



Wendover HS2

Mitigation Action Group

Small Dean Viaduct

The deck of the Small Dean Viaduct was successfully “launched” over the A413 and Chiltern Line at the end of January.



Photo: Keith Hoffmeister

Further work is needed to install the parapets and other features, which will entail some night time closures of the road, but we understand that this should all be finished by the end of 2025.

Dobbins Lane and the Spring Chamber

Following MP Greg Smith’s invitation to challenge HS2’s plan to use HGV trucks on Dobbins Lane; we issued a paper (www.bit.ly/3EEk15J) describing the “Spring Chamber” project. See the box opposite for details. We were surprised by the scale of the project, being roughly six times larger and longer than was indicated at the public presentations last May.

Along with Wendover residents and the Parish Council we opposed the proposal, and engaged with the HS2 project teams and councils to get it changed. As a consequence of the significant opposition, HS2/EKFB has revised the design so it will only need one third of the previously predicted lorry movements; now there will be some 60 round trips spread over 12 weeks; an average of roughly one per day.

HS2 has also taken local residents’ public safety concerns into account. It has agreed to limit truck hours to between 09:30 and 14:45, avoiding times when children and parents will be travelling to and from schools, as well as avoiding peak commuter hours around Wendover Station. There will be no trucks on Thursdays when the refuse lorries are active, and when also people park for the market. Each truck will follow an

escort vehicle along South Street and Dobbins Lane, to ensure that it does not exceed 20 mph.

The normal eight-week Bucks Council planning application approval cycle is likely to be extended to include the subsequent review by the Planning Committee, due to the level of community complaints received.

As Wendover News goes to press the application has not been made public, but as soon as it’s available we will provide guidance on our website at <https://tinyurl.com/DLnextsteps> about how to access the details and make any response. Hopefully it will be there by the time you read this page.

If a decision cannot be achieved in April prior to the Local Council elections on 1 May, the start of construction may be delayed still further. If so, HS2 may not be able to demonstrate to the Environment Agency that the Spring Chamber works effectively during the lowest groundwater period in the autumn. This could well stop HS2 getting approval to excavate the “Green Tunnel” until late 2026. A year’s delay in finishing the civil engineering means that disruptions, road diversions and path closures would probably continue until around 2029.

We at WHS2 continue to support the position that NO HS2 HGVs should have access to any roads in Wendover, and are seeking formal endorsement of that policy. However we need to be prepared for the possibility that HS2 and Bucks Council may ignore the will of Wendover residents. The number of complaints raised has enabled us to have argued (successfully) for the much less intrusive approach outlined above, and the level of support will hopefully lead to further concessions before the Spring Chamber planning is approved.

Rocky Lane closure and diversion

HS2 has closed Rocky Lane for six months to get utilities diverted onto the new alignment under the HS2 tracks. Its works notice (www.bit.ly/3EGZB2D) suggests a diversion using Frith Hill at Great Missenden. However people trying to get from Chartridge or The Lee to Wendover or Aylesbury might not discover that until too late.

We are very concerned about the volume of two-way traffic that might attempt to use the narrow, hilly, single-lane section of Hale Lane; and have asked Bucks Council and HS2 to post a diversion from Swan Bottom using St Leonards, Chivery, Aston Hill, Upper Icknield Way, and Tring Road.

Our 2025 priorities

In addition to handling immediate issues we’re expecting to make progress on two longer-term important issues – mitigating the noise we will experience from the trains; and how the land returned from HS2 will be restored.





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Issues with HS2?

If you're affected by the construction activity, please contact the HS2 Helpdesk team on 08081 434 434 (which is available 24 hours a day) or email hs2enquiries@hs2.org.uk to get your issues resolved. It helps if you have photographic evidence and please get a complaint reference number so that we can follow up issues as needed.

Need our help?

If you need further help, want to join us, or have ideas and suggestions that would mitigate the community impact, then get in touch at enquiries@whs2.org.

Ellesborough Road excavation

The works to divert the water main and sewer at Ellesborough Road are due to be completed by the end of February, and so we're

expecting the 18 metre deep cutting through the old road to start in late March. This depends on the weather being good enough to allow the dump trucks to operate.



