
Dobbins Lane, Wendover - Frequently Asked Questions

February 2025 update

High Speed Two (HS2) is the new high-speed railway for Britain. As part of delivering the railway, we identified an area outside of our working limits required to help maintain the delicate watercourses in Wendover. We have updated this document to respond to feedback and to add further detail to the most frequently asked questions from members of the community.

What works are you planning?

We are proposing to build a spring chamber in farmland northwest of Wendover. The spring chamber is critical as part of an overall strategy to maintain ground water levels and flows within the watercourses local to Wendover and is a requirement of the Environment Agency consent for the construction of the Wendover green tunnel and Wendover north cutting. Any delay in the completion of this work will have a subsequent delay to all work in this area and could extend the total construction period by up to one year. This is why it is important that we apply for planning permission, secure consent and construct the spring chamber by this summer.

What changes have you made?

Throughout 2024 we held engagement meetings with community groups, drop-in sessions and released a frequently asked questions (FAQ) document around the proposed works in the land off Dobbins Lane, to help explain why we need to build a spring chamber. From the feedback we have received, we have identified some key concerns which we would like to provide some further information around and demonstrate where we have made significant changes in the design, refined the details and provide some community assurances, directly resulting from your responses.

You said	We did
Can you reduce the track?	We have revised the design and reduced the depth of the track from 300mm to 200mm and in some areas significantly less than this. The materials used will be a natural stone, similar to the original material used in the existing track. Overtime

	the track will naturally weather and grass over, reducing its visual appearance in the farmland.
We're concerned about the number of HGV's	As a direct result of the above, the number of HGV's has reduced from 150 to around 60. On average, this is 1 vehicle per day. We can make a commitment to only permitting one vehicle at a time on South Street and Dobbins Lane for the 12-week construction period.
Can you have speed restrictions?	Yes, we will impose a voluntary 20mph speed limit for our vehicles.
What about the safety of pedestrians?	We will have off peak deliveries between the hours of 9.30am to 2.45pm to avoid any impact on school children, commuters and any other users of Dobbins Lane, and the surrounding area. We will also escort our HGV deliveries for additional safety measures, and we have a local traffic safety officer who will be regularly monitoring the roads.
Is there any other access you can use?	We have carefully considered our proposed access and can confirm that using the existing access into the land, provides the least disruption in terms of time, community impact and cost for the community of Wendover.

What are the next steps?



Planning application

The application has been submitted to Buckinghamshire Council. It's available on their planning portal where you can review and submit your comments.



Hold the next community event

On the 19 February at the Tennis club on Dobbins Lane, the EKFB team will be available for you to discuss the updated plans.



Construction engagement

During the construction of the spring chamber and the access track, we will continue to engage with residents and provide updates where necessary.

Let's re-cap what we've said before.

What is a spring chamber?

A spring chamber is an underground chamber approximately 4m x 3m. This picks up the water from naturally occurring springs and releases it in a controlled manner into the watercourses to balance flows and is similar in size to a large manhole and will be the only visual impact. The spring chamber will be accompanied by a smaller flow monitoring chamber which will be approximately 1m x 1m.

Why can't it be located where you're building HS2?

We carried out detailed surveys and monitoring of the water table and aquifer during our design process around the Wendover green tunnel. From this, it identified the requirement to install this chamber to help regulate the local watercourses. However, the location which was determined the most appropriate and that meets the requirements to manage local water, is located outside of our HS2 boundary.

Why do you need to use Dobbins Lane?

It makes sense to utilise something that is already pre-existing. Where the proposed location was identified, there already exists access into the land from Bridleways, at the far end of Dobbins Lane. However, the track that is there already does need to be upgraded and extended to allow our machinery in to construct the chamber, and to provide safe access for future maintenance and monitoring. It also means that there will be considerably less disruption to the residents of Wendover when we don't need to create more access roads, breaks from highway, temporary bridges to cover watercourses or further vegetation clearance. It also means that we can work quickly and efficiently and not create unnecessary delays of up to 12 months, which could have been avoidable and costly.

