

High Speed Two (HS2) LimitedTwo Snowhill, Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

Minicom: 08081 456 472

Email: HS2enquiries@hs2.org.ukwww.hs2.org.uk

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Work on behalf of HS2 Ltd – start of tunnelling work near Chorlton

As you're aware, High Speed Two (HS2) is the new high speed railway for Britain. Working on behalf of HS2 Ltd, National Grid is legally required to move a number of overhead electricity lines, pylons and gas pipelines along the HS2 route to allow for the build and operation of the new railway. I'm getting in touch to provide an update on work we'll be doing in your constituency.

As we've previously mentioned, the new HS2 railway will pass above one of our existing gas pipelines at Chorlton, between Audley and Nantwich. We need to divert a 370m long section of gas pipeline at Chorlton to ensure it continues to operate safely and reliably. **None of our work will affect gas supplies.**

In early June we'll use a small tunnel boring machine to create the tunnel for the diversion. We'll start near Chorlton Lane, where we've already installed a launch shaft, travel towards Heath Farm, to the reception shaft, and we'll bore underneath the West Coast Main Line railway, to the east of Hough.

The boring machine will create a 1.5m diameter, 220m tunnel. Due to the complex nature of the work, Cheshire East Council has allowed us to use the machinery 24-hours a day for around three weeks. A team of around 25 people will operate the boring machine, working in shifts to keep it running.

As most of the work will take place some 20m below ground, the natural acoustics associated with working at this depth, along with natural environmental buffers such as trees and hedgerows, are likely to mask any noise from our equipment. However, we'll put a number of proactive measures in place to further mitigate any disruption. For example, the lighting we'll use on-site for our workers' safety will be set as low as possible, we'll fit generators with mufflers to mask noise and we'll reiterate to our contractor teams the importance of considerate working, particularly outside normal working hours.

We don't expect the local community will notice we're on-site however, we've liaised with the closest neighbour about our work and given them our Community Relations number in case they have any questions.

The FAQ on the following page provides more detail about our work.

Our core working hours are 8am to 6pm on weekdays (excluding bank holidays) and 8am to 1pm on Saturdays. Except in the case of an emergency, any work required to be undertaken outside of core hours (not including repairs or maintenance) will be agreed with the local authority. HS2 continues to be the primary contact for land matters and landowners for the scheme. National Grid land officers remain in close contact with HS2 to help manage any potential impact from our works.

We expect to complete the diversion work around Autumn 2022. However, this is subject to change to fit with the activities of other HS2 contractors.

Should you have any questions about our work or role on HS2, please contact our Community Relations team. They're available daily from 7am-7pm on 0800 073 1047. Alternatively, you can email HS2.Info@nationalgrid.com. For safety reasons, we'd be grateful if you don't visit our site or approach our contractors directly.

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If you have a general enquiry regarding HS2, please call the HS2 Freephone Community Helpline which remains operational all day, every day, and is your first point of contact should you need advice or information from HS2. The Helpline is available at HS2enquiries@hs2.org.uk and telephone 08081 434 434. A Freephone Minicom service is operated on 08081 456 472 for those with hearing difficulties. You can also write to them at: HS2 Community Hub, High Speed Two (HS2) Ltd, Two Snowhill, Snow Hill Queensway, Birmingham, B4 6GA.

Yours sincerely



Mark Whittaker
Lead Project Manager
National Grid

Start of tunnelling work near Chorlton - FAQ

1. Why do you have to work 24-hours a day?

For technical reasons, once the tunnel boring machine is up and running, we need to maintain its momentum. If we stop it intermittently, there's a chance it could create settlement issues which could have implications on the West Coast Main Line.

2. How big is the tunnel boring machine?

It weighs around 18 tonnes and is around 2.5m long.

3. How will you get the tunnel boring machine to the site?

The tunnel boring machine will come from Germany by road. It'll travel to site on a standard articulated lorry – this means we won't have to close any roads or implement any traffic management while it's en route.

4. What will the boring work entail?

From early June we'll lower the tunnel boring machine and associated hydraulics into the ground. The boring machine has a rotating cutterhead at the front, a series of trailers behind which house mechanical and electrical equipment and a conveyor belt at the back to remove excavated earth. The cutting wheel at the front presses against the tunnel face by hydraulic cylinders. Inside the cutting wheel, disc cutters and a scraping tool loosen the material which is removed through the back of the machine and out of the tunnel via a conveyor belt. We'll continually monitor the tunnel face to check the turning power of the cutting wheel and the screw conveyor, to keep track of the material that's been excavated. We expect it'll excavate around 550 tonnes of material.

5. If the gas pipeline diversion is 370m long, why is the excavation only 220m long?

The tunnelling work accounts for just over two-thirds of the diversion – the remaining 150m refers to the pipework which will run up the shafts along with the remaining pipe laid in a conventional trench from the shafts back to the existing pipeline.