

# Southampton to London Pipeline Project

## Deadline 3

Change Request - Temporary Logistics Hubs

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Southampton to London  
Pipeline Project





## **Southampton to London Pipeline Project**

Esso Petroleum Company, Limited

### **Change Request – Temporary Logistics Hubs**

December 2019





## Southampton to London Pipeline Project

Project No: B2325300  
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## 1. Introduction

### 1.1 Purpose of this report

- 1.1.1 The Applicant (Esso Petroleum Company, Limited) is currently seeking a Development Consent Order (DCO) to replace 90km (56 miles) of its existing 105km (65 miles) aviation fuel pipeline that runs from its Fawley Refinery near Southampton, to its West London Terminal storage facility in Hounslow. The DCO Application (hereafter referred to as the Application) was submitted and accepted for Examination by the Secretary of State for Business, Energy and Industrial Strategy on 11 June 2019 and is currently in the Examination phase.
- 1.1.2 The purpose of this report is to set out the Applicant's formal written request for a change to the number of temporary logistics hubs required to support the main construction works incorporating the following three elements:
- reduce the number of temporary logistics hubs from six to two;
  - reduce the size of the remaining two temporary logistics hubs and amend the Order Limits; and
  - convert one of the temporary logistics hubs into a smaller construction compound.
- 1.1.3 Reducing the number and size of the temporary logistics hubs is part of an updated and revised logistics approach. The proposed change would not alter the purpose of the remaining two temporary logistics hubs, nor would it affect the route of the replacement pipeline as set out in the Application.
- 1.1.4 Further details of the proposed change are provided in Section 2.2 of this document and have been assessed against relevant parts of the Application to determine whether it would result in any new or different likely significant environmental effects.
- 1.1.5 The Applicant carried out public consultation on the proposed change between 5 November 2019 and 13 December 2019. Following the close of consultation, the Applicant has considered the responses received and has updated this document to have regard to those responses. This updated document is now submitted to the Examining Authority as a formal written request for the change to be considered for acceptance into Examination by the Examining Authority.
- 1.1.6 This document uses terms and definitions that are defined in the DCO Glossary (**Application Document APP-007**).

### 1.2 Scope of this report

- 1.2.1 This report describes the proposed change being sought by the Applicant to the Application and sets out the justification and the environmental appraisal of this proposed change. It includes a table (Table 5) clearly setting out the implications of the proposed change for the assessments detailed in the Application, and a statement on any new or different likely significant environmental effects (if any) of the proposed change.



- 1.2.2 This report also includes a summary of the consultation carried out and a schedule of engagement (Table 6) listing the parties that were consulted for the proposed change.
- 1.2.3 Finally, a schedule of consequential amendments (Table 8) is provided, listing the original Application documents (or parts thereof) which may be amended by the Applicant should the Examining Authority accept the proposed change into Examination.
- 1.2.4 The Applicant's objective in compiling this report is to ensure that the Examining Authority is provided with sufficient information to consider the details of the proposed change and the consultation feedback the Applicant has received about it from stakeholders. This is to enable the Examining Authority to make a decision on whether or not the proposed change may be accepted and therefore included in the Examination of the Application.
- 1.2.5 Should the Examining Authority require any further relevant additional information in support of this request, the Applicant will endeavour to provide it as soon as possible.

### **1.3 Materiality / non-materiality of the proposed change**

- 1.3.1 In assessing the proposed change, the Applicant has had regard to the advice contained in the Planning Inspectorate's Advice Note 16: How to request a change which may be material (Version 2, March 2018).
- 1.3.2 The Applicant has reviewed the Environmental Statement (ES) including the following topics and their associated appendices to determine whether there were any new or different likely significant effects resulting from the proposed change in relation to:
- Chapter 9: Historic Environment (**Application Document APP-049**);
  - Chapter 10: Landscape and Visual (**Application Document APP-050**);
  - Chapter 13: People and Communities (**Application Document APP-053**), including the following appendices:
    - Appendix 13.1: Traffic and Transport Technical Note (**Application Document APP-119**)
    - Appendix 13.2: Air Quality Technical Note (**Application Document APP-120**)
    - Appendix 13.3: Noise and Vibration Technical Note (**Application Document APP-121**)
    - Appendix 13.4: Human Health Technical Note (**Application Document APP-122**); and
  - Chapter 15: Cumulative Effects (**Application Document APP-055**).
- 1.3.3 Further consideration has also been given to the potential effect of the proposed change on the Transport Assessment (**Application Document APP-135**).
- 1.3.4 The proposed change has not been found to result in any new or different likely significant environmental effects than those reported in the above ES chapters and Transport Assessment. Therefore, the conclusions of these assessments remain as reported in the Application if the proposed change is accepted





- 1.3.5 All other assessments submitted as part of the Application (e.g. Habitats Regulations Assessment (HRA) Report (**Application Document APP-130 and Application Document APP-131**); and Flood Risk Assessment (**Application Document APP-134**) would remain unaffected by the proposed change and have therefore not been considered further.
- 1.3.6 On the basis of the information presented here and in subsequent sections, it is not anticipated that the proposed change alters the SLP Project to such a degree that it is a materially different project and the Applicant believes that the proposed change should be regarded as non-material.

## **1.4 Engagement and consultation of the proposed change**

- 1.4.1 Following notification of its intention to submit a written request for a change on 24 October 2019 (**Document Reference REP1-001**) the Applicant consulted on the proposed change to ensure that all persons that are potentially affected had sufficient opportunity to provide their views.
- 1.4.2 Consultation on the proposed change ran for a period of 39 days, commencing on Tuesday 5 November 2019 and ending on Friday 13 December 2019.
- 1.4.3 In developing its approach to consultation on the proposed change, the Applicant identified a number of parties that it considered would have an interest in the proposed change (including prescribed persons under Section 42(1)(a) - (d) of the Planning Act 2008, statutory consultees and Persons with an Interest in Land or 'PILs'). These parties are listed in Section 2.6 and were specifically notified of the consultation on the proposed change.
- 1.4.4 All information and consultation documents, including a consultation brochure, were made available on the project website [www.slpproject.co.uk](http://www.slpproject.co.uk).
- 1.4.5 A technical report titled *Proposed Logistics Strategy Traffic Technical Note* (provided in Annex A to this change request) which provides the basis of the traffic re-assessment, was also published on the project website [www.slpproject.co.uk](http://www.slpproject.co.uk), so that it was publicly available to anyone with an interest in the proposed change.
- 1.4.6 During the consultation period, the Applicant advertised the proposed change in 13 different local newspapers over two successive weeks from Tuesday 5 November to Friday 15 November 2019, allowing for a 28-day consultation period following publication of the adverts.
- 1.4.7 All parties were asked to provide their responses to the Applicant either online on the project website [www.slpproject.co.uk](http://www.slpproject.co.uk) or by emailing [info@slpproject.co.uk](mailto:info@slpproject.co.uk). Alternatively, responses could be submitted by post via its freepost address (Freepost SLP Project), by either completing a response form at the back of the consultation brochure or in free text. A telephone number (07925 068 905) was also provided for questions, alongside the Applicant's email address ([info@slpproject.co.uk](mailto:info@slpproject.co.uk)) and webpage ([www.slpproject.co.uk](http://www.slpproject.co.uk)).





## **1.5 Summary of responses received**

- 1.5.1 At the end of the consultation period the Applicant had received 53 responses from parties in respect of the proposed change.
- 1.5.2 To analyse the received responses consistently, the Applicant developed a coding framework largely following the structure of the consultation questionnaire. Each response was given a unique reference number and all personal details were removed. This was to ensure anonymity during the coding process. Coding was then done per proposed change. Therefore, each code represents a specific issue, and these are grouped together according to unifying themes and sentiments.
- 1.5.3 This section sets out a summary of the consultation responses received about the proposed change to the number of temporary logistics hubs, and a summary of the Applicant's response. Further detailed responses received, and the Applicant's detailed responses have been appended as Annex C.

### **General comments on proposals**

#### Local Residents

- 1.5.4 A number of residents responded to say they welcomed the proposed changes for all the logistics hubs.

#### National Air Traffic Services (NATS)

- 1.5.5 NATS responded to say it anticipates no impact on its infrastructure from the development or the changes proposed and has therefore no comments.

#### Health and Safety Executive (HSE)

- 1.5.6 HSE responded to say it has no comment on the proposed change.

#### East Hampshire District Council

- 1.5.7 East Hampshire District Council responded to say it has no comment on the proposed change and confirmed its support.

#### National Grid

- 1.5.8 National Grid responded that there will be no impact on National Grid assets or rights as a result of the proposed change.

#### Harlaxton Energy Networks

- 1.5.9 Harlaxton Energy Networks responded to say it has no comment on the proposed change.





Public Health England

- 1.5.10 Public Health England responded to say that the proposed change would not pose a significant risk to public health, therefore it has no additional comment at this stage of the Application.

Southern Water

- 1.5.11 Southern Water expect no negative impact on its infrastructure and therefore, it has no comment with regards to the proposed change.

Surrey County Council

- 1.5.12 Surrey County Council responded to say it has no comment on the proposed change.

**A31, Ropley Dean Logistics Hub**

Winchester City Council

- 1.5.13 Winchester City Council noted the removal of the A31 Ropley Dean Logistics Hub and acknowledged this will remove various outstanding issues raised against the site in the Council's Local Impact Report.
- 1.5.14 Winchester City Council also raised concerns that removal of the A31 Ropley Dean Logistics Hub would encourage workers to drive directly to the work site rather than the A31 / A32 Junction, Northfield Lane Logistics Hub, to avoid travelling a substantial distance down to the pipeline. Winchester City Council would welcome measures that ensure all workers travel to the hub and not directly to the work site. The Applicant has committed to put in place appropriate measures to control its workers which will be set out in the final Construction Environmental Management Plan.

**A31 / A32 Junction, Northfield Lane Logistics Hub**

South Downs National Park Authority

- 1.5.15 The South Downs National Park Authority (SDNPA) welcomed the reduction in the proposed size of the A31 / A32 Junction, Northfield Lane Logistics Hub but still considers it sizeable. The Applicant has reduced the size of the logistics hub significantly from the Application to reflect the refined logistics plans and minimise environmental effects. The proposed reduced hub area is two hectares.
- 1.5.16 The SDNPA considers that the proposed logistics hubs were not adequately assessed within the Landscape and Visual Impact Assessment. The Applicant acknowledges SDNPA concerns and has had regard for other comments received and proposes to re-position the smaller logistics hub in a less sensitive area of the Application Order Limits. The Applicant has also provided an additional visual assessment in paragraphs 2.5.36 to 2.5.38 of this report which concludes there are no new or different likely significant visual effects from any of the key receptor locations.
- 1.5.17 Furthermore, the SDNPA was surprised that the A31 / A32 Junction, Northfield Lane Logistics Hub was not one of the logistics hubs to be removed considering it is the only hub adjacent to a nationally designated landscape. The SDNPA queried the





justification put forward for deciding which hubs to retain. The Applicant has provided its justification for which logistics hubs are retained and removed from the project in Section 2.3 of this report.

- 1.5.18 The SDNPA raised further concerns regarding the visibility of the logistics hub from the St. Swithun's Way footpath and from a waymarked trail from Chawton House. The Applicant has provided a new visual assessment examining the effects from key receptors in paragraphs 2.5.36 to 2.5.38 of this report which concludes there are no new or different likely significant visual effects.

Chawton Parish Council

- 1.5.19 Chawton Parish Council raised a number of concerns linked to traffic congestion, accidents, and workers not using designated access routes to the logistics hub. They raised a concern about the continuing construction developments causing disruption in the local area, without appropriate road improvements to allow for the increased traffic. The Council consider Northfield Lane inadequate to cope with the additional traffic flow from all developments and are also concerned about drainage, width of road, 90-degree bend and the lack of speed restrictions.
- 1.5.20 Chawton Parish Council also raised specific concerns about hub related traffic causing a tailback onto the A31 and the potential for collisions on the A31 roundabout. Concerns were also raised about the improvements to the A339 not ameliorating the impact increased traffic will have on Northfield Lane as this road is part of the quickest link between the A339 and the A31.
- 1.5.21 The Applicant notes all comments received by Chawton Parish Council and notes that many of the comments relate to the Examination of the Application rather than the change request itself which proposes to remove and reduce the size of the remaining logistics hubs. The Applicant acknowledges that while the overall project traffic demand is reduced by the proposed change, small increases in construction traffic would occur at the two remaining logistics hubs. These increases are small and would be spread throughout the working day and are not expected to be discernible above the baseline of existing traffic demand. No new or different likely significant effects are predicted as a result of the proposed change.

Alton Town Council

- 1.5.22 Alton Town Council raised concerns that whilst the footprint of the A31 / A32 Junction, Northfield Lane Logistics Hub would be smaller, traffic movements would increase compared to the DCO Application. Additional concerns were raised that 90% of construction traffic would be non-HGV vehicles which would not be restricted to using the A31 and would impact on Chawton Park Road.
- 1.5.23 The revised logistical plans developed by the Applicant changes the way traffic would be managed and when it would be generated, resulting in a beneficial smoother profile of traffic demand throughout the construction programme which results in an overall decrease of traffic associated with the project. The Applicant acknowledges a small increase in traffic movements during peak times at the A31 / A32 Junction, Northfield Lane Logistics hub, but this increase is not regarded as significant and as presented in Table 4 does not increase the percentage change in traffic movements compared to





the Application (defined as 1% increase). The Code of Construction Practice (**Document Reference REP2-010**) provides a commitment to a Construction Traffic Management Plan (CTMP) (reference G110) and to controlling traffic including designating access routes to and from the logistics hub (reference G111).

- 1.5.24 Alton Town Council requested suitable measures to be in place to ensure restoration of the land and reinstatement to its original use once the works are completed. The Applicant acknowledges these concerns and although the re-instatement of land is not related to the proposed change request, the Applicant has committed to reinstatement within the Application through the Code of Construction Practice (**Document Reference REP2-010**, reference G94).

#### Local Residents

- 1.5.25 Six residents expressed concerns about the A31 / A32 Junction, Northfield Lane Logistics Hub. Four residents responded to say they were not notified or consulted with for the original DCO Application. One additional resident was neutral and provided no comment.
- 1.5.26 Three local residents raised concerns over cumulative traffic impacts of the A31 / A32 Junction, Northfield Lane Logistics Hub and local housing developments. The Applicant has provided a cumulative assessment for the project in Chapter 15 of the ES (**Application Document APP-055**) and this will not change as a result of the proposed change request.
- 1.5.27 Local residents also raised concerns about increased traffic on both the already congested A31 and on Northfield Lane and Chawton Park Road which they consider narrow and unfit for large vehicles. Additional concerns were raised that 90% of construction traffic would be non-HGV vehicles which would not be restricted to using the A31 and would impact on Chawton Park Road. Concerns were also raised about the associated disruption and increase in noise, pollution and accident likelihood. One of the residents had concerns that access to the site was too close to the railway bridge and recommended that this should be located in a position that does not obstruct visibility to the A31 roundabout.
- 1.5.28 The Applicant has provided in Annex A of this report and, during consultation for the proposed change, a detailed analysis of the traffic demand as a result of reducing the number of logistics hubs. Forecast traffic demand has changed from an average of 156 to 378 two-way vehicle movements, an increase of 222 vehicle movements. This includes an additional 21 HGV vehicle movements. This extra traffic demand would be spread throughout the day, primarily outside of peak hours and the small increase in localised traffic at the A31 / A32 Junction, Northfield Lane Logistics Hub would not result in any new or different likely significant effects. The scale of total traffic demand at this logistics hub is compared to a baseline of total average daily flow of approximately 27,000 vehicle movements on the A31.
- 1.5.29 A number of local residents raised concerns about the impact of the logistics hub on the National Park's countryside and natural habitat and the visual impact of an unsightly development at the edge of the National Park and that there is no guarantee the land will be reinstated to its former state as this will be to the discretion of the land owner. The Applicant has provided a new visual assessment examining the effects



from key receptors in paragraphs 2.5.36 to 2.5.38 of this report which concludes there are no new or different likely significant visual effects. The re-instatement of land is not related to the proposed change request, but the Applicant has committed to re-instatement within the Application through the Code of Construction Practice (**Document Reference REP2-010**, reference G94)

- 1.5.30 Three residents thought the site was unsuitable for a logistics hub and suggested other sites along the A31 that have previously been claimed for development would be more suitable. The Applicant acknowledges the concerns over suitability of the site but notes that they relate to the Examination of the DCO Application itself and its assessments rather than the Applicant's change request.

Landowner for the logistics hub

- 1.5.31 A local landowner raised concerns about the proposed positioning of the smaller logistics hub from a visual impact and practical perspective. The landowner recommended that positioning the site below the 140 m contour would greatly reduce its visual impact; this would also be a more practical position with a far shorter access track across the field. The landowner recommended that although this would physically position the logistics hub closer to Chawton House it would have no impact on noise as the A31 dual carriageway runs between the site and Chawton House and the field edge vegetation provides very good screening. The lower part of the field is also flatter, and it would thus be easier to mitigate any water run-off from the site. Less ground works would be needed to enable a safe storage area to be created. The roundabout already has street lighting so by positioning it closer to this any visible light pollution at night would be reduced.
- 1.5.32 The Applicant has undertaken further appraisals of the positioning of a smaller logistics hub and is able to accommodate the landowner request to amend the location of the logistics hub within the Application Order Limits. A visual assessment of this location is provided in paragraphs 2.5.36 to 2.5.38 of this report which concludes there are no new or different likely significant visual effects from any of the key receptor locations including from St. Swithun's Way.

**Hartland Park Village Logistics Hub**

Church Crookham Parish Council

- 1.5.33 Church Crookham Parish Council responded it had no concerns with regards to the proposed change.

**MoD Land: Deepcut Bridge Road, Logistics Hub**

Historic England

- 1.5.34 Historic England did not wish to comment on the proposed change in detail but offered complementary advice to that previously provided on 26 July 2019. Historic England welcomed the proposed conversion of the MoD Land, Deepcut Bridge Road Logistics Hub into a smaller construction compound as this provides the potential to avoid permanent damage to heritage assets and most notably the WWII crash site which is considered to be located within this area. Historic England recommended that



measures should be outlined within the Archaeological Mitigation Strategy (AMS) to ensure the construction compound is in such a location as to avoid damage to heritage assets. The Applicant considers suitable measures are in place in the AMS (**Application Document APP-113**) to avoid damage to heritage assets and are in the process of agreeing a Statement of Common Ground covering this aspect with Historic England and updating the AMS.

Ministry of Defence (MoD)

- 1.5.35 The MoD sought clarification over the reduction in traffic by converting the logistics hub to a construction compound. The Applicant has provided Table 4 in Section 2.5 and Annex A of this report which shows the reduction in traffic demand as a result of converting the logistics hub to a construction compound. Traffic demand associated with the logistics hub would have been an annual average daily total (AADT) of 60 vehicles. Traffic demand associated with conversion to a construction compound will result in an AADT of 12 vehicles.
- 1.5.36 The MoD also raised concern over the disruption to current and future military training, the damage to potential future income streams and a change in character of the site. The Applicant considers the small change to traffic numbers from converting to a construction compound would not cause significant disruption to the MoD and there are benefits in making this change when compared to the Application. The Applicant acknowledges the comments from the MoD and has been liaising with them to secure a Voluntary Agreement.
- 1.5.37 The MoD also proposed an alternative site, outside of the Order Limits, for the construction compound.

Windlesham Parish Council

- 1.5.38 Windlesham Parish Council raised concerns about the proposed conversion of the MoD Land, Deepcut Bridge Road Logistics Hub into a construction compound and the potential movement of heavy vehicles through the local villages of Windlesham. The Council requested suitable measures imposed to minimise transit of heavy vehicles through local villages.

Surrey Heath Borough Council

- 1.5.39 Surrey Heath Borough Council welcomed the proposal to remove three temporary logistics hubs.
- 1.5.40 The Council questioned whether the Applicant had fully considered and assessed all options for the location of the proposed construction compounds. The Council raised specific concerns about the proposed construction compounds on St. Catherine's Road Suitable Alternative Natural Greenspace (SANG) and within the Turf Hill SPA and. The Council's Local Impact Report and further representations in respect of St. Catherine's Road SANG and the Turf Hill construction compound were brought to the Applicant's attention. The Council considered that the proposed construction compound at Mod Land at Deepcut Bridge Road would provide access onto Frith Hill and negates the need for a construction compound on the St. Catherine's Road SANG.





- 1.5.41 The Applicant acknowledges comments received regarding the number and location of construction compounds but notes that this is related to Examination of the Application itself rather than the proposed change. The Applicant refers the Council to ES Chapter 3 (Application Document APP-043) for a description on the requirements of compounds and Chapter 4 (Application Document APP-044) for the rationale over site selection and consideration of alternatives.

Local Residents

- 1.5.42 Two residents raised concerns that conversion of the MoD Land, Deepcut Bridge Road Logistics Hub into a construction compound will significantly increase traffic on the already overloaded local road network. A further resident suggested the construction compound would be more logically placed at one of the other initially suggested logistics hubs.
- 1.5.43 The Applicant acknowledges the concerns raised around traffic at Deepcut Bridge Road Logistics Hub and has provided in Annex A of this report a detailed analysis of the traffic demand as a result of reducing the number of logistics hubs and converting the Deepcut Bridge Road Logistics Hub to a construction compound. The conversion will reduce traffic demand when compared to the Application providing benefits to local residents.

**M3 Junction 3 Logistics Hub**

Local Residents

- 1.5.44 Eighteen residents welcomed the proposed removal of the M3 Junction 3 Logistics Hub, as the site has just been restored after being used for the previous three years for the construction of the M3 smart motorway, which caused much disruption, construction traffic and noise. An additional three local residents were neutral and provided no comment about the proposed removal of the M3 Junction 3 Logistics Hub.

Windlesham Parish Council

- 1.5.45 Windlesham Parish Council responded to say it fully supports the proposed removal of the M3 Junction 3 Logistics Hub.

**Brett Aggregates Logistics Hub**

Local Residents

- 1.5.46 One resident welcomed the proposed removal of the Bretts Aggregates Logistics Hub.

**1.6 Procedure after consultation**

- 1.6.1 Following consultation, the Applicant had regard to the responses received and reviewed and incorporated information into this document as appropriate. This change request is now submitted to the Examining Authority as a formal written request for a change to the Application.
- 1.6.2 The Applicant acknowledges that the acceptance and procedure for consideration and Examination of the proposed changes is entirely at the discretion of the Examining





Authority. However, if the Examining Authority is minded to accept this proposed change into the Examination, the Applicant considers that the remainder of the Examination would provide sufficient time to consider the change.

- 1.6.3 The Applicant also considers that, with the proposed change, the Application would still be of a sufficient standard for Examination and any other procedural requirements can still be met.



