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Date 2 April 2019

Emailed to: A585WindyharbourtoSkippool@planninginspectorate.gov.uk

Dear Sir / Madam,

Application by Highways England for an Order Granting Development Consent for the A585 Windy Harbour to Skippool Improvement Scheme - Notice of appointment of the Examining Authority and date, time and place of the Preliminary Meeting

United Utilities Water Ltd ("UU") wishes to make the following comments as part of the above process. Highways England will be aware through previous correspondence and ongoing discussions with United Utilities that we have significant network assets within the proposed red line boundary for the scheme. United Utilities looks to build a strong partnership with all stakeholders to ensure a sustainable delivery of the project. We aim to proactively identify future development needs and share our information. This helps to:

- ensure a strong connection between development and infrastructure planning;
- deliver sound planning strategies; and
- inform our future infrastructure investment submissions for determination by our regulator

Required agreements with United Utilities

As mentioned above, Highways England will be aware through previous consultation that United Utilities has various significant water and wastewater network assets in the vicinity of the preferred route, some with associated formal easements, which are additional to our statutory rights under the Water Industry Act 1991. We would like to remind you that all of our assets will need to be afforded due regard in the masterplanning process and you should be aware that serious complications could arise because our existing infrastructure passes through areas where the route is proposed. It is essential that constructive discussions between United Utilities and Highways England continue, in a bid to negotiate and agree the necessary diversions and asset protection measures required to support the delivery of your proposed scheme. At present, we are currently unable to confirm the feasibility of the proposed diversions / protection measures and further design work is required.

United Utilities was requested to provide Arcadis / Highways England with a Class 3 Estimate in February 2018. At the request of Highways England, no substantive design work has been done since

then. We have not received a latest set of drawings for the road scheme and we have not been asked to discuss the constructability of the proposed asset diversions or the phasing of any works. The estimate highlights several major points along the preferred route where our infrastructure will be impacted and our recommendations is to assume that our impacted network assets need to be diverted so that the works are included within your red line boundary.

We have notified Arcadis and Highways England of our need to progress with design work and the long lead times likely to be encountered in carrying out network modelling and in agreeing a solution for our strategic assets. We request continued detailed discussions with the necessary parties. It is essential that we are able to negotiate with you and agree any diversions or asset protection measures required to support the delivery of the proposed scheme, particularly if the scheme requires any Environmental Impact Assessments (EIA) to ensure the entirety of the scheme is assessed and cannot be subject to any later challenges. If United Utilities diversions / relocations are required outside the schemes boundary it should be noted that they may have a significant impact upon delivery timescales.

Our wastewater network assets drain the surrounding catchment to Skippool Bridge Wastewater Pumping Station. Suitable arrangements will need to be put in place to maintain wastewater flows and prevent an environmental incident or foul flooding of properties.

Our water network assets include two strategic large diameter trunk mains that supply the Fylde coast. Suitable arrangements will need to be put in place to ensure that there is no risk to water quality or a loss of supply to our customers.

United Utilities must object to the proposal due to insufficient information regarding the potential impact on our network and subsequently our existing customers' water and wastewater services.

The future discussions will need to also consider site investigation activities, methods of construction and day to day operation and maintenance of the scheme to ensure that the risk to our existing infrastructure and to the levels of service we provide to our customers is minimised.

Drainage Comments

There will be an expectation from United Utilities for no connections to any sewer as part of the scheme. Highways England will be aware that United Utilities is under no obligation to accept or dispose of the drainage for the proposed rail line via the public sewer, so an alternative solution must be delivered. We would therefore encourage a pro-active approach to sustainable drainage to meet our expectation that all resulting surface water is discharged to the most sustainable option available in relation to the surface water hierarchy.

Development associated with the scheme

United Utilities wishes to highlight that we will seek to work closely with the relevant Local Planning Authorities (LPAs) to develop a coordinated approach for delivering associated development resulting from the scheme. It is important to note that any resulting development should be focused in sustainable locations which are accessible to local services and infrastructure. We wish to work closely with LPAs and cannot stress highly enough the importance of contacting us as early as possible to develop a co-ordinated approach to new development.

Summary

I trust the above comments are useful in explaining United Utilities' current position in relation to the proposed scheme. If you wish to discuss the contents of this letter in further detail, please do not hesitate to contact myself at the above e-mail address.

