

Brackley Lane

Under track utility crossing corridor 25m wide

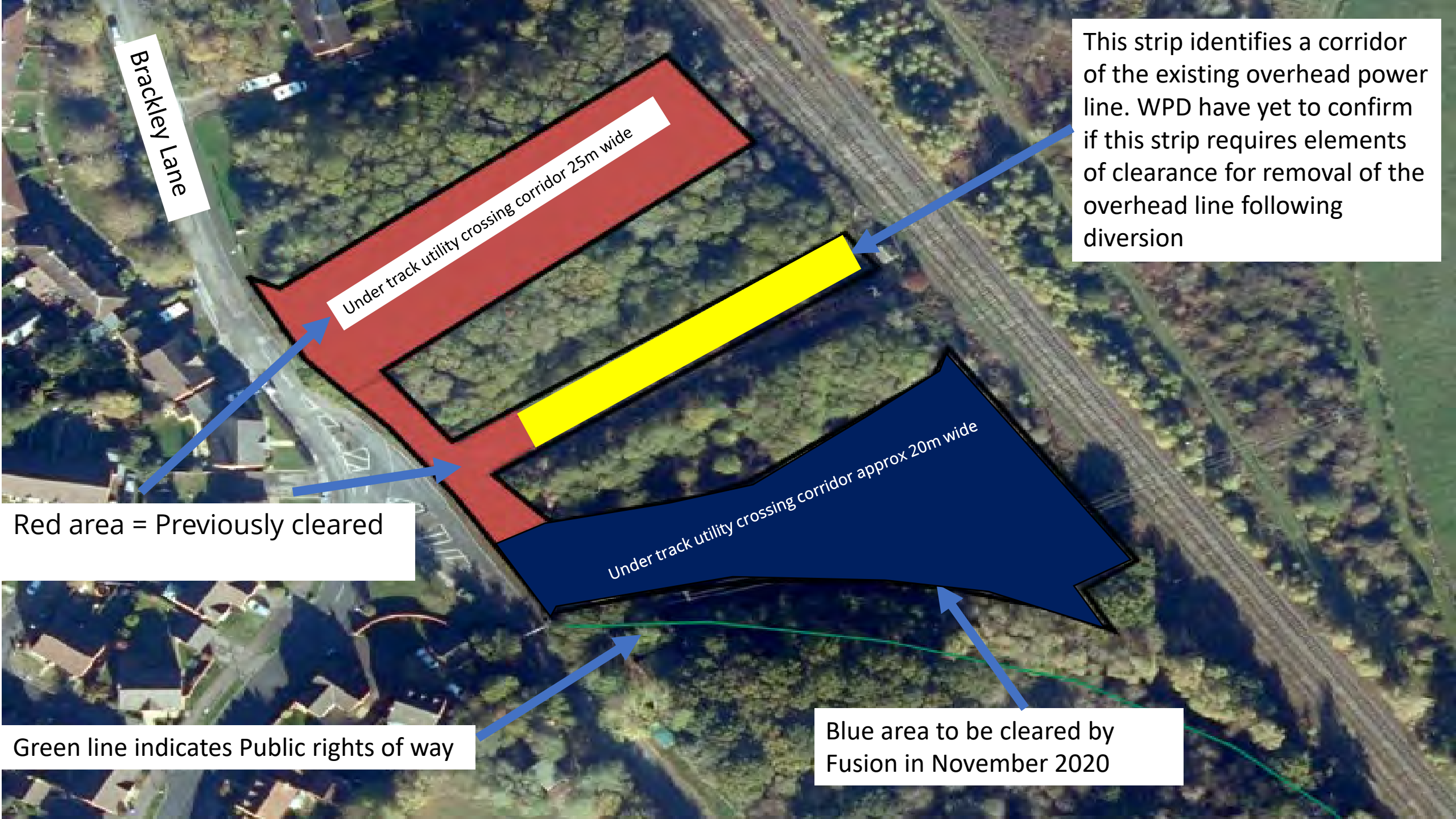
This strip identifies a corridor of the existing overhead power line. WPD have yet to confirm if this strip requires elements of clearance for removal of the overhead line following diversion

Red area = Previously cleared

Under track utility crossing corridor approx 20m wide

Green line indicates Public rights of way

Blue area to be cleared by Fusion in November 2020



Utility diversion works Brackley Lane

Why has the utility diversion design changed and what has driven the changes?

The vertical alignment depth of the HS2 line has been reduced since the initial design for the utility undertrack crossings. This has subsequently meant changes to the diversion works for the utilities currently located in the Calvert Road rail overbridge deck.

These changes have resulted in the opportunity to now undertake the majority of the drilling works from the opposite side of the railway, drilling towards Brackley Lane.

Initially the utilities are being temporarily diverted to the south beneath the railway lines through a technique called directional drilling

Working with the utility companies and in consideration of the reduced cutting depth and concrete batching plant requirements this has led to design changes including the Anglian Water feed and also the Western Power substation connection. These changes requiring the utility company easements and alignment to change.

We are planning to undertake this additional clearance now prior to the nesting season and conclude our remaining ground surveys.

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What are the benefits to the new designs?

The original design produced had the entrance pit and drilling rig for the horizontal directional drilling located on Brackley Lane meaning more impact on the community through noise, vibration, dust and traffic movements. However through the design changes this has meant the entrance pit has now moved to Calvert Road with the receiving pits located alongside Brackley Lane.

Why did we clear the original area ?

The original area that was cleared in 2019 is still required for the utility diversion works along with additional land which is within the HS2 boundary. The initial clearance helped to inform the design through further ground investigation access. The remaining required clearance area identified for the second reception pit will be cleared later in November including the areas required for the utility diversion trench routing.

Does the work interfere with the PRow ?

Currently it is envisaged that the programme for the utility diversions in 2021 will allow the PRow to remain open for the duration of the works. Currently the neighbouring PRow is impacted by the woodland works.