Left: The sewer at Ellesborough Road – a small pipe that played a big part in the construction delay.

Photo: Murray Cooke

What is the 'Spring Chamber'?

What we know so far....

Wendover HS2 Mitigation Action Group has long been arguing that HS2's initial designs do not take account of some of the complex water flows around and under the Wendover area.

Eventually, the Environment Agency (EA) stepped in and insisted on some substantial changes to the way the water was handled around the green tunnel and its emergence at the northern end.

One of the requirements of the EA was that the water flow into the Stoke Brook tributaries that pass Kings Farm be monitored.

To make this happen, HS2's contractor, EKFB, needs to install a 3m diameter concrete chamber in the field half-way between Dobbins Lane/Bridleways and the Farm Shop, at a position near the existing right of way track where there is an existing sub-surface spring.

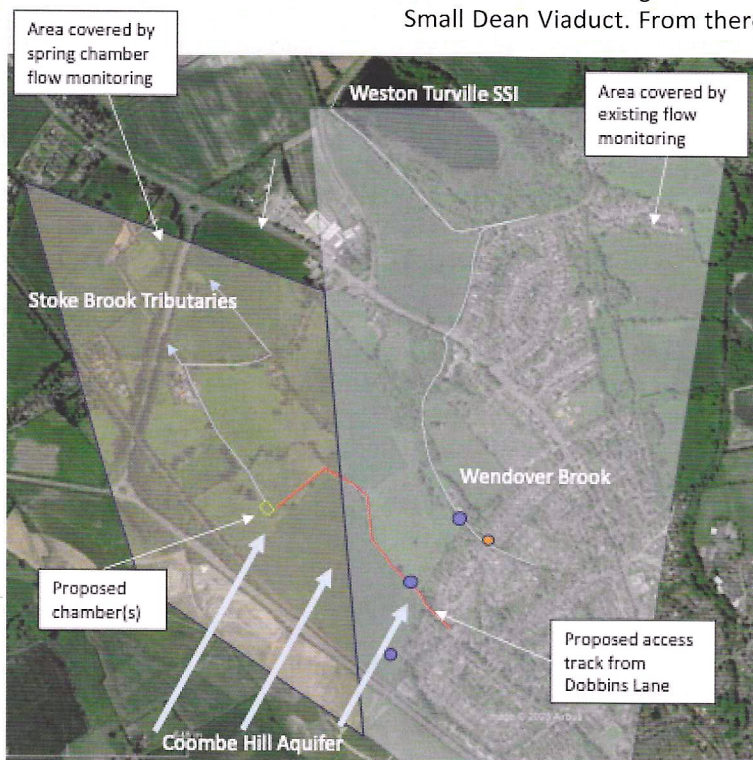
The chamber is designed to allow water to percolate from the natural spring, pass through a water flow gauge into a second smaller monitoring chamber and then discharge into the existing ditches heading north and eventually reaching Stoke Brook, north of Nash Lee Road.

The water will go under the existing Chiltern railway line and make

its way in the direction of Stoke Mandeville. It will combine with surface water draining from along the new railway as far south as Small Dean Viaduct. From there it will go into a series of ponds designed to buffer peak flow and release water at a controlled rate.

Once installed, the visible elements of the Spring Chamber will be secure manholes leading into each of the chambers. There is talk that monitoring and transmission equipment, solar power unit and security/safety fence will surround the chamber, but at the time of writing, the planning application is awaited to see the detail.

Wendover HS2 Mitigation Action Group has pushed for a significant rationalisation of the design to minimise the overall impact: For example, replacing the equipment with a battery system enclosed in the chambers.



Wendover News understands that a small concrete slab will need to be poured in the entrance to the field, to enable construction traffic to come and go without disturbing the underground water main. We also understand that vehicular access, which was originally intended to be over a fully constructed road, has been downgraded to one made from crushed concrete, or similar, to allow grass to grow over and naturalise it.

The amount of traffic entering the field to maintain the chambers will probably be limited to monthly inspections for the first few months and annual visits thereafter.

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