Yours faithfully

Adam Brennan
Developer Services & Metering
United Utilities Water Limited

United Utilities Water Ltd ("UU")

A585 Windy Harbour – Skippool Junction, Road Improvement Scheme

Summary of UU Assets Assumed To Be Impacted

02/04/19

Notes:

1. All pipelines require suitably located apparatus, chambers and fittings as per UU Asset Standards.
2. All pipe dimensions and lengths are indicative.
3. Imperial pipe diameters are stated as the nearest assumed metric equivalent.

Water Network Assets	
Impacted Asset	**Risks / Constraints**
Proposed diversion of circa 60m of 600mm dia Asbestos cement (AC) water main, west side of Skippool Junction	This is a Large Diameter Trunk Main. Depth, location and condition of this strategic asset is recommended to be proven before the viability of the asset diversion is confirmed. No network modelling or contingency planning has been undertaken to ensure that services can be maintained to customers e.g. by over-land supply pipes, rezoning of supply areas or use of Alternative Supply Vehicles. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. This is a complex asset and sufficient time must be allowed for investigation and design work by UU.
Proposed diversion of circa 620m of 600mm dia Asbestos Cement (AC) water main, north side of Skippool Junction / Breck Road	This is a Large Diameter Trunk Main. Depth, location and condition of this strategic asset is recommended to be proven before the viability of the asset diversion is confirmed. No network modelling or contingency planning has been undertaken to ensure that services can be maintained to customers e.g. by over-land supply pipes, rezoning of supply areas or use of Alternative Supply Vehicles. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. This is a complex asset and sufficient time must be allowed for investigation and design work by UU.

Proposed diversion of circa 220m of 100mm dia Cast Iron (CI) / Polyethylene (PE) water main, north side of Skippool Bridge Junction	Depth, location and condition of asset is recommended to be proven before the viability of the asset diversion is confirmed. No network modelling or contingency planning has been undertaken to ensure that services can be maintained to customers e.g. by over-land supply pipes, rezoning of supply areas or use of Alternative Supply Vehicles. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. Sufficient time must be allowed for investigation and design work by UU.
Proposed diversion of circa 250m of 100mm dia CI / PE water main, south side of Skippool Bridge Junction	Depth, location and condition of asset is recommended to be proven before the viability of the asset diversion is confirmed. No network modelling or contingency planning has been undertaken to ensure that services can be maintained to customers e.g. by over-land supply pipes, rezoning of supply areas or use of Alternative Supply Vehicles. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. Sufficient time must be allowed for investigation and design work by UU.
Proposed diversion of 100mm dia AC water main, Skippool Junction / Service Road	Depth, location and condition of asset is recommended to be proven before the viability of the asset diversion is confirmed. No network modelling or contingency planning has been undertaken to ensure that services can be maintained to customers e.g. by over-land supply pipes, rezoning of supply areas or use of Alternative Supply Vehicles. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. Sufficient time must be allowed for investigation and design work by UU.
700mm dia twin walled ducting required to accommodate a new 600mm dia PE water main through new Skippool Bridge deck	This is a Large Diameter Trunk Main. A single new 600mm dia water main or twin 400mm water mains are required to be accommodated in a duct in the new bridge deck. A spare duct is required for resilience purposes.

	Water main to be free from any vehicle loadings on new Skippool Bridge e.g. located in footway and protected from traffic. Bridge to be designed to avoid the possibility of dynamic shocks arising from sudden changes in water network pressure or flow. No network modelling or contingency planning has been undertaken to ensure that services can be maintained to customers e.g. by over-land supply pipes, rezoning of supply areas or use of Alternative Supply Vehicles. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. This is a complex asset and sufficient time must be allowed for investigation and design work by UU.
Assumed no works required to already abandoned 300mm dia CI water main, south of Mains Lane	No investigation work has been carried out to confirm that the asset has been abandoned. Some remedial works by UU might be required to ensure that there is no residual risk.
600mm dia CI water main, south side of Garstang Road at Poulton Junction	This is a Large Diameter Trunk Main. Highways England's proposal to protect this strategic asset has NOT been accepted by UU. The asset might need to be diverted as per UU Asset Standards. Depth, location and condition of asset is recommended to be proven before the viability of the asset diversion is confirmed. No network modelling or contingency planning has been undertaken to ensure that services can be maintained to customers e.g. by over-land supply pipes, rezoning of supply areas or use of Alternative Supply Vehicles. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. This is a complex asset and sufficient time must be allowed for investigation and design work by UU.
Proposed diversion of circa 750m of 315mm dia PE water main, west of Lodge Lane borrow-pit	This is the primary water supply to the local area. Depth, location and condition of asset is recommended to be proven before the viability of the asset diversion is confirmed. No network modelling or contingency planning has been undertaken to ensure that services can be maintained to