## 2. Proposed Change: Logistics Hub changes

### 2.1 Background to the proposed change

- 2.1.1 During construction of the replacement pipeline, temporary logistics hubs will be required for accepting deliveries and storage of pipe as well as to provide, among other things, staff welfare facilities, offices and parking areas.
- 2.1.2 As outlined in paragraph 3.4.23 of ES Chapter 3 (**Application Document APP-043**) “six logistics hubs would be established in locations, close to the strategic road network before commencement of the main construction works. The logistics hubs would serve as points for accepting deliveries and storage of pipe. From the logistics hubs, pipe sections would be transported directly to the pipe storage areas within the various temporary construction compounds by lorry. Each of the hubs would provide a pipe laydown area, secure plant storage area, bunded fuel storage, single-storey offices, staff welfare facilities and a vehicle parking area.”
- 2.1.3 Key information relating to the six temporary logistics hubs as submitted in the Application and assessed in the ES is presented in Table 3.2 of ES Chapter 3 (**Application Document APP-043**) and provided in Table 1 below.

**Table 1: Temporary Logistics Hubs – Key Information and Assumptions assessed in the ES submitted as part of the Application, Table 3.2 of ES Chapter 3 (Application Document APP-043).**

Logistics Hub name	Approximate area (Ha)	Current land use
A31 Ropley Dean	2.7	Currently in agricultural use as grazing.
A31 / A32 Junction, Northfield Lane, Alton	5.4	This site is in agricultural use as part of a sheep farm for winter grazing and silage production in the spring and summer.
Hartland Park Village, Farnborough	9.1	This is the site of an ex-military facility; the site has been demolished and cleared of all material. It has outline planning permission for 1500 homes. These are being built over the next 15 years.
Ministry of Defence (MoD) land: Deepcut Bridge Road, Frimley Green	1.9	Part of the MoD ranges – the site has a concrete surface with some overgrown and self-seeded tree cover.
M3 Junction 3: New Road, Windlesham	3.3	Currently being vacated and restored following use by Balfour Beatty as a compound for the M3 Smart Motorway works – therefore the land would be in agricultural use when the Applicant commences work.
Brett Aggregates, Littleton Lane, Shepperton	1.3	The site is currently a mineral extraction site (quarry), including some historical landfill, and is regulated under an Environmental Permit. The site is being restored to agriculture with some biodiversity areas including reed beds. The proposed logistics hub would be located on the proposed agricultural land.

- 2.1.4 The basis of assessment for traffic, air quality and noise for the six temporary logistics hubs is presented in Table A2-10 of the Transport Assessment (**Application Document APP-135**) and provided in Table 2 below.



**Table 2: Estimated Two-Way Vehicle Movements as presented in the Application Table A2-10 of the Transport Assessment (Application Document APP-135).**

Logistics hub	Class	Peak month five-day average	Peak month seven-day average	Peak Year Annual Average Weekday Traffic flow (AAWT)	Peak Year Annual Average Daily Traffic flow (AADT)
A31 Ropley Dean	Light	315	270	93	80
	Heavy	46	39	15	13
	<b>Total</b>	<b>361</b>	<b>309</b>	<b>108</b>	<b>93</b>
A31/ A32 Northfield Lane	Light	459	393	156	134
	Heavy	70	60	26	22
	<b>Total</b>	<b>529</b>	<b>453</b>	<b>182</b>	<b>156</b>
Hartland Park	Light	606	519	301	258
	Heavy	102	87	51	44
	<b>Total</b>	<b>708</b>	<b>606</b>	<b>352</b>	<b>302</b>
MoD Deepcut	Light	102	87	60	51
	Heavy	18	15	11	9
	<b>Total</b>	<b>120</b>	<b>102</b>	<b>71</b>	<b>60</b>
New Road Windlesham	Light	564	483	189	162
	Heavy	92	79	34	29
	<b>Total</b>	<b>656</b>	<b>562</b>	<b>223</b>	<b>191</b>
Brett Aggregates	Light	270	231	163	140
	Heavy	34	29	23	20
	<b>Total</b>	<b>304</b>	<b>260</b>	<b>186</b>	<b>160</b>

- 2.1.5 For the purposes of project traffic generation, the Transport Assessment (**Application Document APP-135**) assumed an indicative construction programme, based on typical durations, which is presented in Table 1.3 of the *Proposed Logistics Strategy Traffic Technical Note* (Annex A of this change request). This programme assumed that the temporary logistics hubs would be set up during the three-month mobilisation phase and then the pipeline installation and reinstatement would take place over the following 24 months, with a total 27-month indicative work schedule. It was assumed that activity at some of these locations would be concurrent.
- 2.1.6 Since the preparation and submission of the Application, the Applicant has continued to develop the logistics plans for the transportation and storage of installation materials, refine staff travel, and had detailed discussions with manufacturers of the steel pipe and specialist logistics companies.
- 2.1.7 As a result of this work, the Applicant considered that fewer temporary logistics hubs were required to install the pipeline.
- 2.1.8 This proposed change does not compromise the installation works or extend the total duration of the construction phase that was assumed for the purposes of traffic generation in Table 3.4 of the Transport Assessment (**Application Document APP-135**).



2.1.9 As a result of this review the Applicant is proposing a change to the number and size of temporary logistics hubs. Further description of the proposed change is provided in Section 2.2 below.

## 2.2 Description of the proposed change

2.2.1 The Applicant is proposing to completely remove the following three temporary logistics hubs:

- A31, Ropley Dean;
- M3 Junction 3: New Road, Windlesham; and
- Brett Aggregates, Littleton Lane, Shepperton.

2.2.2 Additionally, the Applicant is proposing to reduce the size of and amend the Order Limits of the following two temporary logistics hubs:

- A31 / A32 Junction, Northfield Lane, Alton; and
- Hartland Park Village, Farnborough.

2.2.3 Finally, the Applicant is proposing to convert the following temporary logistics hub into a smaller construction compound:

- Ministry of Defence (MoD) land: Deepcut Bridge Road, Frimley Green

2.2.4 The proposed changes are summarised in Table 3 alongside the temporary logistics hubs key information submitted in the Application. The locations of the smaller temporary logistics hubs at A31 / A32 Junction, Northfield Lane and Hartland Park are shown in Figures 1 and 2 respectively and are positioned within the Application Order Limits.

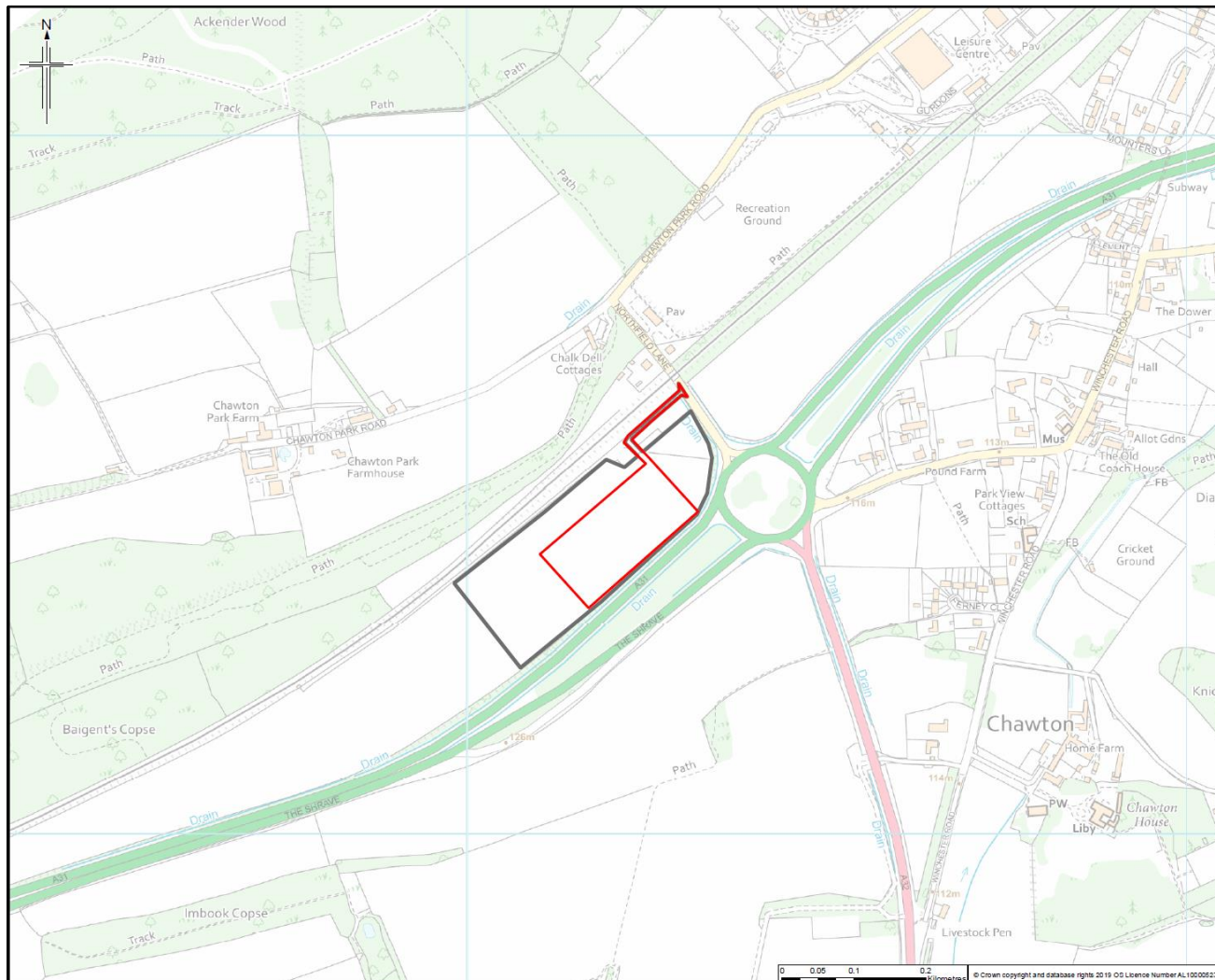
**Table 3: Temporary Logistics Hubs – Key information as submitted in the Application Table 3.2 of ES Chapter 3 (Application Document APP-043) and the proposed change to these.**

Application		Proposed change	
Logistics Hub name	Approximate area (Ha)	Logistics Hub name	Approximate area (Ha)
A31 Ropley Dean	2.7	A31 Ropley Dean	Hub removed
A31 / A32 Junction, Northfield Lane, Alton	5.4	A31 / A32 Junction, Northfield Lane, Alton	2.0 (hub size reduced, and Order Limits amended)
Hartland Park Village, Farnborough	9.1	Hartland Park Village, Farnborough	2.0 (hub size reduced, and Order Limits amended)
Ministry of Defence (MoD) land: Deepcut Bridge Road, Frimley Green	1.9	Ministry of Defence (MoD) land: Deepcut Bridge Road, Frimley Green	0.5 (hub converted to smaller construction compound)
M3 Junction 3: New Road, Windlesham	3.3	M3 Junction 3: New Road, Windlesham	Hub removed
Brett Aggregates, Littleton Lane, Shepperton	1.3	Brett Aggregates, Littleton Lane, Shepperton	Hub removed





**Figure 1: A31 / A32 Junction, Northfield Lane temporary logistics hub – Order Limits as submitted in the Application (grey line) and revised Order Limits for the re-located smaller logistics hub (red line).**





[illegible]



- 2.2.5 The revised logistical plans change the way traffic would be managed and when it would be generated, resulting in a beneficial smoother profile of traffic demand throughout the construction programme (see Figure 4). In addition, further assumptions for the maximum number of supervisory staff based at temporary logistics hubs, supervisory staff trips visiting compounds per working day and supervisory staff visits per active compound per day has been made, see Table 1.2 of the *Proposed Logistics Strategy Traffic Technical Note* (Annex A of this change request). This will ensure that the two remaining temporary logistics hubs would not be required to accommodate the combined traffic from all six hubs as a result of the proposed change.
- 2.2.6 During the ongoing development of the logistical plans, the construction programme phasing was refined within the construction programme assumed for the purposes of the Application. The phasing used in the revised Logistics Strategy is presented in Table 1.3 of the *Proposed Logistics Strategy Traffic Technical Note* (Annex A of this change request) and represents a worst-case. The duration of construction at sections A, B, C, D, E and F would be longer than in the Application, with a slightly shorter duration at Sections G and H.
- 2.2.7 The Applicant proposes to amend the Order Limits at the A31 / A32 Junction, Northfield Lane and Hartland Park logistics hubs.
- At the A31 / A32 Junction, Northfield Lane Logistics Hub it is proposed that the Order Limits are reduced from an area of 5.4 hectares to two hectares within the boundary of the original Order Limits to account for the smaller logistics hub.
  - At the Hartland Park Logistics Hub it is proposed that the Order Limits are reduced from an area of 9.1 hectares to two hectares within the boundary of the original Order Limits. In addition, the Order Limits would be amended to include the private access road up to the A327, which is all part of the existing Hartland Park development site and owned by the same landowner as for the temporary logistic hub. In the Application it was assumed this access road was part of the public highway and therefore Order Limit drawings did not include it. Following further landowner engagement, negotiations and agreement, the Applicant is proposing an amendment for the inclusion of the access road in addition to the use of the Hartland Park service road around the north of the site. The inclusion of the service road where it connects to the access road has been agreed with the developer to account for their phasing requirements. The inclusion of the access and service road is an amendment but is not a change to the access plans for this site or the underlying project and had been incorporated into the assessments in the Application. The Application Order Limits and the proposed Order Limits for this temporary logistics hub are illustrated in Figure 2.

## **2.3 Justification for the proposed change**

- 2.3.1 Following continued development of the logistical plans and liaison with pipe manufacturers and suppliers, it was identified that less space is required for storing materials.



### **Temporary Logistics Hub selection**

- 2.3.2 Given the length of the 97km replacement pipeline route, to support the reduction of temporary logistics hubs, and to maintain efficiency in the transportation of materials, the Applicant has determined that it is best to have one hub between Boorley Green and Alton (southern area) and one hub between Alton and West London Terminal (northern area).
- 2.3.3 An appraisal of temporary logistics hubs re-examined which hubs performed best and any associated constraints to determine which were removed and retained.
- 2.3.4 The A31 Ropley Dean Logistics Hub, in the southern area, is proposed to be removed. Site access is constrained by existing buildings and the topography of the land is not ideal with significant differences in ground levels over the site. Furthermore, significant works would be required to make the entrance and exit onto the A31 safe.
- 2.3.5 The A31 / A32 Junction, Northfield Lane Logistics Hub, in the southern area, is proposed to be retained. The hub is ideally located for construction works (access and distribution) and does not present the same type of constraints as at A31 Ropley Dean. Access to and from the temporary logistic hub is adjacent to a roundabout which helps disperse traffic and make access safer. However, the Applicant does acknowledge that the logistics hub is adjacent to the South Down National Park and St. Swithun's Way so to minimise further any environmental effects the Order Limits would be reduced from 5.4 hectares to two hectares and the location of the smaller logistics hub positioned in a location that would minimise visual impacts from key receptors.
- 2.3.6 In the northern area, the temporary logistics hubs at M3 Junction 3: New Road, Windlesham and Brett Aggregates, Littleton Lane are proposed to be removed. Both hubs are located within the Metropolitan Green Belt and the removal of these would support the Government's Green Belt Policy. The Applicant understands that the area at M3 Junction 3 is now being proposed as a Suitable Alternative Natural Greenspace (SANG) and we are aware of heavy traffic during rush hour towards the motorway which would not be a favoured location for the temporary logistics hub. Furthermore, following feedback from Interested Parties it is recognised that this area has been subject to significant disruption recently during the upgrade of the M3 to a Smart motorway and its removal will provide respite to local residents.
- 2.3.7 At the Brett Aggregates, Littleton Lane Logistics Hub, the Applicant recognises the constraints of locating a temporary logistics hub alongside existing business in the area and the biodiversity reinstatement works planned at the site.
- 2.3.8 The temporary logistics hub at Hartland Park has limited constraints and is proposed to be retained as the hub for the northern area. The area of Hartland Park is being redeveloped for local housing and to reflect the phased construction of new homes, the Applicant is proposing to reduce the size of the hub and Order Limits from 9.1 hectares to two hectares as part of the proposed change request.

### **Reducing construction-related effects and improving delivery programme**

- 2.3.9 The proposed change to the number and size of temporary logistics hubs provides the following benefits:





- It reduces the number of temporary logistics hubs from six to two smaller hubs while maintaining the ability to receive, lay-down and deliver materials to the construction compounds where required.
- It reduces the overall amount of construction traffic, while providing flexibility and resilience in the construction programme.
- It reduces the potential for construction-related impacts (e.g. lighting, noise, visual etc) around the three hubs being removed and the one hub being converted to a construction compound.

- 2.3.10 Whilst there will be an increase of traffic movements at the remaining two temporary logistics hubs when compared to the Application this will still only be a small percentage of the traffic in these areas and the overall traffic demand for the project has been reduced by this proposed change. A detailed traffic assessment is detailed below in Section 2.5.
- 2.3.11 The reduced size and location of the hub at Hartland Park Village, Farnborough has been selected based on the phased construction of new homes in the area, which has been agreed by the developer and Local Planning Authority. The project's use of this site would not impact the delivery of local housing.
- 2.3.12 The reduced size and location of the temporary logistics hub at A31 / A32 Junction, Northfield Lane, Alton means the hub's location can benefit from tree screening and will provide reduced visual and lighting impact from key receptors in the area compared to the layout in the Application.
- 2.3.13 The retention of a construction compound at Deepcut Bridge Road, Frimley Green would only support construction activities in the local area and as a result would be used for less time than the temporary logistics hub. Additionally, a construction compound has a smaller footprint than a temporary logistics hub. A compound will not be used for maintenance of vehicles and machinery. Therefore, the proposed change will reduce the length of time and frequency the local community would be exposed to construction-related effects. It is recognised that this site is on Crown Land and will require MoD approval.

## **2.4 Summary of environmental appraisal**

- 2.4.1 The proposed change has been reviewed and assessed in order to identify any potential likely significant effects that would be new or materially different to those assessed in the Application. This information is summarised in Table 5 where relevant, and further discussion is provided below.

### **Environmental Statement**

- 2.4.2 This review identified that the proposed change could potentially have implications for the Environmental Statement assessments listed in paragraph 1.3.2.
- 2.4.3 Based on the information presented below, the overall conclusions of the assessments remain unchanged and there are no new or different likely significant effects identified. The removal of temporary logistics hubs results in reduction of construction-related effects.



- 2.4.4 All other ES assessments made in the Application remain unaffected by the proposed changes and thus remain as reported.

#### Other assessments

- 2.4.5 Further consideration has also been given to the potential effect of the proposed change on the Transport Assessment (**Application Document APP-135**).
- 2.4.6 Based on the information presented below and in Annex A, the overall conclusions of the assessments remain unchanged and there are no new or different likely significant effects identified. The removal of temporary logistics hubs results in reduction of overall traffic demand for the project.
- 2.4.7 All other assessments submitted as part of the Application (e.g. Habitats Regulations Assessment Report (**Application Document APP-130 and Application Document APP-131**); and Flood Risk Assessment (**Application Document APP-134**)) would remain unaffected by the proposed change and have therefore not been considered further.

## 2.5 Topic assessments

- 2.5.1 The effects of the proposed change to the assessments made in the ES and Transport Assessment are summarised in Table 5, with further discussion provided below where relevant.

#### Traffic and Transport

- 2.5.2 This section provides a summary of the key findings of the detailed *Proposed Logistics Strategy Traffic Technical Note* which formed part of the consultation material for the proposed change and is presented in Annex A of this change request.

##### Trip Generation

##### *Assumptions*

- 2.5.3 The key assumptions that informed the Application are set out in Table 1.2 of Appendix 13.1 Traffic and Transport Technical Note (**Application Document APP-119**) and Table A2.1 of the Transport Assessment (**Application Document APP-135**) and these remain the same for the proposed change to the Logistics Strategy.
- 2.5.4 The assumptions for traffic demand generation set out in Table A2.3 of the Transport Assessment (**Application Document APP-135**) also remain the same for the proposed change with the following exceptions (presented in Table 1.2 of the *Proposed Logistics Strategy Traffic Technical Note* (Annex A of this change request)):
- Assumption ID 4: No workers would be required at Brett Aggregates temporary logistics hub as this hub would be removed.
  - Assumption ID 12: Not every compound would be active for the entire duration of the construction of its related pipeline section. The number of operational compounds per section would vary over time.





- Assumption ID 18: Number of compounds in Section F would increase from 12 to 13 as a result of converting the MoD land: Deepcut Bridge Road, Frimley Green temporary logistics hub to a construction compound.

2.5.5 Further to the assumptions presented in the Application, the following assumptions have also been made, with regards to supervisory staff.

- there would be 40 supervisory staff based at A31 / A32 Junction, Northfield Lane Logistics Hub and 80 based at Hartland Park Logistics Hub (single occupancy car driver only);
- there would be 40 supervisory staff trips visiting compounds from the A31 / A32 Junction, Northfield Lane Logistics Hub and 40 from Hartland Park Logistics Hub per working day (single occupancy car driver only); and
- there would be approximately six supervisory staff visits per active compound per day.

2.5.6 Supervisory staff and staff trips were assumed to be in the wider traffic demand in the Application.

2.5.7 The proposed change request assumes the A31 / A32 Junction, Northfield Lane Logistics Hub would serve pipeline sections A-H with a maximum of 10 compounds served at any one time. Hartland Park Logistics Hub would serve pipeline sections D-H with a maximum of 11 compounds served at any one time.

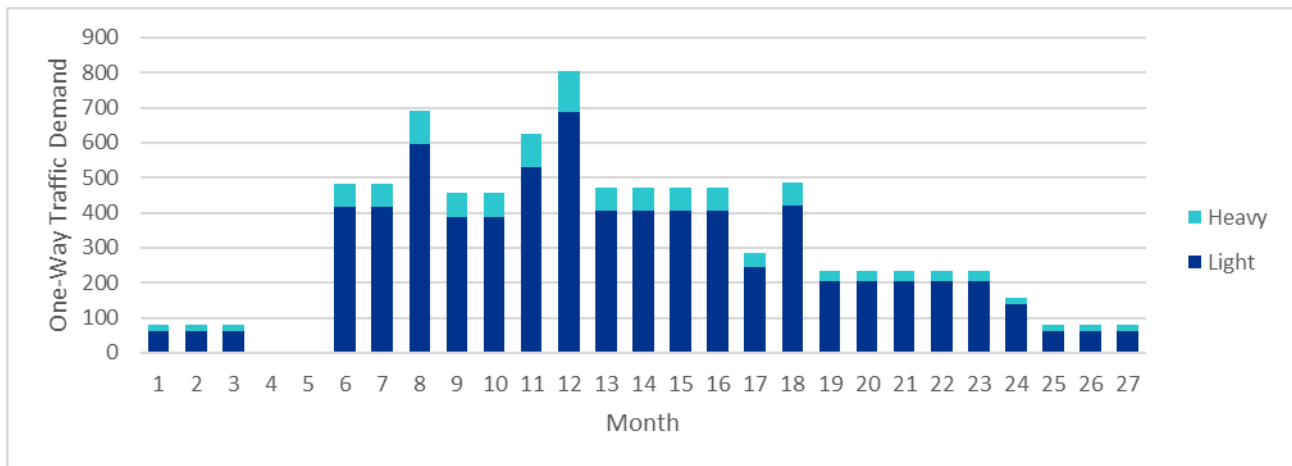
#### *Traffic Demand*

2.5.8 The removal of the four temporary logistics hubs as part of the proposed change request removes a total of 4,622 HGV two-way movements associated with setup and reinstatement of temporary logistics hubs from the road network compared to the Application. The daily total traffic demand (i.e. including cars, minibuses, LGVs and HGVs) for temporary logistics hubs setup and reinstatement would be reduced by 168 one-way movements per day as a result of the proposed change compared to the Application.