What other access routes have you considered?

We did consider several alternative routes to ensure that what we have suggested was the most practical solution for all. Below is a table of alternative routes and our reasons why they have been discounted.

Access route	Outcome
From the A413	This would require the construction of a new road access onto a 60mph section of the A413. This location has a vehicle restraint system in place, an embankment and mature hedgerow. Considerable construction would be needed to build an access to the highway standards required. The visibility splays for example would remove considerable lengths of mature hedgerow and the traffic management to construct and later remove it, would highly impact the road users of the A413.

	More importantly however, we do not have access rights to the land between this highway and the location of the spring chamber.
Folly bridge	This is a pedestrian footbridge unfortunately, not constructed to modern standards or to carry Heavy Goods Vehicles (HGVs). There are also several physical constraints that mean we cannot use this footbridge. There is a temporary pipeline in place to carry water to the Wendover Brook as well as the water supply to the concrete batching plant. If you look the western approach has had to be shortened by our works area which means the gradient to the bridge is far too steep for our vehicles. Whereas the eastern approach is a very narrow footpath.
Nash Lee End	Although this does seem like another existing entrance, there actually is no direct path through to the location we need. This option would require construction of new structures to cross several water courses and require the removal of hedgerows. This route could therefore potentially damage wildlife habitat. Again, we do not have access rights across this land.
Aylesbury Road	This track leads to a private residence, and we cannot access without going through this residential property and gardens.



How long will the work take?

We aim to complete the work in around 12-14 weeks.



What hours will you be working on site?

Construction work at the spring chamber will take place during standard operational hours which are 8.00am to 6.00pm Monday - Friday, 8.00am until 1.00pm on Saturday



What hours will HGVs be delivering?

Our HGV traffic will be restricted to site off-peak between 9:30am and 2:45pm Monday to Friday to avoid school times. We will also restrict deliveries on Thursdays to avoid market day traffic.

