to different topics.

Topic	Matter not agreed	Reference

## 5. Matters Subject to On-going Discussion

5.1.1 The table below sets out the matters subject to ongoing discussion.

Topic	Matter subject to ongoing discussion	Reference
Protective Provisions	<p>The Consultee is in the process of identifying and drafting what protective provisions are required to be contained within the draft DCO for the benefit of the Consultee and its M25 DBFO Contractor, these should, for example, provide for the procedures to ensure the safety and structural integrity of the SRN.</p> <p>CCTV surveys before and after directional drilling are required when these works take place near the Consultee's assets.</p>	
Design	<p>The Consultee requires the applicant to provide them with detailed design drawings, Construction Method Statements, settlement calculations and ground investigation specifications for each location where the proposed pipeline will be bored under the SRN. This will enable the Consultee to review them and advise if they meet the requirements of the Consultee.</p>	
Construction	<p>The Consultee requires the applicant to provide them with a schedule of works for the M25, M3 and A30 (T). This will enable the Consultee to review them and advise if they meet the requirements of the Consultee.</p> <p>The consultee requires the applicant to obtain approval in Principal as the pipe has a 12" diameter (to be confirmed).</p> <p>The pipeline will be constructed in accordance with CD 622 Managing geotechnical risk.</p> <p>The Consultee requires the applicant to provide them with all of the As Built drawings, drilling information, etc. once the crossings are complete.</p>	
Construction Traffic	<p>The Consultee requires the applicant to set out the Construction access arrangements and vehicle movements from the A30 (T) to ensure</p>	

## Statement of Common Ground



	that they do not have a detrimental impact on the safe operation of the A30 (T) or other assets such as the Desford Way footbridge.	



## 6. Relevant documents and drawings

### 6.1 List of relevant documents and drawings

6.1.1 The following is a list of documents and drawings upon which this SoCG is based.

Application Reference	Title	Content	Date
	Traffic Assessment		
	Environmental Statement T&T technical note		



## 7. Appendix A

### 7.1 Response to Corridor Consultation

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**From:** Ginn, Beata <Beata.Ginn@highwaysengland.co.uk>  
**Sent:** 25 April 2018 12:51  
**To:** 'A'  
**Cc:** Planning SE; Blake, Patrick; Burgess, Janice; Archer, Heather  
**Subject:** #4804 Southampton to London Pipeline Project Consultation

FAO: SLP Project Team

Our Reference: 4804

Southampton to London Pipeline Project Consultation

Thank you for inviting Highways England to comment on the Southampton to London Pipeline Project Consultation.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provision of Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in public interest, both in respect of current activities and needs as well as providing effective stewardship of its long term operation and integrity.

Highways England's role is to operate, maintain and modernise the strategic road network (SRN) in line with the Roads Investment Strategy, reflecting public interest and to provide effective stewardship of the network's long term operation and integrity. In the case of Southampton to London Pipeline Project this relates to the M3, M25 and A30. We would be concerned if any material increase in traffic were to occur on the SRN as a result of SLP Project being undertaken without careful consideration of mitigation measures. We welcome your commitment to prepare a Code of Construction Practise as part of the condition for the Development Consent Order, which amongst other measures promises to include environmental management (i.e. crossing of land drainage systems); keeping communities/stakeholders informed; good housekeeping of installation sites (i.e. dust reduction); noise levels (i.e. including using low-noise equipment) and carefully managing traffic to minimise disruption and delays. It is important that the SLP Project provides the framework of measure to ensure any impacts on the SRN are identified and mitigated as far as reasonably possible

The project of this magnitude has the potential to generate a significant number of heavy goods vehicle (HGV) trips, a large proportion of which are likely use the SRN. We would anticipate that proposals will be supported by a transport impact assessment; although individual sites within set corridor might not have a significant impact, cumulatively, the project could still have the potential to impact the SRN, particularly road safety. In general we would be concerned with an increase in slow moving HGV's accessing the SRN and the resulting potential impact to the safe and efficient operation of SRN. In order to minimise potential impacts to the SRN we would look to site operators to identify opportunities to reduce trips during peak periods, this might be through construction and operational management plans to support individual sites within identified corridor.

We look forward to continuous engagement with the project and being consulted as the proposals develop.

Regards

Mrs Beata Ginn