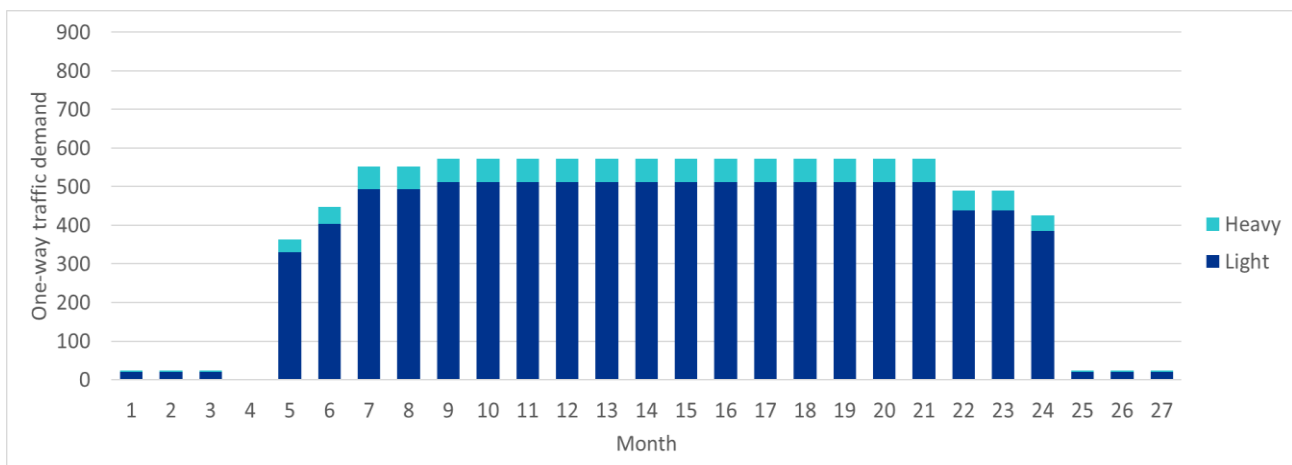
2.5.9 When considering traffic demand over the construction phase of the project, the profile of traffic presented in Appendix 2 of the Transport Assessment (**Application Document APP-135**) of the Application and presented below as Figure 3, showed a definite peak month (approximately 800 vehicles one-way). By comparison, the proposed change request shows a beneficial smoother and flatter profile during the construction programme, which is presented in Figure 4, with peak traffic of approximately 575 one-way vehicles. There are also fewer vehicles for the proposed change during months 1 to 3 and 25 to 27 because there are fewer temporary logistics hubs being set up/ reinstated at these times compared to the Application.



**Figure 3: Total project daily one-way traffic by month and class of vehicle for the Application.**



**Figure 4: Total project daily one-way traffic by month and class of vehicle for the revised Logistics Strategy as part of the proposed change.**



### Forecast Traffic and Impacts

- 2.5.10 Consistent with paragraph 1.3.8 of Appendix 13.1 Traffic and Transport Technical Note (**Application Document APP-119**), the determination as to whether there are significant changes in traffic flows is based on percentage changes of Annual Average Daily Traffic (AADT) compared with the future baseline. A significant change requires a change in traffic flows of 30% or more (IEMA, 1993). The detailed assessment criteria for the change magnitude are presented in Table 1.8 of Appendix 13.1 Traffic and Transport Technical Note (**Application Document APP-119**).
- 2.5.11 Based on these criteria, paragraph 1.3.8 of Appendix 13.1 Traffic and Transport Technical Note (**Application Document APP-119**) concluded that there would not be significant changes in existing traffic flows resulting from the logistics strategy assumed for the traffic and transport assessment for the Application.
- 2.5.12 In order to determine the significance of changes in traffic flows resulting from the proposed change request, the percentage change of AADT for the proposed change compared with the future baseline was calculated for temporary logistics hub traffic on the nearby road network. Traffic flows from nearby traffic count locations were used to



determine the change generated by the worst (i.e. peak) year AADT for each of the temporary logistics hubs for the proposed change. At Hartland Park, Ively Road was used as the location for 2022 Future Baseline traffic in the Application. For the proposed change, the A327 north of Pyestock Roundabout was used for the 2022 Future Baseline traffic. This better reflects the assumption of how traffic will access the public highway, based on the clarification provided above in Section 2.2.7.

- 2.5.13 Table 4 presents a comparison of the project traffic peak year AADT generated by the project at each of the temporary logistics hubs for the Application and for the proposed change request. Table 4 also presents a comparison of the percentage change in total traffic on the nearby road network for the Application and for the proposed change request.
- 2.5.14 Table 4 shows that at A31 / A32 Junction, Northfield Lane and Hartland Park temporary logistics hubs, the percentage change in traffic is the same in the assessments for both the Application and the proposed change. This reflects that the proposed change does not increase the percentage change in total traffic at the remaining two temporary logistics hubs. For all other locations the percentage change becomes zero compared to the Application and reflects the baseline, as a result of the hubs being removed.

**Table 4: Summary of Traffic Generation at Temporary Logistics Hubs and the Impact on the Nearby Road Network for the Application and for the Proposed Logistics Strategy**

Logistics hub	Seven-day annual average traffic <sup>1</sup>		Change in total traffic on the nearby road network	
	Application	Proposed Logistics Strategy	Application	Proposed Logistics Strategy
A31 Ropley Dean	93	0	1%	0%
A31 / A32 Junction, Northfield Lane	156	378	1%	1%
Hartland Park <sup>2</sup>	302	495	3%	3%
MoD Deepcut <sup>3</sup>	60	0	1%	0%
New Road Windlesham	191	0	3%	0%
Brett Aggregates	160	0	1%	0%

<sup>1</sup> This is the project traffic peak year Annual Average Daily Traffic (AADT)

<sup>2</sup> The Hartland Park figures are based on a comparison of the existing Application and clarified access arrangements.

<sup>3</sup> The revised seven-day annual average traffic relates to the site's use as a temporary logistics hub. There will still be a small number of traffic movements as a construction compound.

### Conclusion

- 2.5.15 As a result of the proposed change, four temporary logistics hubs would no longer be used and so would benefit from no traffic generation and the reduction in construction-related effects. For the two temporary logistics hubs retained at A31 / A32 Junction, Northfield Lane and Hartland Park, the change in total traffic on the nearby road network does not differ significantly from that presented in the Application.
- 2.5.16 Appendix 13.1 Traffic and Transport Technical Note (**Application Document APP-119**) concluded there would not be significant changes to future baseline traffic flows resulting from the logistics strategy assumed in the Application. This conclusion of no





significant changes to future baseline traffic flows remains valid for the proposed change.

- 2.5.17 Based on the information provided in paragraphs 2.5.2 to 2.5.14, no further assessment of these road links would be required for traffic and there would be no new or different likely significant effects for traffic and transport than those reported in the Environmental Statement and the Transport Assessment (**Application Document APP-135**) of the Application.

### Air Quality

- 2.5.18 The highest increase in vehicle numbers during the construction phase would occur on road links around the construction temporary logistics hubs where the greatest number of construction vehicle movements are forecast.
- 2.5.19 As described in the ES Appendix 13.2 Air Quality Technical Note (**Application Document APP-120**), the highest increase in AADT at the construction temporary logistics hubs associated with construction traffic outside of an air quality management area (AQMA) would be 44 heavy duty vehicles (HDVs) and 258 light duty vehicles (LDVs) at Hartland Park temporary construction logistics hub. Within an AQMA, at the Brett Aggregates temporary construction logistics hub the increase in AADT would be a maximum of 20 HDVs and less than 100 LDVs. These increases would not exceed the Land Use Planning and Development Control: Planning for Air Quality guidance (IAQM/EPUK, 2017) screening criteria used in the Application and set out below:
- the change in LDV flows is greater than 100 AADT within or adjacent to an AQMA or greater than 500 AADT elsewhere; and
  - the change in HDV flows is greater than 25 AADT within or adjacent to an AQMA or greater than 100 AADT elsewhere.
- 2.5.20 Road links that experience a change in traffic flows below these thresholds do not require further assessment, as the change in concentrations of pollutants at receptors close to these roads would be imperceptible. Therefore, it was concluded in the ES Appendix 13.2 Air Quality Technical Note (**Application Document APP-120**) that the effects from construction road traffic on air quality are not considered to represent a significant effect on receptors adjacent to the local road network and the air quality effects would be described as negligible.
- 2.5.21 As a result of the proposed change there would only be two temporary construction logistics hubs, A31 / A32 Junction, Northfield Lane and Hartland Park, neither of which are within an AQMA. As presented in Table 1.13 of the *Proposed Logistics Strategy Traffic Technical Note* (Annex A of this change request) the highest increase in AADT at the construction hubs as a result of the proposed change would be 61 HDVs and 434 LDVs at Hartland Park temporary logistics hub. These increases would not exceed the thresholds set out in paragraph 2.5.19.
- 2.5.22 Additionally, to calculate the change of traffic flow on road links due to the project within the Spelthorne AQMA, the following assumptions have been made:
- no more than seven compounds would be active in Sections G and H (inside the M25) at any one time;





- traffic would only occur on working days (i.e. six days a week); and
- an assumed worst case of the traffic splitting 50/50 between strategic routes within the AQMA was adopted as it is unlikely that all traffic would use the same route.

2.5.23 Based on the updated compound traffic forecasts for the proposed change and the assumptions above, it is calculated that the increase in AADT on individual links within the Spelthorne AQMA would be 54 LDVs and 18 HDVs. These increases would not exceed the thresholds set out in paragraph 2.5.19.

2.5.24 It is concluded that the effects from construction road traffic on air quality as a result of the proposed change are not considered to represent a significant effect on receptors adjacent to the local road network and the air quality effects would be described as negligible.

2.5.25 Therefore, based on the information provided in paragraphs 2.5.18 to 2.5.24, no further assessment of these road links would be required for air quality and there would be no new or different likely significant effects for air quality than those reported in the Environmental Statement submitted for the Application.

### Noise

2.5.26 Section 6.2 of the ES Appendix 13.3 Noise Technical Note (**Application Document APP-121**) details the potential effects from noise as a result of construction vehicles on the public highway. The greatest potential for adverse noise effects due to project traffic during pipeline installation would be along roads where the highest percentage increase in traffic flows are expected to occur. For the Application, New Road, Windlesham, the location of one of the temporary logistics hubs, was considered to have the greatest potential increase in noise due to a combination of low baseline flows and high numbers of site vehicle movements.

2.5.27 Paragraphs 6.2.2 to 6.2.4 of the ES Appendix 13.3 Noise Technical Note (**Application Document APP-121**) state that the existing Annual Average Weekday Traffic flow (AAWT) along New Road, Windlesham is 6,799 vehicles and the peak number of additional vehicle movements on this link during installation (including those associated with deliveries, plant and worker site access) would be 34 heavy vehicles and 189 light vehicles. It was concluded in the Application that these increases are expected to give rise to an increase in noise along New Road, Windlesham of approximately 0.2dB during the installation period. This increase in traffic noise level was not considered significant in the Application based on the adopted assessment thresholds detailed in Table 5.9 of the ES Appendix 13.3 Noise Technical Note (**Application Document APP-121**). For reference, for the noise assessment of the Application, a change in traffic noise level of up to 2.9dB was considered negligible and a change in traffic noise level of up to 4.9dB was not considered to be significant.

2.5.28 As a result of the proposed change, four temporary logistics hubs would be removed and there would be no increase in traffic noise level at these locations. The A327 north of Pyestock Roundabout, which is where most vehicles would access Hartland Park temporary logistics hub from, is considered to have the greatest potential increase in traffic noise as a result of the proposed change. The AAWT values used for the noise





assessment for the proposed change have been derived from local traffic counts undertaken over a 12-hour period.

- 2.5.29 The AAWT on the A327 north of Pyestock Roundabout during the peak year of installation (2022) without the project is 17,519 vehicles, of which 362 would be heavy vehicles. The AAWT with the project would be 18,096 vehicles, of which 433 would be heavy vehicles.
- 2.5.30 These traffic flows are expected to cause an increase in noise on the A327 north of Pyestock Roundabout during the installation period by approximately 0.1 dB, which is not considered significant based on the same assessment thresholds as the Application. Increases in noise along all other routes used by project traffic are expected to be less than this, and therefore no significant adverse noise effects associated with traffic movements are expected along public highways for any section of the project.
- 2.5.31 Therefore, based on the information provided in paragraphs 2.5.26 to 2.5.30, no further assessment of these road links would be required for noise and there would be no new or different likely significant effects for noise than those reported in the Environmental Statement submitted for the Application.

### Landscape and Visual

- 2.5.32 Within paragraphs 10.5.8 – 10.5.63 of Chapter 10 of the ES (**Application Document APP-050**), the temporary logistics hubs have been considered as part of the overall construction effects on published national character areas (NCAs) (Natural England 2013 – 2015). Visual effects were assessed through the selection of Representative Viewpoints, and in line with the standard approach to landscape and visual impact Assessment residual effects which considered assessments in Year 15, as explained in Chapter 10, paragraph 10.2.5 of the ES (**Application Document APP-050**).
- 2.5.33 As a result of the proposed change, the removal of the three temporary logistics hubs at A31 Ropley Dean; M3 Junction 3: New Road, Windlesham; and Brett Aggregates, Littleton Lane, Shepperton, would result in some reduction of landscape and visual effects, including lighting, around the location of the logistics hub, however, this would not alter the conclusions of the assessment in Chapter 10 of the ES (**Application Document APP-050**) and the assessment of a moderate significance of effect as a result of the project as a whole, as explained further below.
- The site of the temporary logistics hub at M3 Junction 3: New Road, Windlesham and the temporary logistics hub at Brett Aggregates, Littleton Lane, Shepperton, are both brownfield sites, although both sites are to be restored to agricultural land (with some biodiversity areas including reed beds at the Brett Aggregates, Littleton Lane, Shepperton, site). The landscape and visual impacts of these two temporary logistics hubs were therefore limited in the Application. Whilst the removal of these temporary logistics hubs would avoid these limited effects compared to the Application, the overall conclusions in Chapter 10 of the ES (**Application Document APP-050**) on the landscape effects of construction, on the Thames Basin Heaths NCA and on the Thames Valley NCA would remain unchanged and of moderate significance as a result of the project as a whole.





- The site of the temporary logistics hub at A31 Ropley Dean is a greenfield site, in agricultural use and its removal would also avoid the landscape and visual effects considered in the Application. However, the temporary logistics hub at A31 Ropley Dean only formed a small part of the overall construction activity that has been assessed within the Hampshire Downs NCA from the project as a whole, and the landscape effects of construction on the Hampshire Downs NCA would remain unchanged and of moderate significance as reported within Chapter 10 of the ES (**Application Document APP-050**).
- The change in proposed use of the brownfield MoD land at Deepcut Bridge Road from a temporary logistics hub to a construction compound would be neutral compared to the Application. This is because although the compound would be smaller than that of the logistics hub and used less frequently, the proposed change would be similar in nature to that assessed in the Application in terms of landscape and visual effects. Therefore, the overall conclusions of the assessment in Chapter 10 of the ES (**Application Document APP-050**) would not change.

2.5.34 The reduction in the size of the temporary logistics hub at Hartland Park Village, Farnborough would lessen localised landscape and visual effects compared to the Application, but the overall conclusions of the assessment in Chapter 10 of the ES (**Application Document APP-050**) would not change. This is because Hartland Park Village, Farnborough, is a brownfield site with outline planning permission for 1,500 homes, which are being built over the next 15 years, and landscape effects would therefore be limited. Furthermore, visual effects would be restricted because of the visually contained nature of the site of the proposed temporary logistics hub, which is enclosed by woodland. Both the Deepcut Bridge Road, Frimley Green, and the Hartland Park Village, Farnborough sites fall within the Thames Basin Heaths NCA. As a result of the proposed change, the landscape effects of construction on the Thames Basin Heaths NCA would remain unchanged and of moderate significance as concluded within Chapter 10 of the ES (**Application Document APP-050**).

2.5.35 The reduction in the size of the temporary logistics hub on greenfield land at A31 / A32 Junction, Northfield Lane, would result in some reduction of localised landscape and visual effects, but the overall conclusions of the assessment in Chapter 10 of the ES (**Application Document APP-050**) would not change. This is because the hub only forms a small part of the overall construction activity that has been assessed within the Hampshire Downs NCA, and the landscape effects during construction on the Hampshire Downs NCA would remain unchanged and of moderate significance.

2.5.36 The Applicant acknowledges comments received from the consultation on the proposed changes to logistics hubs and from the DCO Examination process with respect to the A31 / A32 Junction, Northfield Lane logistics hub.

2.5.37 Subsequently, further to the assessments made in Chapter 10 of the ES (**Application Document APP-050**) the Applicant has undertaken an additional appraisal from eight additional viewpoints along St. Swithun's Way (see Figure 5) and has used this to assess the effects of a smaller logistics hub in the location presented in Figure 5. This assessment is presented below:

- During construction the visual impacts of a smaller hub from all viewpoints would be at worst a minor significance of effect. Specifically:





- At viewpoint A1 and A2 the logistics hub would be largely screened by dense vegetation along the A31.
- At A3, A4 and A6 filtered views of part of the logistics hub would be visible through roadside vegetation along the A31 in winter, against a wooded backdrop.
- At A5 views would be largely screened by the vegetation within the copse through which St Swithun's Way passes.
- At A7 St Swithun's Way is at its highest point in this section but the logistics hub would be largely screened by roadside vegetation along the A31.
- At A8 intervening landform and field boundary vegetation would completely screen views of the logistics hub.
- At all viewpoints post construction Year 1 visual impacts would have been removed resulting in no change. Reinstated pasture would rapidly establish to restore the appearance of the site to its pre-existing condition. The significance of effect would be negligible.
- At all viewpoints post construction Year 15, there would be no further change to the baseline condition and no visual effects.

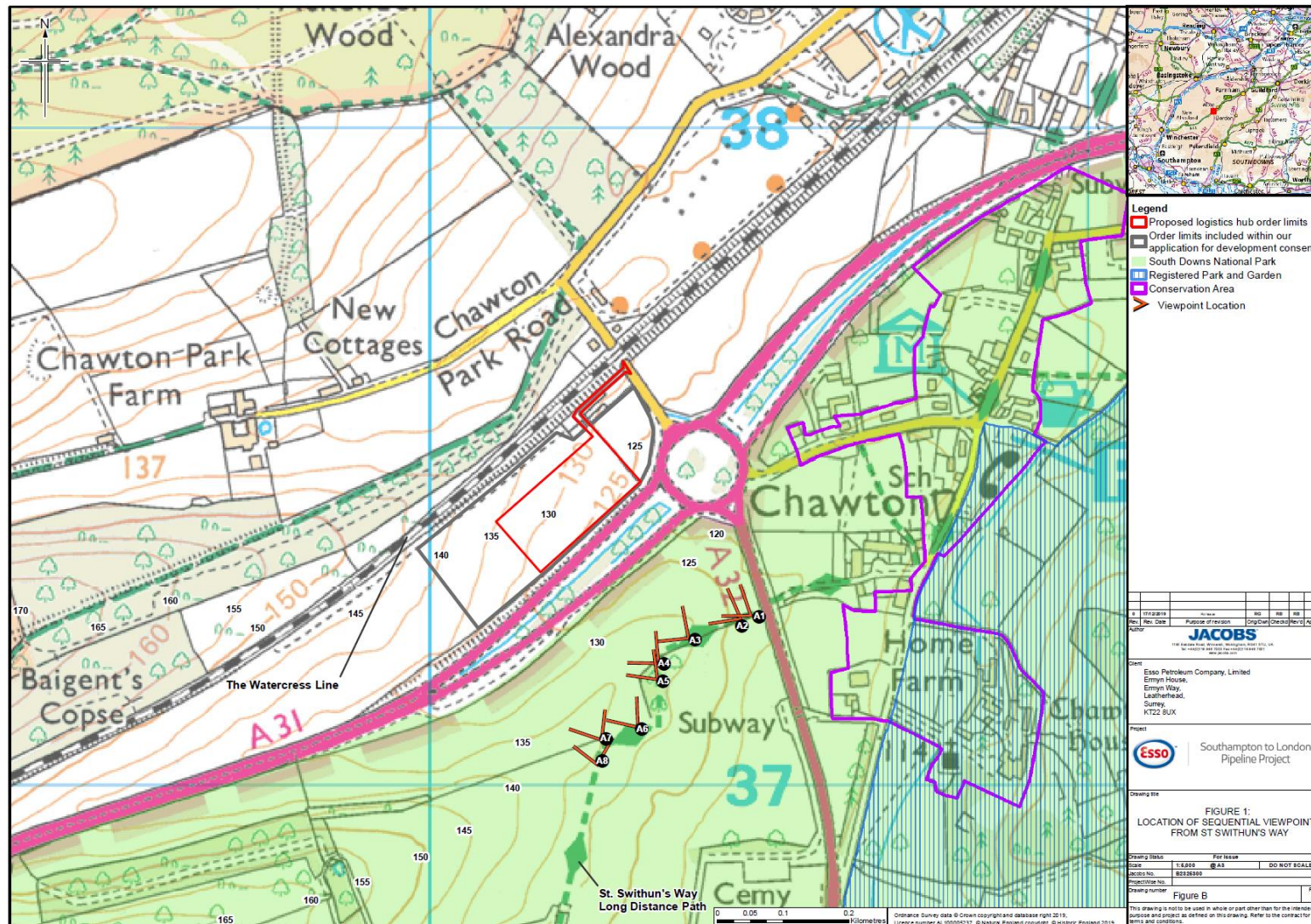
2.5.38 The proposed reduction in size of the temporary logistics hub at the A31 / A32 Junction, Northfield Lane and its positioning within the central and lower part of the original Order Limits would also avoid any significant adverse visual impacts from Chawton House and the Registered Park and Garden.

2.5.39 Therefore, based on the information provided in paragraphs 2.5.32 to 2.5.38, and the methodology set out in Chapter 10 of the ES (**Application Document APP-050**) no new or different likely significant effects for landscape and visual are predicted from a smaller logistics hub and the assessments made in Chapter 10 remain as reported.





Figure 5: Location of viewpoints from St Swithun's Way towards the location of the original and smaller A31 / A32 Junction, Northfield Lane Logistics Hub.