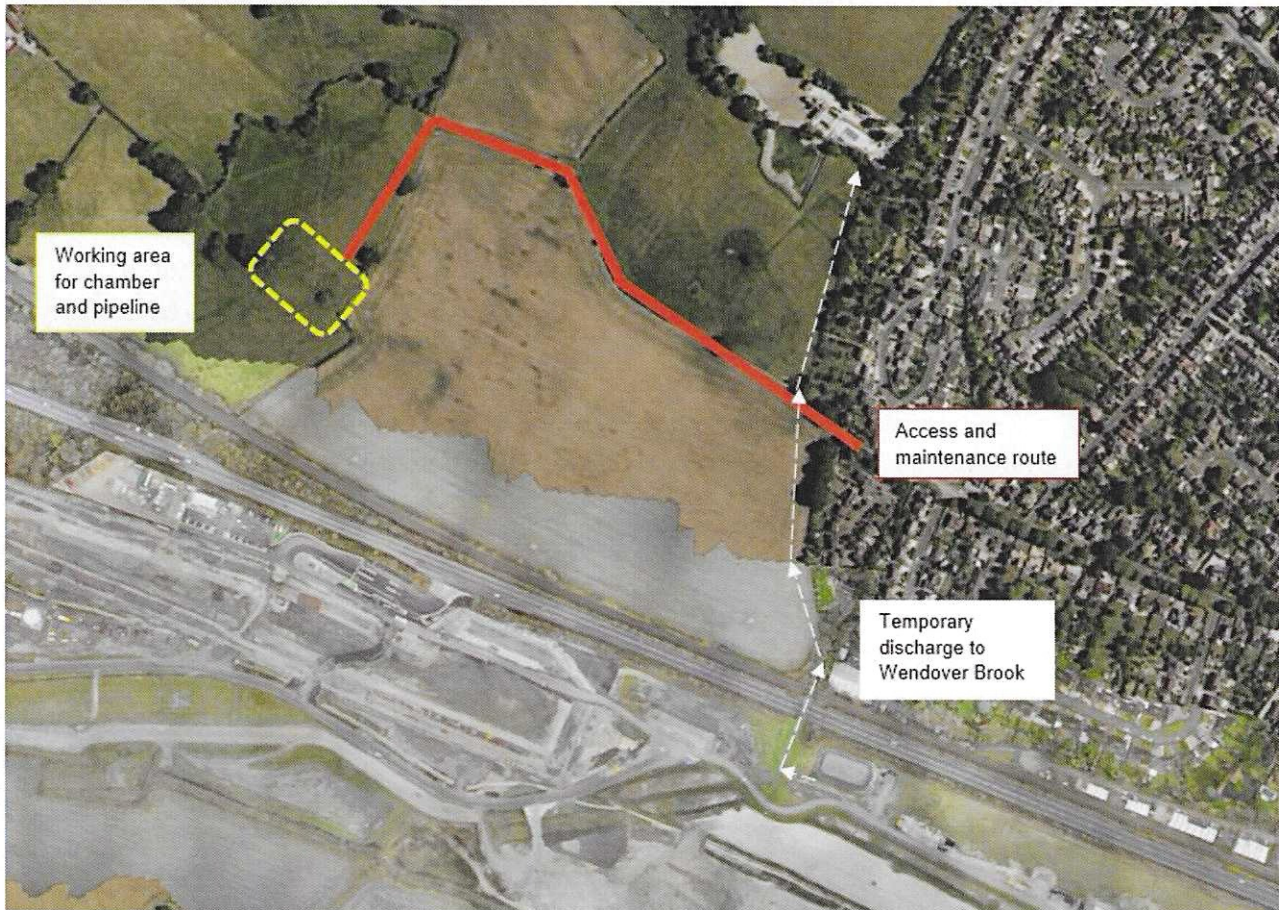


How many HGVs will there be?

We have been able to significantly reduce the number of vehicles from 150 to 60, with no more than 6 allowed in one day. On average, it equates to just one vehicle per day over a 12-week programme. There will be days where we will have no vehicle deliveries, but we anticipate the busiest time frame to be in weeks 3-5 whilst we lay the stone track.

Where exactly is the spring chamber location?

The map below shows the location which was identified for the spring chamber. You can see the route in red from the existing access from Dobbins Lane. This route is unobstructed by any existing vegetation or fence lines. The dotted white arrows show the flow of the temporary water discharge into the Wendover Brook, one of the reasons why Folly Bridge was discounted.



Is Dobbins Lane suitable for HGVs?

There is no weight limit or width restriction on Dobbins Lane and a low number of HGVs already use this road for deliveries. We will avoid a convoy of vehicles by controlling the release of HGVs at our nearby Wendover green tunnel compound on the A413 Wendover Bypass. This will ensure only one vehicle is using Dobbins Lane at any time, and like we stated earlier, we will escort each vehicle in and out of the lane.

What about safety for pedestrians and cyclists?

All our drivers are fully qualified and undergo vulnerable road-user awareness and driving in rural areas training courses. These are a mandatory part of their training prior to starting work on HS2. We will also impose a voluntary 20mph limit on our HGVs on Dobbins Lane.

Just a few more FAQ's

Are there any assurances not to route HGVs through Wendover?

There is no specific undertaking or assurance that sets out HS2 HGVs cannot travel through Wendover. Generally, there is no need for our HGVs to travel into Wendover as the main construction compounds from where we are building the railway line are located to the south, west and north-west of the town.

These compounds are accessed from approved lorry routes, and most are directly off the A413 in this area. HGV drivers are given driver packs with lorry route directions to follow to our construction compounds and vehicles are booked in on arrival.

We are permitted to use any public highway so long as our HGV movements remain below 24 per day and where we need more than this limit, we must seek approval for a lorry route in advance from the local highway authority (Buckinghamshire Council).

In this instance, the location of the spring chamber is not within the footprint of our existing construction sites where we are building the new railway line, therefore we need to use other public roads.