	customers e.g. by over-land supply pipes, rezoning of supply areas or use of Alternative Supply Vehicles. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. Sufficient time must be allowed for investigation and design work by UU.
Circa 150m of 90mm dia PE water main through new Lodge Lane bridge deck	A single new 90mm dia water main is required to be accommodated in a duct in the new bridge deck. A spare duct is required for resilience purposes. Depth, location and condition of asset is recommended to be proven before the viability of the asset diversion is confirmed. No network modelling has been undertaken. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. Sufficient time must be allowed for investigation and design work by UU.
Proposed temporary diversion of circa 135m of 110mm dia PE water main whilst new Lodge Lane bridge is constructed	This is the primary water supply to the local area. Depth, location and condition of asset is recommended to be proven before the viability of the asset diversion is confirmed. No network modelling has been undertaken. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. Sufficient time must be allowed for investigation and design work by UU.
Proposed diversion of circa 75m of 600mm dia AC water main, crossing south of Garstang New Road	This is a Large Diameter Trunk Main. Highways England to provide and install duct within new road construction. A spare duct is required for resilience purposes. Depth, location and condition of asset is recommended to be proven before the viability of the asset diversion is confirmed. No network modelling or contingency planning has been undertaken to ensure that services can be maintained to customers e.g. by over-land supply pipes, rezoning of supply areas or use of Alternative Supply Vehicles.

	Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. This is a complex asset and sufficient time must be allowed for investigation and design work by UU.

Wastewater Network Assets	
Impacted Asset	**Risks / Constraints**
Proposed diversion of circa 150m of 600mm diameter (dia) Ductile Iron (DI) foul rising main, north side of Skippool Junction	Large diameter sewage pipe and access chambers taking significant flows to Skippool Bridge Wastewater Pumping Station. Depth, location and condition of asset is recommended to be proven before the viability of the asset diversion is confirmed. No hydraulic modelling or contingency planning has yet been undertaken to ensure that services can be maintained to customers e.g. by over pumping of flows or by tankering wastewater away for off-site treatment. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. This is a complex asset and sufficient time must be allowed for site investigation and design work by UU.
Proposed diversion of 150mm dia Concrete surface water drain, Skippool Junction / Breck Road	Depth, location and condition of assumed shallow asset is recommended to be proven before the viability of the asset diversion is confirmed. No hydraulic modelling or contingency planning has yet been undertaken to ensure that services can be maintained to customers e.g. by over pumping of flows or by tankering wastewater away for off-site disposal. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. Sufficient time must be allowed for site investigation and design work by UU.
Proposed retention or protection of existing 500mm dia foul rising main near proposed new retaining wall, Old Mains Lane	Large diameter sewage pipe and access chambers. Minimum easement width of 10m is required which is not satisfied by the current proposal. Depth, location and condition of asset is recommended to be proven before the viability of the asset diversion is confirmed.

	No hydraulic modelling or contingency planning has yet been undertaken to ensure that the risks to customers are minimised. This is a complex asset and sufficient time must be allowed for site investigation and design work by UU.
Proposed diversion or protection of 225mm dia Vitreous Clay gravity foul sewer, north side of Poulton Junction	Depth, location and condition of asset is recommended to be proven before the viability of the asset solution is confirmed. No hydraulic modelling or contingency planning has yet been undertaken to ensure that services can be maintained to customers e.g. by over pumping of flows or by tankering wastewater away for off-site treatment. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. Sufficient time must be allowed for site investigation and design work by UU.
Proposed diversion of circa 820m of 125mm dia PE foul rising main, west of Lodge Lane	Depth, location and condition of asset is recommended to be proven before the viability of the asset diversion is confirmed. No hydraulic modelling or contingency planning has yet been undertaken to ensure that services can be maintained to customers e.g. by over pumping of flows or by tankering wastewater away for off-site treatment. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. Sufficient time must be allowed for site investigation and design work by UU.
Proposed diversion or protection of 225mm dia gravity foul main, Pool Foot Lane at Little Singleton Junction	Depth, location and condition of asset is recommended to be proven before the viability of the asset solution is confirmed. No hydraulic modelling or contingency planning has yet been undertaken to ensure that services can be maintained to customers e.g. by over pumping of flows or by tankering wastewater away for off-site treatment. Potentially insufficient working area to construct the diversion under the Development Consent Order or an insufficient permanent easement under the Water Industry Act 1991. Sufficient time must be allowed for site investigation and design work by UU.