### **Historic Environment**

- 2.5.40 Within Chapter 9 of the ES (**Application Document APP-049**), impacts from the temporary logistics hubs have been considered as part of the overall construction and operation effects on:
- archaeological remains and their settings during construction and operation;
  - historic buildings (including Conservation Areas) and their setting during construction and operation; and
  - historic landscapes (which incorporates historic landscape elements such as hedgerows) and their settings during construction.
- 2.5.41 With good practice mitigation in place no significant effects were identified on the historic environment in the Application. The proposed change of removing three temporary logistics hubs, converting one to a compound and reducing the size of the remaining hubs will decrease the potential impact on unknown archaeological remains and further decrease the already limited potential for impacts on the setting of listed buildings and conservation areas. The proposed change will not result in any new or different likely significant environmental effects and the assessment made within Chapter 9 of the ES (**Application Document APP-049**) remains as reported.
- 2.5.42 Comments received from the consultation on the proposed changes to logistics hubs raised concern on the location of the smaller temporary logistics hub at A31 / A32 Junction, Northfield Lane on the setting of Chawton House Grade II\* listed building and Grade II Registered Park and Garden. In having regard for this feedback, the Applicant's change request provides an amended location for the logistics hub within the Application Order Limits (see Figure 1) where topography and mature trees provide a good degree of screening from Chawton.
- 2.5.43 Therefore, based on the information provided in paragraphs 2.5.40 to 2.5.42, there would be no new or different likely significant effects for the historic environment than those reported in the Environmental Statement.

### **Human Health**

- 2.5.44 The assessment presented in ES Appendix 13.4 Human Health Technical Note (**Application Document APP-122**) concluded there were no significant adverse effects in respect to impacts on human health as a result of the construction or operation of the project, including effects related to traffic and transport, air pollution, noise and vibration and changes to landscape and visual amenity.
- 2.5.45 As detailed in the topic assessments for traffic and transport, air quality, noise, and landscape and visual of this change request, there would be no new or different likely significant effects as a result of the revised Logistics Strategy. Overall, the removal of four temporary logistics hubs will reduce construction-related effects.
- 2.5.46 Therefore, no further assessment is required for human health and there would be no new or different likely significant effects for human health than those reported in the Environmental Statement.



## Cumulative Effects

- 2.5.47 Cumulative effects include both intra-project (resulting from the various developments that comprise the project) and inter-project (resulting from the project together with external projects) effects; these assessments are reported in ES Chapter 15 (**Application Document APP-055**), ES Appendix 15.2 (**Application Document APP-126**) and ES Appendix 15.3 (**Application Document APP-127**).
- 2.5.48 The assessment presented in ES Chapter 15 (**Application Document APP-055**) concluded that there are no significant intra-project or inter-project effects during construction or operation for the Application.
- 2.5.49 As detailed in the topic assessments of this change request for traffic and transport, air quality, noise, landscape and visual, and the historic environment, there would be no new or different likely significant effects as a result of the proposed change.
- 2.5.50 Therefore, there are considered to be no new or different intra- and inter-cumulative effects to environmental receptors as a consequence of the proposed change.
- 2.5.51 Consequently, the overall cumulative assessment remains as reported in the Application.

## Summary of the topic assessments

**Table 5: Summary of the topic assessments for the change request**

Document name	Examination reference number	Chapter name	Assessment summary
Environmental Statement Appendix 13.1  Transport Assessment	APP-119  APP-135	Traffic and Transport Technical Note	As outlined in Section 2.5 there would be no significant changes to future baseline traffic flows resulting from the proposed change. Overall traffic demand however is reduced as a result of the revised Logistic Strategy and reduction in the number of temporary logistics hubs.  There would be no new or different likely significant effects for traffic and transport than those reported in the Environmental Statement and the Transport Assessment ( <b>Application Document APP-135</b> )
Environmental Statement Appendix 13.2	APP-120	Air Quality Technical Note	As outlined in Section 2.5 the effects from construction road traffic on air quality as a result of the proposed change are not considered to represent a significant effect on receptors adjacent to the local road network and the air quality effects would be described as negligible.  There would be no new or different likely significant effects for air quality than those reported in the Environmental Statement.
Environmental Statement Appendix 13.3	APP-121	Noise and Vibration Technical Note	As outlined in Section 2.5 there would be a reduction of noise from traffic in the four locations where the temporary logistics



Document name	Examination reference number	Chapter name	Assessment summary
			<p>hubs are removed. There would be a slight increase in noise at the two remaining temporary logistics hubs however in both cases the changes are unlikely to be discernible.</p> <p>There are considered to be no new or different likely significant environmental effects as a result of the proposed change.</p>
Environmental Statement Chapter 10	APP-050	Landscape and Visual	<p>As outlined in Section 2.5 the removal of temporary logistics hubs and reduced size of the remaining hubs as part of the proposed change, would generally lessen localised landscape and visual effects and reduce any lighting impacts. However, the overall conclusions reported within Chapter 10 of the ES (<b>Application Document APP-050</b>) and the assessment of moderate significance as a result of the project as a whole would remain unchanged.</p> <p>There are considered to be no new or different likely significant environmental effects as a result of the proposed change.</p>
Environmental Statement Chapter 9	APP-049	Historic Environment	<p>As outlined in Section 2.5 the removal of temporary logistics hubs and reduced size of the remaining hubs as part of the proposed change, would generally decrease the potential effects on the historic environment. However, the overall conclusions reported within Chapter 9 of the ES (<b>Application Document APP-049</b>) would remain unchanged. There is considered to be no new or different likely significant effects as a result of the proposed change.</p>
Environmental Statement Appendix 13.4	APP-122	Human Health Technical Note	<p>As outlined in Section 2.5, the topic assessments for traffic and transport, air quality, noise, and landscape and visual of this change request, concluded there would be no new or different likely significant effects as a result of the proposed change. Therefore, no further assessment is required for human health and there would be no new or different likely significant effects for human health than those reported in the Environmental Statement.</p>
Environmental Statement Chapter 15	APP-055	Cumulative Effects	<p>As outlined in Section 2.5 the topic assessments of this change request for traffic and transport, air quality, noise, landscape and visual, and the historic environment, concluded there would be no new or different likely significant effects as a result of the proposed change.</p>



Document name	Examination reference number	Chapter name	Assessment summary
			Therefore, there are considered to be no new or different intra- and inter-cumulative effects to environmental receptors as a consequence of the proposed changes. Consequently, the overall cumulative assessment remains as reported in the Application.

## 2.6 Schedule of engagements

**Table 6: Schedule of engagements**

Date	Event
24 October 2019	The Applicant wrote to the Planning Inspectorate advising of a change request. This letter is provided in <b>REP1-001</b> of the Examination Library.
5 November 2019	First notice advertising consultation on the temporary logistics hub change request
5 November 2019	39-day consultation begins on temporary logistics hub change request
13 December 2019	Consultation ends
14 – 17 December 2019	The Applicant reviewed representations received and updates the change request material as required, to have regard to representations
18 December 2019	Submission of the change request to the Examination Authority
9 April 2020	End of Examination due

2.6.1 As noted in paragraph 1.4.4, copies of the consultation documents were made available for public viewing on [www.slpproject.co.uk](http://www.slpproject.co.uk).

**Table 7: Publications used for the change request consultation**

Date	Event
Surrey and Hants News	Tuesday 5th Tuesday 12th
Petersfield Post	Wednesday 6th Wednesday 13th
Aldershot News and Mail	Wednesday 6th Wednesday 13th
Woking News and Mail	Thursday 7th Thursday 14th
The Farnham Herald Series	Thursday 7th Thursday 14th
Hampshire Chronicle	Thursday 7th Thursday 14th
Basingstoke Gazette	Thursday 7th Thursday 14th
Hampshire Independent	Thursday 7th Thursday 14th





Date	Event
Richmond and Twickenham	Thursday 7th Thursday 14th
Andover Advertiser	Friday 8th Friday 15th
Surrey Advertiser	Friday 8th Friday 15th
Romsey Advertiser	Friday 8th Friday 15th
Southern Daily Echo	Friday 8th Friday 15th

2.6.2 The following specified consultees (prescribed persons under Section 42(1)(a)-(d) of the Planning Act 2008) were notified of the proposed change. Those who responded are asterisked.

- The Health and Safety Executive\*
- The National Health Service Commissioning Board and the relevant clinical commissioning group
- Natural England
- Fire and Rescue Authorities
- Police and Crime commissioners
- All Parish Councils along the replacement pipeline route\*
- Environment Agency
- Historic England\*
- Civil Aviation Authority
- National Air Traffic Control\*
- Hampshire County Council
- Surrey County Council\*
- Highways England
- Transport for London
- The Canal & River Trust
- Public Health England\*
- The Crown Estate
- Forestry Commission - South East and London
- Ministry of Defence\*
- Eastleigh Borough Council
- Winchester City Council\*
- East Hampshire District Council\*





- Hart District Council
- Rushmoor Borough Council
- Surrey Heath Borough Council\*
- Runnymede Borough Council
- Spelthorne Borough Council
- London Borough of Hounslow
- New Forest District Council
- Southampton City Council
- Fareham Borough Council
- Portsmouth City Council
- Havant Borough Council
- Chichester District Council
- Waverley Borough Council
- Guildford Borough Council
- Woking Borough Council
- Elmbridge Borough Council
- West Berkshire Council
- New Forest National Park Authority
- London Borough of Richmond-upon-Thames
- London Borough of Hammersmith and Fulham
- London Borough of Ealing
- London Borough of Bromley
- London Borough of Hillingdon
- Slough Borough Council
- The Royal Borough of Windsor & Maidenhead
- The Royal Borough of Kingston Upon Thames
- Bracknell Forest Borough Council
- London Borough of Sutton
- Wiltshire Council
- Wokingham Borough Council
- London Borough of Croydon
- Basingstoke and Deane Borough Council
- Test Valley Borough Council
- Hampshire County Council



- Surrey County Council\*
- Dorset Council
- West Sussex County Council
- East Sussex County Council
- Kent County Council
- South Downs National Park Authority\*
- Alton Town Council\*
- Resident associations in the vicinity of each of the six temporary logistics hubs including; Heatherside Ward Residents Association; Mytchett; Frimley Green and Deepcut Society; Windlesham Society; Laleham Residents' Association; and, Shepperton Residents' Association
- Local residents\* and businesses\* within 50m of each temporary logistics hub location. This approach was considered proportionate to the nature and scale of the proposed change. In total, there were approximately 432 residents and businesses contacted.
- Persons with an Interest in Land\* at the six temporary logistics hubs included within the Application. This approach was considered proportionate to the nature and scale of the proposed change.

## 2.7 Schedule of consequential amendments to Application documents

2.7.1 Table 8 lists the consequential amendments to Application documents should the proposed change be accepted by the Examining Authority. If accepted, the Applicant will agree with the Examining Authority the best way to capture any changes of securing documents.

**Table 8: Schedule of consequential amendments to Application documents**

Application document name	Examination reference number	Chapter name	Section	Version to be amended	Description of amendment
Land Plans 1-4	AS-003, AS-004, AS-005, AS-006	Land Plans	Order Limit figures		Remove and/or amend Order Limits for logistics hubs.
Works Plans 1-3	AS-007, AS-008, AS-009	Works Plans	Order Limit figures		Remove and/or amend Order Limits for logistics hubs.
General Arrangement Plans	APP-022, APP-023, APP-024	Plans	Order Limit figures		Remove and/or amend Order Limits for logistics hubs.
Book of Reference	AS-011				Remove land associated with removal of three logistics hubs





Application document name	Examination reference number	Chapter name	Section	Version to be amended	Description of amendment
Draft Development Consent Order	APP-026				Remove reference to works associated with the three logistics hubs removed from the scheme
Environmental Statement Chapter 10	APP-050	Landscape and Visual	Paragraphs 10.5.41 10.5.54 10.5.68		Amend references to temporary logistics hubs
Environmental Statement Appendix 13.1	APP-119	Traffic and Transport Technical Note	Table 1.3  Paragraphs 1.3.6		Updates to traffic flows Amend references to temporary logistics hubs
Environmental Statement Appendix 13.2	APP-120	Air Quality Technical Note	Table 1.2 Table 1.5 Table 1.6 Table 1.7 Table 1.8 Table 1.9 Table 1.10  Paragraph 1.5.10, 1.5.12, 1.5.16, 1.5.16, 1.6.4, 1.6.20  Paragraphs 1.5.15 to 1.5.17		Amend references to temporary logistics hubs to reflect proposed changes in number and size of hubs. Update number of HDV/LDV movements at temporary logistics hubs  Updates to air quality assessment
Environmental Statement Appendix 13.3	APP-121	Noise and Vibration Technical Note	Paragraphs 6.2.1 to 6.2.5		Updates to noise assessment
Transport Assessment	APP-135		Section 3.4  Appendix 1 Figures  Appendix 2-Section 2.3		Updates to work schedule and traffic demand  Updates to reflect changes to Order Limits and temporary logistics hubs





Application document name	Examination reference number	Chapter name	Section	Version to be amended	Description of amendment
			Appendix 2- Section 2.4		Updates to assumptions and traffic demand
			Appendix 2- Section 2.5		Updates to traffic demand and traffic flows
					Updates to traffic demand
Environmental Statement Non-Technical Summary	APP-039	Non-Technical Summary	Paragraph 2.2.2	1.0	Correct number of temporary logistics hubs
Environmental Statement Chapter 1	APP-041	Introduction	Paragraph 1.2.10	1.0	Correct number of temporary logistics hubs
Environmental Statement Chapter 3	APP-043	Project Description	Paragraphs 3.4.23 – 3.4.24 3.4.39 3.4.75 Table 3.2 Table 3.3  Paragraph 3.4.29	1.0	Correct number of temporary logistics hubs      Correct number of compounds
Environmental Statement Chapter 4	APP-044	Design Evolution	Paragraphs 4.8.2 – 4.8.3		Correct number of temporary logistics hubs Additional consultation on temporary logistics hubs
Environmental Statement Chapter 5	APP-045	Consultation and Scoping			Additional consultation on temporary logistics hubs
Environmental Statement Chapter 7	APP-047	Biodiversity	Paragraphs 7.5.411 – 7.5.413  Table 7.8		Update to Order Limits at Hartland Park Village  Remove references to redundant temporary logistics hubs
Environmental Statement Chapter 8	APP-048	Water	Paragraphs 8.3.8 8.5.19 – 8.5.21 8.5.27		Amend references to temporary logistics hubs





Application document name	Examination reference number	Chapter name	Section	Version to be amended	Description of amendment
Environmental Statement Figures Chapter 3	APP-059	Project Description	Figure 3.1 Sheet 4 of 14		Remove Ropley Dean hub
			Sheet 6 of 14		Reduce size of A31 / 32 Junction Northfield Lane, Alton hub
			Sheet 9 of 14		Reduce size of Hartland Park Village, Farnborough hub – extend Order Limits to include access road
			Sheet 10 of 14		Remove MoD land: Deepcut Bridge Road, Frimley Green hub – convert to smaller construction compound
			Sheet 11 of 14		Remove M3 Junction 3: New Road hub
			Sheet 12 of 14		Remove M3 Junction 3: New Road hub
			Sheet 13 of 14		Remove Brett Aggregates hub
Environmental Statement Figures Chapter 10	APP-064	Landscape and Visual	Figure 10.3 Sheet 4 of 14		Remove Ropley Dean hub
			Sheet 6 of 14		Reduce size of A31 / 32 Junction Northfield Lane, Alton hub
			Sheet 9 of 14		Hartland Park Village, Farnborough hub – extend Order Limits





Application document name	Examination reference number	Chapter name	Section	Version to be amended	Description of amendment
			Sheet 10 of 14		to include access road
			Sheet 11 of 14		Remove MoD land: Deepcut Bridge Road, Frimley Green hub – convert to smaller construction compound
			Sheet 13 of 14		Remove M3 Junction 3: New Road hub
					Remove Brett Aggregates hub
Environmental Statement Figures Chapter 12	APP-066	Land Use	Figure 12.1 (All Sheets)		Amend Order Limits to reflect proposed changes in number and size of hubs
Environmental Statement Figures Chapter 13	APP-067	People and Communities	Figure 13.1 (All Sheets) Figure 13.2 (All Sheets)		Amend Order Limits to reflect proposed changes in number and size of hubs
Environmental Statement Figures Chapter 15	APP-068	Cumulative Effects	Figure 15.1 (All Sheets)		Amend Order Limits to reflect proposed changes in number and size of hubs
Environmental Statement Appendix 7.9	APP-091	Dormouse Factual Report	Figure A7.9.1 (All Sheets)		Amend Order Limits to reflect proposed changes in number and size of hubs
Environmental Statement Appendix 9.4	APP-112	Potential Effects on the Historic Environment	Table 1.1 Table 1.3		Amend references to temporary hubs to reflect proposed changes in number and size of hubs
Environmental Statement Appendix 11.1	APP-117	Soils and Geology Supporting Information	Paragraph 1.1.6		Correct number of temporary logistics hubs





Application document name	Examination reference number	Chapter name	Section	Version to be amended	Description of amendment
Planning Statement	APP-132		<p>Paragraphs 3.5.2 – 3.5.3, 4.1.19, 4.5.2 – 4.5.4, 4.6.14, 4.6.30, 7.4.187, 7.4.232, 7.4.247 – 7.4.248, 7.4.250, 7.4.253, 7.4.266 – 7.4.270, 8.2.18, 8.8.159, 9.2.13, 9.8.46 – 9.8.47, 9.8.50, 9.8.61, 9.8.66, 9.8.69, 9.8.140, 10.2.15, 10.8.133, 12.2.15 – 12.2.17, 12.3.28, 12.8.71, 12.8.87, 13.2.15, 13.8.61, 13.8.65, 13.8.70, 13.8.75, 13.8.79, 13.8.125, 13.8.164, 14.2.14, 15.2.18, 15.8.4, 15.8.6, 15.8.82, 15.8.93, 15.8.135, 15.8.178, 15.8.199, 15.9.3</p> <p>Table 4.1  Table 9.4  Table 12.7  Section 13 (key points)  Table 13.8  Section 15 (key points)  Table 4  Figure 4.1 (all Sheets)</p>		Amend references to temporary logistics hubs and Order Limits to reflect proposed changes in number and size of hubs
Flood Risk Assessment	APP-134		<p>Paragraphs 3.2.5, 3.2.7, 7.3.6, 7.3.7</p> <p>Figures C1 – C98  Appendix D</p>		Amend references to temporary logistics hubs and Order Limits to reflect proposed changes in number and size of hubs





Application document name	Examination reference number	Chapter name	Section	Version to be amended	Description of amendment
			Figure D1 (all Sheets)		





### 3. References

- Environmental Protection UK (EPUK) / Institute of Air Quality Management (IAQM). 2017. *Land-Use Planning and Development Control: Planning for Air Quality*. London: Institute of Air Quality Management. Version 1.2
- Institute of Environmental Management and Assessment (1993). *Guidelines for the Environmental Assessment of Road Traffic*.
- Natural England (2013). National Character Area Profile 120 Wealden Greensand.
- Natural England (2014). National Character Area Profile 114 Thames Basin Lowlands.
- Natural England (2014). National Character Area Profile 128 South Hampshire Lowlands.
- Natural England (2014). National Character Area Profile 129 Thames Basin Heaths.
- Natural England (2014). National Character Area Profile 130 Hampshire Downs.
- Natural England (2015). National Character Area Profile 115 Thames Valley.
- Natural England (2015). National Character Area Profile 125 South Downs.
- The Planning Inspectorate (2018). *Advice Note 16: How to request a change which may be material*. Accessed October 2019.  
<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/07/Advice-note-16.pdf>





## **4. Annex A – Proposed Logistics Strategy Traffic Technical Note**



# Southampton to London Pipeline Project

## Proposed Logistics Strategy Traffic Technical Note

Revision No. 1.0

Nov 2019



Southampton to London  
Pipeline Project





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# **1 Proposed Logistics Strategy Traffic Technical Note**

## **1.1 Introduction**

1.1.1 This technical note provides a comparison of the traffic and transport assessment of logistics hubs provided in the submission of the application for development consent for the Southampton to London Pipeline project (the project) with an alternative proposed Logistics Strategy. This technical note:

- summarises the assessment criteria and key outcomes in Section 1.2;
- sets out key assumptions for the project in Section 1.3;
- sets out detailed assumptions and parameters used in the calculation of traffic demand for the project, used to calculate traffic demand at logistics hubs, in Section 1.4;
- provides a comparison of forecast traffic and potential impacts for the draft DCO application and proposed Logistics Strategy in Section 1.5; and
- presents the conclusions in Section 1.6.

### **Background and Proposed Change**

1.1.2 The Development Consent Order application (referred to throughout this document as the 'application'), included permission for the construction and use of up to six temporary logistics hubs. This was to make sure there would be enough space to store the steel pipe and other materials needed to install the pipeline. The logistics hubs also allow for management of construction worker travel and provides a base for supervisory staff.

1.1.3 While we completed and submitted our application for development consent, we:

- continued to develop the logistical plans for the transportation and storage of installation materials, and staff travel;
- had detailed discussions with manufacturers of the steel pipe and specialist logistics companies.

The result of this work has led to the proposed change request where installation of the replacement pipeline could be undertaken with fewer and smaller logistics hubs (referred to as the 'proposed Logistics Strategy'). Where logistics hubs are being removed there is a clear environmental benefit due to the reduction in traffic and of installation and operational activities in these communities. Under the proposed changes, only A31/ A32 Northfield Lane and Hartland Park would remain as logistics hubs. Furthermore, the MoD Deepcut logistics hub would become a construction compound.

1.1.4 The changes to the Logistics Strategy, while removing traffic from those logistics hubs that would no longer be needed, does not require the remaining hubs to accommodate the combined traffic. The proposed Logistics Strategy changes the way that traffic will be managed and when it would be generated, resulting in a beneficial smoother profile of traffic demand throughout the construction programme.



- 1.1.5 This comparison and assessment applies only to the changes associated with the proposed Logistics Strategy. The proposed Logistics Strategy does not result in changes to 2022 Future Baseline traffic that may be impacted by traffic management and diversions associated with construction of the pipeline in roads. For this reason, the potential impacts associated with such traffic management and diversion, which are provided in Environmental Statement Appendix 13.1: Traffic and Transport Technical Note (Appendix Application Document APP-119) and Transport Assessment (Application Document APP-135), have not been reassessed.

### **Reasons for Preparing Note**

- 1.1.6 The purpose of this technical note is to set out the change in traffic demand and potential positive and negative effects that could arise from the reduction in logistics hubs. It compares the assessments made in the application with the revised traffic movement under the proposed Logistics Strategy to establish any differences.

