

Wendover Parish Council Planning Committee HS2 Update, February '25

This is a background briefing regarding a forthcoming Planning Application by EKFB regarding the construction of a “Spring Chamber” in a field at the North end of Dobbins Lane.

The project has received significant feedback from Dobbins Lane residents regarding the public safety issues from the intended use of the lane by Heavy Goods Vehicles. Unlike most HS2 related proposals the site is outside the “land available for use” defined in the HS2 legislation; and is being submitted under normal Town and Country Planning Act conditions.

This brief covers:

- The project as described in the December '24 public “Frequently Asked Questions” document, which the Council decided to oppose
- Revision of the proposal in the light of feedback from WPC, WWS2 and the local community; which has now been submitted for determination by Bucks Council
- The HS2 Ltd and EKFB response to the Dobbins Lane Residents request to reconsider the proposal in favour of a new access route from Nash Lee End, near Kings Farm Shop
- Suggestions about possible responses that WPC could make to the Planning Application

WWS2 recognises the role of the Parish Council is determining how to handle the application.

We seek to support the Planning Committee by simply providing the facts about the project without influencing your decision. We would intend to be present at your meeting on the 18th February to answer any questions from Councillors.

The “unacceptable” project as envisaged in December '24

- An underground chamber to increase the flow of spring water into the brook beside Kings Farm Shop.
- Two manholes and a solar powered telemetry system in the Chilterns National Landscape area of outstanding natural beauty
- A high specification byway for access by 30 ton trucks over two fields from Dobbins Lane
- Public safety implications of HGV traffic involving about 170 round trips from the A413 using South Street and Dobbins Lane, over a period of 12-14 weeks

The updated February '25 EKFB submission

- HGV truck requirement reduced by two thirds to averaging ~1 round trips/day (60 spread over 10-12 week period)
 - By minimizing the specification of an upgrade to the existing PRoW track across the fields
- Limiting trucks to 09:30 to 14:45 to avoid school commuting hours; avoiding Thursdays to avoid any clash with BC Refuse trucks and Wendover Market traffic
- Limiting truck speeds to 20mph, with an escort vehicle and in-cab traffic monitoring
- Use of smaller trucks (< 30 ton four axle) whenever possible
- Field access track will become “grassed over” to minimise the visual impact

Reconsideration of an “Alternative Access” route

- “Dobbins Lane Residents” remain concerned about public safety, and would prefer a new access route from Nash Lee End / Loudwater Farm
- The route over the field beside Kings Farm Shop was dismissed without detailed evaluation by EKFB on grounds of anticipated timescale and cost involved; as compared to use of the existing access from Dobbins Lane.
 - Requires “new structures to cross watercourses and the removal of hedgerows”
 - Requires “access rights to the land between the highway and the chamber site”

- Request for reconsideration by the “Dobbins Lane Residents” group was refused by EKFB and HS2 Ltd. in February ‘25
 - The previous issues remain. Landowner agreement and Environmental Consents took ~18 months for the Dobbins Lane access.
 - Added consequence of impact on construction of the Wendover Green Tunnel, with the Environment Agency seeking proof of the performance of the Spring Chamber prior to permitting excavation.
HS2 are concerned about significant project delay and cost escalation.

Possible WPC response to submission

- There is an opportunity for formal Planning Policy objection regarding the residual visual impact of the track and surface elements of the Spring Chamber in the Chilterns National Landscape AONB, the traffic impact and local amenity.
- Support the Residents request for detailed justification for the use of Dobbins Lane over the Nash Lee End access route
- Request further design rationalization in order to minimise reduce truck movements
- Propose consideration of alternative powering of Spring Chamber telemetry to avoid visual impact and vandalism of the solar power supply system, enabling removal of a need for permanent fencing.
- Propose Planning Conditions:
 - Ensure that a traffic management plan is agreed before permission to proceed is given on the grounds of highway safety concerns
 - Formalise a ban on HS2 related HGV traffic in Wendover, except essential worksite access; including speed limitation restoration of “No HS2 HGV Traffic” signage at the South St roundabout exit from the A413 for wayward drivers.
 - Demand weekly reporting to WPC of HGV movements speed and timing from Truck telemetry with penalty for non-compliance, along with a two week forecast of anticipated traffic
 - HS2 funding of all Dobbins Lane tree works as identified in the recent Bucks Council survey prior to the works starting, and resurfacing of the lane following works completion
- Request that Bucks Council maintain the existing Mobile CCTV traffic monitor at Church Lane to capture evidence of HS2 HGV movements

We will be happy to provide further clarification on the proposal at the meeting on 18th February or handle emailed requests to enquiries@whs2.org for more detailed background in advance.

12th February ‘25