What about vibration from HGVs?

Damage to properties is unlikely to occur because of vibrations caused by traffic. Any defect requiring repair should be reported to the local highway authority.

What about fumes from these vehicles?

All vehicles are Euro 6 compliant with stop-start engines. Emissions levels are the lowest national level set for HGVs. Vehicles will not be permitted to queue or wait at any point along Dobbins Lane.

Will use of the access track enable further development?

No. The access track has been designed for a single construction operation, and not to the highway standards needed for future development.

What about the upgraded track in the future?

Our proposal is to keep the upgraded track in place for future maintenance of the spring chamber. Whilst the chamber will be monitored remotely, physical access will be required for maintenance which is expected to be on an annual basis. The track will be made of a natural surface material and will re-wild over time leaving no lasting visual impact.

What about damage to parked cars?

All our HGVs are fitted with CCTV cameras and the very latest specification of mirrors and our drivers qualified and trained to the appropriate level.

What about the fencing in the field?

We will remove the security fencing during the spring chamber works.

Just a few more FAQ's

What about damage to the road?

It is the responsibility of Buckinghamshire Council as the local highway authority to maintain the public highways in Buckinghamshire. We would suggest any questions or concerns regarding current condition of the road are directed towards the council. We do not anticipate any road damage because of our proposed use of Dobbins Lane.

What about noise?

Noise from construction work will be minimal and will be within limits agreed and permitted by your local authority. Noise from the movement of a small number of HGVs will also be minimal as only one vehicle will be permitted at a time. As previously noted, vehicles will only travel during the day.

What does the programme look like?

We anticipate a steady flow of work during this short duration programme. The busiest weeks will be between weeks 3-4 where most of the track construction will occur. Please note, the table below is an example of the anticipated split of delivery movements over the weeks of the programme. There may be weeks where the vehicle numbers are more or less than what was planned below. The commitment however will stay the same. No more than 6 HGV vehicles in any day and a total of 60 across 12 weeks to complete the works.

Number of HGVs	• Programme of works
5	• Week 1 Slab construction at entrance - protection for the underground utilities
20	• Week 2 - 4 Track Construction over WEN/8/1 + WEN/10/1 and mobilisation for removal of heras fence
10	• Week 4 - 5 Continued installation of track
20	• Week 5 - 9 Spring chamber construction
5	• Week 10 -12 Demobilisation

Need to know more?

Hopefully this document has covered many of the most frequently asked questions around these works.

If you feel like you still need further detail, then do let us know and our local engagement team will be in touch.

Contact our helpdesk hs2enquiries@hs2.org.uk to speak to us directly,



We are committed to keeping you informed about work on HS2. This includes ensuring you know what to expect and when to expect it, as well as how we can help.

Residents' Charter and Commissioner

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route. www.gov.uk/government/publications/hs2-residents-charter

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review. Find reports at: www.gov.uk/government/collections/hs2-ltd-residents-commissioner

You can contact the Commissioner at: residentscommissioner@hs2.org.uk

Construction Commissioner

The Construction Commissioner's role is to mediate and monitor the way in which HS2 Ltd manages and responds to construction complaints. You can contact the Construction Commissioner by emailing: complaints@hs2-cc.org.uk

Property and compensation

You can find out all about HS2 and properties along the line of route by visiting:

www.gov.uk/government/collections/hs2-property
Find out if you're eligible for compensation at: www.gov.uk/claim-compensation-if-affected-by-hs2

Holding us to account

If you are unhappy for any reason you can make a complaint by contacting our HS2 Helpdesk team. For more details on our complaints process, please visit our website: www.hs2.org.uk/how-to-complain

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Contact Us

Contact our HS2 Helpdesk team all day, every day of the year on:



Freephone **08081 434 434**



@ Minicom **08081 456 472**

Email

hs2enquiries@hs2.org.uk

Write to:

FREEPOST

HS2 Community Engagement

Website www.hs2.org.uk

To keep up to date with what is happening in your local area, visit:

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