## **1.2 Assessment Criteria and Key Conclusions**

- 1.2.1 For full details of the assessment criteria and method of assessment see Appendix 13.1 Traffic and Transport Technical Note (Application Document APP-119).
- 1.2.2 Consistent with paragraph 1.3.8 of Appendix 13.1 Traffic and Transport Technical Note (Application Document APP-119), the determination as to whether there are significant changes in traffic flows is based on percentage changes compared with the future baseline. A significant change requires a change in traffic flows of 30% (IEMA, 1993).
- 1.2.3 Based on this, paragraph 1.3.8 of Appendix 13.1 Traffic and Transport Technical Note (Application Document APP-119) confirms that, for the application, there would not be significant changes in traffic flows resulting from the original logistics hubs strategy.
- 1.2.4 Using the same criteria, this technical note demonstrates that the proposed Logistics Strategy would also not cause significant changes in traffic flows compared with the 2022 Future Baseline. Therefore, there would be no new or different likely significant environmental effects as a result of the proposed change.

## **1.3 Key Assumptions**

- 1.3.1 The key assumptions that informed the application are set out in Table 1.1. These are unchanged for the proposed Logistics Strategy.

**Table 1.1: Key Assumptions**

Assumption	Rural	Urban
Total number of work sections	8 in total	
Maximum concurrent work fronts per section	8	6
Pipe length laid per week	450m	90m
Excavated spoil off-site	Limited	Yes
Standard construction working	Monday – Saturday 07:00 to 19:00	



Assumption	Rural	Urban
Pipe lengths (maximum)	12m	3-6m
	Where trenchless crossings are involved the pipe length would depend on the location and size of the launch area.	
Road closures for open cut pipeline crossings of carriageways	2-3 days maximum, Class B roads and lower. For the 'road closures' to be implemented, traffic diversions will be in operation. These diversions will be agreed with the relevant Highways department.	
Traffic management	Traffic signals to be provided where pipe is laid along or adjacent to carriageways. Mostly two-way working.	
Staff per work front	10 staff	10 staff
Staff car sharing (people/car)	1	1
Workforce place of residence	Unknown	

## 1.4 Trip Generation

### Assumptions for Traffic Demand Generation

#### Assumptions

- 1.4.1 Worker travel demand and other assumptions are set out in Table 1.2. This includes a clarification for the number of supervisory staff and visitors to construction compounds.

**Table 1.2: Comparison of Assumptions for Traffic Demand Generation**

ID	Assumption	Basis of application	Basis of proposed Logistics Strategy
1)	Duration in months for setup of logistics hubs	Three months	
2)	Duration in months for reinstatement of logistics hubs	Three months	
3)	Workers per logistics hub during construction except for Brett Aggregates	10 people	10 people
4)	Brett Aggregates Logistics Hub workers during construction	20 people	0 people (Brett Aggregates not included within the proposed Logistics Strategy)
5)	Workers per construction compound during construction	Five people	
6)	Car occupancy for construction workers	One (driver only)	
7)	All workers drive to logistics hubs prior to onward travel via minibus	-	
8)	Construction programme based on months	-	
9)	Average weeks assumed per month	4.33 weeks	



ID	Assumption	Basis of application	Basis of proposed Logistics Strategy																																				
10)	Working days per week	Six days																																					
11)	Work schedule see Table 1.3.	-																																					
12)	Each compound assumed to be active (including setup, operation and reinstatement) for the full construction of its related pipeline section	Yes	Not every compound would be active for the entire duration of the construction of its related pipeline section. The number of operational compounds per section would vary over time																																				
13)	Work fronts served by each active construction compound	One work front																																					
14)	Workers per work front during construction	10 people																																					
15)	Logistics hubs are only in use when the construction compounds they serve are also in use	-																																					
16)	Minibus to each construction compound for workers based there during construction	One minibus																																					
17)	Minibus to each construction compound for workers at work fronts	One minibus																																					
18)	Number of construction compounds per Section.	<table><tr><th>Section</th><th>Construction Compounds</th></tr><tr><td>A</td><td>11</td></tr><tr><td>B</td><td>4</td></tr><tr><td>C</td><td>6</td></tr><tr><td>D</td><td>8</td></tr><tr><td>E</td><td>8</td></tr><tr><td>F</td><td>12</td></tr><tr><td>G</td><td>2</td></tr><tr><td>H</td><td>7</td></tr></table>	Section	Construction Compounds	A	11	B	4	C	6	D	8	E	8	F	12	G	2	H	7	<table><tr><th>Section</th><th>Construction Compounds</th></tr><tr><td>A</td><td>11</td></tr><tr><td>B</td><td>4</td></tr><tr><td>C</td><td>6</td></tr><tr><td>D</td><td>8</td></tr><tr><td>E</td><td>8</td></tr><tr><td>F</td><td>13</td></tr><tr><td>G</td><td>2</td></tr><tr><td>H</td><td>7</td></tr></table>	Section	Construction Compounds	A	11	B	4	C	6	D	8	E	8	F	13	G	2	H	7
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19)	Construction workers arrive at their place of work before 07:00 and depart after 19:00	-																																					
20)	All traffic to and from Construction Compounds travels via logistics hubs	-																																					
21)	Project vehicle classes used are: <ul style="list-style-type: none"><li>• Car;</li><li>• Minibus;</li></ul>	-																																					



ID	Assumption	Basis of application	Basis of proposed Logistics Strategy			
	<ul style="list-style-type: none"><li>• LGV;</li><li>• OGV1; and</li><li>• OGV2.</li></ul>					
22)	Supervisory staff based at logistics hubs (single occupancy car driver only)	Assumed but numbers integrated within wider traffic demand	Logistics hub		Staff	
			A31/ A32 Northfield Lane		40	
			Hartland Park		80	
23)	Supervisory staff trips visiting compounds per working day (single occupancy car driver only)	Assumed but numbers integrated within wider traffic demand	Logistics hub		Trips	
			A31/ A32 Northfield Lane		40	
			Hartland Park		40	
24)	Supervisory staff visits per active compound per day	Assumed but no forecast available for the application	Approximately 6			

Dashes indicate that there is no value associated with the assumption, i.e. it is not a numerical assumption

1.4.2 The programme used for the application and proposed Logistics Strategy is shown in Table 1.3. As part of the work to develop the logistical plans, the programme for constructing the pipeline sections was refined. The duration of construction at sections A, B, C, D, E and F are longer than the application, with a slightly shorter duration at Sections G and H.

1.4.3 Daily traffic demand for compounds is the same for setup and reinstatement as for operation of the compounds during construction of the pipeline.

**Table 1.3: Comparison of the Application and Proposed Logistics Strategy Construction Programmes**

Activity	Application		Proposed Logistics Strategy	
	Start month	End month	Start month	End month
Logistics Hub setup	1	3	1	3
Logistics Hub operation	4	24	5	24
Section A	6	8	5	10
Section B	8	11	7	14
Section C	8	12	7	13
Section D	6	12	5	16
Section E	11	16	11	18
Section F	12	18	9	21
Section G	18	23	19	23
Section H	18	24	19	24
Logistics Hub reinstatement	25	27	25	27

1.4.4 Table 1.4 shows the total compounds served by each logistics hub for the application, with Table 1.5 showing the equivalent typical number of compounds served by each



logistics hub, reflecting the proposed change in approach to the Logistics Strategy (see Table 1.2 ID12). The change in approach means that although not every construction compound within a pipeline section would be active at the same time, every compound within a section would be used during construction of the pipeline. Therefore, the number of compounds served in Sections A to H from either hub would not necessarily be concurrent. The peak values shown in the tables below are the number of compounds that a logistics hub would serve at any one time.

**Table 1.4: Application Number of Compounds Served by Each Logistics Hub at Any One Time**

Logistics hub	Pipeline sections	Peak
A31 Ropley Dean	A & B	8
A31/ A32 Northfield Lane	A, B & C	12
Hartland Park	C, D & E	16
MoD Deepcut	D	2
New Road Windlesham	F & G	14
Brett Aggregates	H	7

*Number of compounds rounded up to nearest whole*

**Table 1.5: Proposed Logistics Strategy Number of Compounds Served from Each Logistics Hub at Any One Time**

Logistics hub	Pipeline sections	Peak
A31 Ropley Dean	-	0
A31/ A32 Northfield Lane	A-H	10
Hartland Park	D-H	11
MoD Deepcut	-	0
New Road Windlesham	-	0
Brett Aggregates	-	0

### Traffic Demand

- 1.4.5 A comparison of total two-way Heavy Goods Vehicle (HGV) movements for setup and reinstatement of logistics hubs is provided in Table 1.6. The proposed Logistics Strategy removes a total of 4,622 HGV two-way movements from the road network.

**Table 1.6: Two-way HGV Movements Associated with Setup and Reinstatement of Logistics Hubs**

Logistics hub location	Setup of hardstanding material HGV movements		Removal of hardstanding material HGV movements	
	Application	Proposed Logistics Strategy	Application	Proposed Logistics Strategy
A31 Ropley Dean	120	0	120	0
A31/ A32 Northfield Lane	496	496	496	496
Hartland Park	60	60	60	60
MoD Deepcut Bridge Road	30	0	30	0
New Road Windlesham	1,325	0	1,325	0



Logistics hub location	Setup of hardstanding material HGV movements		Removal of hardstanding material HGV movements	
	Application	Proposed Logistics Strategy	Application	Proposed Logistics Strategy
Brett Aggregates Yard	836	0	836	0

1.4.6 Tables 1.7 and 1.8 show the one-way total traffic demand for logistics hub setup and reinstatement. All vehicles at the logistics hubs that are not retained represent a reduction in project traffic generation.

**Table 1.7: Application Daily One-way Traffic Demand for Logistics Hub Setup and Reinstatement**

Logistics hub	Car	Minibus	LGV	OGV1	OGV2	Total
A31 Ropley Dean	10	0	0	0	11	21
A31/ A32 Northfield Lane	10	0	0	0	38	48
Hartland Park	10	0	0	0	4	11
MoD Deepcut	10	0	0	0	1	11
New Road Windlesham	10	0	0	0	88	98
Brett Aggregates	10	0	0	0	28	38

**Table 1.8: Proposed Logistics Strategy Daily One-way Traffic Demand for Logistics Hub Setup and Reinstatement**

Logistics hub	Car	Minibus	LGV	OGV1	OGV2	Total
A31 Ropley Dean	0	0	0	0	0	0
A31/ A32 Northfield Lane	10	0	0	0	3*	13*
Hartland Park	10	0	0	0	1*	11*
MoD Deepcut	0	0	0	0	0	0
New Road Windlesham	0	0	0	0	0	0
Brett Aggregates	0	0	0	0	0	0

\*OGV2s were over reported in Table A2.6 of the Transport Assessment (Application Document APP-135) through a transcription error. No other tables or analysis were affected in that document or in Appendix 13.1 Traffic and Transport Technical Note (Application Document APP-119).

1.4.7 Where there is traffic demand associated with an activity, but daily traffic demand is calculated as less than one vehicle per day for each of the vehicle classes in Table 1.7 and Table 1.8, the demand is rounded up to one vehicle.

### Traffic Demand Over Time

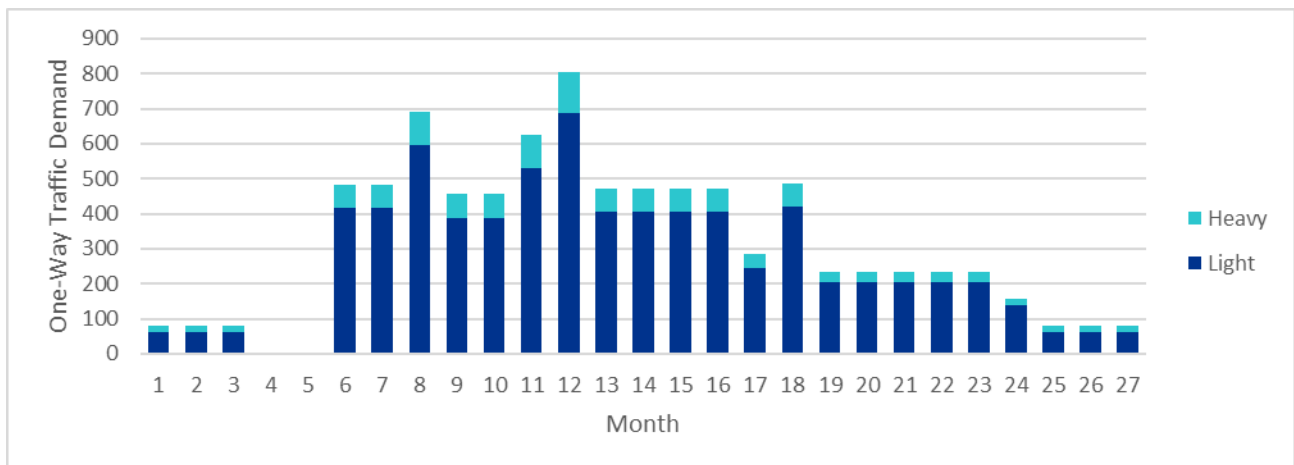
1.4.8 Traffic demand was calculated for the project as a total and at each logistics hub over the course of the project to determine likely peak traffic demand.

1.4.9 Total project traffic for the application is shown in Figure 1.1 and Figure 1.3, with total project traffic for the proposed Logistics Strategy shown in Figure 1.2 and Figure 1.4. Figures 1.1 and 1.2 compare the split of vehicles by heavy and light vehicles while

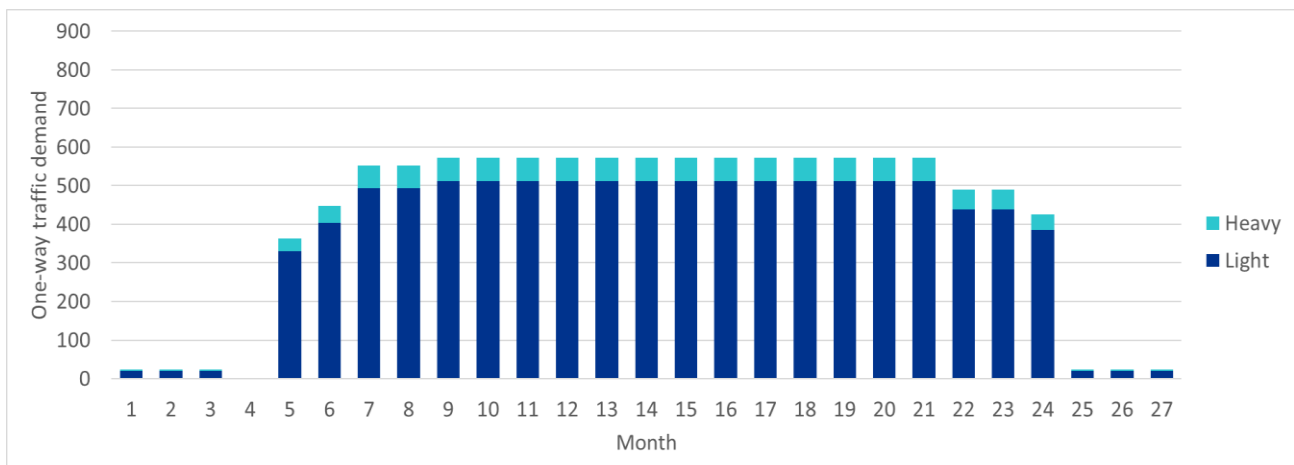


Figures 1.3 and 1.4 compare the split of vehicles between logistics hubs and construction compounds. The figures show that the profile of traffic for the application had a definite peak month (approximately 800 vehicles one-way), the proposed Logistics Strategy shows a beneficial smoother and flatter profile during the construction programme. The proposed Logistics Strategy peak traffic is approximately 575 one-way vehicles. There are also fewer vehicles during months 1 to 3 and 25 to 27 because there are fewer hubs being setup/ reinstated at these times.

**Figure 1.1: Application Total Daily One-way Traffic by Month and Class of Vehicle**

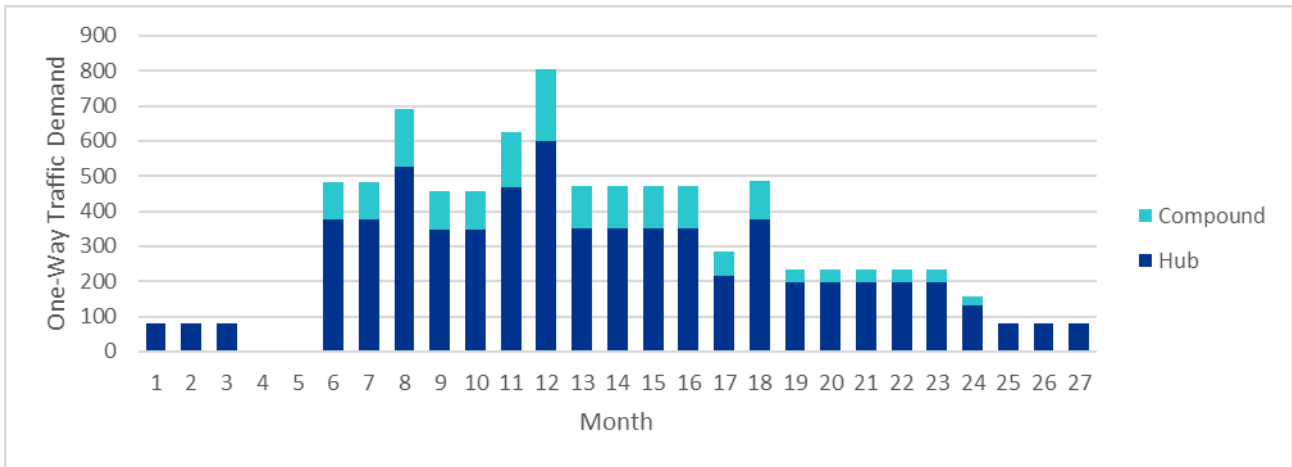


**Figure 1.2: Proposed Logistics Strategy Total Daily One-way Traffic by Month and Class of Vehicle**

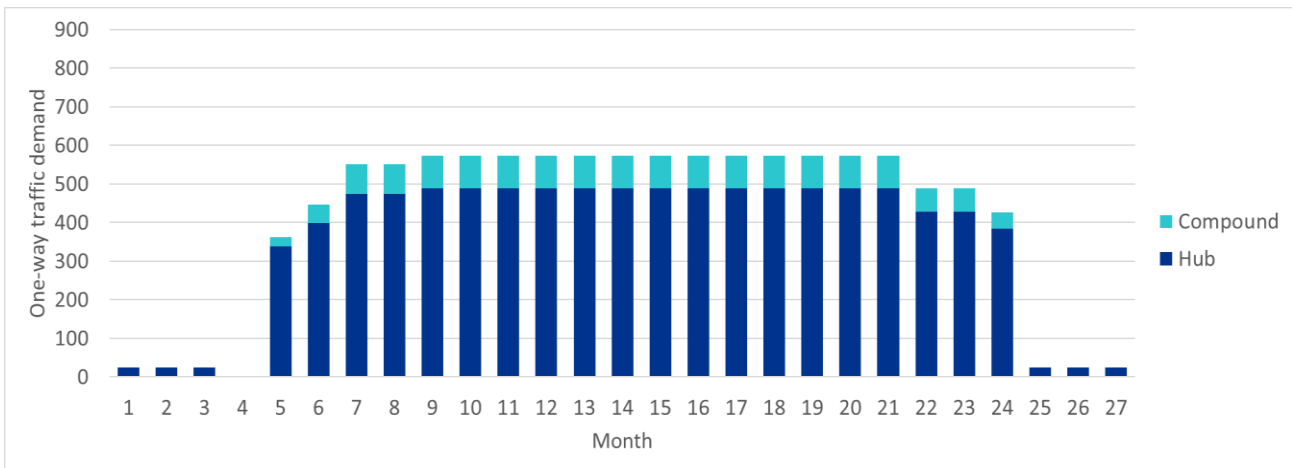




**Figure 1.3: Application Total Daily One-way Traffic by Month and Destination**



**Figure 1.4: Proposed Logistics Strategy Total Daily One-way Traffic by Month and Destination**



## 1.5 Comparison of Forecast Traffic and Impacts

1.5.1 Based on the information used to derive project traffic demand at each hub, the maximum two-way traffic at each logistics hub is summarised in Table 1.12 for the application and Table 1.13 for the proposed Logistics Strategy. Also included in these tables is the project Annual Average Weekday Traffic (AAWT) and the Annual Average Daily Traffic (AADT) for the peak construction year at each logistics hub. The AAWT is the annual average daily traffic for Monday to Friday for the project, the AADT is the annual average daily traffic for Monday to Sunday for the project.

1.5.2 Table 1.13 shows that with the proposed Logistics Strategy there would be no project traffic generated that originates or terminates at the removed logistics hubs:

- A31 Ropley Dean;
- MoD Deepcut;
- New Road Windlesham; and
- Brett Aggregates.



**Table 1.12: Application Two-way Five-Day and Seven-Day Average Logistics Hub Traffic Demand**

Logistics hub	Class	Peak month five-day average	Peak month seven-day average	Peak Year AAWT	Peak Year AADT
A31 Ropley Dean	Light	315	270	93	80
	Heavy	46	39	15	13
	<b>Total</b>	<b>361</b>	<b>309</b>	<b>108</b>	<b>93</b>
A31/ A32 Northfield Lane	Light	459	393	156	134
	Heavy	70	60	26	22
	<b>Total</b>	<b>529</b>	<b>453</b>	<b>182</b>	<b>156</b>
Hartland Park	Light	606	519	301	258
	Heavy	102	87	51	44
	<b>Total</b>	<b>708</b>	<b>606</b>	<b>352</b>	<b>302</b>
MoD Deepcut	Light	102	87	60	51
	Heavy	18	15	11	9
	<b>Total</b>	<b>120</b>	<b>102</b>	<b>71</b>	<b>60</b>
New Road Windlesham	Light	564	483	189	162
	Heavy	92	79	34	29
	<b>Total</b>	<b>656</b>	<b>562</b>	<b>223</b>	<b>191</b>
Brett Aggregates	Light	270	231	163	140
	Heavy	34	29	23	20
	<b>Total</b>	<b>304</b>	<b>260</b>	<b>186</b>	<b>160</b>

**Table 1.13: Proposed Logistics Strategy Two-way Five-Day and Seven-Day Average Logistics Hub Traffic Demand**

Logistics hub	Class	Peak month five-day average	Peak month seven-day average	Peak Year AAWT	Peak Year AADT
A31 Ropley Dean	Light	0	0	0	0
	Heavy	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
A31/ A32 Northfield Lane	Light	564	483	391	335
	Heavy	80	69	50	43
	<b>Total</b>	<b>644</b>	<b>552</b>	<b>441</b>	<b>378</b>
Hartland Park	Light	728	624	506	434
	Heavy	104	89	71	61
	<b>Total</b>	<b>832</b>	<b>713</b>	<b>577</b>	<b>495</b>
MoD Deepcut	Light	0	0	0	0
	Heavy	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
New Road Windlesham	Light	0	0	0	0
	Heavy	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Brett Aggregates	Light	0	0	0	0
	Heavy	0	0	0	0



Logistics hub	Class	Peak month five-day average	Peak month seven-day average	Peak Year AAWT	Peak Year AADT
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

- 1.5.3 Traffic flows from nearby traffic count locations were used to determine the change arising from the worst year AADT in Table 1.14 for the application and Table 1.15 for the proposed Logistics Strategy. At Hartland Park for the application assessment, Ively Road was used as the location for 2022 Future Baseline traffic. For the proposed Logistics Strategy, the A327 north of Pyestock Roundabout was used for the 2022 Future Baseline. This better reflects our assumption of how traffic will access the public highway.
- 1.5.4 At A31/ A32 Northfield Lane and Hartland Park, the percentage change in traffic is the same in assessments for both the application and the proposed Logistics Strategy reflecting that the proposed change does not increase the percentage change in traffic at the remaining two logistics hubs. For all other locations the percentage change reduces compared to the application and reflects the baseline, therefore resulting in traffic benefits.

