



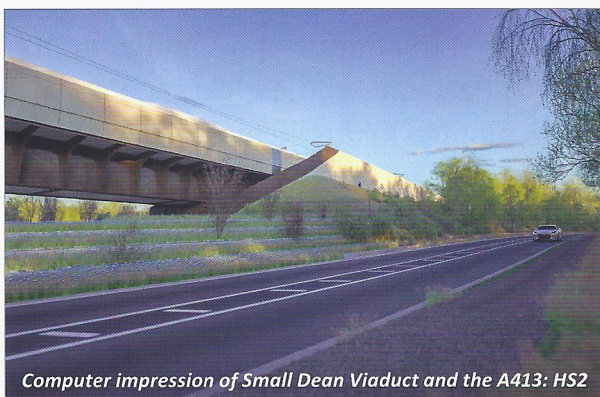
Photo: Murray Cooke

HS2: Prospect for 2024

How will the HS2 works affect local life in 2024? Wendover News asked the independent experts in the Wendover HS2 Mitigation Group what we might expect. Their predictions, inferred from what HS2 and their local contractors (EKFB) have made public, are below.

Driving south of Wendover will continue to be a problem. During the year there will be two occasions when the A413 just south of the bypass will be realigned, first to one side and then the other. More closures of the road will be needed to achieve this, but the worst of the disruption has already happened, over the last two years.

The realignment will enable construction of two main piers of the Small Dean Viaduct. For people driving out of Wendover on the London Road, the effect will be of passing through the middle of a busy construction site, with heavy machinery and large concrete structures being erected close to the road. The traffic lights further along may cause further delays, since there will continue to be vehicles leaving the viaduct works compound. Wendover Parish Council and the Wendover HS2 Mitigation Group are pressing for this issue to be resolved.



Computer impression of Small Dean Viaduct and the A413: HS2

Sometime in the spring, EKFB will be launching the first part of the Wendover Dean Viaduct steel beam across three of the piers (upright columns). See <https://tinyurl.com/wdvpier> for HS2's animation. Glimpses of this will be visible from the A413 from a car travelling towards Great Missenden, about 2.5km from Wendover. It will be spectacular, but not fast: movement will be measured in centimetres per hour!

Please note that article on pages 26 and 27 of the previous edition of Wendover News confused the two viaducts: In fact the 350m Small Dean Viaduct is nearest to Wendover; the longer 450m Wendover Dean Viaduct is further out near the Firecrest pub, just under half-way to Great Missenden.

There is a substantial embankment being built north of the Wendover Dean Viaduct, from Rocky Lane to the start of Small Dean Viaduct where HS2 passes over the main road just outside Wendover. A similar embankment will be built beside the bypass to take the track from Small Dean Viaduct north to Bacombe Lane. Under-bridges will be built through the embankments for Rocky Lane and Small Dean Lane. These will be permanent, but there will be other landscape



Photo: Murray Cooke

features that will appear and disappear as construction progresses. The most conspicuous temporary change in the landscape during 2024 will be the extent of the cutting through Ellesborough Road, to allow earth movements and the creation of the Green Tunnel in future. Before now, much of the excavation movement has been constrained by Ellesborough Road, which has prevented movement of the massive dump truck traffic between Small Dean and Stoke Mandeville.

Bacombe Lane and Ellesborough Road will both be temporarily diverted and will share a common route into Wendover across the short new road section and girder bridge over the cutting works. Once the new road section is open, the cutting will be extended through the existing Ellesborough Road, where the cottages have already been demolished, continuing south to Bacombe Lane. This will involve moving a significant quantity of spoil north to be stored in the field close to Wendover Station. We don't expect excessive noise or dust from the dump trucks, as they will be operating in the cutting and generally below the existing ground level.

At the northern end of the bypass, an underground wall is being constructed to ensure that water from the Coombe Hill Aquifer continues to flow towards the Canal and Weston Turville Reservoir, rather than escape down the line of the track and cause flooding in Stoke Mandeville.

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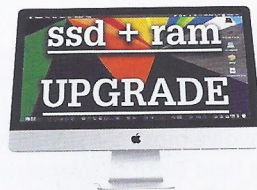
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We expect this to be completed by the end of the year which will allow the Environment Agency (EA) to review the effectiveness of the scheme. This should enable the EA to grant permission for further excavation of the Green Tunnel cutting between the old cricket ground and Folly Bridge, down to the expected track foundations level. During 2023 the EA only allowed excavation down to 3 metres



above the expected peak winter groundwater level on this section. Nash Lee Road and Nash Lee Lane were diverted in 2023 to make space for the construction of the North Cutting and a new alignment of the road from the Bypass roundabout, including an overbridge. The foundations for the bridge "abutments" will involve piling close to the houses in Nash Lee Lane, expected during this year.

During the year Wendover News will be working more closely with the Mitigation Group to keep you informed of what to expect. The sole mission of the Wendover HS2 Mitigation Action Group is to do what's right for Wendover.

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