

**TRANSPORT AND WORKS ACT 1992
TOWN AND COUNTRY PLANNING ACT 1990**

THE STANSTED RAIL IMPROVEMENT ORDER 2001

SUMMARY PROOF OF EVIDENCE

OF

Christopher Douglas Coshan

FOR

THREE VALLEYS WATER PLC

3rd October 2008

STATEMENT OF CHRISTOPHER DOUGLAS COSHAN

1. Overview

- 1.1 The following observations are drawn from a high level review of the documentation received from BAA surrounding proposed works for rail improvements at Stansted Airport in May 2008, against the records contained in the TVW's digital mapping system:
- 1.2 The proposed works follow the corridor of the existing rail tracks approximately between the M11 Motorway (552962, 224742) and Stansted Airport Station (555571, 223394) and the railway tunnel to the south west of the station.

2. Affect on Three Valleys Water's network

- 2.1 The affected parts of the network are as described in the following text, but because designs for the proposed works are at a very initial stage the full impact cannot yet be assessed:
- 2.2 A 400mm diameter ductile iron main at the Tye Green Tunnel portal, which appears to be located in embankment above the existing tunnel. This looks almost certain to be affected by the proposed portal structures and plant room building and a diversion may be required.
- 2.3 A 4" diameter cast iron main in Belmer Road near the Tye Green Tunnel portal, which may be affected. It should be noted that this main is scheduled for renewal during the current Regulatory Period (up to 2010), so early detailed advice of proposed works may enable a mutually beneficial interface.
- 2.4 A 3" diameter cast iron main which was abandoned in 1992 in the area of Coopers End Roundabout. If the abandoned main is still physically present it may be regarded as an asset belonging to TVW. However given the scale of road works etc that may have taken place in the intervening period this may be unlikely.

3. Concerns

- 3.1 My concerns are with the actual proposed works in construction stage and in perpetuity and their effect on TVW's apparatus which may require protection, diversion, or other measures to secure their ongoing operation. The 400mm main is particularly critical in this context. TVW will require a view on the detail of this work when it is further designed so that the impact and measures to be taken may be fully assessed. Trial excavations may be necessary to verify the position of the apparatus as part of this assessment. Diversions etc appear to have been budgeted for in the Promoter's cost estimates.

- 3.2 It is understood that there are water mains and services fed from TVW's network, which belong to BAA/Stansted Airport in the general location of the proposed works. TVW has some records of these in its mapping system but this is not thought to be definitive. TVW will require a view on measures that may be necessary to prevent or mitigate any event on BAA's mains which may have a knock on effect to TVW's supply network. In particular this would include accidental damage which may cause interruption of supply to other customers or give rise to water quality issues.

4. **Witness declaration**

4.1 I hereby declare as follows:-

- i This proof of evidence includes all facts which I regard as being relevant to the opinions that I have expressed and that the inquiry's attention has been drawn to any matter which would affect the validity of that opinion;
- ii I believe the facts that I have stated in this Proof of evidence are true and that the opinions I have expressed are correct; and
- iii I understand my duty to the inquiry to help it with matters within my expertise and I have complied with that duty.

Signed by:



Position:

PRINCIPAL ENGINEER - NETWORK.

Date:

3rd October 2008