**Table 1.14: Application Change in AADT at Logistics Hubs**

Logistics hub	Count point location	2022 AADT	Peak year project only AADT	AADT 2022 with project	Change
A31 Ropley Dean	A31 Alresford Bypass	12,849	93	12,942	1%
A31/ A32 Northfield Lane	A31 Alton Bypass	26,810	156	26,966	1%
Hartland Park	Ively Road	10,971	302	11,273	3%
MoD Deepcut	Deepcut Bridge Road	7,517	60	7,577	1%
New Road Windlesham	New Road Windlesham	5,944	191	6,135	3%
Brett Aggregates	B376 Shepperton Road	15,048	160	15,208	1%

**Table 1.15: Proposed Logistics Strategy Change in AADT at Logistics Hubs**

Logistics hub	Count point location	2022 AADT	Peak year project only AADT	AADT 2022 with project	Change
A31 Ropley Dean	A31 Alresford Bypass	12,849	0	12,849	0%
A31/ A32 Northfield Lane	A31 Alton Bypass	26,810	378	27,188	1%
Hartland Park	A327 north of Pyestock Roundabout	15,965	495	16,460	3%
MoD Deepcut	Deepcut Bridge Road	7,517	0	7,517	0%



Logistics hub	Count point location	2022 AADT	Peak year project only AADT	AADT 2022 with project	Change
New Road Windlesham	New Road Windlesham	5,944	0	5,944	0%
Brett Aggregates	B376 Shepperton Road	15,048	0	15,048	0%

## 1.6 Conclusion

- 1.6.1 The purpose of this technical note is to provide a comparison between the traffic demand at logistics hubs in the application for development consent and in the proposed Logistics Strategy.
- 1.6.2 Table 1.16 sets out the Annual Average Daily Traffic (AADT) (two-way seven-day annual average) demand for both the submission for development consent and for the proposed Logistics Strategy. This shows that, with the proposed Logistics Strategy, four logistics hubs would no longer be used and so would have no traffic generation. Table 1.16 also shows the percentage change in total traffic on the nearby road network. This indicates that, for logistics hubs retained at A31/ A32 Northfield Lane and Hartland Park, the change in total traffic on the nearby road network is the same with the proposed Logistics Strategy as in the original application for development consent.

**Table 1.16: Summary of Application and Proposed Logistics Strategy Traffic Generation at Logistics Hubs and the Impact on the Nearby Road Network**

Logistics hub	Seven-day annual average traffic		Change in total traffic on the nearby road network	
	Application	Proposed Logistics Strategy	Application	Proposed Logistics Strategy
A31 Ropley Dean	93	0	1%	0%
A31/ A32 Northfield lane	156	378	1%	1%
Hartland Park	302	495	3%	3%
MoD Deepcut	60	0	1%	0%
New Road Windlesham	191	0	3%	0%
Brett Aggregates	160	0	1%	0%

*The Hartland Park figures are based on a comparison of the existing application and clarified access arrangements.*

## 1.7 References

Institute of Environmental Management and Assessment (1993). Guidelines for the Environmental Assessment of Road Traffic.





## **5. Annex B – Public Consultation Material**



# Replacement pipeline – Consultation on reducing temporary logistics hubs

## Securing aviation fuel supplies in South East England



Southampton to London  
Pipeline Project

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**ESSO PETROLEUM COMPANY, LIMITED**  
**(REGISTERED IN ENGLAND: NUMBER 26538)**

**ERMYN HOUSE,  
ERMYN WAY,  
LEATHERHEAD,  
SURREY,  
KT22 8UX**

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Southampton to London  
Pipeline Project



# Consultation on reducing temporary logistics hubs



*"We are grateful to all those who have taken an active role in our consultations so far. Your feedback, both through the consultation process and our ongoing engagement, has influenced our proposals and helped inform our submission for development consent."*

*We made our application in May 2019 and while it was accepted for independent examination, my team is still working hard on developing our installation plans. We need to make sure we are not seeking more rights than are necessary for installing the replacement pipeline.*

*Further technical work has given us the confidence that we could, in fact, have fewer and smaller logistics hubs - without compromising our installation works. Given this new information, it's right that we seek your view on the proposed changes, before we request a change to our application. We have greatly appreciated the information that has been provided to us up until now and hope that you will read the information within this brochure below and take part. The route of the replacement pipeline is not affected by these proposals."*

**Tim Sunderland | Project Executive**

## What are we now consulting on?

Our application included permission for the construction and use of up to six temporary logistics hubs. This was to make sure we had enough space to store the steel pipe and other materials we need to install the pipeline.

While we completed and submitted our application for development consent, we:

- continued to develop the logistical plans for the transportation and storage of installation materials, and staff travel;
- had detailed discussions with manufacturers of the steel pipe and specialist logistics companies.

As a result of this work, we are now confident that we could install the replacement pipeline with fewer logistics hubs.

We are now seeking views on a potential change to our application. These views will inform a future submission to the Examining Authority to request a change to our application relating to a reduction in the number and size of logistics hubs we need permission for.

The project has determined that it is best to have one temporary logistics hub between Boorley Green and Alton and one temporary logistics hub between Alton and West London Terminal.

We are seeking your views on:

- Removing three temporary logistics hubs entirely
  - A31, Ropley Dean
  - M3 Junction 3: New Road, Windlesham
  - Brett Aggregates, Littleton Lane, Shepperton
- Reducing the size of two temporary logistics hubs (within the existing order limits outlined within our application)
  - A31/A32 Junction, Northfield Lane, Alton
  - Hartland Park Village, Farnborough – we are also clarifying access arrangements at this hub
- Converting one temporary logistics hub into a construction compound
  - MoD Land: Deepcut Bridge Road, Frimley Green

A reduction in our logistics hub footprint would offer a clear benefit in reducing or avoiding potential impacts in the areas where a hub is no longer required, whilst not resulting in any significant impact for the remaining two hub locations. The purpose of temporary logistics hubs would remain the same and is set out on page two.

The route of the replacement pipeline would not be affected by these proposals.



You can have your say on the project at

**[www.slproject.co.uk](http://www.slproject.co.uk)**

*This is the fastest and easiest way to take part in this consultation*

**This consultation starts on 5 November and closes at  
23:59 on 13 December 2019**

## Keeping 100 road tankers off the road every day



Based on Esso's 2015 data for its existing pipeline



# What are temporary logistics hubs?



**The use, and duration of use, of the temporary logistics hubs will not change as a result of the reduction in number or size of the remaining hubs.**

Temporary logistics hubs are areas used to store materials and equipment, and to provide staff facilities at a number of key locations along the pipeline route.

As well as storing materials, logistics hubs will include temporary facilities such as site offices, staff toilets, washing facilities, seating areas and a canteen. They also include space to carry out activities such as fabrication, maintenance of machinery and wheel washing of trucks, which helps to reduce dust levels in working areas.

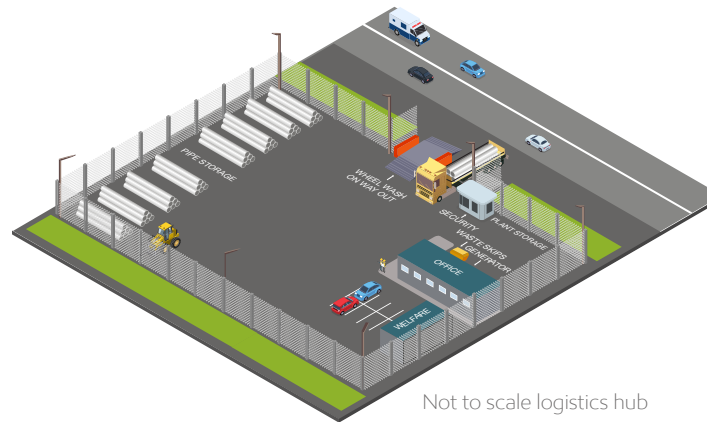
These proposed logistics hubs will help us to:

- ensure that installation of the replacement pipeline takes place as smoothly as possible by providing a central space to store materials and equipment;
- reduce the number of vehicle trips needed along the route, thereby reducing the impacts on local roads and residents;
- provide parking for our installation teams who will then travel as a group to installation site(s).

Logistics hubs will have gated entrances and will be signposted to make road users and pedestrians aware that large vehicles may be turning into the entrance.

## How long will logistics hubs be used by the project?

We anticipate that installation of the replacement pipeline will take two years to complete, so we will require these logistics hubs throughout that time. We will also need time to prepare the land before installation and reinstate it afterwards to its former state, where practical.



## What is a construction compound?

**A construction compound is typically smaller than a logistics hub. It is used to support installation of the pipeline in the local area and will typically be decommissioned after the installation and reinstatement is complete in the local area. A compound will be used for the storage of materials and equipment, wheel washing of trucks and staff parking.**

## The project so far

We (Esso Petroleum Company, Limited) are seeking permission to replace 90km of our 105km underground aviation fuel pipeline that runs from our Fawley Refinery near Southampton, to our West London Terminal storage facility in Hounslow.

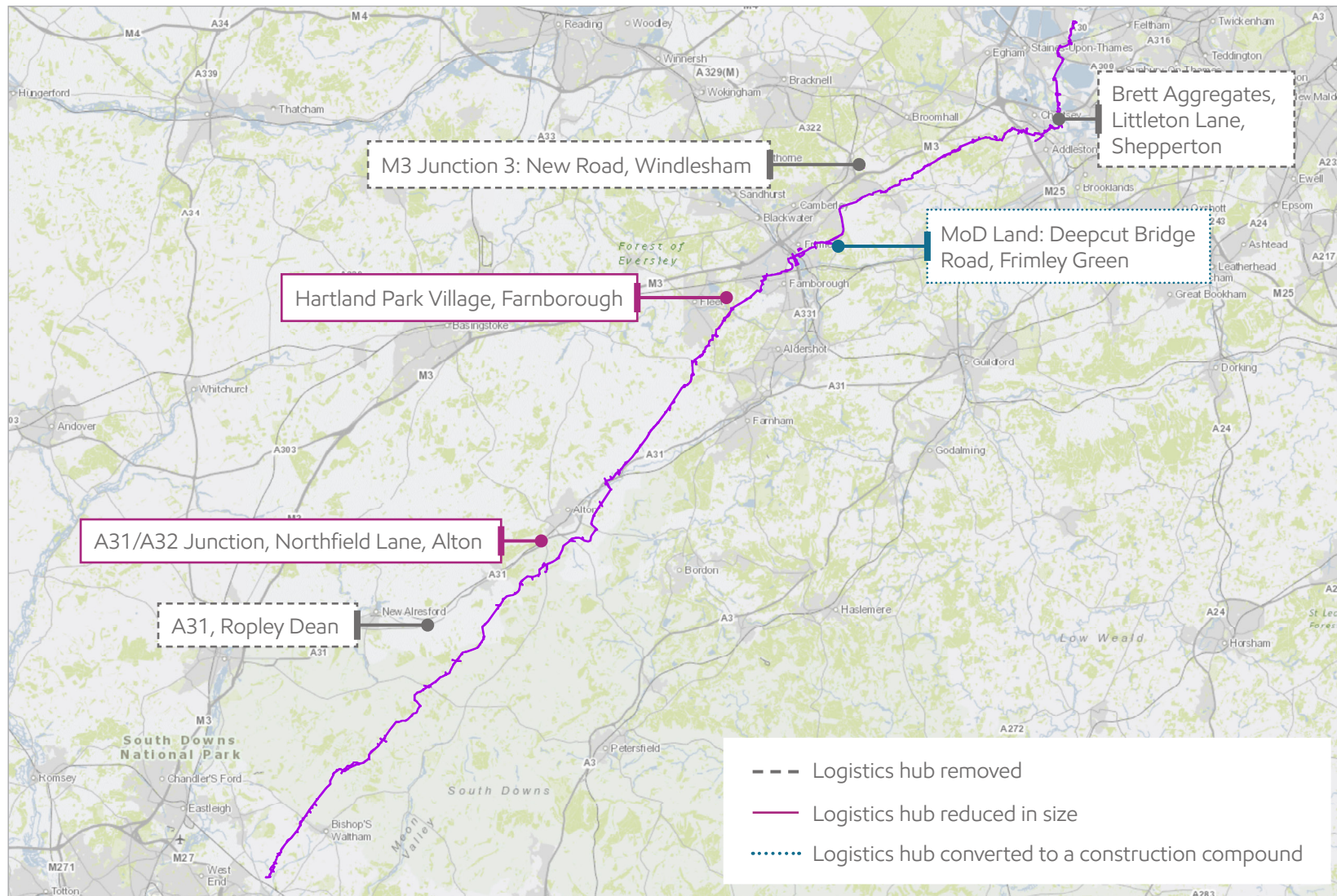
- This is a replacement for the existing aviation fuel pipeline, which has been in place since 1972.
- Pipelines are a safe, secure and low impact method of transporting fuel to some of the UK's busiest airports.
- Once installed, the replacement pipeline will be buried and would not be noticed by most people.

Having completed three public consultations on our proposals, feedback from the 1,400+ people who took part, plus our ongoing meetings and conversations with local organisations and landowners, has helped us to confirm our final route for the replacement pipeline. We submitted our application for development consent to the Planning Inspectorate in May 2019 and it was accepted for examination in June 2019. The examination, undertaken by the Examining Authority on behalf of the Planning Inspectorate, started on 9 October 2019.

More information on the planning process can be found on page eight.



# Changes to logistics hubs along the final route map

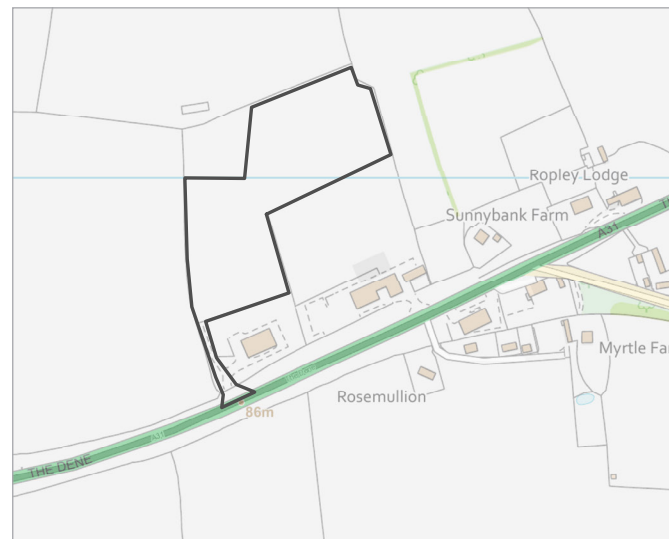




# Changes to logistics hubs between Boorley Green and Alton, Hampshire

## Removing the logistics hub at A31, Ropley Dean

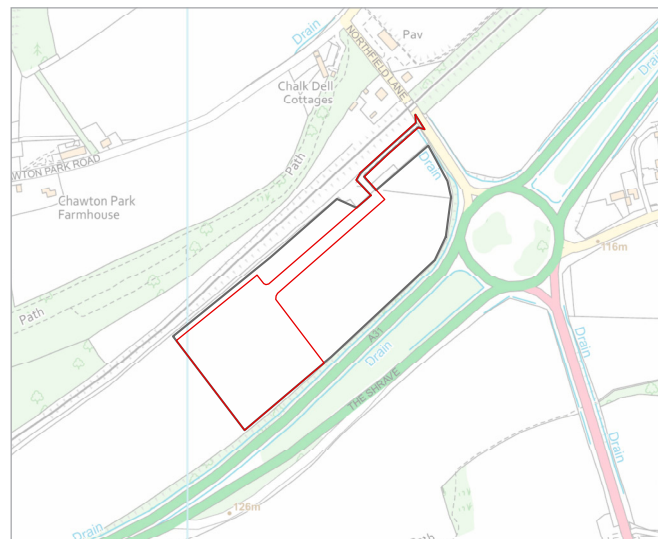
When looking at the options for a single logistics hub south of Alton as part of our revised strategy, we have re-examined our previous proposals to see what site performs best. On this basis we are proposing to remove the logistics hub off the A31 in Ropley Dean (Work No 6A), which would have been located to the east of Bishop's Sutton, on existing farmland. The access is constrained by existing buildings, and significant differences in ground levels. Further work has shown that these factors would be more complex than initially thought. There would be significant work involved in making the land suitable and the entrance and exit onto the A31 safe.



## Reducing the size of the logistics hub at A31/A32 Junction, Northfield Lane, Alton

We are proposing to reduce the size of this logistics hub at Northfield Lane by the A31/A32 roundabout (Work No 6B). The reduced size would be 152m x 133m. This represents a reduction from 12 to 5 acres.

This reduction would allow us to only use the western section of the area defined in our application. This area has been selected to reduce the visual impact from St Swithun's Way, which is within the South Downs National Park.



- Proposed logistics hub order limits
- Order limits included within our application for development consent

Order limits are the provisional outer limits for the project, including the route and any temporary working areas that would be required to install the pipeline, including logistics hubs.

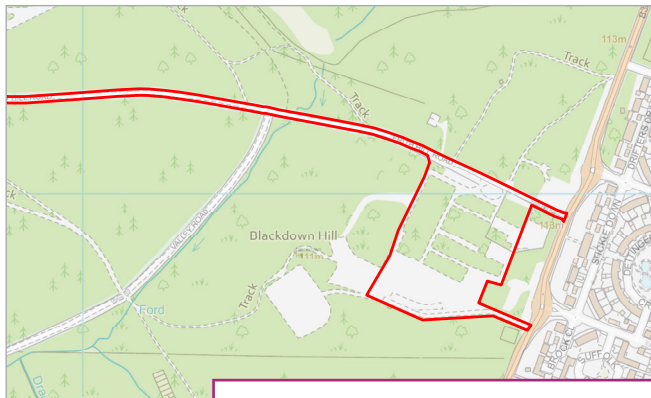
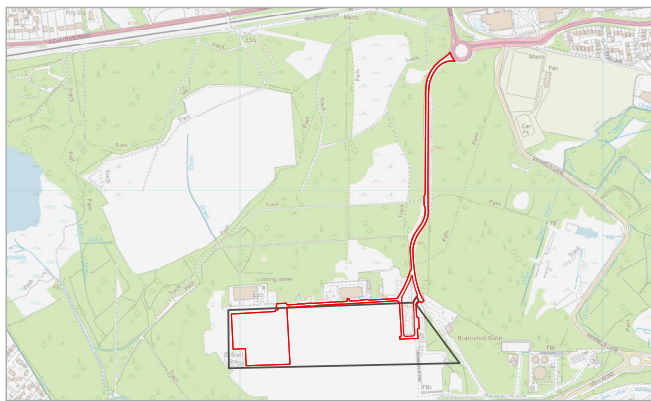


# Changes to logistics hubs between Alton, Hampshire and West London Terminal, Hounslow

## Reducing the size of the logistics hub at Hartland Park Village, Farnborough

We are proposing to reduce the size of the logistics hub at Hartland Park Village (Work No 6C) between Fleet and Farnborough. The logistics hub would be located on part of the Hartland Park site and the total size would be 5 acres, compared to the 25 acres included within our application.

This area is currently being redeveloped for local housing. The reduced size and location has been selected based on the phased construction of new homes in discussions with the landowner. We can confirm that this reduced footprint would not impact the delivery of housing on this site. We are also taking this opportunity to clarify access arrangements to this hub. As a result, the proposed order limits would include the private access road up to the A327 (which is all part of the existing Hartland Park development site). The inclusion of this road is a correction to our previous order limits and is not a change to our access plans for this site or the underlying project.



The order limits here are 8 acres. The proposed size of the construction compound is 1 acre. The exact location of the compound is subject to agreement with the landowner.

## Converting the logistics hub at MoD Land: Deepcut Bridge Road, Frimley Green, into a construction compound

We are proposing to remove the logistics hub on Ministry of Defence (MoD) land (Work No 7A) in Frimley Green and retain a section of the site as a construction compound, sized approximately one acre.

The access route from Deepcut Bridge Road to the replacement pipeline route would be retained.

The application route for the replacement pipeline in this area travels through public roads, parks, sporting facilities and environmentally protected areas. While considering the reduction of logistics hubs, we also identified that it would be useful to retain a section of the site as a construction compound to support construction activities in this area.

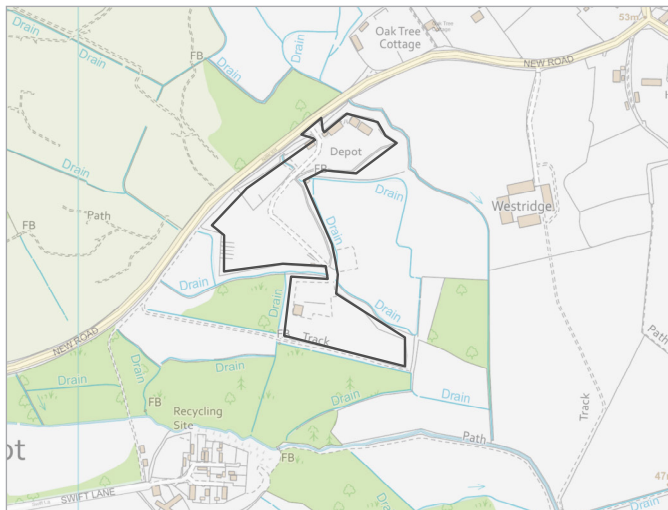
This compound would be located within the existing order limits outlined within our application. The order limits are currently 8 acres. The exact location of the compound would be subject to agreement with the landowner.

The construction compound would only support construction activities in the local area and as a result would be used for less time than the logistics hub.



### Removing the logistics hub at M3 Junction 3: New Road, Windlesham

When looking at the options for a single logistics hub north of Alton as part of our revised strategy, we have re-examined our previous proposals to see what site performs best. On this basis we are proposing to remove the logistics hub at M3 Junction 3 (Work No 7B), off New Road in Windlesham. We understand that this area is now being proposed as a Suitable Alternative Natural Greenspace (SANG) and we are aware of heavy traffic in this area during rush hour, particularly towards the motorway and Gloucester Bridge junction, which means this would now not be a favoured location for a logistics hub.



### Removing the logistics hub at Brett Aggregates, Littleton Lane, Shepperton

When looking at the options for a single logistics hub north of Alton as part of our revised strategy, we have re-examined our previous proposals to see what site performs best. On this basis we are proposing to remove the logistics hub at Brett Aggregates (Work No 7C) on Littleton Lane, Shepperton. We recognise the complexity of working alongside the existing businesses in this area. This proposal supports Brett Aggregates' reinstatement work, as the location is to become a reed bed and agricultural land.



- Proposed logistics hub order limits
- Order limits included within our application for development consent

Order limits are the provisional outer limits for the project, including the route and any temporary working areas that would be required to install the pipeline, including logistics hubs.



# Environmental Impact Assessment

We have submitted an Environmental Statement as part of our application for development consent. When considering this alternative strategy for the logistics hubs, we carefully considered whether the reduced number of logistic hubs had the potential to create new or different likely significant environmental effects. Following this we determined that we should reassess the potential traffic impacts that could be created by moving to a two-hub strategy.

This assessment took into account;

- the duration of installation
- the frequency of journeys to/from the hubs
- the number of people expected to work at the logistics hubs
- the interaction between the two hubs and the construction compounds near the replacement pipeline route

The following table shows the change in the number of vehicle movements at each site, including cars, vans, minibuses and lorries, when comparing our current application and the proposals outlined in this consultation. It also shows the project's traffic as a percentage of the total traffic on the nearby road network at the time of installation.

This assessment concluded that there would be no new or different likely significant environmental effects as a result of the proposed change. This is because the amount of project traffic is small when compared to total traffic on nearby roads.

The Environmental Statement (Planning Inspectorate reference APP-119) and the traffic and transport assessment (Planning Inspectorate reference APP-135) supporting the application can be viewed at <http://infrastructure.planninginspectorate.gov.uk/projects/south-east/southampton-to-london-pipeline-project/>.

You can find the traffic and transport technical note that contains our updated logistics hub analysis on our website [www.slpproject.co.uk](http://www.slpproject.co.uk)

Logistics hub	Seven-day annual average traffic		Change in total traffic on the nearby road network*	
	Application – 6 logistics hubs	Consultation proposals – 2 logistics hubs	Application – 6 logistics hubs	Consultation proposals – 2 logistics hubs
A31, Ropley Dean	93	0	1%	0%
A31/A32 Junction, Northfield Lane, Alton	156	378	1%	1%
Hartland Park Village, Farnborough	302	495	3%	3%
MoD Land: Deepcut Bridge Road, Frimley Green**	60	0	1%	0%
M3 Junction 3: New Road, Windlesham	191	0	3%	0%
Brett Aggregates, Littleton Lane, Shepperton	160	0	1%	0%

\*The Hartland Park figures are based on a comparison of the existing DCO and clarified access arrangements.

\*\* The revised seven-day annual average traffic relates to the site's use as a logistics hub. There will still be a small number of traffic movements as a construction compound.

## What does this change mean?

- **Further detailed logistics planning has shown that less space is needed for storing materials**
- **This would reduce the construction related impact around the three sites being removed**
- **We've looked at lorry (HGV) and staff travel movements at the remaining two temporary logistics hubs:**
  - **There will be an increase of traffic movements when compared to our current application, but this is still only a small percentage of the average traffic in these areas\***

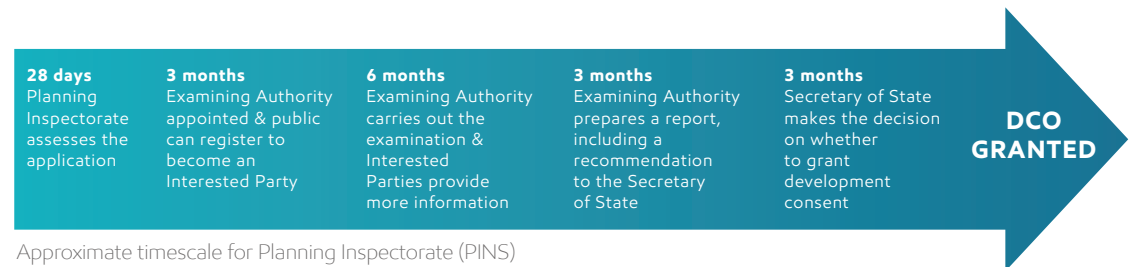
\*when compared to Annual Average Daily Traffic



# Our application for development consent

Examination of our application, undertaken by the Examining Authority on behalf of the Planning Inspectorate, started on 9 October 2019. The Examining Authority has a maximum of six months to carry out the examination. Should we be successful, we will obtain a Development Consent Order (often referred to as a 'DCO') that will give us powers to implement the project.

Additional information on the development consent process can be viewed at <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/southampton-to-london-pipeline-project/>



## How we are consulting

*It's easy to take part in this consultation, and we do hope you will.*

We welcome your views, ideas and opinions. The fastest way to respond is online. Simply go to **[www.slpproject.co.uk](http://www.slpproject.co.uk)**

This consultation opened on 5 November and will close at 23:59 on 13 December 2019.

If you are unable to respond online, then you can also email **[info@slpproject.co.uk](mailto:info@slpproject.co.uk)**

Alternatively, you can use the response form at the back of this consultation document. It is also possible to post a submission in free text – please include your name and postcode to avoid double counting of responses.

Post: **Freepost SLP Project**

Please only respond using one of the approved channels as outlined above, which have been set up specifically to receive responses to this consultation.

We cannot accept responsibility for ensuring responses that are sent to addresses other than those described above are included in the consultation process.

When submitting your response, please note the privacy statement on the response form, which explains how the information that you provide will be processed and used.

If you would like large text, a print copy or alternative format of this document, please contact us by email on **[info@slpproject.co.uk](mailto:info@slpproject.co.uk)** or telephone on **07925 068 905**.

We have created this booklet to provide a summary of the changes that we are now consulting on. You can also view our interactive map, see materials from our previous consultations, and sign up to our newsletter at **[www.slpproject.co.uk](http://www.slpproject.co.uk)**

When this consultation closes at 23:59 on 13 December 2019, we will review and analyse all responses. These views will inform a future submission to the Examining Authority to request a change to our application relating to a reduction in the number and size of logistics hubs we need permission for.

Your views and those of others will contribute significantly to this process and we encourage you to participate. If you have any questions or would like clarification on any aspect of the project, please feel free to raise them with our project team.

All information and consultation documents can be found on our website **[www.slpproject.co.uk](http://www.slpproject.co.uk)**



Contact us

**[info@slpproject.co.uk](mailto:info@slpproject.co.uk)**  
**07925 068 905**  
**[www.slpproject.co.uk](http://www.slpproject.co.uk)**



# Replacement pipeline – Consultation on reducing temporary logistics hubs

## Privacy and use of the information you provide.

Esso Petroleum Company, Limited and our 3rd party project partners will store and process your data in full compliance with our legal obligations for the purposes of the application, development and operation of the proposed Southampton to London Pipeline. Further details about how your data will be used can be found on the website ([www.slpproject.co.uk](http://www.slpproject.co.uk)), or by contacting us by email ([info@slpproject.co.uk](mailto:info@slpproject.co.uk)) or telephone (07925 068 905).

Please do not provide personal information about other individuals. However, if you provide any details of other individuals or organisations within the text body of your consultation response, we will assume that you have obtained the consent of such individuals for such disclosure.

If you would prefer that your response is not quoted within the consultation report, including anonymously, please tick the box below.

## YOUR DETAILS

### i) Please provide your name (required)

Title:.....

First Name: .....

Last Name:.....

### ii) Please tell us your address (required)

.....  
.....  
.....  
.....

### iii) Please tell us your postcode (required)

.....

### iv) Please provide your email address

.....

### v) Are you a landowner (Person with Interest in Land) who has received a Section 42 notification letter?

☐ Yes ☐ No

### vi) Are you completing this questionnaire as:

☐ An individual ☐ An organisation

### vii) If you are responding on behalf of an organisation, please tell us:

a. The name of the organisation:

.....

b. The category of your organisation :

- ☐ A county, district or parish council
- ☐ A statutory body  
(e.g the Environment Agency, the National Trust or a community group)
- ☐ A voluntary or community sector organisation
- ☐ A business
- ☐ Other (please specify below)

.....



**YOUR VIEWS ON OUR CONSULTATION ON REDUCING TEMPORARY LOGISTICS HUBS (TICK BOX AGAINST EACH PROPOSAL)**

**Changes to logistics hubs between Boorley Green and Alton, Hampshire**

- ☐ Removing the logistics hub at the A31, Ropley Dean
- ☐ Reducing the size of the logistics hub at the A31/A32 Junction, Northfield Lane, Alton

**Changes to logistics hubs between Alton, Hampshire and West London Terminal, Hounslow**

- ☐ Reducing the size of the logistics hub at Hartland Park Village, Farnborough
- ☐ Converting the logistics hub on MoD Land: Deepcut Bridge Road, Frimley Green, into a construction compound
- ☐ Removing the logistics hub at M3 Junction 3: New Road, Windlesham
- ☐ Removing the logistics hub at Brett Aggregates, Littleton Lane, Shepperton

Please provide any comments you have on reducing temporary logistics hubs below. Please note, we are not consulting on the route of the replacement pipeline at this time.

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## Views on the consultation process

Area of consultation	Very good	Good	Average	Poor	Very poor	Not applicable
<b>Materials</b> - were the materials clear and easy to understand?						
<b>Information</b> - was enough information made available for you to respond?						
<b>Promotion</b> - was the consultation promoted well and to the right people?						

Please provide any comments on the consultation you have below.









Southampton to London  
Pipeline Project

*For more information please visit*  
[www.slppproject.co.uk](http://www.slppproject.co.uk)





## 6. Annex C – Applicant's Responses to Consultation Comments

Table 9: Applicant's Responses to Consultation Comments Received

Ref	Organisation / Individual	Comment	Applicant's Response
<b>A31, Ropley Dean</b>			
<i>Concern – Staff Parking</i>			
SLP_LH002	Winchester City Council	I note that the proposal now being put forward would see the A31 Ropley Dean Logistical Hub removed from the scheme. The removal of the hub is noted and it is acknowledged that this action removes the various outstanding issues raised against the site in our LIR response. The proposal does raise one question that needs consideration, and this relates to traffic. I note that the previous intention was for all site workers to report to the hub and for them to travel on to the pipeline work site by minibus. With the nearest hub now being off to the NW at the A31 / A32 Junction, Northfield Lane Alton site, this means a substantial distance back down to the pipeline. Surely this will encourage those workers who live to the south and west to drive directly to the work site rather than the hub. The narrow lanes in our area severely limit any opportunities to park all day without causing an obstruction. What measures are proposed to stop this occurring and to sanction employees who ignore the rule?	<p>The Applicant notes, comments and welcomes Winchester City Council's removal of outstanding issues for the A31 Ropley Dean Logistics Hub.</p> <p>In response to the other comments received, while not directly related to the proposed change request itself, the Applicant will take all responsible steps to control and manage site workers travel to site. Worker crews will not be permitted to drive directly to the site by private vehicle and would typically arrive in crew buses from the nearest logistics hub. Where occasional visitors are required to travel directly to the compounds off-road parking will be provided.</p> <p>The Applicant has committed within The Code of Construction Practice (<b>Document Reference REP2-10</b>) to provide a Construction Traffic Management Plan (CTMP) (reference G110) which will describe how they will control traffic. The CTMP would show the location of construction compounds and working area access routes, provide a travel plan for transport of the construction workforce, and provide measures for the monitoring of the CTMP and details of appropriate actions in the event of a non-compliance. The CTMP will be approved by the relevant authority before that stage of works will commence.</p>





Ref	Organisation / Individual	Comment	Applicant's Response
<b>A31 / A32 Junction, Northfield Lane</b>			
<i>Neutral – Alternative suggestion on hub position</i>			
SLP_LH038	Local resident	As the landowner with local knowledge of the site I feel it is my duty to inform you that the proposed positioning of the hub within the Order Limits is very poor both from a visual impact and practical perspective. The proposed position rises to the highest point in the field which is clearly visible both from the St Swithun's Way, which it is supposed to be mitigating from, and the heritage site at Chawton House. The site can be positioned within the Order Limits below the 140 m contour and this would greatly reduce its visual impact from these important points, it would also position it in a more practical position with a far shorter access track across the field. Although this would physically position it closer to Chawton it would have no impact on noise as the A31 dual carriageway runs between the site and Chawton and the field edge vegetation provides very good screening. The lower part of the field is also flatter, and it would thus be easier to mitigate any water run off from the site. Less ground works would be needed to enable a safe storage area to be created. The roundabout already has street lighting so by positioning it closer to this any visible light pollution at night would be reduced. I hope these comments help you in your decision making process.	<p>The Applicant has undertaken further appraisals of the positioning of a smaller logistics hub and is able to accommodate the landowner request to amend the location of the smaller logistics hub within the Application Order Limits. A visual assessment of this location is provided in paragraphs 2.5.36 to 2.5.38 of this report which concludes there are no new or different likely significant visual effects from any of the key receptor locations including from St. Swithun's Way.</p> <p>This amended position is presented in this change request and Figure 1.</p>
<i>Concern – Traffic Increase and Road Safety</i>			
SLP_LH041 (01)	Alton Town Council	Whilst the footprint of the Northfield Lane hub may have reduced, the traffic movements have increased from original Application. With only 10% of the movements being large vehicles (HGVs) which will need to use the A31 the remaining vehicles may, in all likelihood use the most convenient route to/from the hub which will mean an additional impact on Chawton Park Road which is semi rural with poor surface conditions and very narrow in places, not suitable for additional two way traffic for extended periods.	The Applicant has provided in Annex A of this report and, during consultation for the proposed change, a detailed analysis of the traffic demand as a result of reducing the number of logistics hubs. Forecast traffic demand has changed from an average of 156 to 378 two-way vehicle movements, an increase of 222 vehicle movements at this logistics hub. This includes an additional 21 HGV vehicle movements. This extra traffic demand would be spread throughout the day, primarily outside of peak





Ref	Organisation / Individual	Comment	Applicant's Response
			<p>hours and the small increase in localised traffic at the A31 / A32 Junction, Northfield Lane Logistics Hub would not result in any new or different likely significant effects. The scale of total traffic demand at the A31 / A32 Junction, Northfield Lane Logistics Hub is compared to a baseline of total average daily flow of approximately 27,000 vehicle movements on the A31.</p> <p>Overall, there is also a decrease in traffic demand across the project as a result of this proposed change.</p> <p>The Applicant has committed within The Code of Construction Practice (<b>Document Reference REP2-10</b>) to provide a Construction Traffic Management Plan (CTMP) (reference G110) which will describe how they will control traffic including designating access routes to and from the logistics hub (reference G111).</p>
SLP_LH042 (01) SLP_LH043 SLP_LH044 SLP_LH046 SLP_LH053	Local residents (x5)	<p>Five residents raised concerns over increased traffic, traffic congestion and increased accident likelihood in the area including through Four Marks village and in the vicinity of other building developments (such as at Chawton Park Farm, Treloars Heights development).</p> <p>Furthermore, concern was raised around control of traffic and use of small narrow roads in the area being unsuitable for construction traffic.</p>	<p>The Applicant has provided in Annex A of this report and, during consultation for the proposed change, a detailed analysis of the traffic demand as a result of reducing the number of logistics hubs. Forecast traffic demand has changed from an average of 156 to 378 two-way vehicle movements, an increase of 222 vehicle movements at the A31 / A32 Junction, Northfield Lane Logistics Hub. This includes an additional 21 HGV vehicle movements at this hub. This extra traffic demand would be spread throughout the day, primarily outside of peak hours and the small increase in localised traffic at the logistics hub would not result in any new or different likely significant effects when compared to the Application. The scale of total traffic demand at the A31 / A32 Junction, Northfield Lane Logistics Hub is compared to a baseline of total</p>





Ref	Organisation / Individual	Comment	Applicant's Response
			<p>average daily flow of approximately 27,000 vehicle movements on the A31.</p> <p>It is expected that the small increase in construction traffic at this hub from the proposed change would disperse from the A31/ A32 roundabout, further reducing traffic through Four Marks village.</p> <p>Overall, there is also a decrease in traffic demand across the project as a result of this proposed change</p> <p>The Applicant has committed within The Code of Construction Practice (<b>Document Reference REP2-10</b>) to provide a Construction Traffic Management Plan (CTMP) (reference G110) which will describe how they will control traffic including designating access routes to and from the logistics hub (reference G111). The CTMP would show the location of construction compounds and working area access routes, provide a travel plan for transport of the construction workforce, provide measures for the monitoring of the CTMP and details of appropriate actions in the event of a non-compliance.</p> <p>The CTMP will be approved by the relevant authority before that stage of works will commence.</p>
SLP_LH050	Chawton Parish Council	<p>Chawton Parish Council are opposed to this temporary use for these reasons:</p> <p>Traffic generation in Northfield Lane is in danger of becoming regarded by remote engineers as the least bad solution to every traffic issue south of Alton. Recently this has included the failure</p>	<p>The Applicant acknowledges the comments received and notes that the physical location of the logistics hub is part of the Examination of the Application rather than the proposed change.</p>





Ref	Organisation / Individual	Comment	Applicant's Response
		<p>to make any improvements to allow for increased use of the renewed Alton Sports Centre, the major housing development now under way in Chawton Park Road (Crest), the proposals for 1200 homes on Chawton Park Farm and Local Plan proposals for a business park on the north side of Northfield Lane with its entrance opposite the proposed access to the Esso site.</p> <p>Northfield Lane has already suffered the Butts Bridge diversion for 12 months and is about to be impacted by the Crest development. There is potential for traffic entering the hub to cause a tailback onto the A31, especially if the Stagecoach bus service is dropping/collecting passengers on the lane (bus stops are midway between hub entrance and A31 roundabout on both sides of the road). There is a potential for collisions on the roundabout when A31 users approach and enter the roundabout at speed, they will not be expecting eastbound hub traffic to take the first exit off the roundabout into Northfield Lane more slowly.</p> <p>The rat run, of which Northfield Lane forms part, between the A339 and the A31 is still the quickest link and while planners will espouse the improvements to the A339 as ameliorating this, it will not - because the direct link to the A31 will not be via a roundabout but via a less safe merger at 2 levels at the unimproved junction of the 2 roads.</p> <p>Although assurances are given that hub traffic will not use Chawton Park Road, as only 10% will be large vehicles the rest much lighter vehicles will most definitely use the most convenient route from A to B.</p> <p>This particular area, has over the last few months, seen large landscape changing proposals without the necessary infrastructure to support them. In particular there appears to have</p>	<p>The Applicant has provided in Annex A of this report and, during consultation for the proposed change, a detailed analysis of the traffic demand as a result of reducing the number of logistics hubs. Forecast traffic demand has changed from an average of 156 to 378 two-way vehicle movements, an increase of 222 vehicle movements at the A31 / A32 Junction, Northfield Lane Logistics Hub. This includes an additional 21 HGV vehicle movements at this hub. This extra traffic demand would be spread throughout the day, primarily outside of peak hours and the small increase in localised traffic at the logistics hub would not result in any new or different likely significant effects when compared to the Application. The scale of total traffic demand at the logistics hub is compared to a baseline of total average daily flow of approximately 27,000 vehicle movements on the A31.</p> <p>The Applicant has committed within The Code of Construction Practice (<b>Document Reference REP2-10</b>) to provide a Construction Traffic Management Plan (CTMP) (reference G110) which will describe how they will control traffic including designating access routes to and from the logistics hub (reference G111). The CTMP would show the location of construction compounds and working area access routes, provide a travel plan for transport of the construction workforce, provide measures for the monitoring of the CTMP and details of appropriate actions in the event of a non-compliance.</p> <p>The CTMP will be approved by the relevant authority before that stage of works will commence</p>





Ref	Organisation / Individual	Comment	Applicant's Response
		<p>been no recent up to date surveys of the traffic movement along Chawton Park Road to and from the roundabout.</p> <p>With the new sports centre adding more traffic flow and the current Crest development of some 250 houses the road is woefully inadequate to cope, the problems include drainage, width of road, 90 degree bend and the lack of speed restrictions.</p>	
<i>Concern – Reinstatement</i>			
SLP_LH041	Alton Town Council	There must be mechanisms put in place to ensure the restoration of the land and reinstatement to its original use once the works are completed given its location in the open countryside.	The re-instatement of land is not related to the proposed change request however, the Applicant has committed to re-instatement within the Application through the Code of Construction Practice ( <b>Document Reference REP2-10</b> , reference G94).
SLP_LH044 SLP_LH046	Local residents (x2)	Two residents raised comments around the guarantee of re-instatement of the land once the logistic hub is removed.	The re-instatement of land is not related to the proposed change request however, the Applicant has committed to re-instatement within the Application through the Code of Construction Practice ( <b>Document Reference REP2-10</b> , reference G94).
SLP_LH050	Chawton Parish Council	It is understood, if the development proceeds, the site may not be restored to its agricultural state. While it is appreciated the long-term use of the site is not part of the Application it is immediately adjacent to the South Downs National Park. Restoration is essential so as not to prejudice the long-term use and to ensure the attractive undeveloped area between Four Marks and Chawton roundabout with its direct impact on the National Park.	The re-instatement of land is not related to the proposed change request however, the Applicant has committed to re-instatement within the Application through the Code of Construction Practice ( <b>Document Reference REP2-10</b> , reference G94).
<i>Concern – Environment – Air Pollution and/or Noise</i>			
SLP_LH042 SLP_LH043 SLP_LH044 SLP_LH053	Local residents (x4)	Four residents raised concerns over the increase in pollution and/or noise from the project.	The Applicant has undertaken a review of the air quality and noise assessment made in the Application and examined any differences as a result of the proposed change. This is detailed with Section 2.5 of this report and the analysis concludes that there would be no new





Ref	Organisation / Individual	Comment	Applicant's Response
			or different likely significant effects as a result of the proposed change.
<i>Concern – Environment – Landscape and Visual</i>			
SLP_LH042 SLP_LH043 SLP_LH044 SLP_LH053	Local residents (x4)	Four residents made comments relating to the visual impacts of the logistics hub near the boundary of a National Park.	The Applicant acknowledges the comments received however notes that this relates to the Examination of the Application itself as the A31 / A32 Junction, Northfield Lane Logistics Hub was part of the Application. The proposed change requests to reduce the size and re-position the smaller hub within the original Order Limits. In making this request the Applicant is reducing further any potential visual and construction related effects. In requesting this change, the Applicant considers there to be no new or different likely significant effects when compared to the Application.
SLP_LH049	SDNPA	<p>We do welcome the reduction in the proposed size, by more than half, of the proposed logistics hub at the A31 / A32 junction and we recognise this as a positive step. However, we continue to have concerns about this proposed logistics hub for the following reasons:</p> <ol style="list-style-type: none"> <li>1. No evidence has been included within your Landscape and Visual Impact Assessment to demonstrate that the proposed logistics hubs were assessed for landscape and visual impacts. They are not included in the representative viewpoints and have not been assessed in terms of landscape character or their visual impact. Neither have they been included within the Zone of Theoretical Visibility for the scheme. It is, then, difficult to see how landscape considerations how influenced the selection of locations for the proposed logistics hubs.</li> <li>2. The three logistics hubs to be removed are not within or adjacent to a National Park or Area of Outstanding Natural Beauty. Further, the SDNPA has raised no impacts on the National Park arising from any of the three logistics hubs to be removed (including the site at the A31, Ropley Dean).</li> </ol>	<p>The Applicant acknowledges the comments received from SDNPA and other parties around the potential visual effects and the location of the smaller logistics hub as presented at consultation. As a result, this change request proposes an amended location within the Order Limits as shown in Figure 1 compared to that presented in the consultation. The topography and existing vegetation along the A31 will provide good screening of the hub from St. Swithun's Way and the Applicant has provided an additional visual assessment in paragraphs 2.5.36 to 2.5.38 of this report which concludes there are no new or different likely significant visual effects from any of the key receptor locations.</p> <p>The Applicant has also provided in Section 2.3 of this report its justification for the removal or retention of the various logistics hubs.</p>





Ref	Organisation / Individual	Comment	Applicant's Response
		<p>4. The SDNPA has no objection to the proposed reduction in the number of logistics hubs but is surprised that of the three logistics hubs to be removed not one, unlike the logistics hub at the A31 / A32 Junction, is adjacent to a nationally designated landscape. No justification has been put forward for this and the SDNPA would query what, if any, impact the National Park designation has had upon this decision by the Applicant. This, in the Authority's view, is compounded by the fact that it is proposed to remove the logistics hub at the A31 at Ropley Dean which has a far greater separation from the National Park, is adjacent to the same trunk road and is just 9.5km away.</p> <p>5. The logistics hub at the A31 / A32 junction would be in place for the duration of construction activities at just over 2 years. The site has a good degree of screening on account of the mature trees on its southern boundary. It is also acknowledged that the temporary nature of the works mitigates the impact to an extent, as does the fact that the dual carriageway separating the logistics hub from the National Park means that this is not an area of high tranquillity. However, the logistics hub will be a significant area of activity (perhaps with increased activity levels now the number of logistics hubs have been reduced), it would be clearly visible from parts of the St Swithun's Way footpath to the south where it would be out of keeping and harmful to this rural location which has a strong landscape structure of continuous undulating field patterns, woodland framework and a lack of development which extends beyond the boundary of the National Park. The site is attractive and contributes positively to the rural setting of this part of the National Park. The proposed logistics hub would also be visible (as an uncharacteristic intrusion) from a waymarked trail from Chawton House, a noted local tourist and international visitor destination.</p>	<p>The Applicant will contact SDNPA following submission of this change request to discuss any outstanding concerns in relation to the points raised.</p>
<i>Concern – Environment – Habitats</i>			





Ref	Organisation / Individual	Comment	Applicant's Response
SLP_LH043 SLP_LH044 SLP_LH053	Local residents (x3)	Three local residents commented on the location of the logistic hub stating that the development would destroy more countryside and natural habitat.	<p>The location of the logistics hub is not subject to the change request which only seeks to reduce the size of the A31 / A32 Junction, Northfield Lane Logistics Hub when compared to the Application.</p> <p>The Applicant has taken all reasonable steps to limit the adverse effects of the project as far as possible. Mitigation and good practice measures are proposed in order to avoid, and reduce adverse impacts where possible. These measures are set out in a variety of Application documents and in particular The Code of Construction Practice (<b>Document Reference REP2-10</b>).</p>
<i>Concern – Engineering – Access</i>			
SLP_LH046 SLP_LH053	Local residents (x2)	One resident raised concerns around the access to the logistics hub and stated that the existing field access is too close to the railway bridge for clear visibility, so the proposed access should be located 25m further south without compromising the sight line to the A31 roundabout.	<p>Site access to the logistics hub is not subject to the change request which only seeks to reduce the size of the A31 / A32 Junction, Northfield Lane Logistics Hub when compared to the Application.</p> <p>Access to and from the logistics hub will be agreed with the local highway authority and comply with relevant standards.</p> <p>In selecting the location of access to the hub within the Application consideration was given to the railway bridge and safety.</p>
<i>Concern – Engineering – Size of Hub</i>			
SLP_LH049	SDNPA	We do welcome the reduction in the proposed size, by more than half, of the proposed logistics hub at the A31 / A32 junction and we recognise this as a positive step. However we continue to	The Applicant can confirm that the size of the logistics hub would be up to two hectares. This is a reduction of over three hectares when compared to the Application. There would be no new or different likely significant





Ref	Organisation / Individual	Comment	Applicant's Response
		<p>have concerns about this proposed logistics hub for the following reasons:</p> <p>3. The size of the proposed logistics hub at the A31 / A32 junction remains considerable. Whilst dimensions of this reduced logistics hub have not been provided the SDNPA understands, from cursory measurements of its own, that it would be in the region of 1.4 hectares in size. The logistics hub would remain sizeable.</p>	<p>effects as a result of reducing the size of the logistics hub.</p>
<i>Concern – Community – Local Development</i>			
SLP_LH043 SLP_LH044 SLP_LH046	Local residents (x3)	<p>Three residents raised concerns around the cumulative effects of multiple developments in the vicinity of the A31 / A32 Junction, Northfield Lane Logistics Hub and what consideration has the Applicant given to the Local Development Plan</p>	<p>The Applicant has provided their cumulative assessment for the project in Chapter 15 of the ES (<b>Application Document APP-055</b>). Appendix 15.1 (<b>Application Document APP-125</b>) provides a long list of projects scoped in or out of the cumulative assessment.</p> <p>The change request does not change the conclusions reached in Chapter 15 and no new or different likely significant effects are predicted individually or cumulatively as a result of the proposed change request.</p> <p>Local Development Plans considered within the Application are presented in ES Appendix 2.2 (<b>Application Document APP-074</b>).</p>
<i>Concern – Community – Lack of Consultation</i>			
SLP_LH043 SLP_LH045 SLP_LH046 SLP_LH053	Local resident (x4)	<p>Four local residents responded to the proposed change consultation stating that they were not consulted on the Application in the first place.</p>	<p>During Design Refinements (second statutory) consultation, the Applicant consulted on the locations and size of six temporary logistics hubs. These were submitted as part of the Application. Details of this consultation was sent to a wide range of statutory and other organisations, and to properties within a standard 50m radius of each logistics hub. Details of the Applicant's approach to consultation can be found in the Consultation Report (<b>Application Document AS-013</b>).</p>





Ref	Organisation / Individual	Comment	Applicant's Response
			For the Consultation on Reducing Temporary Logistics Hubs, the Applicant took the decision to include within its mailout addresses for those properties just outside the 50m radius, as it felt these residents would be interested in the proposed changes.
<b>Hartland Park Village</b>			
<i>Neutral – No Comment</i>			
SLP_LH034	Church Crookham PC	Church Crookham Parish Council have received and reviewed the consultation documentation and have noted the changes to the logistics hub at Hartland Park Village, Farnborough raising no concerns from these proposals.	The Applicant notes this response.
<b>MoD Land: Deepcut Bridge Road</b>			
<i>Concern – Traffic – Methodology</i> <i>Concern – Land Use – MoD</i> <i>Concern – Environment – Landscape and Visual</i>			
SLP_LH051	Ministry of Defence	The proposal is to downgrade the temporary logistics hub (see plot 1368 on the Land Plans) from a size of 3.84 ha (9.49 acres) to a construction compound and relying on the access road (Frith Hill Road) as shown on the Land Plans to connect back into the pipeline corridor. The changes would reduce the land requirement to approximately 1 acre to be positioned somewhere within the larger plot 1368. The information within the consultation booklets appears to suggest there will be a net reduction in traffic use in this location from a seven day average of 60 to a seven day average of 0. The footnotes confirms that this has been assessed purely on the downgrading of this site from a logistics hub status and there is no comparison with the vehicle movements likely as a construction compound. Rather the footnotes say 'small number of vehicle movements' but does not provide any numbers to support this statement.	<p>The Applicant acknowledges the comments from the MoD and has been liaising with them pre and post DCO Application to secure a Voluntary Agreement for the logistic hub during construction, along with all the other rights the Applicant will require.</p> <p>During examination the Applicant has discussed converting the site from a logistic hub to a construction compound and the benefits this includes with a smaller area required and a reduction in construction vehicles.</p> <p>A number of the points raised by the MoD relate to the examination of the Application itself rather than the request to convert the logistics hub into a smaller and less used construction compound. For those points specific to the change request:</p>





Ref	Organisation / Individual	Comment	Applicant's Response
		<p>In parallel with the consultation exercise the MoD met with Esso and their professional representatives on site to look at the proposed hub/compound as shown in the Order documents as the MoD have serious operational concerns over the occupation of land in this location together with the use of Frith Hill Road as an access to the pipeline corridor. Regardless of the downgrading of the hub to compound status the same concerns remain and are summarised as follows</p> <p>Disruption to current and future military training:</p> <ul style="list-style-type: none"> <li>• Current proposed compound and use of Frith Hill Road could prevent access to a significant proportion of operational military estate which is not acceptable;</li> <li>• Frith Hill Road currently acts as one of the main access routes for the MoD. We have significant concern of the viability shared access down Frith Hill Road between MOD and Esso's construction traffic;</li> <li>• The felling of trees on the Esso proposed compound may create an unsatisfactory safety concern for the personnel using the surrounding estate. The current tree planting creates a visual barrier between the MOD estate and public highway and loss of trees in this location will compromise this.</li> </ul> <p>High Income Stream Site</p> <ul style="list-style-type: none"> <li>• The proposed Esso compound attracts a wide range of tenants who are willing to pay significant rental payments to secure the site. This is due to its unique location close to London/Farnborough Airport and also being part of the secure confines of an MOD Estate;</li> <li>• Disruption to current lease held on site and potential future leases could have a detrimental effect on future site interest.</li> </ul>	<p>Table 4 in Section 2.5 and Annex A of this report shows the reduction in traffic demand as a result of converting the logistics hub to a construction compound. Traffic demand associated with the logistic hub would have been an annual average daily total (AADT) of 60 vehicles. Traffic demand associated with conversion to a construction compound will result in an AADT of 12 vehicles. It is not envisaged that this quantity of traffic will cause significant disruption to current of future military training or access issues to the site.</p> <p>The conversion to a construction compound and reduction in the space required will also be less intrusive than a logistics hub and is unlikely to affect future revenue streams. The Applicant is prepared to pay a fair market rate for the use of land for a construction compound. The Applicant does not consider the use the site for a construction compound will change the character of the site temporarily or on a permanent basis.</p>





Ref	Organisation / Individual	Comment	Applicant's Response
		<p>Change of Character of Site</p> <ul style="list-style-type: none"> <li>• Very unique site;</li> <li>• Site currently mix of woodland and open space providing unique back drop for wide variety of uses.</li> <li>• If Esso were to occupy the site the appearance of the space would change and would alter future attractiveness of the site.</li> </ul> <p>In summary the MOD do not wish for the use of its land as shown in the DCO Order Limits regardless of whether it is a hub or a compound. The Applicant did not consult with the MOD prior to selecting its choice and had it done so it would have realised there are significant concerns the MOD have for use of its land in this area.</p>	
<p><i>Concern – Environment – Assessment / SANG</i></p> <p><i>Concern – Engineering – Number of Compounds / Location of Access</i></p>			
SLP_LH052	Surrey Heath Borough Council	<p>However, the Council notes that it is surprising that such significant changes are being proposed at this stage in the SLP DCO Examination process and questions whether the Applicant has fully considered and assessed all suitable options, including the environmental impacts, for the location of the proposed construction compounds. The Council requests that Esso gives serious consideration to the potential to reduce the number of construction compounds proposed as part of the DCO Application in the light of the Application changes proposed. During the DCO Examination the Council has made representations that it does not consider the proposed construction compound should be located on St Catherines Road SANG. This is due to the impact on the SANG function and its potential for likely significant effects on the Thames Basin Heaths Special Protection Area. The Council also points out that the access to this particular site is not suitable for large vehicles. In view of the fact that the MoD Land at Deepcut Bridge Road is now being proposed for a construction compound, the Council</p>	<p>Section 2.3 of this report provides an explanation and justification for the need to reduce the number and size of logistics hubs. This change has been the result of ongoing design development, refinement of logistical plans and working with pipe manufactures.</p> <p>The Applicant acknowledges comments received regarding the number and location of construction compounds but notes that this is related to Examination of the Application itself rather than the proposed change. The Applicant refers the Council to ES Chapter 3 (<b>Application Document APP-043</b>) for a description on the requirements of compounds and Chapter 4 (<b>Application Document APP-044</b>) for the rationale over site selection and consideration of alternatives.</p>





Ref	Organisation / Individual	Comment	Applicant's Response
		considers that this would be the ideal location for a construction compound to provide access onto Frith Hill and negates the need for a construction compound on the St Catherines Road SANG. Alternatively, the Applicant should assess the scope to site a further construction compound within Frith Hill. The Council also notes that a construction compound is proposed within the Turf Hill SPA and again asks the question of the Applicant as to whether all suitable alternative options and environmental impacts have been fully assessed. Your attention is also drawn to the Council's Local Impact Report and further representations in respect of St Catherines Road SANG and the Turf Hill construction compound.	
<i>Concern – Community – Proximity to Homes / Previous Disruption</i>			
SLP_LH026	Local resident	One resident raised concern over continued disruption from multiple developments in the area.	The Applicant notes the concern raised. This change request seeks to convert the logistics hub to a smaller construction compound and will also reduce the traffic demand in the vicinity as a result.
<i>Concern – Traffic Increase</i>			
SLP_LH023 SLP_LH008	Local residents (x2)	Two residents raised concerns over increased traffic from the conversion of a logistics hub to a construction compound.	The conversion of the logistics hub to a construction compound will reduce traffic demand. In the Application it was assumed an annual average daily total (AADT) of 60 vehicles would be required at Deepcut Bridge Road Logistics Hub. The conversion to a construction compound will reduce traffic to an AADT of 12 vehicles.
SLP_LH040	Windelsham PC	The Council do have some concerns surrounding the conversion of the temporary logistics hub into a construction compound at Deepcut Bridge Road, Frimley Green. Although not directly in our Parish area, the location of the compound and movement of heavy vehicles to/from site will impact our villages. The Council requests that suitable conditions are imposed, to minimise the possible transit of heavy vehicles through the local villages.	The conversion of the logistics hub to a construction compound will reduce traffic demand. In the Application it was assumed an annual average daily total (AADT) of 60 vehicles would be required at Deepcut Bridge Road Logistics Hub. The conversion to a construction compound will reduce traffic to an AADT of 12 vehicles. No new or different likely significant effects are predicted by the change, and the reduction is likely to be beneficial
<i>Concern – Alternative Suggestion</i>			





Ref	Organisation / Individual	Comment	Applicant's Response
SLP_LH023	Local resident	One local resident recommended that the Deepcut site should be removed altogether and one of the other logistics hubs proposed to be removed be re-instated as an alternative hub or compound.	The location of construction compounds is based on constructing the project in the most efficient way possible while minimising impacts. Each construction compound is located near a highway and serves a particular section of the pipeline. Reducing or changing the number or locations of these construction compounds will create greater impacts around the sections that the construction compound removed would have served.
SLP_LH051	Ministry of Defence	<p>As part of our discussions with Esso an alternative site (less than 400 metres away from the proposed compound site) was put forward by the MOD as being more suited as a hub/compound as it would not conflict with the MOD's use of its estate. This site is known as Blackdown Road (as shown in the attached plan) and is also owned by the MOD. It is felt this alternative is more suitable for the following reasons:</p> <ul style="list-style-type: none"> <li>- Utilising a former compound area not often used by MOD.</li> <li>- Disruption therefore significantly reduced on the surrounding estate</li> <li>- Preserves the high income stream enjoyed at current proposed site</li> <li>- Considered a reasonable alternative proposal as it is nearby to the Order Limits and pipeline construction area.</li> </ul>	<p>The Applicant acknowledges the MoD's offer of an alternative site and has undertaken a due diligence exercise to evaluate this location. The Applicant considers this site unsuitable for the following reasons:</p> <ul style="list-style-type: none"> <li>• The site is outside of the Application Order Limits</li> <li>• Access to the site is via a private residential road in which PILs have not been consulted</li> <li>• A change to the Application to include this site could be considered as material owing to its proximity to residential properties.</li> <li>• The site does not afford access into Firth Hill Woods and is not readily accessible from the public highway.</li> <li>• The site will require substantial clearance and provides unknown environmental constraints</li> </ul> <p>The Applicant will continue to engage with the MoD during examination and hopes to conclude a voluntary agreement.</p>
<i>Support – Avoiding Heritage Assets</i>			
SLP_LH031	Historic England	Thank you for contacting us on 5th November 2019 regarding our consultation in relation to the above alterations to the existing proposals. On the basis of the information provided we do not	The Applicant notes Historic England's comment about the change request and advice regarding protecting and mitigating heritage assets. The Applicant has been





Ref	Organisation / Individual	Comment	Applicant's Response
		wish to comment in detail but do offer the following advice to compliment that provided by us on 26th July 2019. We reiterate that we would consider evidence for WWII aircraft remains of a greater significance than the priority they were assigned within the EIA. Therefore, in relation to the conversion and reduction in size of the temporary logistics hub at MOD Land, Deepcut Bridge, Frimley Green into a construction compound, we welcome this. We note that the Development Consent Order provides permission for a hub of 8 acres but the updated proposal for a compound only requires the use of 1 acre. The updated proposal provides the potential to avoid permanent damage to heritage assets, most notably the WWII crash site which is considered to be located within this area. We would encourage that measures should be outlined within the Archaeological Mitigation Strategy (AMS) to ensure that the compound is positioned in such a location as to avoid damage to the asset/s. Should the proposals alter further in anyway please do come back to us for comment so that we can ensure our advice remains current.	<p>engaging with Historic England during the Examination to agree refined measures for the protection of WWII finds.</p> <p>The Applicant has secured a commitment to protect and preserve any significant archaeological remains within Chapter 16 of the ES, Environmental Management and Mitigation (<b>Application Document APP-056</b>) and is working closely with Historic England to provide an updated Archaeology Mitigation Strategy (<b>Application Document APP-113</b>)</p>
<b>M3 Junction 3</b>			
<i>Support – Previous Disruption / Environment</i>			
SLP_LH004 SLP_LH006 SLP_LH008 SLP_LH010 SLP_LH012 SLP_LH013 SLP_LH015 SLP_LH017 SLP_LH018 SLP_LH019 SLP_LH020	Local residents (x18)	Eighteen residents provided comments and responses stating that the removal of the M3 Junction 3 Logistics hub was welcomed. Residents stated that they had endured many years of impacts from various other construction projects in the area.	The Applicant notes these comments and welcomes the support for this change request.





Ref	Organisation / Individual	Comment	Applicant's Response
SLP_LH021 SLP_LH022 SLP_LH024 SLP_LH028 SLP_LH029 SLP_LH030 SLP_LH039			
SLP_LH040	Windlesham PC	I am writing on behalf of the Parish Council in response to the consultation to reduce logistics hubs. The Council fully supports the removal of the use of the hub on New Road, Windlesham. That particular site has very recently been restored to its original state, following its use as a compound for Balfour Beatty during the M3 Smart motorway works. This caused disruption to local roads for a number of years during the motorway works and residents will now be very grateful not to endure the same sort of disruptions if the hub is removed from the pipeline logistics plans.	The Applicant notes these comments and welcomes the support for this change request.
<b>Brett Aggregates</b>			
<i>Support – General</i>			
SLP_LH003	Local resident	One resident provided support for the removal of the logistics hub at Brett Aggregates	The Applicant notes this comment and welcomes the support for this change request.
<b>General comments on proposals</b>			
<i>Support – Environment – General</i>			
<i>Support – Community – Avoiding Disruption</i>			
SLP_LH003 SLP_LH005 SLP_LH011 SLP_LH014 SLP_LH024	Local residents (x5)	Five residents commented in general in terms about the support for reducing the number of logistics hubs and that this change was positive in reducing impacts.	The Applicant notes these comments and welcomes the support for this change request.
<i>Support – Environment – Landscape and Visual</i>			





Ref	Organisation / Individual	Comment	Applicant's Response
SLP_LH049	SDNPA	The three logistics hubs to be removed are not within or adjacent to a National Park or Area of Outstanding Natural Beauty. Further, the SDNPA has raised no impacts on the National Park arising from any of the three logistics hubs to be removed (including the site at the A31, Ropley Dean).	The Applicant notes this comment.
<i>Support – No comment</i>			
SLP_LH027	East Hampshire District Council	Thank you for inviting us to submit comments. We do not have any detailed comments but are happy to confirm our support.	The Applicant notes this comment and welcomes the support for this change request.
SLP_LH052	Surrey Heath Borough Council	The Council generally welcomes the proposals to remove three temporary logistics hubs, including two located in Surrey Heath Borough Council.	The Applicant notes this comment and welcomes the support for this change request.
<i>Neutral – No Comment</i>			
SLP_LH031	Historic England	Thank you for contacting us on 5th November 2019 regarding our consultation in relation to the above alterations to the existing proposals. On the basis of the information provided we do not wish to comment in detail but do offer the following advice to compliment that provided by us on 26th July 2019.	The Applicant notes this response.
SLP_LH001	National Air Traffic Services (NATS)	NATS refers to the attached notification of a reduction in anticipated hubs for the SLP Project. NATS anticipates no impact on its infrastructure from the development or the changes proposed, accordingly it has no comments to make on the Application. NATS will respond to any subsequent consultation from PINS or other body.	The Applicant notes this response.
SLP_LH009	Health and Safety Executive (HSE)	HSE has no comment to make on the updated information	The Applicant notes this response.
SLP_LH032	National Grid	We have reviewed the proposed changes and can confirm that there will be no impact on any National Grid assets or rights as a result of these changes. I hope the above information is useful. If you require any further information, please do not hesitate to contact me.	The Applicant notes this response.



## Southampton to London Pipeline Project

### Change Request – Temporary Logistics Hubs



Ref	Organisation / Individual	Comment	Applicant's Response
SLP_LH033	Harlaxton Energy Networks	Harlaxton Energy Networks Ltd. at this time has no assets within 200m the pipeline area and will not be implementing any in the near future, therefore Harlaxton has no comment to make on this project.	The Applicant notes this response.
SLP_LH035	Public Health England	Based on our review of the submitted documentation PHE does not believe that the proposed changes will pose a significant risk to public health. For that reason, on this occasion, we have no additional comments to provide at this stage of the NSIP Application.	The Applicant notes this response.
SLP_LH037	Southern Water	Further to your below acknowledgement regarding start of the consultation on reducing temporary logistics hubs for Esso Southampton to London Pipeline Project, after review of the documents within submission, we can advise that the proposed works within this stage are outside of Southern Water's operational area and no negative impact on our infrastructure is anticipated. Therefore, we would have no comments to make with regards to this stage and would refer to our previous comments on the overall project.	The Applicant notes this response.
SLP_LH048	Surrey County Council	These teams have no comments to make in regard to the proposals	The Applicant notes this response.
<i>Not relevant to consultation specifically</i>			
SLP_LH039 SLP_LH042	Local residents (x2)	Two residents raised questions around aspects not related to the logistics hub change but the wider project and energy policy.	The Applicant notes these responses and where relevant will be examined as part of the Application itself.